

RESPONSES TO COMMENTS ON THE INITIAL STUDY

This section includes comments received during the circulation of the Draft Initial Study-Mitigated Negative Declaration prepared for the Rio Urbana project.

The Draft IS-MND was circulated for a 30-day public review period that began on July 19, 2019 and ended on August 19, 2019. The City of Oxnard received nine comment letters, plus a letter from the State Clearinghouse, California Office of Planning and Research (OPR), regarding the Draft IS-MND public review. This letter from OPR confirmed that no additional comment letters were received from state agencies through the State Clearinghouse distribution and review process. The commenters and the page number on which each commenter's letter appear are listed below:

Letter No. and Commenter	Page No.
1 Scott Morgan, Director, State Clearinghouse	2
2 Kathleen Riedel, Groundwater Specialist, Fox Canyon Groundwater Management Agency	4
3 Andrea Ozdy, Deputy Executive Officer, Ventura Local Agency Formation Commission	9
4 Dan Drugan, Resources Program Coordinator, Calleguas Municipal Water District	18
5 Nathaniel Summerville, Engineer III, County of Ventura, Public Works	21
6 Anitha Balan, Engineering Manager II, County of Ventura, Public Works Agency, Transportation Department	24
7 Frances Duong, Acting IGR/CEQA Branch Chief, Department of Transportation	27
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The comment letters and responses follow. The comment letters have been numbered sequentially and each separate issue raised by the commenter, if more than one, has been assigned a number. The responses to each comment identify first the number of the comment letter, and then the number assigned to each issue (Response 1.1, for example, indicates that the response is for the first issue raised in comment Letter 1).

Any changes made to the text of the Draft IS-MND correcting information, data, or intent, other than minor typographical corrections or minor working changes, are noted in the Final EIR as changes from the Draft SEIR. Where a comment results in a change to the Draft SEIR text, a notation is made in the response indicating that the text is revised. Changes in text are signified by strikeouts (~~strikeouts~~) where text is removed and by underlined font (underlined font) where text is added.



Gavin Newsom
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Kate Gordon
Director

Letter 1

August 20, 2019

Chris Williamson
Oxnard, City of
214 S. C Street
2019079068
Oxnard, CA 93030

Subject: Rio Urbana Project (Tentative Subdivision Map No. 5998)
SCH#: 2019079068

Dear Chris Williamson

The State Clearinghouse submitted the above named MND to selected state agencies for review. The review period closed on 8/19/2019, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act, <https://ceqanet.opr.ca.gov/2019079068/2>.

1.1

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Letter 1

COMMENTER: Scott Morgan, Director, State Clearinghouse

DATE: August 20, 2019

Response 1.1

The commenter notes that the state public review period was completed, and that no state agencies submitted separate comment letters through this procedure.

Caltrans, a state agency, submitted a separate letter that is addressed below.

FOX CANYON GROUNDWATER MANAGEMENT AGENCY

A STATE OF CALIFORNIA WATER AGENCY



BOARD OF DIRECTORS

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Letter 2

August 16, 2019

City of Oxnard, Planning Division
Attn: Mr. Chris Williamson
214 South C Street
Oxnard, CA 93030

**SUBJECT: Comments Regarding Notice of Intent to Adopt Mitigated Negative Declaration
No. 2017-04**

Dear Mr. Williamson:

Thank you for the opportunity to comment on *City of Oxnard Rio Urbana Project (Tentative Subdivision Map No. 5998) Draft Initial Study- Mitigated Negative Declaration PZ#17-610-01, 17-620-01, 17-560-01, 17-300-03, 17-500-13, 17-500-05, Section XVI and Appendix I – Wet Utility Preliminary Investigation and Domestic Water Supply and Demand Memorandum*. Some of the information presented in the documents are incorrect and/ or misleading. This comment letter was prepared to provide clarification.

2.1

The Rio Urbana Project Site (Project Site) is located within the jurisdictional boundaries of the Fox Canyon Groundwater Management Agency (FCGMA/ Agency). The Agency serves as both the Groundwater Management Agency (GMA) and Groundwater Sustainability Agency (GSA). The Agency in both capacities manages groundwater and thus extraction allocations. It does not establish or modify water rights.

2.2

The Rio School District account is associated with five groundwater wells of which three wells are active and two have been destroyed. All wells associated with the account are located in the Forebay Management Area of the Oxnard Subbasin (Subbasin). There is one active well associated with each of three properties located on Vineyard Avenue (the Project Site), Rose Avenue, and Cortez Street. Reported groundwater extractions associated with each of the properties is listed in the table below.

2.3

The Rio School District is associated with an initial historical allocation of 124.124 AF/yr, however 26.700 AF/yr was transferred from the account in 1996 to the United Water Conservation District (UWCD) Oxnard-Hueneme (OH) account, and in 1999, 2.000 AF/yr to the City of Oxnard. The Rio School District account is not associated with a Baseline Allocation. Under Emergency Ordinance E currently in effect, the Rio School District is operating with a

Temporary Extraction Allocation (TEA) of 53.344 AF/yr (full amount) which is currently reduced by 20% to 42.676 AF/yr. A new allocation ordinance is currently being developed. The FCGMA Board directed that extraction allocations at each well under the new ordinance be based on the average annual extractions from 2005 through 2014. Furthermore, it is known that historical extractions from the Subbasin have exceeded the sustainable yield. It is anticipated that groundwater extraction allocations will be decreased over the next twenty years. The FCGMA Board directed that it would determine the allocation reductions required following completion of the Groundwater Sustainability Plan (GSP), planned to be adopted by the Board at a December 13, 2019, special meeting.

Rio School District Reported Groundwater Extractions (in acre-feet), 2004 to 2018

Calendar Year	Extractions by Property Location			Annual Extractions
	Vineyard Ave.	Rose Ave.	Cortez St.	
2005	11.129	30.208	16.986	58.323
2006	14.029	22.625	15.598	52.252
2007	25.170	35.446	23.724	84.340
2008	8.846	24.720	17.520	51.086
2009	8.846	24.720	17.520	51.086
2010	8.886	25.099	8.464	42.449
2011	8.094	34.075	7.941	50.110
2012	6.257	8.330	12.542	27.129
2013	8.306	37.725	7.325	53.356
2014	5.262	30.394	14.954	50.610
2015	0.639	24.174	16.535	41.348
2016	0.393	18.771	19.092	38.256
2017	0.645	10.346	7.432	18.423
2018	2.011	22.540	13.126	37.677
Average extraction 2005 to 2014	10.483	27.334	14.257	52.074

2.3
 (cont'd)

Per the Jensen Design & Survey, Inc., Technical Memorandum dated April 4, 2019, which is included in Appendix I, the Rio School District proposes to transfer 40.399 acre-feet per year (AF/yr) allocation to the City of Oxnard for the Rio Urbana project site which includes 6.089 AF/yr to the Rio School District commercial office building, and maintain 11.675 AF/yr to provide water for the Rose Avenue and Cortez Street properties. The document does not explain how the groundwater demand of the two remaining properties (school campuses) will be satisfied with an allocation of 11.675 AF/yr when the groundwater demand (extractions) during the period 2005 to 2014 averaged 41.592 AF/yr, and extractions in 2018 were 35.666 AF. Rio School District has the ability to extract groundwater in excess of groundwater extraction allocation, however extractions in excess of allocation will incur surcharge rates.

2.4

It is important to recognize that the numbers presented are based on an allocation system that has not yet been adopted and that past groundwater extractions from the Subbasin exceeded the sustainable yield. Per the Sustainable Groundwater Management Act, groundwater extractions must be brought within the sustainable yield of the Subbasin by 2040 through

2.5

City of Oxnard, Mr. Chris Williamson
August 16, 2019
Page 3 of 2

implementation of water-supply projects and reduction of groundwater extractions. Future groundwater extraction allocations are anticipated to be reduced over the next 20 year.

Please contact me at (805) 654-2954 if you have any questions.

Sincerely,



Kathleen Riedel, PG, CEG
Groundwater Specialist

KR/kr/F:\gma\Business Administration\Correspondence\2019\190815 ltr to City of Oxnard RE
Rio Urbana Development.docx

Letter 2

COMMENTER: Kathleen Riedel, PG, CEG, Groundwater Specialist, Fox Canyon Groundwater Management Agency

DATE: August 16, 2019

Response 2.1

The commenter provides initial information to clarify the role of the Fox Canyon Groundwater Management Agency.

The description of FCGWMA is on page 30 of the IS-MND (Section IX Hydrology and Water Quality, issue 2), and is consistent with the information provided by the commenter.

Response 2.2

The commenter clarifies that the FCGWMA does not establish or modify groundwater rights.

Page v of the IS-MND has been revised to describe the FCGWMA action more accurately. Mention of water rights in the body of the IS-MND occurs on page 31 in the discussion of the Oxnard Municipal Code Section 22-100. That code section applies to the provision of City water service through a new connection, such as to lands annexed to the City, and requires that water rights associated with the land be transferred to the City.

Response 2.3

The commenter provides background information, data, and recent determinations by FCGWMA regarding the Temporary Extraction Allocation by the FCGWMA to the El-Rio School District, which may be applied to this property. The updated Wet Utilities Study and April 2019 memo addressing domestic water supply and demand prepared by Jensen Design and Survey, Inc., (Appendix I) are consistent with this information.

Response 2.4

The commenter notes that if a substantial portion of the current Rio School District groundwater extraction allocation of 52.074 acre feet per year (AFY) is transferred to the City of Oxnard and assigned to this development project, the water demand at the remaining school district properties may not be met by the district wells on those properties without incurring substantial surcharges for excess groundwater withdrawals in the future.

Current groundwater extractions by the Rio School district at the two offsite properties (Rio del Valle Middle School on Rose Avenue and Rio Real Elementary School on Cortez Street) are limited to landscape irrigation purposes. Both properties have potable water service from the United Water Conservation District (UWCD) that provides for the needs of students and staff at each location.

If the wells at the two offsite locations continue to be used for landscape irrigation purposes, then the district will be required to pay groundwater extraction surcharge rates to FCGWMA for any amounts above its remaining allocation, as indicated in the comment.

As an alternative, the school district would have to reduce groundwater pumping in order to stay within the small remaining extraction allocation to these wells, and/or use potable water supplied

by the UWCD for landscape irrigation. Additional water service fees (surcharges) and water conservation measures would be applicable since UWCD is also subject to the same groundwater allocation restrictions by FCGWMA as the City and other agencies.

To avoid surcharges, the district could also fund other programs in the City or UWCD to conserve water at industrial sites within the City, offset agricultural water use by providing improved treated wastewater, or extend reclaimed water distribution lines within the City to increase use of this source. These programs in the City are briefly summarized in Section XVI-Utilities and Energy (paragraphs 1.a., on page 60). In addition, the Rio School has several other schools in the region, all served by municipal water providers. Water conservation programs undertaken at these other schools could also be used to balance any increase in the use of municipal water. The precise combination of these measures to be pursued by the school district is not known at the present time, but the ordinances and other requirements of the FCGWMA, the City of Oxnard, and other water suppliers would remain in effect and continue to apply to the other school district properties.

Response 2.5

The discussions, analysis, and conclusions in the IS-MND are based on the most recent information available with the expectation that the FCGWMA will proceed with its new allocation ordinance as currently proposed. It is not possible to predict how additional regulation or restrictions may apply to the school district in the future, or how those future events might affect this project.



VENTURA LOCAL AGENCY FORMATION COMMISSION

COUNTY GOVERNMENT CENTER • HALL OF ADMINISTRATION

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August 19, 2019

Letter 3

SENT VIA E-MAIL

Chris Williamson
City of Oxnard Planning Division
214 S. C Street
Oxnard, CA 93030

Subject: Notice of Intent to Adopt a Mitigated Negative Declaration (MND) for the Rio Urbana Project (2714 E. Vineyard Avenue and Rio School Lane, Assessor's Parcel Number 145-0-232-01)

Dear Dr. Williamson:

Thank you for providing the Ventura Local Agency Formation Commission (LAFCo) with the opportunity to review the draft Initial Study/MND for the Rio Urbana Project. As a responsible agency under the California Environmental Quality Act (CEQA), LAFCo is charged with ensuring that environmental documents prepared by lead agencies address the issues that relate to LAFCo's scope of authority. Please note that the Commission has not reviewed the draft Initial Study/MND, and these comments are solely those of LAFCo staff.

3.1

LAFCo's purposes are to (1) discourage urban sprawl, (2) preserve open space and prime agricultural land, (3) ensure efficient provision of government services, and (4) encourage the orderly formation and development of local agencies, such as cities (Government Code § 56301). The Ventura LAFCo has adopted local policies that it must consider when making decisions on reorganization proposals. Specifically, the policies found in Division 3 of the Ventura LAFCo Commissioner's Handbook (available on the Ventura LAFCo website) apply to the proposed project.

Project Description

The City of Oxnard is the lead agency for the subject project. If approved, the project would involve the demolition of existing buildings, subdivision of the approximately 10.5-acre parcel into two parcels, and development of 167 condominium units in eight three-story buildings on the resulting 9+ acre parcel and a 15,100-square-foot office building on the resulting 1+ acre parcel for use as the Rio School District (District) administrative offices. The project would involve widening of E. Vineyard Avenue, and the installation of parking areas, landscaping, and various amenities including a fitness center, tot lot, and dog park.

The proposed development site is located immediately south of the intersection of E. Vineyard Avenue and Rio School Lane, contiguous to the City of Oxnard to the west and south, and

within the City of Oxnard's sphere of influence¹ and city urban restriction boundary (CURB)². The project site was used as El Rio Elementary School until 2008. As part of the proposal, the County would vacate Rio School Lane, and this portion of the development site would be used for vehicular access and parking. The subject property is surrounded by restaurants and single-family residential development to the north, a plant nursery to the east, restaurants and other commercial development to the south, and E. Vineyard Avenue and commercial development to the west. The property has a County General Plan land-use designation of *Existing Community – Urban Reserve* and a zoning designation of *Rural Exclusive, 20,000 square foot minimum parcel size*. The proposal includes an amendment to change the City's land use designation from *School* to *Commercial General*, and to pre-zone the site as *C-2-PD (General Commercial Planned Development)*.

3.1
(cont'd)

Reorganization Request

In order for the project site to be developed as proposed, the project area must be annexed to the City. The City would provide municipal services to the proposal area upon annexation of the territory to the City. Annexation of the proposal area to the City requires LAFCo approval of several changes of organization, collectively called a reorganization. The project description should include the following LAFCo actions that would be necessary components of the reorganization:

3.2

- Annexation to the City of Oxnard
- Annexation to the Calleguas Municipal Water District
- Detachment from the Ventura County Resource Conservation District
- Detachment from the Ventura County Fire Protection District
- Detachment from Ventura County Service Area No. 32

The draft Initial Study/MND states that LAFCo approval is required for annexation to the City and detachment from the County of Ventura. The Initial Study/MND should remove the reference to detachment from the County, as the territory will remain in the County.

LAFCo Law and Additional Ventura LAFCo Policies

In the Initial Study/MND, the City discussed a variety of issue areas, and identified several potentially significant impacts requiring mitigation in order for those impacts to be reduced to less than significant levels.

¹ A sphere of influence is defined in Government Code § 56076 as the probable physical boundary and service area of a local agency, as determined by the Commission.

² Subject to the City's Save Open Space and Agricultural Resources (SOAR) ordinance, the CURB establishes a boundary within which voter approval is generally required prior to the extension of City services or a change in general plan designation.

Fire Protection/Law Enforcement/Emergency Services

The Oxnard Fire Department and Oxnard Police Department are proposed to provide fire protection and law enforcement services, respectively, to the project site and its anticipated approximately 663 residents. While the Initial Study/MND states that the project would not result in substantial impacts to provision of fire protection and law enforcement services, it does not provide any existing or anticipated response statistics to support those assertions. The Initial Study/MND should provide additional information to justify the conclusion that impacts to services provided by the Oxnard Fire Department and Oxnard Police Department would be less than significant.

3.3

Hydrology and Water Quality

The checklist for the Hydrology and Water Quality section of the Initial Study/MND indicates that impacts related to depletion of groundwater supplies or interference with groundwater recharge would be less than significant, if mitigated. However, the discussion contained in the same section concludes that adverse impacts related to groundwater withdrawals and wells in the vicinity would not exist. The Initial Study/MND should clarify the level of impact, and adjust the documentation accordingly.

3.4

Transportation/Circulation

The site plan depicts nine structures, separated by landscaping and surrounded by three main driveways (and parking areas) accessed from E. Vineyard Avenue. The site plan and traffic circulation discussion do not show any left turn options from the development south onto E. Vineyard Avenue toward the 101 Freeway (located less than ¼ mile south of the project site). Given the proximity of the project site to the freeway, a left turn option from the site onto E. Vineyard Avenue would likely reduce the number of vehicles that would otherwise need to turn right and, as a result, contribute to traffic volume on arterial and collector streets surrounding the development. Therefore, the circulation section of the Initial Study/MND should evaluate the feasibility and impacts of a left turn option exiting the development.

3.5

Water Service

Development of the project is anticipated to result in a total water demand of 40.399 acre-feet per year (AFY) from the City of Oxnard. The discussion in the Initial Study/MND suggests that the proposed development would be consistent with the City's "net-zero" policy (which requires a proposed development to provide and transfer groundwater allocation to the City or contribute to City programs to offset potable water use), because the District's anticipated total groundwater extraction allocation of 52.074 AFY through its three groundwater wells exceeds the anticipated water demand for the project. However, the Fox Canyon Groundwater Management Agency has not yet adopted an ordinance that would establish 52.074 AFY as the District's extraction allocation. Furthermore, it is not clear if the difference between the anticipated extraction allocation of 52.074 AFY and expected project demand of 40.399 AFY (i.e., 11.675 AFY) is sufficient to meet the water demand of the District's other facilities. The

3.6

3.7

Initial Study/MND should demonstrate that the project is consistent with the City's net-zero policy based on known water supply availability and expected water demand. Furthermore, the Initial Study/MND should clarify whether sufficient water supply is available to support the project and continue to support the other properties that rely on the District's three groundwater wells.

3.7
(cont'd)

The April 4, 2019, letter included as part of Appendix I to the Initial Study/MND includes an estimated water demand based on 543 anticipated residents of the development using 55 gallons per day, multiplied by a 20% contingency, which equates to a maximum of 652 residents. In various sections of the Initial Study/MND, the increase in population is estimated to be 663. It therefore appears that the actual water demand may exceed that discussed in the Initial Study/MND. While information provided in the document suggests that the City would have the ability to provide additional water to the site, the Initial Study/MND should specifically state whether or not this is the case.

3.8

Sewer Service

The project site is located within the boundaries of Ventura County Service Area No. 34 (CSA 34), which provides wastewater collection and conveyance services within the El Rio community. Wastewater is then transferred to the City of Oxnard's wastewater collection infrastructure for conveyance to the City's treatment facility. The proposed development is anticipated to generate 33,247 gallons per day of wastewater, to be disposed through the public sewer system. The Initial Study/MND states: "There is inconclusive data on the City's Wastewater Master Plan (2008) and the City's Integrated Waste Master Plan (2015) to determine the sewer capacity of the 10-inch trunk sewer line in Vineyard Avenue at this time." The evaluation further states that sewer connection fees and service fees would finance the operation and maintenance of the sewer system within the El Rio area. Based on the information provided, it is unknown whether the existing sewer system would be able to accommodate the increase in system load, and whether the required fees would be sufficient to upgrade the system (if necessary) to handle anticipated demand. The Initial Study/MND should include an assessment of the existing sewer system, and provide a determination regarding whether anticipated sewer-related fees would be sufficient to handle the anticipated increase in the volume of wastewater.

3.9

Schools

The Rio Elementary School District and Oxnard Union High School District would serve the subject territory. The MND/Initial Study acknowledges that residents of the proposed development would include students who would attend local public schools, but states that Government Code § 65996 considers development fees authorized by Senate Bill 50 to be "full and complete mitigation of the impacts" related to schools. The environmental analysis should include an evaluation of the ability of local school facilities to accommodate the expected increase in the number of students that would occur as a result of the proposed development, even if school fees qualify as financial mitigation for the deficiency in school facilities.

3.10

Additional Comments

Pursuant to Revenue and Taxation Code § 99, a property tax sharing agreement must be in place to establish the exchange of property tax revenues among local agencies to occur as a result of a reorganization. At this time, a valid tax sharing agreement does not exist between the County of Ventura and the City of Oxnard (the pre-existing master tax sharing agreement was terminated effective December 31, 2018); therefore, any future boundary change request involving the City of Oxnard must include a property tax sharing agreement.

3.11

We identified two typographical errors within the Initial Study/MND: (1) In Section X (Land Use Planning) on page 33, the discussion states that the project site is located within the City of Ventura's sphere of influence; however, the city name should be corrected to reflect that the site is within the City of Oxnard's sphere of influence; and (2) In Section XVI (Utilities and Energy) on page 61, the maximum groundwater pumping figure is provided as 50.074 AFY, but is referenced elsewhere in the document and within Appendix I as 52.074 AFY.

3.12

The Ventura LAFCo encourages prospective applicants to meet with LAFCo staff early in the planning process (see the letter from the Commission to prospective applicants available on the Ventura LAFCo website). We find that such consultation and ongoing communication is helpful to clarify the nuances of LAFCo requirements and to avoid delays later in the process. Additionally, please be aware that any requested information that is not included in the environmental document will be required as part of the application to LAFCo.

3.13

Thank you again for the opportunity to comment on the draft Initial Study/MND. Please contact me if you have any questions or wish to discuss our comments.

Sincerely,



Andrea Ozdy
Deputy Executive Officer

c: Dave Ward, Ventura County Planning Division

Letter 3

COMMENTER: Andrea Ozdy, Deputy Executive Officer, Ventura Local Agency Formation Commission (LAFCO)

DATE: August 19, 2019

Response 3.1

The commenter describes the role of LAFCO, and reiterates the project description and reorganization request. No response is necessary.

Response 3.2

The commenter provides clarifications regarding the governmental reorganizations to be approved by LAFCO, and corrects the statement in the draft IS-MND that implied the project site would be detached from the County.

Revisions have been made in the introductory portion of the IS-MND to clarify these aspects of the project description.

Response 3.3

The commenter requests additional information to support the conclusion that the project effects on Police and Fire Department services would be less than significant.

The project site is within the planning boundary used in the City of Oxnard 2030 General Plan. Although the site itself remains shown as a school, the residential population increase represented by the project is well within the population projections in the City used for planning City services.

In the 2018 Municipal Services Review for the City of Oxnard, LAFCO indicated that the City employed 0.67 firefighters for every 1,000 residents (up from a ratio of 0.48 in 2000). The Police Department employed one officer for each 831 residents (LAFCO 2018:pages 11-12).

With respect to fire service, the project site is less than one mile from the City of Oxnard Fire Station No. 7, located at 3300 Turnout Park Circle. The City Fire Department sets a goal of a 240 second (4 minute) travel time. Station No. 7 achieves this goal about 42% of the time. Station No. 7 is located approximately 0.7 miles to the northeast, just off of E. Vineyard Avenue. This proximity would allow a travel time well within the goal of 4 minutes. This City Fire Station No. 7 is located adjacent to the Ventura County Fire Station No. 51, located at 3302 Turnout Park Circle, which currently serves the unincorporated El Rio community (including the project site).

The City provides police services directly, including community patrol, criminal investigation, emergency communications, animal safety, and support services. The project site is located within Police Beat 14, Riverpark District. According to the LAFCO Municipal Services Review, the City of Oxnard 2017-2018 budget allowed for increased spending both for new vehicles and staffing to help maintain the police staffing ratio (Ventura LAFCO 2018:12).

Both the City Police and Fire Departments reviewed the project through the City's Development Advisory Committee. Over the course of the project submittal, review, and revisions process, both Departments provided comments and requested specific features within the project to improve security, visibility, and access for emergency services.

In addition to the access and security designs within the project, which were developed with input from the City, the project applicant would pay applicable developer fees that would offset costs for Police and Fire Department reviews, tests, and inspections of the project as it is developed. Finally, growth development fees, applicable to all residential and commercial projects, contribute towards funding capital projects within the City, while other taxes provide revenue of ongoing City services. In this respect, the project would be typical of new development and would not represent any unique or substantial adverse effects with respect to fire and police service, and the conclusions in the IS-MND remain valid.

Response 3.4

In the Hydrology and Water Quality section, the commenter notes the apparent confusion caused by the identified level of potential impact, and the lack of a specific mitigation measure. This discussion in the IS-MND reflects the direction and position of the City. There would be a potential impact if the onsite well continued to operate. The "mitigation" involves decommissioning and removal of the well, as required in the City Municipal Code Section 22.123. Since this action is a matter of compliance with uniformly applied existing code requirement, a separate "mitigation measure" was not presented. No change in the text of the IS-MND is necessary.

Response 3.5

The commenter states that the "Transportation/Circulation" section of the document should include an additional evaluation of the feasibility and impacts of a left turn option onto East Vineyard Avenue, because a left turn option onto East Vineyard Avenue would likely reduce traffic on East Vineyard and nearby streets.

The traffic study was prepared under the direction and review of the City Public Works Department. The potential for left turn movements into and out of the project on E. Vineyard Avenue was considered, and was rejected by the City in order to maintain smoother traffic flow. A raised median is planned along E. Vineyard Avenue to restrict left turns into and out of all adjacent properties. No changes are necessary in the IS-MND.

Response 3.6

The commenter repeats information from the IS-MND, and notes that the FCGWMA is in the process of adopting a new ordinance that may modify groundwater allocations. The IS-MND is based on the most recent information available at the time of its preparation. Response 2.5 above, addressing the FCGWMA letter, also relates to this issue.

Response 3.7

The commenter raises additional concerns regarding the ability of the project to meet the City of Oxnard "net zero" policy, and what effect the transfer of groundwater allocation from offsite wells owned by the Rio School District would have on those properties.

These issues are addressed in the response to the FCGWMA letter above, and are discussed in responses 2.4.

Response 3.8

The commenter also notes a small difference in the number of estimated residents in the updated water supply study (in Appendix I) and the number estimated in the IS-MND and used in other topics.

The Air Quality Section (III.1., page 9) cites an average household size of 3.97 persons from Department of Finance data published in January 2019), which yielded the estimate of 663 new residences for the project that is used generally throughout the report.

As explained in the April 4, 2019 Technical Memorandum to update the estimated water demand (Appendix I), the City does not have a specific water demand calculation method applicable to the project. Therefore, the Technical Memorandum describes the method developed, based in part on household size defined in the California Plumbing Code with other adjustments.

All projections of the numbers of residences expected in the project, and effects related to the number of people, are estimates. Variation in such estimates is expected. Based on the most recent information available, the City has determined that it would have the capability to supply water for the project.

The City's long-term ability to continue providing water is dependent on continuing efforts at water conservation, re-use of treated wastewater, and other measures that are briefly summarized in in Section XVI Utilities and Energy (paragraphs 1.a., on page 60). More detail on this topic is also available in the City's Urban Water Management Plan (Oxnard, January 2018).

No changes are necessary in the IS-MND.

Response 3.9

The commenter states that the information provided in the Initial Study-MND related to sewer services are not sufficient to determine whether the existing sewer system would be able to accommodate the increase in system load, and whether the required fees would be sufficient to upgrade the system (if necessary) to handle anticipated demand.

The discussion cited by the commenter occurs in Section XVI.2 (page 62) of the IS-MND, and is based on the August 27, 2017 Wet Utility Preliminary Investigation prepared by Jensen Design and Survey, Inc. (The 2018 revised version of this memo has been included in Appendix I).

As noted in the revised 2018 study, and repeated in the IS-MND, at the time the preliminary study was prepared the City's Wastewater Master Plan presumed that the Rio Urbana project site would be redeveloped. This indicated that the sewer transmission design would be adequate to serve future development, but was not conclusive. The 2019 update to the Wet Utility study did not alter the discussion related to sewer service.

A separate memo, however, from the City of Oxnard to the applicant' representative, dated May 30, 2018, states that the Public Works Department completed analysis based on the revised 2018 Wet Utility Memo and determined that sewer transmission capacity was adequate to serve the proposed project.

No changes are necessary in the IS-MND.

Response 3.10

The commenter requests that the environmental analysis include an evaluation of the ability of local school facilities to accommodate the expected increase in students that would occur as a result of the proposed project.

Information related to both school districts has been added to Section XIII.5. The conclusions with respect to school impacts and mitigation are not affected.

Response 3.11

The commenter states that, due to the fact that the County of Ventura and the City of Oxnard do not currently possess an agreement for tax sharing agreement, as pursuant to Revenue and Taxation Code § 99 , any future boundary change request involving the City of Oxnard must include a property tax sharing agreement. This additional information describes requirements applicable to all annexations. No changes are necessary in the IS-MND.

Response 3.12

The commenter notes two typographical errors in the draft IS-MND. Both have been corrected in the final document.

Response 3.13

The commenter states that LAFCO encourages prospective applicants meet with LAFCO staff early in the planning process in order to prioritize consultation and ongoing communication throughout the planning process. No response is necessary.

THOMAS L. SLOSSON, PRESIDENT
DIVISION 1

ANDY WATERS, SECRETARY
DIVISION 3

STEVE BLOIS, DIRECTOR
DIVISION 5



ANDRES SANTAMARIA, VICE PRESIDENT
DIVISION 4

SCOTT H. QUADY, TREASURER
DIVISION 2

ERIC BERGH
INTERIM GENERAL MANAGER

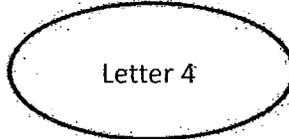
web site: www.calleguas.com

2100 OLSEN ROAD • THOUSAND OAKS, CALIFORNIA 91360-6800 805/526-9323 • FAX: 805/522-5730

July 23, 2019

Via email and USPS

Chris Williamson
Consultant Planner
City of Oxnard
Planning Division
214 South C Street
Oxnard, CA 93030



Letter 4

RE: DRAFT MITIGATED NEGATIVE DECLARATION No. 2017-04 (RIO URBANA PROJECT)

Dear Mr. Williamson:

Thank you for sending Calleguas Municipal Water District a copy of the Notice of Intent to Adopt a Mitigated Negative Declaration for the Rio Urbana Project. The purpose of this letter is to advise the City of Oxnard that the territory under consideration, 2714 E. Vineyard Avenue (APN: 145-0-232-010), is not within the service area of Calleguas.

4.1

The Draft MND notes that annexation of the subject parcel to Calleguas, a Responsible Agency for the proposed development, is necessary to allow annexation to and water service by the City of Oxnard.

Calleguas requests that the following technical language be included in the Final MND:

Land on which the proposed projects will be built is not presently within the boundaries of Calleguas Municipal Water District or Metropolitan Water District of Southern California. The Administrative Codes of both agencies state that water delivered by their systems may be used only within their respective service area boundaries. Calleguas purchases all of its potable water from Metropolitan. Metropolitan supplies water from the Colorado River and the State Water Project for municipal, industrial and agricultural uses within its service area. Annexation to Calleguas and Metropolitan of the land under consideration is necessary to allow annexation to and water service by the City of Oxnard.

Annexation procedures for Metropolitan are defined in Section 3500 of the Metropolitan Water District Act, which are also observed by Calleguas. In addition, annexations to Calleguas are subject to Part 8 of Calleguas' Administrative Code. Annexation is also subject to approval by the Ventura Local Agency Formation Commission and any terms and conditions the Commission may apply. Pursuant to Section 56017 of Part 1, Chapter 2, of the Cortese/Knox/Hertzberg Local Government Reorganization Act of 2000, annexation means the annexation, inclusion, attachment, or addition of territory to a city or district. This action will require amendment of the Spheres of Influence of Calleguas and Metropolitan.

4.1
(cont'd)

Calleguas and Metropolitan have in place Water Standby Charges. In the course of annexation, such charges will be fixed for the subject property. Water Standby Charges are assessed to pay for the benefits that properties receive from the projects and facilities provided by Calleguas and Metropolitan, whether or not they receive water from Calleguas and Metropolitan.

This administrative change in water service areas will have a less than significant impact.

As always, you are welcome to call me directly with questions at 805-579-7185.

Sincerely,



Dan Drugan
Resources Program Administrator

cc: Eric Bergh, CMWD

Letter 4

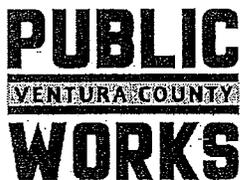
COMMENTER: Dan Drugan, Resources Program Administrator, Calleguas Municipal Water District

DATE: July 23, 2019

Response 4.1

The commenter states that the site is not within the jurisdiction serviced by Calleguas Municipal Water District, and requests specific language be added to the IS-MND.

Clarifying language to repeat that the project site is not currently within the CMWD, but would annex to CMWS as part of its annexation to the City of Oxnard, has been added to Section XIV - along with the specific technical language requested by the CWMD comment.



WATERSHED PROTECTION
WATERSHED PLANNING AND PERMITS DIVISION
800 South Victoria Avenue, Ventura, California 93009
Sergio Vargas, Deputy Director – (805) 650-4077

MEMORANDUM

DATE: August 16, 2019

TO: Anthony Ciuffetelli, EDR Coordinator
County of Ventura

FROM: Nathaniel Summerville, Engineer III-Advanced Planning Section

SUBJECT: RMA19-010 Rio Urbana
APN(s) 145023201
Zone 2
Watershed Protection Project Number: WC2019-0060

Pursuant to your request dated July 24, 2019, this office has reviewed the submitted materials and provides the following comments.

PROJECT LOCATION:

2714 E. Vineyard Ave and Rio School Lane, Oxnard, CA

PROJECT DESCRIPTION:

The proposed project includes demolition of the existing school buildings onsite (formerly El Rio Elementary School) and subdivision of the approximately 10.5-acre parcel into two parcels. The project would develop 167 condominium units in eight, three-story buildings that include a fitness center and 17 low income deed-restricted units on the 9.12-acre parcel, as well as a two-story, 15,100 square foot office building on the 1.12-acre parcel. This office development is intended for use as relocated Rio School District administrative offices. The project would also include widening of Vineyard Avenue, associated parking, open space, landscaping, and amenities for on-site residents. The residential units would be made up of one- to three-bedroom attached units. The residential and office structures would have a maximum height of 38 feet. The residential portion of the project would include 431 parking spaces consisting of 169 resident garages, 163 parking spaces, and 99 guest parking spaces.

The office portion of the project would include 61 standard parking spaces. Resident amenities include a 1,068 square foot recreation pavilion, four refuse structures, seven play areas and a tot lot, and a dog run.

5.1

WATERSHED PROTECTION DISTRICT COMMENTS:

1. The project is located immediately about 4,000 feet north of El Rio Drain, which is a Ventura County Watershed Protection District (District) Jurisdictional redline channel. The project proponent is hereby informed that it is the District's standard that a project cannot impair, divert, impede, or alter the characteristics of the flow of water running in any District jurisdictional red line channel under the requirements of Ordinance WP-2. Please be aware that El Rio Drain has been identified as having limited flood carrying capacity and no increase in peak runoff will be allowed. The Project must provide adequate mitigation measures to comply with the District's standard for peak attenuation, which is that the runoff after development shall not exceed the peak flow under existing conditions for any frequency of event or, alternatively, apply the city standard; whichever is most restrictive shall apply. Analysis should consider the 100-year, 50-year, 25-year, and 10-year design storm frequencies.

5.2

2. The drainage letter in Appendix F indicates no detention will be provided since the local storm drain has available capacity to carry the 10-year flow. This does not meet the District's requirement for peak flow mitigation. The calculations show there would be an increase in peak flow in the 10-year, 25-year, and 100-year flow.

5.3

The proposed development must incorporate mitigation measures to address cumulative impacts due to the proposed increase in imperviousness. Project shall not increase peak storm runoff in any frequency of storm events consistent with District policy and WP-2 Ordinance or, alternatively, apply the city standard; whichever is most restrictive shall apply.

END OF TEXT

Letter 5

COMMENTER: Nathaniel Summerville, Engineer III-Advanced Planning Section, County of Ventura, Public Works, Watershed Planning and Permits Division

DATE: August 16, 2019

Response 5.1

The commenter reiterated the project description and listed the regional facilities within the jurisdiction for the Ventura County Public Works department which are adjacent to the project, for clarification. No response is necessary for this comment

Response 5.2

The commenter describes the project as being about 4,000 feet north of the El Rio Drain, which is under the jurisdiction of the Ventura County Watershed Protection District, and notes that under County Ordinance WP-2 the project would not be allowed to alter the characteristics of flow within the channel. This issue is discussed in Section IX of the IS-MND, including reference to the El Rio Drain and the authority of the Ventura County Watershed Protection District (issue IX.3, on page 31). The commenter provides additional detail explaining that the County standard would require that the peak flow in the El Rio Drain under 10-year, 25-year, and 100-year storm flow conditions may not be increased by project development.

Response 5.3

The commenter makes reference to the hydrology memo (Appendix F), and notes that it shows increases in the peak flow values for the 10-year, 25-year and 100-year storm flows. This comment again references the need to comply with County policy and the requirements of County Ordinance WP-2.

As noted in the hydrology memo in Appendix F, the project is expected to result in an increase in the peak flow from a 100-year storm from 32.8 cubic feet per second (cfs) under the current condition to 43.3 cfs after development is completed. This increase, however, is estimated at the point along E. Vineyard Avenue adjacent to the project site, where the drainage from the property discharges into a 54-inch diameter storm drain controlled by the City of Oxnard. The memo in Appendix F notes that it is a preliminary study and was intended only to address current City of Oxnard requirements and to form the basis for final design and analysis. Additional hydraulic analysis is necessary to determine what, if any, affect this increase would have on the peak flow in the El Rio Drain several thousand feet downstream from the project site. If the project would adversely affect the peak flow in the El Rio Drain, then its design would have to be modified to incorporate additional detention of runoff.

The City will require compliance with the County policy prior to approval of the final map for the project. The text of the IS-MND has been revised to state the County requirement more clearly. No change in the conclusions with respect to the project impact is necessary.



County of Ventura
PUBLIC WORKS AGENCY
TRANSPORTATION DEPARTMENT
Traffic, Advance Planning & Permits Division
MEMORANDUM

DATE: 8/19/2019
TO: RMA Planning Division
Attention: Anthony Ciuffetelli
FROM: Anitha Balan, Engineering Manager II
SUBJECT: **REVIEW OF DOCUMENT 19-010 IS-MND**
Project: **Rio Urban Project**
Lead Agency: **City of Oxnard, Community Development Department**
Demo the closed down El Rio Elementary School. Construct 167 condo units and 15,100 sq. ft. of office space.
APN# 1450232010

Pursuant to your request, the Public Works Agency - Transportation Department has reviewed the IS-MND for the Rio Urban Project.

The proposed project includes demolition of the existing school buildings onsite (formerly El Rio Elementary School) and subdivision of the approximately 10.5 acre parcel into two parcels. The project would develop 167 condominium units in eight, three-story buildings that include a fitness center and 17 low income deed-restricted units on the 9.12-acre parcel, as well as a two-story, 15,100 square foot office building on the 1.12-acre parcel. This office development is intended for use as relocated Rio School District administrative offices. The project would also include widening of Vineyard Avenue, associated parking, open space, landscaping, and amenities for on-site residents. The residential units would be made up of one- to three-bedroom attached units. The residential and office structures would have a maximum height of 38 feet. The residential portion of the project would include 431 parking spaces consisting of 169 resident garages, 163 parking spaces, and 99 guest parking spaces. The office portion of the project would include 61 standard parking spaces. Resident amenities include a 1,068 square foot recreation pavilion, four refuse structures, seven play areas and a tot lot, and a dog run.

6.1

Rio School Lane would be vacated by the County of Ventura with current access and parking for adjoining properties, maintained. The project site would be accessed by three driveways from Vineyard Avenue. Internal circulation would accommodate fire and emergency access, and solid waste collection vehicles.

We offer the following comment(s):

1. Rio School Lane is a public roadway maintained by the County of Ventura, Public Works Agency, Transportation Department (PWATD). When the City of Oxnard Annexes Parcel 145-0-232-010, PWATD will require the City of Oxnard to annex Rio School Lane, from Vineyard Avenue to the end of county maintained roadway; County Road Number 54191. 6.1
(cont'd)

2. The applicant should provide a safe path for pedestrians to cross East Vineyard Avenue. In providing a safe path to cross East Vineyard Avenue, the applicant should evaluate the safe route to school for the children that will live in the condominiums. 6.2

3. The sidewalk along the west side of the parcel, along East Vineyard Avenue, should be brought up to current codes. The portion of the sidewalk that has been uplifted shall be corrected and there shall be a curb along the entire sidewalk protecting the pedestrians from motorist. 6.3

Our review is limited to the impacts this project may have on the County's Regional Road Network.

Letter 6

COMMENTER: Anitha Balan, Engineering Manager II, County of Ventura, Public Works Agency, Transportation Department (PWATD), Traffic, Advance Planning and Permits Division

DATE: August 19, 2019

Response 6.1

After repeating descriptive information about the project, the commenter states that PWATD will require the City to annex Rio School Lane from Vineyard Avenue to the end of County-maintained roadway (County Road Number 54191), when the City of Oxnard annexes the project site (APN 145-0-232-010).

Earlier correspondence about this project had used the term “abandon” to describe actions related to the County right-of-way for Rio School Lane. The correct terminology “vacate prior to annexation to the City of Oxnard” has been used in the IS-MND and all recent reports for the project.

Response 6.2

The commenter recommends that the applicant provide a safe path for pedestrians to cross East Vineyard Avenue in order to establish a safe route to school for the children living in the condominiums.

As shown in the project plans (Figure 4 in the IS-ND/MND) as well as Sheet 1 of the Tentative Tract Map, the proposed Rio School Lane would include sidewalks for pedestrian access along the northeastern side of the project to the existing and new sidewalk on East Vineyard Street. A signalized intersection, with pedestrian crossings, is located on East Vineyard Avenue at Stroube Street, one block northeast of the project site. Rio Vista Middle School and Rio Del Mar Elementary School are located two and three blocks farther northeast on the west side of East Vineyard Avenue.

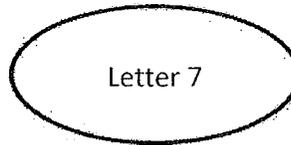
Response 6.3

The commenter states that the sidewalk along the west side of the parcel, along East Vineyard Avenue, should be brought up to current codes.

Project improvements include widening East Vineyard Avenue and installing a full 7-foot width sidewalk along the frontage of the project site. No changes are necessary in the IS-MND.

DEPARTMENT OF TRANSPORTATION

DISTRICT 7— Office of Regional Planning
 100 S. MAIN STREET, MS 16
 LOS ANGELES, CA 90012
 PHONE (213) 897-0475
 FAX (213) 897-1337
 TTY 711
 www.dot.ca.gov



Making Conservation
 a California Way of Life.

August 15, 2019

Mr. Chris Williamson, AICP, Contract Planner
 City of Oxnard
 Community Development Department
 Planning Division
 214 S. C Street
 Oxnard, CA 93030

RE: Rio Urbana Project (Tentative Subdivision
 Map No. 5998) – Mitigated Negative
 Declaration (MND)
 SCH # 2019079068
 GTS # 07-VEN-2019-00315
 Vic. VEN-232/PM: 0.821
 VEN-101/PM: 21.817

Dear Mr. Chris Williamson:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced MND. The proposed project includes the demolition of the existing school buildings onsite (formerly El Rio Elementary School) and subdivision of the approximately 10.5 acre parcel into two parcels. The project would develop 167 condominium units in eight, three-story buildings that include a fitness center and 17 low income deed-restricted units on the 9.12-acre parcel, as well as a two-story, 15,100 square foot office building on the 1.12-acre parcel. This office development is intended for use as relocated Rio School District administrative offices. The project would also include widening of Vineyard Avenue, and providing associated parking, open space, landscaping, and amenities for on-site residents. The residential units would be made up of one- to three-bedroom attached units. Rio School Lane would be vacated by the County of Ventura, while current access and parking for adjoining properties will be maintained. The City of Oxnard is considered the Lead Agency under the California Environmental Quality Act (CEQA). 7.1

The nearest State facilities to the proposed project are State Route (SR) 232 (also known as Vineyard Avenue) and United States (US) 101. Since the project involves widening SR-232 and this facility falls under Caltrans' jurisdiction, please submit any detailed plans for widening that facility to Caltrans for its review and approval.

Caltrans also recommends implementing measures to minimize the localized transportation impacts on Vineyard Avenue during construction, including providing signage and notices informing the public that construction will be occurring. In addition, Caltrans suggests that construction and large size truck trips on State facilities be limited to off-peak commute periods. Any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. 7.2

*"Provide a safe, sustainable, integrated and efficient transportation system
 to enhance California's economy and livability"*

The following information is included for your consideration.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Therefore, Caltrans encourages the Lead Agency to integrate transportation and land use in a way that reduces Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions, as well as facilitates a high level of non-motorized travel and transit use. We encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications to meet these goals. Potential strategies for this project include:

- Constructing wide sidewalks with Americans with Disabilities Act (ADA) compliant ramps that are not obstructed by utility poles
- Planting shade trees and bioswales to reduce storm-water runoff, which is a sensitive issue for Ventura county and needs to be considered during project design
- Installing high-visibility crosswalks with Continental or Ladder designs
- Offering bus stops with shelters in the bulb-out style
- Providing bicycle facilities, including Class II buffered or Class IV bike lanes, as well as bicycle parking facilities at both the residential and office buildings
- Designing multiple access points or paths to the adjacent shopping center with the Vallarta Supermarket to facilitate walking to purchase groceries and limit Vehicle Miles Traveled (VMT)
- Implementing leading pedestrian intervals at intersections with crosswalks to offer a 7 second head-start to pedestrians
- Installing flashing yellow left and right-turn signals to prevent pedestrian or cyclist collisions
- Creating sidewalk extensions or bulb-outs to narrow the right-turn radius at the intersection of Riverpark Boulevard & Vineyard Avenue

7.3

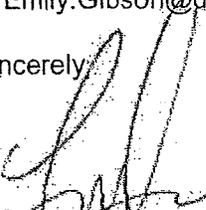
For additional TDM options, please refer to *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8) by the Federal Highway Administration (FHWA). The reference is available online at: <https://ops.fhwa.dot.gov/publications/fhwahop12035/index.htm>.

As a reminder, Senate Bill 743 (2013) mandates that VMT be used as the primary metric in identifying transportation impacts of all future development projects under CEQA, starting July 1, 2020. For information on determining transportation impacts in terms of VMT on the State Highway System, see the Technical Advisory on Evaluating Transportation Impacts in CEQA by the California Governor's Office of Planning and Research, dated December 2018: http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

7.4

If you have any questions about these comments, please contact Emily Gibson, the project coordinator, at Emily.Gibson@dot.ca.gov, and refer to GTS # 07-VEN-2019-00315.

Sincerely,


FRANCES DUONG
ACTING IGR/CEQA Branch Chief
cc: Scott Morgan, State Clearinghouse

Letter 7

COMMENTER: Frances Duong, Acting IGR/CEQA Branch Chief, Department of Transportation

DATE: August 15, 2019

Response 7.1

The commenter reiterated the project description and neighboring state facilities (i.e. streets and highways) within the jurisdiction for the Department of Transportation (Caltrans), for clarification. The commenter requests that detailed plans related to the widening of SR-232 be provided to Caltrans because the state facility is within the agency's jurisdiction for approval.

The City will require the project developer to provide the necessary right-of-way and to widen East Vineyard Avenue in a manner consistent with City and Caltrans standards. Caltrans is identified in the IS-MND on page v) as an approving agency and will have the opportunity to review plans. At a minimum Caltrans must approve an encroachment permit in order to allow work within the Caltrans right-of-way. No changes are necessary in the IS-MND.

Response 7.2

The commenter recommends implementing measures to minimize localized transportation impacts on Vineyard Avenue during construction, including providing signage and notices informing the public that construction will be occurring. The commenter also recommends that construction and large size truck trips on State facilities be limited to off-peak commute periods. The commenter also requires that any transportation of heavy construction equipment and/or materials which requires use of oversized-transportation vehicles on State highways will need a Caltrans transportation permit. These comments identify aspects of existing requirements. As part of an encroachment permit application to Caltrans, the contractor responsible for construction of the project will have to provide a plan for managing existing traffic, through signage, temporary detours, flagmen, and other measures. Identifying construction truck routes and obtaining any permits for oversized loads are also routine requirements. No changes are necessary in the IS-MND.

Response 7.3

The commenter lists a variety of measures that are used to help encourage non-vehicle traffic, and encourages the City to integrate transportation and land use in a manner that reduces Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions. Several of the measures listed are already incorporated into the Rio Urbana project design. These include full 7-foot wide sidewalks, landscaping strips, bicycle facilities, and access to the adjacent market. Additional measures may be identified in subsequent review and approval steps for the project. No changes are necessary in the IS-MND.

Response 7.4

The commenter states, as a reminder, that Senate Bill 743 (2017) mandates that VMT be used as the primary metric in identifying transportation impacts of all future development projects under CEQA, starting July 1, 2020. The commenter provides resources in the letter in order to meet this State mandate. Since the CEQA process will be completed before the new VMT procedures become mandatory, no changes are necessary in the IS-MND.

August 14, 2019

City of Oxnard Planning Division

Attn: Chris Williamson,

Consultant Planner

214 South C Street

Oxnard, CA. 93030



Dear Mr. Williamson:

Thank you for meeting with my wife, Patricia and me in your office on Thursday, August 8 regarding our questions and concerns regarding the "Rio Urbana" development as well as City of Oxnard Planning Division's July 16, 2019 "Notice of Intent to Adopt Negative Declaration No. 2017-04.

The following are the questions, concerns, and suggestions that we shared at our 8/8/19 meeting which I am again asking you and the Planning Division, as well as members of the Oxnard City Council, CAL TRANS, and LAFCO to consider when the Rio Urbana plans come before each entity's review.

The following are my comments and concerns for consideration.

I stated that I was concerned that the widening of Vineyard Ave. might result in right-of way or easement actions by the City of Oxnard or CAL TRANS on my property at 2703 Vineyard Ave. In response to my inquiry, you clarified that the proposal for widening of Vineyard Avenue by 23 feet would not have any effect or impact on my property located just across the Street (at the corner of Vineyard Ave. and Sycamore Streets, from the Rio Urbana project. You pointed out that the 23 additional feet for widening would be on the Rio Urbana side of Vineyard Ave.

8.1

I inquired what route City Traffic engineers expected Rio Urbana residents/office staff to use to get to the 101 freeway, and "The Collection", etc. Based on your response, the two expected routes would be: a U-turn at the intersection of on Vineyard and Stroube Sts.; or via Stroube St. to Rose Ave. I expressed my concern that the residents of the neighborhood closest to the Rio Urbana project (Colonia Ave., Myrtle, Sycamore, Olive Streets) were not formally notified of the project plans, or given an opportunity to comment, make suggestions, or express concerns. The primary exit for residents and office staff from Rio Urbana is via Rio School Lane onto Vineyard Ave going east. Adding another traffic signal on Vineyard Ave. would only exacerbate existing traffic. Specifically, I expressed concerns that Rio Urbana traffic would use Colonia Ave. as an alternative, faster route to "The Collection" rather than use the City Planner's designated route (make a U-turn at on Vineyard and Stroube Sts. Intersection, or take

8.2

Stroube to Rose Ave. then north onto the 101 freeway. Using the Vineyard option already often-times results in bumper-to-bumper traffic on Vineyard Ave, (particularly between 4:30-530 p.m. weekdays) Traffic will instead be redirected through the the Colonia Ave residential neighborhood. Making a left-turn on Stroube St. and driving on Colonia Ave., traffic can reach The Collection more quickly via River Park Blvd. Oxnard City planners should consider the safety of the residents of Colonia Ave. Colonia Ave. a neighborhood of single-family homes; a school bus route; no street lamps; and no pedestrian walkways. In the interest of the safety of citizens residing in this neighborhood, the City of Oxnard should consider installing speed-bumps along the length of Colonia Ave, as currently exist on the entire length of length of Stroube St. to Rose Avenue (where the auto dealerships, Coscto, Fry's, etc. are located). Speed bumps along Colonia Ave. should be installed if Rio Urbana is approved, to reduce safety risks, before a fatality involving a resident of Colonia Ave. occurs.

8.2
(cont'd)

Currently the traffic signal at the intersections of Vineyard, Stroube, and Colonia Ave. included a left-turn designated signal towards Colonia Ave. If this is the route that residents of Rio Urbana are expected to use, then a combination-U-turn and left-turn option should be added to this traffic signal.

8.3

Currently, a left or right turn is allowed on Sycamore onto Vineyard West. If Vineyard is widened as planned, in the interest of traffic safety, only a right-turn should be allowed from Sycamore onto Vineyard Ave.

8.4

The City's Draft Environmental document concluded that there would be "less than significant impact with mitigation incorporated" in the areas "transportation and circulation". The impact on traffic and traffic circulation that I have outlined should be addressed.

8.5

I also expressed our concern about whether 431) parking spaces for resident and guests of the 163 one-to-three tree bedroom condo units) within the Rio Urban development were sufficient so that streets and residents nearby are not negatively impacted by overflow parking from Rio Urban. This already occurs with overflow parking from the strip-mall the located on Vineyard Ave. and Sycamore St, as well as in other similar high-density housing in Oxnard.

8.6

I expressed our concern about the noise and air quality during construction of Rio Urbana for the residents living just across the street.

8.7

Finally I also question the Draft Environmental Document's conclusion that the Rio Urbana-project would "introduce multi-family residents and commercial office space that are designed for visual compatibility and consistency with surrounding land uses." In reality, the majority of nearby land use is single-story homes. Rio Urbana introduces a 2-story, 15,000 sq. foot office building, and 165condo residences within eight three-story condo units. There are currently no multi-story buildings or high-density residential units in the neighborhoods in closest proximity to the planned Rio Urbana project.

8.8

Thank you for the opportunity to comment.

Henry Macias

805-484-8263

henry.macias@roadrunner.com

Letter 8

COMMENTER: Henry Macias, Neighbor

DATE: August 14, 2019

Response 8.1

The commenter states a concern regarding the widening Vineyard Avenue and its potential effects on the properties along the north side of this roadway. As noted in the comment, and in the IS-MND, the proposed widening would occur adjacent to the Rio Urbana project site – on the south side of East Vineyard Avenue, and would not directly affect properties across the street.

Response 8.2

Second, the commenter inquires the circulation routes expected to be used by residents, customers, and employees associated with the Rio Urbana to/from U.S. Highway 101. The commenter states a concern of increased traffic surrounding Rio Urbana, including; but not limited to, “The Collection,” Vineyard Avenue, Stroube Street, Rose Avenue, Colonia Avenue, Myrtle Street, Sycamore Street, and Olive Street, and recommends installing speed bumps along Colonia Avenue as a safety measure to reduce these potential risks.

The revised Traffic Study completed by Associated Transportation Engineers (ATE) accounts for convenience of travel, based on the distance and time required per trip. This detailed analysis of traffic flows includes an examination of operating conditions of critical intersections during peak travel periods. Approximately half of the peak hour traffic to and from the project would affect Vineyard Avenue west of the project site. No left turns would be allowed onto Vineyard Avenue, so project-generated traffic would either make a “U” turn at the intersection of Vineyard Avenue and Sycamore Street, a “U” turn at Stroube Street, or use surface streets as suggested by the commenter. The critical intersection movements in this general direction were determined to continue operating at Level-of-Service “A” or “B” under all conditions.

The traffic report evaluated the possibility of adding a new traffic signal at the intersection of Vineyard Avenue and Sycamore Street, but determined that applicable signal warrants were not met to justify that improvement. The project would include construction of a raised median at this intersection to reinforce the right turn only movement from Sycamore Street to Vineyard Avenue.

The traffic report was reviewed by the City of Oxnard Public Works Department, and reflects the City’s current recommendations regarding traffic improvements that will be required as a condition of project approval. These include widening Vineyard Avenue, constructing a full sidewalk and landscaping strip adjacent to the project, and installing raised medians at specific locations on Vineyard Avenue to restrict left turns. As a general policy, speed bumps or other traffic calming measures designed to slow or retard traffic are not installed unless warranted by specific conditions. At the present time, speed bumps or other improvements beyond those described are not expected to be required for the project. Therefore, no changes in the IS-MND are warranted.

Response 8.3

The commenter suggests addition of a second left turn lane at the traffic signal on Vineyard Avenue at Stroube Street. This intersection currently has a dual left-turn “U” turn. The traffic report

analyzed the operation of this signalized intersection under all conditions. These included both morning and afternoon peak hour traffic in the existing conditions, existing+approved/pending projects, cumulative conditions, and cumulative+project. Under all scenarios, this intersection would operate at Level of Service "A." Thus, no substantial alteration at this intersection is expected to be required for the project, and no changes are necessary in the IS=MND.

Response 8.4

The commenter suggests that from Sycamore Street onto Vineyard Avenue, only a right turn should be allowed. The City agrees with this conclusion, and the project will include construction of a raised median to prevent such left turns.

Response 8.5

The commenter notes that the IS-MND concludes that transportation and circulation impacts would be less than significant with the mitigation measures identified, but believes that that the traffic concerns outlined should be addressed. The concerns are addressed in these responses, which are included in the Final IS-MND, and will be part of the information provided to the Planning Commission and City Council in considering the project.

Response 8.6

The commenter states that the 431 parking spaces for residents and guests of the 163 one- to three-bedroom condo units may not be adequate and may lead to overflow parking on neighboring streets.

The parking included in the project adequately meets the City of Oxnard's standards for a property consisting of residential and commercial uses, as set forth in the Article X of the City Municipal Code. The project design, including parking, was reviewed by City departments as part of the process to identify conditions of approval, and will be reviewed by the Planning Commission.

Response 8.7

The commenter states a concern regarding noise and air quality impacts on neighbors across the street during the construction process for the proposed project.

The topics of Noise and Air Quality are discussed in Sections XII and III, respectively. Both sections explain the thresholds used to evaluate impacts and the analyses performed to reach conclusions regarding the significance of impacts. Since the commenter does not raise any specific issues relative to these discussions, no changes are necessary in the IS-MND.

Response 8.8

The commenter questions the conclusion that the project is designed for visual compatibility and consistency with surrounding land uses." Specifically, the commenter claims that introducing two-story 15,000 square foot office building and eight three-story condominium structures is incompatible with the current neighborhood density and land uses.

The issue relates specifically to items 3 and 4 in Section I Aesthetics and Urban Design. The City of Oxnard has acknowledged the architectural style, height and density features of the site are not identical to the existing neighborhood. The project underwent extensive review and revision, and incorporates several features discussed in the IS-MND to improve its compatibility with nearby land

uses. The City decision makers (Planning Commission and City Council) will evaluate these concerns as part of their consideration of the project. No changes related to this issue are necessary in the IS=MND.

MANUEL VACA

PO BOX 6471 OXNARD, CALIFORNIA 93031 PHONE (805) 402-8999

mividavaca@aol.com

Chris Williamson
214 S. "C" Street
Oxnard, CA 93030

RE: El Rio School site proposed development

Dear Sir;

I am a property owner of a couple of parcels adjoining the property proposed for development.

I have a couple of concerns regarding the development as it is presently proposed.

First:

Another high-density project which does not have secure perimeters leaves the development open to higher crime activity by not limiting residents and invited guests to within the areas. I have seen this in past developments, and eventually (within ten years), lead to higher non owner-occupied units which causes degradation of the project. We have enough high-density problems locally already, such as exist in some areas in El Rio Southeast of this project.

9.1

I would recommend for this multi-story high density project that it be secured by limited access in the form of secure gating. This will reduce non-residents or guests from entering uninvited.

Second: I find it very disturbing that El Rio Lane would be incorporated as part of the project in the form that it becomes part of the annexation. As it is laid out in the preliminary proposal, a Lane which historically has been used for foot traffic and bike traffic from Vineyard Avenue areas, leading to Wright Road and Rio Real School would disappear.

9.2

Additionally, the buffer currently created by Rio School Lane and use of adjoining property on the opposite side of the Lane gets removed. In this rural area where we have large lots, separation and protection from high use and noise is paramount.

How could the developer think it is OK to take a public lane, and incorporate it in their project in a manner that would imply specific use by hundreds of vehicles daily for the Condo Associations' use? Just leaving us access from their approach roadway to their extensive parking areas is not enough! Simply, the high traffic use will make it unsafe for pedestrians and cyclists which have historically used that access point.

9.3

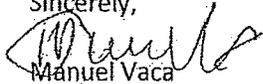
I totally understand that we need more housing, and ideally incorporate affordability in Ventura County, but as the project is laid out, it severely impacts the rurality of our lots by bringing the project right up to our rear fence lines.

9.4

I urge you to maintain the Rio School Lane separate from this project, so its current use is retained, and the buffer which it creates is left.

9.5

Thank You for your attention.

Sincerely,

Manuel Vaca

Letter 9

COMMENTER: Manuel Vaca, Neighbor

DATE: August 13, 2019

Response 9.1

The commenter states that they are concerned about safety and degradation of the project due to the high-density structure and lack of protective fencing along the perimeter.

As part of the landscaping plan, referenced in the project description, protective fencing, in the form of a six-foot, vertical iron rail fencing and a landscaped strip, will be located on the northern property line, in order to separate the project (including Rio Lane) from the adjacent residential areas, while maintaining existing access to those areas. In addition, six-foot, graffiti-resistant walls as well as a section short fencing and a gate will be located on the southern and eastern boundary lines in order to allow access to and from the adjacent market area.

Response 9.2

The commenter states that they have concerns regarding the annexation of El Rio Lane and its impact on traffic, density, aesthetics, and noise. The concern is that removing El Rio Lane and use of the adjoining property, as suggested in the proposal, would remove a buffer used for separating larger lots and reducing noise impacts between Vineyard Avenue, Wright Road, and Rio Real School. The commenter prefers that Rio School Lane remain public property, separate from the proposed project.

Annexation of Rio School Lane, as part of this project, is intended by the City of Oxnard as a mechanism to ensure the design and improvements, as approved, are completed without expense or liability to the City. As described in the IS-MND (page iv and Figure 4), Rio School Lane will be constructed as a private lane and will maintain access for the existing residential areas, as well as the project, with Vineyard Avenue and its sidewalk. Therefore, the inclusion of Rio School Lane within the project is a City requirement, which would retain the buffer feature provided by the existing County road as well as maintain vehicle and pedestrian access for the existing residences.

Response 9.3

The commenter raises concerns about maintaining the buffer function of Rio School Lane, including separation distance, noise, and traffic issues. As shown in the project plans (Figure 4 in the IS-ND/MND) as well as Sheet 1 of the Tentative Tract Map, the proposed Rio School Lane right-of-way would include landscaped strips, parking, a twenty-six-foot-wide private drive, seven-foot-wide sidewalk, and perimeter fencing. This design will provide a forty-eight-foot-wide buffer between the proposed residences and the nearest existing residences. Though the additional vehicle traffic from the traffic along Rio School Lane would cause an increase in noise levels near the existing residences (as displayed in Table 3 and discussed on page 39 of the IS-ND/MND), the noise modeling performed articulates less than significant noise impacts. Specifically, the noise modeling performed a reference distance of seventy-five feet between the centerline of the road and the receiver that was used. The resulting Community Noise Equivalent Level was estimated to be 44.4 decibels (dBA). The nearest existing residence is about 30 feet from the future centerline of the travel lanes on Rio

School Lane. Allowing for this smaller distance from the roadway would increase the estimate of the CNEL to approximately 50.4 dBA, which is still far below the 65 dBA threshold for a noise impact.

The revised Traffic Study completed by Associated Transportation Engineers (ATE) accounts for convenience of travel, based on the distance and time required per trip. This detailed analysis of traffic flows includes an examination of operating conditions of critical intersections during peak travel periods. Therefore, no changes are warranted.

Response 9.4

The commenter raises concerns about the differences in land use type and the separation distance between the project and the existing rural lots in the unincorporated area. The IS-MND acknowledges that the project would involve a land use change and develop multi-family apartments which are a higher density and different land use from the mixed rural land use in the unincorporated area. The project design would retain Rio School Lane as a private drive, in order to maintain access to the existing land uses and to provide a safe pedestrian route to and from Vineyard Avenue.

The project design also includes parking and landscaping that would increase the distance from the proposed residences to the nearest existing residences. The nearest existing buildings northeast of Rio School Lane in the unincorporated area are commercial in use, and there are some low density residential buildings in the general neighborhood at greater distances. The project design would provide a minimum distance in excess of 70 feet between the new apartments and existing buildings northeast of Rio School Lane. The IS-MND concludes that these design features will serve to reduce aesthetic and urban design effects to less than significant levels. No changes are necessary in the IS-MND.

Response 9.5

The commenter recommends that Rio School Lane be maintained in its current condition, separate from the project, in order to serve as a buffer between the proposed project and existing uses in the unincorporated area.

The disposition of Rio School Lane has been proposed in a manner that would bring it into the City jurisdiction as part of the project, without creating a street right-of-way for which the City would be responsible. The design, however, would maintain the width of the existing street and would provide additional landscaping and other features to separate the project from the existing uses. No changes are necessary in the IS-MND.

Comments on Rio Urbana

Inbox

Delivered

Vicente Macias <vm3469@gmail.com>

9:48 AM (1 hour ago)

to me

Dear Mr Willamson,

I am writing to you in regards to the 30-day public review for the Rio Urbana project. (Negative Declaration No. 2017-04)

My principal concern is a total absence of realistic traffic routes to the 101 freeway from this development, Rio Urbana. Without an additional traffic light, traffic will be diverted into the surrounding neighborhoods. Neighborhoods that are totally devoid of crosswalks, sidewalks and street lights.

10.1

Parallel to this development is Colonia Ave. (Where I live) It seems no notice was given to any residents of this neighborhood. Colonia Ave. also has received no consideration in the accompanying environmental impact report. Even though it would be one of the main routes used by Rio Urbana residents and Rio School District employees to the 101 freeway and to Riverpark amenities. I cannot stress enough that this neighborhood route will be essential to the flow of traffic from the Rio Urbana development under this current plan. Which makes it strange that it was not considered in the environmental impact report. I am also curious if the increased traffic from the soon-to-be opened Wagon Wheel development was factored into the report.

10.2

Colonia Ave., also hosts a school bus route making multiple stops each weekday during rush hour. A likely consequence of Rio Urbana's impact to rush hour traffic will be an increased risk for children waiting for the school bus. This increased risk is amplified by the non-existent basic infrastructure on Colonia Ave. The end-result is the increased vulnerability of children and the increased liability for schools.

10.3

I hope you consider these issues when you make your decision / recommendation

Respectfully,

Vicente Macias
2759 ½ Colonia Ave.
Oxnard CA, 93036

Letter 10

COMMENTER: Vicente Macias, Neighbor

DATE: August 16, 2019

Response 10.1

The commenter states that the proposed circulation routes between the Rio Urbana project and U.S. Highway 101 would be unsafe without the introduction of a new traffic signal.

The revised Traffic Study completed by Associated Transportation Engineers (ATE) accounts for convenience of travel, based on the distance and time required per trip. This detailed analysis of traffic flows includes an examination of operating conditions of critical intersections during peak travel periods. By referencing the need for a new traffic signal, the commenter implies that there should be left turns out of the project onto Vineyard Avenue, in order to reduce the potential for traffic routing through the surface streets northwest of the project site. The City considered the potential for left turns onto Vineyard Avenue, and this was rejected due to the traffic flow and safety issues. Therefore, no changes are warranted.

Response 10.2

The commenter states that noticing was not properly provided to residents on Colonia Avenue.

Noticing for the Initial Study-ND/MND was completed in accordance with the California Environmental Quality Act (CEQA). There will also be additional opportunities for public participation throughout the permitting process conducted by the City of Oxnard and the County of Ventura. These will include noticed public hearings at the City Planning Commission, City Council, and County Board of Supervisors and LAFCO.

Response 10.3

The commenter states that there is an existing school bus route on Colonia Avenue which may be negatively impacted by traffic associated with the Rio Urbana project. The commenter claims that the safety of children would be at risk due to increased traffic on a street that currently lacks basic infrastructure.

The revised Traffic Study completed by Associated Transportation Engineers (ATE) accounts for convenience of travel, based on the distance and time required per trip. This detailed analysis of traffic flows includes an examination of operating conditions of critical intersections during peak travel periods. Approximately half of the project-generated traffic would involve travel directed to or from Vineyard Avenue towards the southwest. There are several routes that would be available for this movement, including a "U" turn at Sycamore Street (considered the most likely in the traffic study), a "U" turn at Stroube Street, and a left turn to circulate around the block via Colonia Avenue or other streets as suggested by the commenter. The most affected intersections were considered in the traffic study, and were found to operate at Level of Service A or B under all times and scenarios studied. Thus, traffic impacts are not predicted to be significant at the lower volume intersections within the residential neighborhoods mentioned. Therefore, no changes in the IS-MND are necessary.