

January 18, 2002

City of Oxnard
Gary Y. Sugano, Senior Associate Planner
Planning and Environmental Services Division
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Deputy Directors of Public Works

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John C. Crowley
Water Resources & Engineering

Lane B. Holt
Central Services

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Solid Waste Management

Jeff Pratt
Flood Control

SUBJECT: RMA 01-105, Draft Environmental Report of the Riverpark Project
Tentative Tract 5352, PZ 01-5-134

Dear Mr. Sugano :

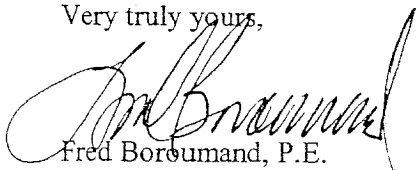
This letter is in response to the request for review of the above-mentioned project. The Flood Control District (District) has reviewed the tentative map and the draft EIR and have determined that they adequately address the issues of surface water quality and quantity.

The project area contains several District jurisdictional channels, rights-of-way and some parcels of land to which the District is the fee-title holder. Encroachments and/or connections to these areas will require review and permitting by the District. The detailed design of the surface water quality BMPs will be reviewed in the future, as they are prepared and submitted.

VCFCD-1
VCFCD-2

If you have questions concerning this review, please call the undersigned at 654-2011, or for water quality questions, please call Jayme Laber at 662-6737

Very truly yours,



Fred Boroumand, P.E.
Manager, Permit Section, Planning and Regulatory Division
Flood Control Department

FB/tt

c: Sally Coleman, City of Oxnard
Joseph Eisenhut, RMA Planning, County of Ventura

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LOG NO. 20011231-004 & 20011219-001



County of Ventura Public Works Agency – Flood Control Department (VCFCD)

VCFCD-1

The City of Oxnard and the project applicant are aware of the location of property and facilities owned by the VCFCD and have addressed these facilities in the planning of the RiverPark Project. A Memorandum of Understanding (“MOU”) was executed on June 5, 2001, by the County of Ventura, City of Oxnard, VCFCD, and the project applicant which addresses the disposition of property and facilities owned by the VCFCD. The applicant will provide storm drain improvements in exchange for certain property owned by the Flood Control District within the Specific Plan Area.

VCFCD-2

The final design of the surface water BMPs will be submitted to the VCFCD for review and comment.



PUBLIC WORKS AGENCY
TRANSPORTATION DEPARTMENT
Traffic and Planning & Administration

MEMORANDUM

January 17, 2002

TO: Resource Management Agency, Planning Division
Attention: Joseph Eisenhut

FROM: Nazir Lalani, Principal Engineer *NLC*

SUBJECT: Review of Document 01-105
Draft Environmental Impact Report
River Park Specific Plan Located within the City of Oxnard and the adjacent
unincorporated area presently under the jurisdiction of the County of Ventura
Lead Agency: The **City of Oxnard**

The Transportation Department has reviewed the subject Draft Environmental Impact Report (DEIR) for the River Park Specific Plan as proposed by the City of Oxnard. The proposed Plan allows for the development of a new mixed-use community containing 2,730 residential units and 3.0 million SF for commercial use. The project is located north of Ventura Freeway, between Vineyard Avenue and the Santa Clara River within the City of Oxnard and the adjacent unincorporated area presently under the jurisdiction of the County of Ventura. We offer the following comments:

1. The DEIR indicates that this project will not have a significant site-specific impact on the County's Regional Road Network. However, the 94,714 trips generated by the project will have an impact on the El Rio Community exit at Vineyard Avenue. Mitigation measures to discourage River Park traffic from using the El Rio neighborhood street system need to be identified. VCTD-1
2. Section 4.7-1 of the DEIR indicates 10% of the vehicle trip ends on the County's Regional Road Network.. The cumulative impact of this project when considered with the cumulative impact of all other approved (or anticipated) development projects in the County is potentially significant. To mitigate this cumulative impact, the project should be conditioned to pay a traffic impact mitigation fee to the County, which was specifically developed to provide a methodology for mitigation of cumulative traffic impacts. If the fee is paid, the cumulative impact of the project on County roads would be mitigated. The Reciprocal Traffic Mitigation Agreement requires payment of the project's pro rata share of the cost of mitigation to County roads within the City's area of interest. Based on the information provided in the DEIR and the current County traffic impact mitigation fee (TIMF) Ordinance (# 4246), the TIMF owed to the County would equate to \$43.43 per ADT x 10% of 94,174 Average Daily Traffic (ADT) = \$408,997.68 VCTD-2
3. Existing drainage problems in the area need to be adequately addressed. VCTD-3

2002.2.2 NVC
Over

4. The following items in our memo dated July 24, 2001, have not been addressed:

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|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| a. Impacts to the intersection of Victoria/ Olivas Park Drive and Victoria/ Gonzales Road need to be identified and mitigated, if necessary. | VCTD-4 |
| b. Project specific and cumulative impacts to segments of the Regional Road Network, including US 101 and Hwy 118, need to be addressed where more than 20 peak hour trips are to be added to existing traffic. | VCTD-5 |
| c. The phasing of the project must be coordinated with the completion of the widening and other improvements planned for the US 101 freeway bridge across the Santa Clara River. | VCTD-6 |
| d. The project proposed to incorporate the existing County maintenance facilities located on El Rio Drive. The County will require that the project provide new maintenance facilities that meet the existing and future needs of the County maintenance operation currently housed at the El Rio facility to a location that is acceptable to the County. | VCTD-7 |
| e. Impacts to the US 101 freeway exit at Vineyard Avenue, which is already operating at a poor level of service, have not been addressed. | VCTD-8 |
| f. The County General Plan shows Kimball Road and State Route 118 running through the proposed project site. The DEIR should address the conflict between the County General Plan and the Oxnard River Park specific plan. | VCTD-9 |

5. The Maintenance Division comments will be provided separately.

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

Please call me at 654-2080 if you have any questions.

c: Jim Myers
Ken Gordon

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County of Ventura Public Works Agency – Transportation Department (VCTD)

VCTD-1

As described on pages 30 and 31 of the project traffic study, careful layout of the Specific Plan was performed to avoid direct connection to the street system in the El Rio Community to minimize the potential for traffic impacts in this existing residential community. Several improvements and measures are proposed to discourage traffic associated with the RiverPark Project from using the El Rio Community street system. The project will pay traffic impacts fees to both the City of Oxnard and the County of Ventura and participate in the improvement of Vineyard Avenue. As **Figure 2-3** on the next page shows, Level of Service C conditions will be maintained on Vineyard Avenue from the Ventura Freeway to Central Avenue with the addition of traffic from the RiverPark project. Intersections along Vineyard Avenue will operate at acceptable conditions with the project and the planned mitigation measures. No significant traffic will occur at intersections along Vineyard Avenue.

Presently there is no barrier between off-street parking and on-street traffic at all locations along Vineyard Avenue. In order to minimize the potential for conflicts from drivers failing to yield the right-of-way to oncoming traffic when entering or exiting parking spaces and areas, the existing Vineyard Avenue median island will be extended further to the north by the project. This median would be extended to the northerly project roadway opposite Simon Way for aesthetic as well as safety reasons. The location of this proposed extension of existing median island is shown in **Figure 2-4** following this page.

The project applicant has voluntarily offered to establish a fund for the installation of neighborhood traffic control measures. This fund will contain \$150,000 available for a 5-year period to implement measures jointly agreed upon by the El Rio Community, the County Public Works Agency Transportation Department, and the District 5 Supervisor's office. Measures to be funded and built may include speed humps, added STOP signs, changes to signal timing or phasing, turn restrictions (e.g., peak hour or right-turn-on-red restrictions), chokers, traffic circles, islands or diverters. The specific measures chosen, and their location, will be agreed upon by area residents and the County. It should be noted that the RiverPark Specific Plan will have limited access routes to El Rio. Therefore, no neighborhood traffic intrusion is anticipated from the project with or without this program. However, this neighborhood traffic control program will further assure that significant neighborhood traffic intrusion impacts do not occur.



SOURCE: Crain & Associates.

FIGURE 2-4

Vineyard Avenue Proposed Widenings and Median Islands

VCTD-2

The City of Oxnard will condition the project to pay the county traffic impact fee consistent with the Reciprocal Traffic Mitigation Agreement between the City and the County. Please see page 46 of the project traffic study in Appendix 4.7 of the Draft EIR for a discussion and calculation of this fee.

VCTD-3

The Draft EIR includes a complete evaluation of existing and proposed drainage conditions in Section 4.11.1, Stormwater Drainage, of the Draft EIR. The RiverPark Specific Plan includes a storm drain master plan that will provide adequate drainage within the Specific Plan Area and capacity to accept runoff from El Rio. In addition, the project applicant has voluntarily agreed to fund storm drain improvements within El Rio to correct existing drainage problems in this area.

VCTD-4

All intersections which have potential significant impacts have been addressed. The intersections referenced in this comment do not meet the City of Oxnard study intersection criteria as the Oxnard Traffic Model shows that less than 50 peak hour trips from the RiverPark project would travel through these intersections. In accordance with the City of Oxnard study intersection criteria, the project traffic study analyzed all intersections with 50 or more peak hour trips from the project. The City of Oxnard Traffic Model includes traffic analysis zones throughout this portion of the City of Ventura and, for this reason, the trip distribution from the model is reasonable and reliable. Given the low volume of project traffic that would travel through these intersections no significant traffic impacts will occur at these intersections.

VCTD-5

Please see the responses to Comments VCTD-2 and VCTD-4 above. The County Traffic Impact Fee will be paid to assist in funding improvements to county roads.

VCTD-6

The proposed phasing of the project has been carefully coordinated with the schedule for completion of the Caltrans 101 Freeway Improvement Project as discussed on page 3.0-33 of the Draft EIR. The freeway

improvements are scheduled for completion in 2003, which is the earliest date that occupancy of any of the proposed residential or commercial use could occur.

VCTD-7

A Memorandum of Understanding ("MOU") addressing the County El Rio Maintenance Yard was executed between the County of Ventura and the project applicant on April 4, 2002. This MOU indicates the County's conditional approval of a site for the relocation of the County's El Rio Maintenance Yard.

VCTD-8

The reconstruction of the U.S. 101 freeway at Oxnard Boulevard will provide an alternative route for northbound U.S. 101 exiting traffic. The conditions on this ramp are addressed by the capacity constraint of conditions at the intersection at its terminus (No. 15) in Tables 4.7-2, and 4.7-8 (a) in the Draft EIR. As shown in Table 4.7-8 (a), the intersection of Vineyard Avenue and the US 101 Northbound Ramps currently operates at an acceptable level of service and will continue to operate at an acceptable level of service with the addition of traffic from the project.

VCTD-9

The Ventura County General Plan 2010 Regional Roadway Map does not show State Route 118 running though the project site. The RiverPark Specific Plan Area is located to the south of Los Angeles Avenue, which is designated as State Route 118.

The County 2010 Regional Roadway Map does show an alignment for the extension of Kimball Road in Ventura across the Santa Clara River through the RiverPark Specific Plan Area to the Del Norte Boulevard interchange with the Ventura Freeway. It should be noted that this extension of Kimball Road is not consistent with the Oxnard 2020 *General Plan*. The Circulation Element of the Oxnard General Plan does not show this new roadway.

The City notes that following text is on page 4 of the Ventura County General Plan Public Facilities and Services Appendix under the heading of Transportation:

"The 2010 Map also depicts the areas that each city might annex in the future by indicating a city's Sphere of Influence. Within each city sphere, the city's proposed major streets (as depicted on their respective street plans) are also shown."

The City of Oxnard's Sphere of Influence is correctly shown on the County 2010 Regional Roadway Network Map. The Kimball Road extension as shown, however, is not consistent with the City's Circulation Element and, for this reason, does not appear to be consistent with the intent of the 2010 Regional Roadway Network Map as described above.

Appendix A of the project traffic study, contained in Appendix 4.7 of the Draft EIR, contains a full analysis of traffic conditions in the area with the Kimball Road extension. A run of the Oxnard Traffic Model was completed to examine traffic conditions in the area with an extension of Kimball Road across the Santa Clara River connecting to Santa Clara River Boulevard as planned in the Specific Plan Area. First, it should be noted that the traffic analysis of the project demonstrates that acceptable levels of service can be maintained on roadways and at intersection in Ventura and Oxnard and surrounding county areas without the Kimball Road extension. This model run shows that extending Kimball Road across the Santa Clara River would not result in any substantial improvement in the operating conditions of any of the roadways or intersections in the area or avoidance of any of the impacts of the RiverPark Project. This analysis of the need for, and benefit of, the extension of Kimball Road as shown on the County 2010 Regional Roadway Network Map is addressed on page 4.7-33 of the Draft EIR. As demonstrated by this analysis, no significant traffic impacts will result if Kimball Road is not extended as shown on the County 2010 Regional Roadway Network Map.