
Individuals

Dorothy Gibson
201 Louisiana Place
Oxnard, CA 93030-1210
January 22, 2002

Chairman Albert Duff
Planning Commission
City of Oxnard
305 W. 3rd St., 2nd Floor
Oxnard, CA 93030

RE: Draft EIR for the RiverPark Project

Dear Chairman Duff and members of the Planning Commission:

I represent the El Rio West Neighborhood as its chairman and want to convey to the Planning Commission a brief summary of its concerns about the RiverPark Project.

- ♦ The increase in traffic associated with the project appears to have been studied, but no real mitigation has been proposed. Our main concerns are with the affect on Vineyard Avenue and the amount of traffic that will be directed at the boundaries of the existing neighborhoods to avoid the "thoroughfare effect" within the new neighborhoods of the project. DG-1
- ♦ The reliance on a mass transit system that already is inadequate in this area. The route in El Rio is self-contained and transfers to more useful routes are awkward. DG-2
- ♦ The 5000 seat baseball stadium was a complete surprise to us at the December 18th Planning Commission meeting. It is incompatible with our neighborhood and poses new problems with traffic flows in the area, noise and light pollution, and public safety issues. DG-3
- ♦ The number and size of neighborhood parks is inadequate for the number of people who will potentially use them. The proposed parks are too small to provide enough open space for all the residents in the area. DG-4
- ♦ The increased need for upgraded wastewater disposal. It was apparent that there is inaccurate information about sewer lines and their abilities to handle the additional wastewater. DG-5

Thank you for addressing these issues in the Final EIR.

Sincerely,



Dorothy Gibson (1) (DG (1))**DG-1**

Please see the response to Comment MAC-4 from the El Rio Municipal Area Council above for a description of projected future traffic conditions on Vineyard Avenue. As discussed in this response, Vineyard Avenue will operate at Level of Service C or better during A.M. and P. M. Peak Hour traffic period with the addition of project traffic. No significant impact on the level of service along Vineyard Avenue will result from the project. In addition, the existing median island will be extended to the north to improve traffic flow and safety.

DG-2

Discussions with representatives of South Coast Area Transit (SCAT) indicate that transit service will likely be increased as the number of residents, employees, shoppers, and other travelers increases. Connections with existing routes will be considered as service is expanded.

DG-3

The Draft Specific Plan has been revised and a ballpark is no longer proposed as a conditionally allowed use.

DG-4

The RiverPark Specific Plan includes a variety of park facilities including three neighborhood parks and smaller open spaces adjacent to the planned residential neighborhoods to meet neighborhood park needs, as shown on the **Figure 2-28** following this page. The City's park planning standard, as defined in the General Plan Parks and Recreation Element and discussed in Section 4.10.4, Parks and Recreation, of the Draft EIR, is 1.5 acres of neighborhood park space and 1.5 acres of community park land for each 1,000 residents. Based on this standard, approximately 11 acres of neighborhood park land and 11 acres of community park land is required to meet the needs of the residents of RiverPark. As originally proposed and assessed in the Draft EIR, the RiverPark Specific Plan included 13 acres of neighborhood park land in three neighborhood parks located in the southern, central and northern portions of the Specific Plan Area in residential neighborhoods. These neighborhood parks were distributed throughout the community to ensure that neighborhood park space is within easy walking distance of all residential areas. Access to these parks will be enhanced by the pedestrian and bicycle network planned throughout the community.

Based on review of the Draft Specific Plan by the staff of the Oxnard Parks and Recreation Department, the size of these three neighborhood parks has been increased. The park in Planning District F, located next to the existing El Rio West Neighborhood, has been increased in size to 7.4 acres, the park in Planning District J has been increased in size to 6.1 acres, and the park in Planning District has been increased in size to 6.4 acres. The amount of neighborhood parkland in these three neighborhood parks is 19.9 acres. When the 3.3-acre neighborhood park in Planning District H is added, the total amount of neighborhood park space in these four parks is 23.3 acres. This amount of neighborhood park space is over twice the 11 acres required under the City's park planning standards for the 7,220 residents projected for the project.

With regard to community park land, the Specific Plan also provides community playfields in conjunction with the two school sites that will be available for public use outside of school hours. A minimum of 12 acres of community playfields will be provided on these two school sites, an amount that exceeds the 11 acres required under the City's park planning standards. In addition to these community playfields, the RiverPark Specific Plan provides other park and spaces that do not meet the definition of neighborhood or community park space in the Oxnard 2020 *General Plan* Parks and Recreation Element. These facilities, including a network of trails around the community, will help meet the parks and recreation needs of residents of the area.

DG-5

As discussed in Section 4.11.3, Wastewater Service, adequate sewer facilities to serve the project will be provided for through the implementation of the City of Oxnard's Wastewater Collection System Master Plan. This citywide master plan, completed in January 2001, identifies the improvements needed to the Central Trunk System to provide adequate capacity for the RiverPark Project, existing uses and all other additional uses allowed by the Oxnard 2020 *General Plan*.

3830 San Simeon Ave.
Oxnard, CA 93033
January 15, 2002

Marilyn Miller
City of Oxnard Planning Department
305 W. 3rd Street
Oxnard, CA 93030

Re: RiverPark Specific Park Draft EIR

I have read the section of the EIR relating to wastewater (sewage) from the RiverPark development and the planned use of the Central Trunk. I do not believe that the mitigation proposed is adequate, and I disagree with the conclusion that "no significant impacts have been identified."

Presently during peak wet weather flow portions of the Central Trunk are deficient. In addition to all the additional sewage that will be generated by RiverPark, the Juvenile Justice Center and the El Rio Community will be connected to the Central Trunk by 2008. "Major portions of the Central Trunk Sewer have insufficient capacity to convey the projected flows." The Central Trunk will reach the surcharge (100% plus) level.

I am affected by this personally because my home backs up to the Central Trunk. The sewer line is less than 10 feet from my rear wall and a manhole is centered directly behind my property. The manhole is much higher than my property and any overflow of sewage will flow directly into my backyard.

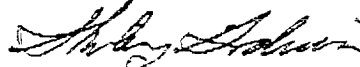
SG-1

I am the chairperson of the Blackstock South Neighborhood Council, and I am also concerned about the other residents of my neighborhood. Many residential properties in my neighborhood back up to the Central Trunk as do numerous residential properties in Oxnard, especially south Oxnard.

The EIR recommends upgrading the Central Trunk. I do not believe this is feasible. The Central Trunk is already a 36" pipe. A significant portion of the Central Trunk is located in a narrow corridor between the back of homes and the drainage canal (Oxnard Industrial Drain). Therefore, the lack of sufficient capacity in the existing trunk cannot be mitigated by enlarging the Central Trunk. I have discussed this problem with City staff, but this also needs to be addressed in the EIR.

The timing of the phasing for the trunk improvements, as stated in the EIR, also does not provide for adequate mitigation when it is needed. Additional capacity will be needed before Phase 2 (2006-2010) and Phase 3 (2011-2020) and needs to be detailed in the EIR.

Shirley Godwin



Shirley Godwin (SG)

SG-1

Section 4.11.3, Wastewater Service, discusses the City of Oxnard's Wastewater Collection System Master Plan, completed in January 2001, identifies existing portions of the Central Trunk Sewer as inadequate, as stated in this comment. The Master Plan identifies the improvements to the Central Trunk needed to create the additional capacity needed. The City's public works staff have determined that these improvements are feasible. The City will require the developers of RiverPark to make any needed improvements if the City has not already made them to ensure that adequate capacity is available.

January 21, 2002

Chairman Albert Duff
Planning Commission
City of Oxnard
305 W. 3rd St., 2nd Floor
Oxnard, Ca. 93030

RE: Comments on Riverpark Project Draft EIR

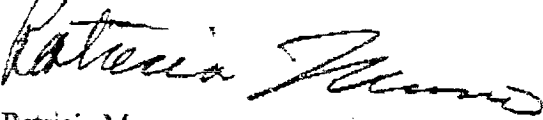
Dear Chairman Duff and Members of the Planning Commission:

My concerns are:

- There are no real mitigation measures for traffic generated by the project. Lots of talk and facts to make you think they are saying something. Restriping dose not deceases the number of cars. There is not adequate rapid transit in the Ventura county to make commuting to work viable. Unless busses run every 15 minute and to more areas within the county, additional people will not ride the bus. SCAT will not commit to increasing their services into the new project area nor to any other service increases (pg. 4.7-38). If there are no services guaranteed this is conjecture not planning and cannot be used as a mitigation measure. In addition, the concept that a large number of people who live in the residential area will also work in the commercial area is pure conjecture. Unfortunately, as noted in a recent article in the star El Rio schools are not highly rated and this will not encourage families to move, if they are in a better school district just to be closer to work. They will commute. PM-1
- River park can change its lay out to accommodate a road that runs through the project ending at the freeway. I understand that the planning for esthetic is important and that the developer has a real desirer to make a visually pleasing project, but we have to suffer the traffic he creates. I am also sure that a good architect could incorporate a 6 or 8 lane road within the site, taking unneeded and unwanted traffic of our already congested roads. Lets see a plan like that. PM-2
- This is a quite community. no mitigation has been provided for the cumulative noise levels. With more cars, businesses, schools, the play fields on vineyard and the park the ambient noise level will be greatly increased. What are you going to do? PM-3
- Can any temporary sound walls be installed during construction to lessen the unbearable and constant noise generated by project construction. As I do a lot of my computer work at home I fell this will negatively impact my work, and I am not the only person that works from home in this neighborhood. PM-4
- Why are there not more parks? Big houses on small lots and no place for kids to play make for a dangerous and unhappy community. Two neighborhood parks for the estimated 2800 new homes, in addition to all the people form the existing neighborhoods in El Rio is not enough. Parks and Reaction told me that all the other new communities have parks of 6 Acers. We have waited for 25 years for a park in our neighborhood we do PM-5

not want nor do we deserve less the another neighborhoods.

Thank you,

A handwritten signature in cursive script, appearing to read "Patricia Munro".

Patricia Munro
221 Juneau Place
Oxnard

Patricia Munro (PM)

PM-1

Please see Section 4.7 of the Draft EIR for a complete discussion of project traffic impacts and proposed mitigation measures. The traffic study does not assume that travelers will shift to transit usage in the mitigation section or elsewhere. The measures cited in this comment on page 4.7-38 would make the Specific Plan Area transit accessible in that transit facilities would be available to allow service to be extended when sufficient demand exists.

PM-2

As proposed, the RiverPark Specific Plan provides for Oxnard Boulevard to extend from the new interchange at the U.S. 101 freeway to the northern end of the site. The project street system includes to direct connections to existing streets in the El Rio West Neighborhood to avoid any increase in traffic in this neighborhood.

PM-3

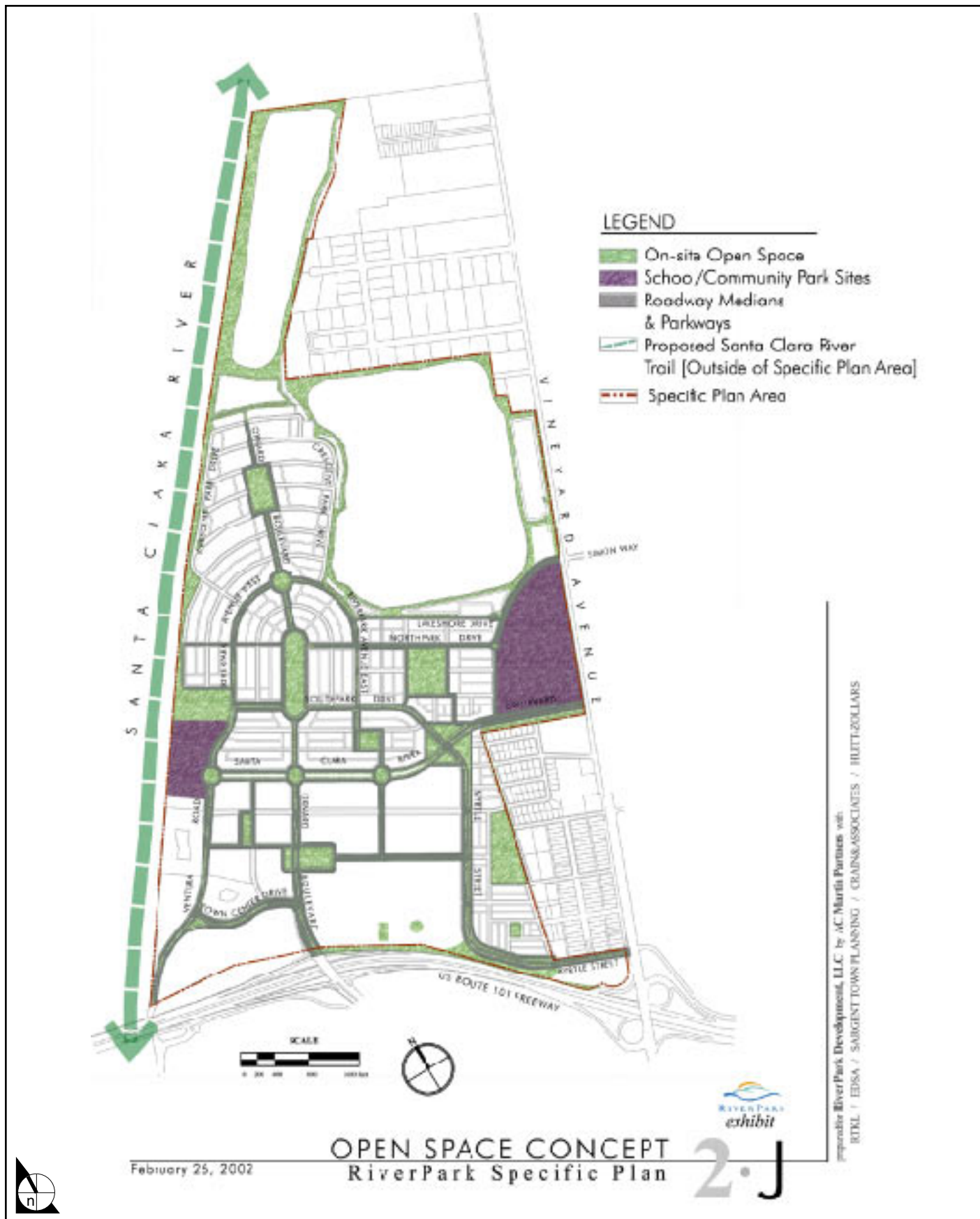
Section 4.9, Noise, in the Draft EIR includes a complete assessment of construction, roadway and operational noise. A 50-foot buffer, including 36-feet of landscaping is proposed between Santa Clara River Boulevard and the existing residential uses to the south. The noise analysis demonstrates that this buffer is sufficient to prevent significant noise impacts from this new road. No significant increases in roadway noise were identified. Please see the response to Comment ERW-26 for a discussion of noise levels associated with outdoor activities at the proposed school sites. As demonstrated by this analysis, no significant impacts are anticipated.

PM-4

Installation of temporary noise barriers is considered a feasible mitigation measure by the City of Oxnard.

PM-5

The RiverPark Specific Plan includes a variety of park facilities including three neighborhood parks and smaller open spaces adjacent to the planned residential neighborhoods to meet neighborhood park needs, as shown on **Figure 2-29** following this page. The City's park planning standard, as defined in



SOURCE: Riverpark Specific Plan, February 2002.

FIGURE 2-28

Community Open Space Concept

the General Plan Parks and Recreation Element and discussed in Section 4.10.4, Parks and Recreation, of the Draft EIR, is 1.5 acres of neighborhood park space and 1.5 acres of community park land for each 1,000 residents. Based on this standard, approximately 11 acres of neighborhood park land and 11 acres of community park land is required to meet the needs of the residents of RiverPark. As originally proposed and assessed in the Draft EIR, the RiverPark Specific Plan included 13 acres of neighborhood park land in three neighborhood parks located in the southern, central and northern portions of the Specific Plan Area in residential neighborhoods. These neighborhood parks were distributed throughout the community to ensure that neighborhood park space is within easy walking distance of all residential areas. Access to these parks will be enhanced by the pedestrian and bicycle network planned throughout the community.

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