

**Addendum No. 10
to the
RiverPark Project
Final Environmental Impact Report**

State Clearinghouse No. 2000051046

Prepared for:

City of Oxnard
214 South C Street
Oxnard, California 93030

Prepared by:

Impact Sciences, Inc.
803 Camarillo Springs Road, Suite A
Camarillo, California 93012

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INTRODUCTION

This is the tenth Addendum to the certified Final Environmental Impact Report (Final EIR) for the RiverPark Project. This introduction describes the background of the planning and environmental review process for the RiverPark Project and the purpose and organization of this Addendum analyzing the environmental impacts of a proposed amendment to the adopted Specific Plan.

PURPOSE OF AN ADDENDUM

When a Final EIR has been certified for a project, the California Environmental Quality Act (CEQA) and the *State CEQA Guidelines* define standards and the procedure for additional environmental review. Sections 15162–15164 of the *State CEQA Guidelines* define the standards for determining the level of additional environmental review required when an EIR has been certified for a project.

When it can be determined that neither the proposed changes to the project, changed circumstances, nor new information result in the identification of new significant impacts, or the substantial increase in the severity of significant impacts identified in the certified EIR, an Addendum to an EIR may be prepared. Public review of an Addendum is not required by CEQA. If new significant impacts or a substantial increase in the severity of significant impacts identified in the previous EIR would result, then preparation and circulation of a Subsequent or Supplemental EIR for additional public review is required.

This Addendum to the certified RiverPark Specific Plan Final EIR has been prepared because:

- (1) no substantial changes are proposed in the project that will require major revisions of the previous EIR due to the occurrence of new significant effects or a substantial increase in the severity of previously identified significant impacts;
- (2) no substantial changes in circumstances under which the project is undertaken will occur that will require major revisions of the previous EIR due to the occurrence of new significant environmental effects or a substantial increase in the severity of previously identified effects; and
- (3) no new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was prepared, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR.
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR.
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative.

- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The analysis of the proposed Specific Plan Amendment contained in this Addendum supports the conclusion that neither the proposed changes to the amount and location of residential and commercial areas allowed by the Specific Plan or changes to the circumstances under which the RiverPark community will continue to develop will result in any new significant impacts nor any substantial increase in the severity of any of the significant impacts identified in the certified RiverPark Specific Plan Final EIR. Additionally, no new information of substantial importance has been identified that indicates the Specific Plan Amendment as currently proposed would result in any new significant impacts nor any substantial increase in the severity of the significant impacts identified in the certified RiverPark Specific Plan Final EIR.

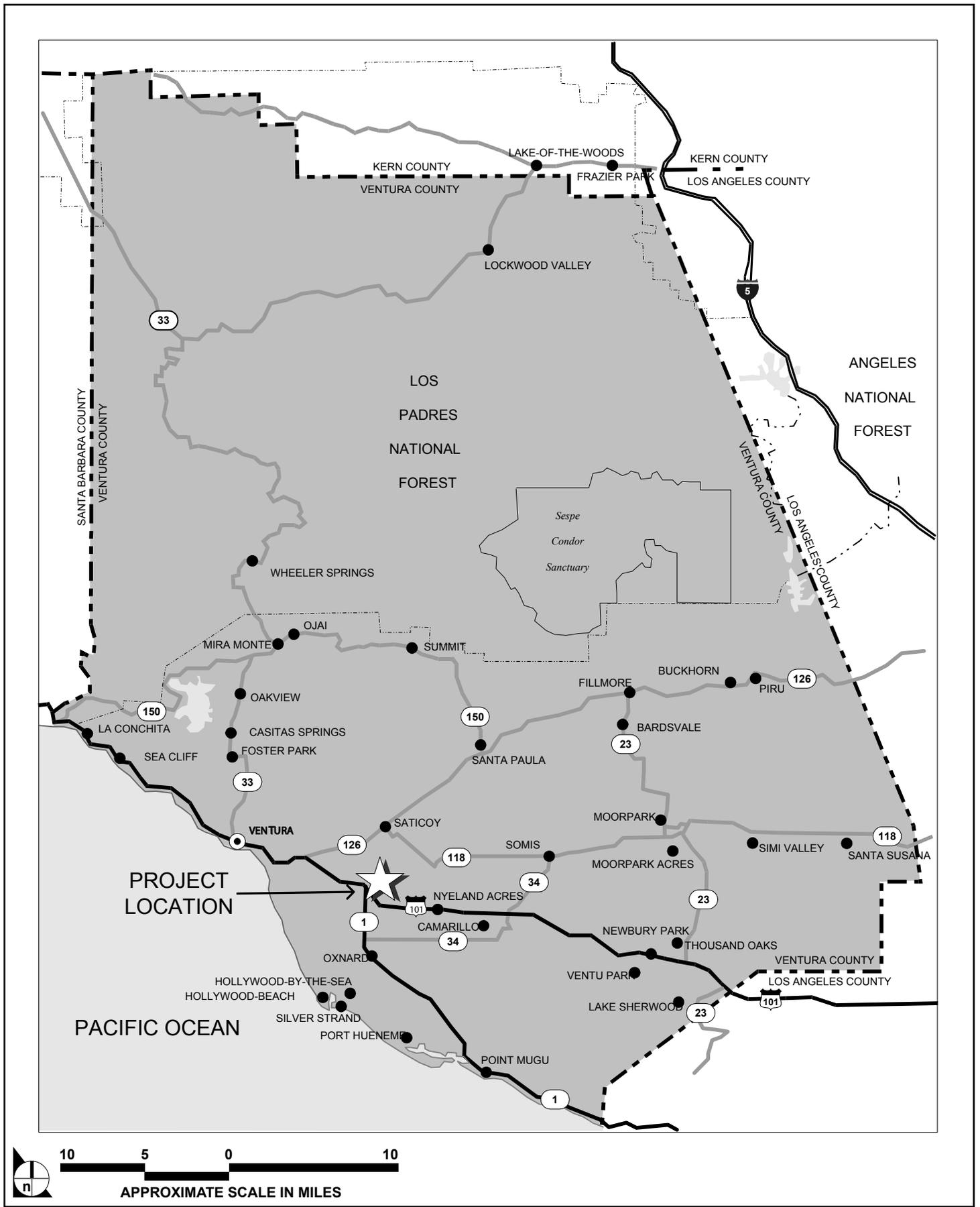
This Addendum provides an update to the environmental information in the RiverPark Specific Plan EIR, analysis of the impacts of the proposed Specific Plan Amendment, and presents a comparison of the environmental impacts of this proposal with the impacts identified in the certified Specific Plan Final EIR.

For each environmental topic addressed in the original EIR this Addendum provides a summary of impacts identified in the certified Final EIR followed by an analysis of the proposed Specific Plan Amendment; these impacts are then compared with the impacts identified in the certified Final EIR. This analysis includes, where applicable, discussion of the City's updated 2020 General Plan as well as other new City, state, or local rules, regulations, and ordinances. Last, the mitigation measures contained in the original EIR have been updated as appropriate,

Following this introduction, the background of the RiverPark Specific Plan project is described. This background section is followed by a description of the proposed amendment to the Specific Plan. The environmental analysis follows the project description section.

BACKGROUND

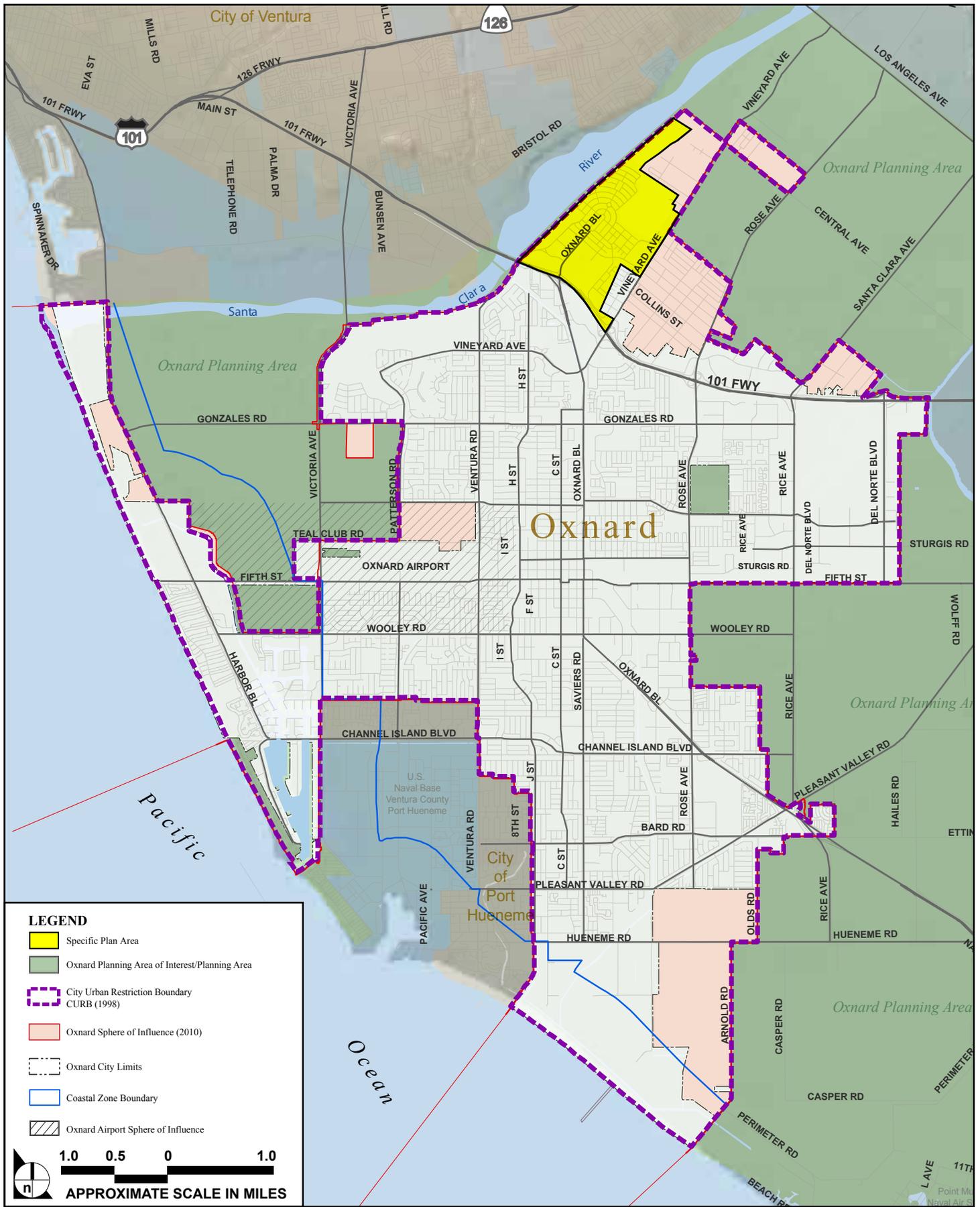
RiverPark is an integrated mixed-use community of residences, commercial uses, parks, schools, civic uses, and support infrastructure. As shown in **Figure 1, Regional Location**, the 702-acre RiverPark Specific Plan Area is located immediately north of the Ventura Freeway (U.S. 101) between the Santa Clara River and Vineyard Avenue (State Route 232) in Oxnard. **Figure 2, Project Vicinity Map**, shows the boundaries of the RiverPark Specific Plan Area and its location in relation to the City of Oxnard.



SOURCE: AC Martin Partners - August 2002

FIGURE 1

Regional Location



SOURCE: City of Oxnard Planning Department - March 2010

FIGURE 2

Project Vicinity Map

Development of RiverPark is guided and regulated by the RiverPark Specific Plan and several related implementation agreements, including the RiverPark Development Agreement (DA) and the RiverPark Owner Participation Agreement (OPA). The RiverPark Project EIR was prepared and certified by the City of Oxnard to meet the requirements for environmental review under CEQA.

The RiverPark EIR addressed a series of related discretionary actions that made up the project including a General Plan Amendment, adoption of the Specific Plan, and annexation of a portion of the site. In addition, the EIR addressed several agreements related to the implementation of the project including the DA between the City of Oxnard and the applicants and an OPA between the Oxnard Community Development Commission and the applicants for the portion of the Specific Plan Area located within the City's HERO (Historic Enhancement and Revitalization of Oxnard) Redevelopment Project Area.

The Oxnard City Council certified the Final Environmental Impact Report (EIR) and approved the RiverPark Specific Plan and the related agreements on August 27, 2002. Development of RiverPark began in May 2004 and continues to this date.

The Specific Plan has been the subject of several minor amendments since the original adoption. The Specific Plan allows minor amendments to be approved administratively, and these previous amendments were approved administratively. Since adoption of the Specific Plan, errata documents have been prepared for the Specific Plan to document these approved specific plan amendments and correct minor inconsistencies in the text and graphic exhibits within the Specific Plan as they have been identified during implementation of the project.

In addition, there have been minor amendments to the OPA and other agreements related to the implementation of the RiverPark Project. When required by CEQA, an Addendum to the Final EIR was prepared by the City of Oxnard to comply with CEQA for the changes to these agreements. A summary of the contents of each of the previous Addenda is provided below:

Addendum 1 – August 2002 – The RiverPark Project, as described and analyzed in the RiverPark Final EIR, included a proposal for temporary dewatering of limited areas during grading activities. This Addendum addressed a minor change to the dewatering plan to include a second location for a dewatering well.

Addendum 2 – November 2005 – The RiverPark Specific Plan, as described and analyzed in the RiverPark Final EIR, included a conceptual grading plan for the entire Specific Plan Area. This conceptual grading plan identified a total of 10 million cubic yards of cut and fill of earth materials on the project site. It was anticipated that the grading operations would be a balanced operation, requiring no import or export of earth materials, based on the soil characteristics identified in the geotechnical report prepared for the project site. During the initial mass grading of the site, it was determined that soil compression was higher than anticipated. In addition, implementation of the mitigation measures identified in the

Final EIR required removal and recompaction of soil at depths greater than the conceptual grading plan. As a result, soil needed to be imported to balance grading on the site. This Addendum assessed the environmental effects of importing up to 600,000 cubic yards of soil.

Addendum 3 – June 2007 – This Addendum addressed an amendment to the Owner Participation Agreement to permit the hotel allowed in District C to be developed in District D on a 5-acre site on the southeast corner of Oxnard Boulevard and Danvers River Street and allow up to 100,000 square feet of retail commercial development on the 12-acre site in Planning District C where the hotel was originally allowed in the Specific Plan.

Addendum 4 – June 2007 – This Addendum addressed minor changes to the mitigation measures for air quality impacts included in the Final EIR to reflect the planning of the retail commercial project, The Collection at RiverPark, planned in Planning Districts B, C, and D as identified in the RiverPark Specific Plan.

Addendum 5 – November 2007 – This Addendum addressed an amendment to the Owner Participation Agreement and an amendment to the Memorandum of Understanding (MOU) between the Oxnard Community Development Commission (CDC) and the applicants related to financing of public infrastructure, parking facilities, and improvements in support of commercial development in RiverPark, including a 500-space parking structure within the primary commercial district, Planning District D, of the RiverPark Specific Plan.

Addendum 6 – December 2007 – This Addendum addressed an amendment to the RiverPark Specific Plan to allow changing the amount of residential development allowed on the remaining land in Planning Area A, the Mixed Use/Office District and Planning Area F, the Vineyards Neighborhood District. The approval for this Addendum was a Development Services Director interpretation.

Addendum 7 – February 2009 – This Addendum addressed a minor amendment to the RiverPark Specific Plan to allow a single freeway oriented sign, up to 60 feet in height, in one of three designated locations in the main commercial district, Planning District D.

Addendum 8 – July 2009 – This Addendum evaluated the addition of an administrative office and maintenance facility for the City of Oxnard General Services Department in Planning District E of the RiverPark Specific Plan Area.

Addendum 9 – January 2010 – This Addendum evaluated the impacts of the Ventura Road Utilities Project for the City of Oxnard Public Works Department, which proposed infrastructure improvements under Ventura Road between Gonzales Road and Vineyard Avenue.

PROJECT DESCRIPTION

The proposed Amendment to the RiverPark Specific Plan would decrease the amount of commercial development allowed by the Specific Plan and allow the development of additional multifamily residential units in the center of the community. A description of the land uses currently allowed by the Specific Plan and the proposed changes is provided in this section.

ADOPTED RIVERPARK SPECIFIC PLAN

The RiverPark Specific Plan permits the development of an integrated mixed-use community consisting of open space, residential, commercial, and public facilities uses. The design of the RiverPark community follows the design principles of the ‘New Urbanism’ and ‘Smart Growth’ movements, which emphasize the importance of mixed land uses, communities scaled for pedestrian movement, limiting automobile usage and the importance of physical design in creating communities that people want to live, work, and shop in. The RiverPark community is made up of four basic land uses: (1) the commercial area within the southern portion of RiverPark, (2) the residential neighborhoods to the north and east of the commercial areas, (3) the open space areas in the northern portion of the Specific Plan Area, and (4) public facilities located throughout the community. These land uses are linked and unified by a landscaped pedestrian, bicycle, and vehicular circulation system. **Figure 3, Land Use Designation Map – Adopted Specific Plan**, presents the Land Use Plan for the Specific Plan.

Figure 4, Land Use Summary – Adopted Specific Plan, presents the land use summary by planning district, which describes the type and maximum intensity of allowed land uses. As shown in **Figure 4**, under the adopted Specific Plan, approximately 38 percent (266 acres) of the approximately 702-acre Specific Plan Area is planned to remain as open space, 35 percent (244 acres) as residential uses, 21 percent (147 acres) as commercial uses, and 6 percent (44 acres) as public facilities. As originally adopted, the RiverPark Specific Plan allowed the development of up to 2,805 residential units and 2.485 million square feet of commercial development.

The Specific Plan established 13 planning districts to regulate the location and configuration of the planned land uses. Each planning district has a specific variety of permitted and specially permitted land uses, densities, parking requirements, and other development controls. Each Planning District allows a range in the number of units allowed within that district to allow for flexibility in the development of the Specific Plan. However, the total amount of residential units is not allowed to exceed the maximum number of residential units allowed by the Specific Plan. For this reason, development of the maximum amount of units allowed in all districts cannot occur.

The Specific Plan identified sites for two new elementary and one new intermediate school, new City of Oxnard and County of Ventura Fire Stations, neighborhood parks and community open space. The Specific Plan also provides for the reclamation of the existing mine pits located in the northern portion of the Specific Plan Area and allows the reclaimed mine pits to be used as water storage and recharge basins as part of ongoing groundwater management efforts.

CURRENT STATUS OF DEVELOPMENT IN RIVERPARK

Residential and Commercial Uses

Development of the RiverPark Community began in May 2004. As of June 3rd, 2011, building permits for a total of 1,618 residential units, including permits for 238 affordable housing units, and 636,544 square feet of commercial space had been issued by the City of Oxnard. At the time the Specific Plan was adopted, there was 421,000 square feet of existing commercial office space on the site in Planning District A. When this existing office space is added to the amount of commercial space permitted since the Specific Plan was adopted, the total amount of commercial space developed or permitted in the Specific Plan Area is 1,057,544 square feet. The amount of existing and permitted development in each planning district is shown below in **Table 1**.

Table 1
RiverPark Specific Plan Permitted Development as of September 2010

Planning District	Residential Units (dwelling units)	Commercial Units (square feet)
Planning District A	400	421,000 ¹
Planning District B	-	-
Planning District C	-	-
Planning District D	-	636,544
Planning District E	-	-
Planning District F	300	-
Planning District G	246	-
Planning District H	95	-
Planning District I	341	-
Planning District J	162	-
Planning District K	74	-
Total	1,618	1,057,544

Note: Planning Districts L and M do not have any permitted residential or commercial uses located within their boundaries.

¹ *The 421,000 square feet of office development in Planning District A was built before adoption of the RiverPark Specific Plan.*

RIVERPARK LAND USE PLAN:
 PERMITTED USES
 Land Use Plan Date: February 14, 2002

Legend

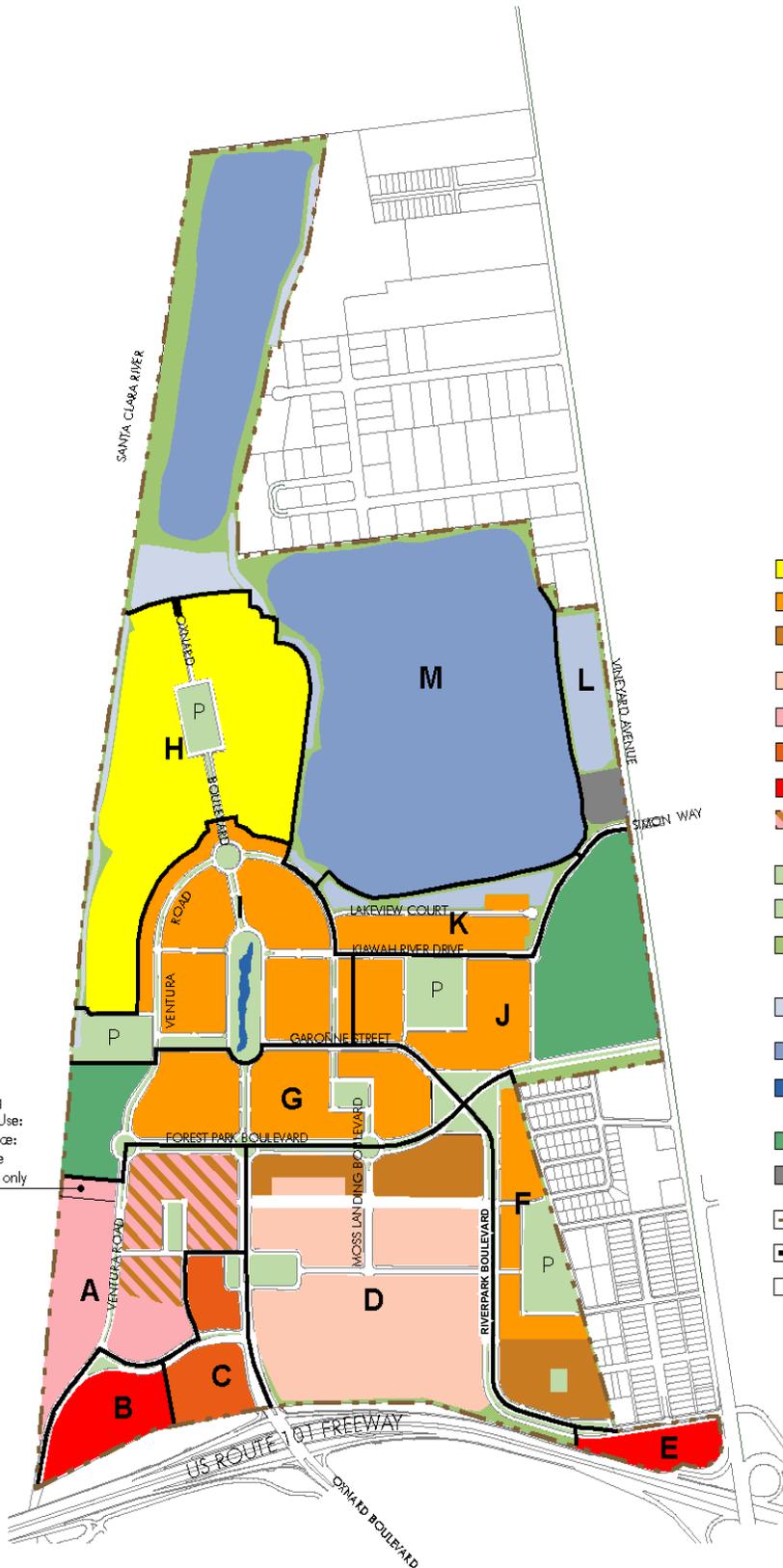
Planning Districts

- A Mixed Use/Office District
- B West Peripheral Commercial District
- C Convention/ Hotel District
- D Town Square Commercial District
- E East Peripheral Commercial District
- F Vineyards Neighborhood District
- G Village Square Neighborhood District
- H RiverPark Crescent Neighborhood District
- I RiverPark Loop Neighborhood District
- J RiverPark Mews Neighborhood District
- K Lakeside Neighborhood District
- L Public Facility District
- M Water Storage/Recharge Basins & Storm Water Control District

Land Use

- Residential: Low Medium (8-12 DU/gross acre)
- Residential: Medium (12-18 DU/gross acre)
- Residential: High (18-30 DU/gross acre)
- Commercial: Regional
- Commercial: Office
- Commercial: Convention/ Hotel
- Commercial: Retail/ Office
- Mixed Use: Residential: High/ Commercial: Office
- Open Space: Park Space
- Open Space: Neighborhood Parks
- Open Space: Landscaped Buffer
- Open Space: Miscellaneous: Dry Swales/ Detention Basins
- Open Space: Miscellaneous: Water Storage/ Recharge Basins
- Open Space: Miscellaneous: Water Feature
- Schools/ Community Park
- Public Facilities
- Specific Plan Area
- Planning District Boundary
- Planning District Designation

Underlying Permitted Use:
 Open Space:
 Park Space:
 this parcel only



SOURCE: AC Martin Partners - August 2002

FIGURE 3

Land Use Designation Map - Adopted Specific Plan

Planning District	Land Use	Gross Acreage ¹	Max Commercial KSF Allowable for Each Planning District	Allowed Dwelling Unit Range For Each Planning District ⁷
A	Mixed Use/Office District			
	MIXED USE			
	<i>Development Option A: All Residential</i>			
	RESIDENTIAL: HIGH ³	21.1	20 ⁸	317-440
	Subtotals	21.1	20	
	<i>Development Option B: Commercial/Residential</i>			
	COMMERCIAL: OFFICE	14.4	360	
	RESIDENTIAL: HIGH ³	6.7	10 ⁸	100-150
	Subtotals	21.1	370	
	COMMERCIAL: OFFICE			
	Parcels with existing offices	15.4	221	
	Remaining parcels designated			
	Commercial:Office	9.3	200	
	Subtotals	24.7	421	
	OPEN SPACE: PARK SPACE	1.3	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/DETENTION BASINS	0.4	NA	
	Subtotals Planning District A	47.5	441	317-440
	<i>Development Option B</i>	47.5	791	100-150
B	West Peripheral Commercial District			
	COMMERCIAL: REGIONAL	13.8	260	
	Subtotals Planning District B	13.8	260	NA
C	Convention / Hotel District			
	COMMERCIAL: CONVENTION/HOTEL	15.7	510	
	OPEN SPACE: PARK SPACE	0.6	NA	
	Subtotals Planning District C	16.3	510	NA
D	Town Square Commercial District			
	COMMERCIAL:REGIONAL (Retail/Entertainment)	68.2	935	
	VERTICAL MIXED USE OVERLAY			100-150
	RESIDENTIAL: HIGH ³	15.0	20 ⁸	220-300
	OPEN SPACE: PARK SPACE	3.5	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/DETENTION BASINS	0.8		
	OPEN SPACE: LANDSCAPED BUFFER	0.9	NA	
	Subtotals Planning District D	88.4	955	320-450
E	East Peripheral Commercial District			
	COMMERCIAL: REGIONAL	8.9	130	
	Subtotals Planning District E	8.9	130	NA
F	Vineyards Neighborhood District			
	RESIDENTIAL: HIGH ³	12.3	10 ⁸	140-260
	RESIDENTIAL: MEDIUM ³	15.5	5 ⁸	150-190
	OPEN SPACE: PARK SPACE	2.1	NA	
	OPEN SPACE: NEIGHBORHOOD PARK	7.4		
	OPEN SPACE: LANDSCAPED BUFFER	0.6		
	Subtotals Planning District F	37.9	15	290-450
G	Village Square Neighborhood District			
	RESIDENTIAL: MEDIUM ³	37.6	20 ⁸	325-425
	OPEN SPACE: PARK SPACE	2.8	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/DETENTION BASINS	1.2		
	SCHOOLS/ COMMUNITY PARK ^{2,4,5}	11.4	NA	
	Subtotals Planning District G	53.0	20	325-425
H	RiverPark Crescent Neighborhood District			
	RESIDENTIAL: LOW MEDIUM	74.7	NA	425-455
	OPEN SPACE: NEIGHBORHOOD PARKS	3.3	NA	
	Subtotals Planning District H	78.0		425-455
I	RiverPark Loop Neighborhood District			
	RESIDENTIAL: MEDIUM ³	43.0	10 ⁸	375-510
	OPEN SPACE: PARK SPACE	6.6	NA	
	OPEN SPACE: NEIGHBORHOOD PARKS	5.8		
	OPEN SPACE: MISCELLANEOUS: WATER FEATURE	1.4		
	Subtotals Planning District I	56.8	10	375-510
J	RiverPark Mews Neighborhood District			
	RESIDENTIAL: MEDIUM ³	21.0	10 ⁸	220-310
	OPEN SPACE: PARK SPACE	1.4	NA	
	OPEN SPACE: NEIGHBORHOOD PARKS	6.1		
	OPEN SPACE: LANDSCAPED BUFFER	2.5		
	SCHOOLS/ COMMUNITY PARK ^{2,4,5}	30.4	NA	
	Subtotals Planning District J	61.4	10	220-310
K	Lakeside Neighborhood District			
	RESIDENTIAL: MEDIUM ³	12.0	5 ⁸	80-112
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/DETENTION BASINS	8.0		
	Subtotals Planning District K	20.0	5	80-112
L	Public Facility District			
	PUBLIC FACILITIES	2.5	NA	
	OPEN SPACE: MISCELLANEOUS: WATER STORAGE/ RECHARGE BASINS	11.1	NA	
	Subtotals Planning District L	13.6	0	NA
M	Water Storage/Recharge Basins and Storm Water Control District			
	OPEN SPACE: MISCELLANEOUS: WATER STORAGE/ RECHARGE BASINS	173.0	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/DETENTION BASINS	19.3		
	OPEN SPACE: LANDSCAPED BUFFER	14.0	NA	
	Subtotals Planning District M	206.3	0	NA
TOTALS FOR SPECIFIC PLAN AREA		Total acreage within Specific Plan Area: 701.9 acres		
		Maximum dwelling units allowed within Specific Plan Area: 2805 du		
		Maximum commercial KSF allowed within Specific Plan Area: 2,485 ksf		

¹ Gross Acreage is measured to center line of bounding streets and/or to the Project boundary.
² Net school site area in Planning District J = 27.3 Acres; Net school site area in Planning District G = 10.0 Acres.
³ Vertical Mixed Uses and/or Live/Work units are permitted in portions of this District as defined in Specific Plan Sections 2, 3, 4 and Exhibit 2.C.
⁴ Specially Permitted Uses are allowed in portions of this area as defined in Specific Plan Section 2 (Land Use)
⁵ Specially Permitted Land Uses for sites designated for Schools/Community Park land use can only be applied for after the Rio School District submits a letter indicating that it does not want to purchase or utilize the land.
⁶ Allocation of residential units among Planning Districts is subject to ongoing monitoring by the Master Developer. Total dwelling units cannot exceed 2,805 units
⁷ Density range provides flexibility in allocating residential units within and between Planning Districts. Lower end of range is a suggested minimum. Upper end of range is regulated through monitoring by Master Developer per note 6 to assure that the total dwelling units within RiverPark does not exceed 2805. See Chapters 2, 3, and 4 for regulations and Section 7 for implementation.
⁸ Ground Level Commercial and/or Live/Work use

Refer to Specific Plan Sections 2, 3 and 4 for detailed descriptions of Permitted and Specially Permitted land uses and development standards. This Land Use Summary (Exhibit 2.J) and Exhibits 2.B and 2.C indicate Permitted (by-right) uses only. See Section 2 and Exhibit 2.D for Specially Permitted Uses.

Schools

The RiverPark Specific Plan designates sites for two new K–5 schools, and one new 6–8 school, to be operated by the Rio School District. The applicants entered into a school mitigation agreement with the Rio School District that addresses the construction of these new schools. Under this agreement, the applicants are funding and assisting the district in the construction of three new schools with a total capacity to serve 1,683 K–8 students. The first elementary school, Rio del Mar Elementary, and the new Rio Vista Middle School have been completed within Planning District J along Vineyard Avenue.

Fire Facilities

The RiverPark Specific Plan designated a site for a new fire station to provide service in the northern portion of Oxnard, including RiverPark. A joint City of Oxnard/County of Ventura Fire Station was built on this site on Vineyard Avenue and is currently operating.

Parks

The RiverPark Specific Plan contains approximately 47 acres of parkland. The following parks and open space have been completed:

- Joint Use Park for Rio Del Mar Elementary School and Rio Vista Intermediate School
- Vineyard Park
- East Park
- Village Green Park
- Gateway Park
- Central Park
- Windrow Park
- Phase 1 Water Recharge Basin Trail System
- Commons Green

The following parks and open space have not yet been completed and are in various stages of design or development:

- Crescent Park (designed and approved, not built)
- Santa Clara River Trail Phase 2 (designed and approved, not built)
- Phase 3 Recharge Basin Trail (not designed or built)

- Children’s Park (not designed or built)
- Town Square (designed and to be built with commercial uses)

PROPOSED SPECIFIC PLAN AMENDMENT

The proposed Specific Plan Amendment would decrease the amount of commercial development allowed in Planning Districts A and D and allow the development of additional multifamily residential units in these districts. In addition, minor changes would be made to other planning districts to reflect the type and amount of development permitted in each district and other minor amendments to the Specific Plan previously approved. **Figure 5, Land Use Designation Map – Proposed Specific Plan Amendment**, presents the proposed land use plan, and **Figure 6, Land Use Summary – Proposed Specific Plan Amendment**, presents the proposed land use summary by planning district, which describes the type and maximum intensity of allowed land uses.

The maximum amount of commercial development allowed by the Specific Plan would be reduced to 2,078,000 square feet and the maximum amount of residential development allowed would be increased to 3,145 units.

Planning Districts A through G and K would be affected by the proposed amendment. Planning Districts H through J, L, and M would remain unchanged from the currently adopted Specific Plan. **Figure 6** shows the land use summary for the RiverPark Specific Plan with this proposed amendment. The land use summary presented in **Figure 6** also reflects minor changes to the permitted uses in other planning districts approved through previous minor amendments to the Specific Plan. This is the reason the increase in the total number of units permitted is slightly higher than the increase proposed with this amendment. The analysis in this Addendum addresses the land use changes proposed with this amendment and the overall changes to the total amount of development that would be allowed by the amended Specific Plan.

The changes proposed with this amendment are described below for each of the affected planning districts.

Planning District A

The proposed amendment to the RiverPark Specific Plan would increase the amount of residential units allowed in Planning District A, the Mixed Use/Office District, from a maximum of 440 units to a maximum of 532 units. The proposed amendment would also decrease the amount of commercial square footage from 441,000 square feet to a maximum of 436,000 square feet.

As shown in **Figure 3**, the Specific Plan currently allows a Mixed Use (High Density Residential/Office) on a portion of Planning District A. As shown in **Figure 5**, this amendment would replace the Mixed Use land designation with High Density Residential designation on a portion of this district.

An additional 15,000 square feet of commercial development will be permitted in District A with approval the Specific Plan Amendment. An approximately 0.3-acre parcel located at the northern edge of this district had been originally reserved for road improvements the City has determined to no longer be necessary. Specifically, this parcel was reserved as a potential location for alignment of a bridge across the Santa Clara River as identified in the City of Ventura General Plan. The Ventura General Plan included a potential extension of Kimball Road across the Santa Clara River; however, after the adoption of the RiverPark Specific Plan it was determined that this road extension and bridge were no longer needed and were removed from the Ventura General Plan. To permit development on this parcel, 10,000 square feet of commercial development currently allowed in District F and 5,000 square feet of commercial development currently allowed in Planning District G will be transferred to District A. The amount of commercial development in Districts F and G will be reduced to reflect this change.

Planning Districts B and C

Under the proposed amendment, the boundaries of Planning Districts B and C would be modified to add 8.3 acres currently in District B to District C. Planning District B would be reduced in size to a total of 5.5 acres and Planning District C increased to a total of 24.6 acres. Changes in the allowed uses in each of these districts are also proposed. The amount of commercial uses allowed in District B would be reduced by 156,000 square feet and the amount of commercial use in District C would be increased to a maximum of 568,000 square feet, which includes the 272,000-square-foot hotel. The name of Planning District C would also be changed from “Convention/Hotel District” to “West Corridor Commercial District.”

Planning District D

Multifamily residential development would be allowed along the northern and eastern edges of this District. A mixed-use land use designation allowing either high-density residential development or regional commercial development would be applied to these portions of District D. As compared to the currently adopted Specific Plan, Planning District D under the proposed amendment would decrease the amount of commercial square footage by 89,000 square feet to a total of 904,000 square feet. The amendment also proposes an increase in the maximum number of residential dwelling units by 62 units to a total of 512. These additional dwelling units would be comprised of high-density multifamily residential units.

Planning District E

The proposed amendment to the RiverPark Specific Plan would increase the allowable amount of retail commercial development allowed in this district from a maximum of 90,000 square feet to 111,000 square feet increasing the overall density of development in this Planning District.

Planning Districts F and G

As described under the Planning District A above, 10,000 square feet of commercial uses from Planning District F and 5,000 square feet of commercial uses from Planning District G, will be reallocated to allow development of the parcel on the northern edge of this District A. The maximum allowed residential units within Planning District F would be increased by 32 units to a total of 482 units.

Other Changes Proposed by the Amendment to the RiverPark Specific Plan

Trails

The RiverPark Specific Plan provides for pedestrian connections and trails throughout the specific plan area. It also contains access points to a future Countywide regional trail system proposed adjacent to the Santa Clara River. Currently, a portion of the RiverPark pedestrian trail system extends along the western edge of the Large Woolsey Water Storage/Recharge Basin at the northwest boundary of the RiverPark Specific Plan area. This portion of the trail runs parallel and adjacent to the proposed alignment of the Santa Clara River Trail section of the County regional trail system. The proposed amendment eliminates this section of trail within the specific plan area made redundant by the Santa Clara River Trail. The amendment also proposed to adjust the trail around the Brigham/Vickers Water Storage/Recharge Basin to form a more continuous loop around and directly adjacent to the basin.

Parking

With development of some of the high-density residential uses (apartments) in the RiverPark Specific Plan area, the City determined that greater management of off-street and on-street resident and visitor parking was needed for these projects. To accomplish this, a requirement for a Parking Management Plan for each new high-density residential development project is included within the proposed Specific Plan amendment. This requirement is similar to the requirement for a Parking Management Plan for each commercial development within RiverPark.

RIVERPARK LAND USE PLAN:
 PERMITTED USES
 Land Use Plan Date: February 24, 2011

Legend

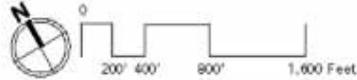
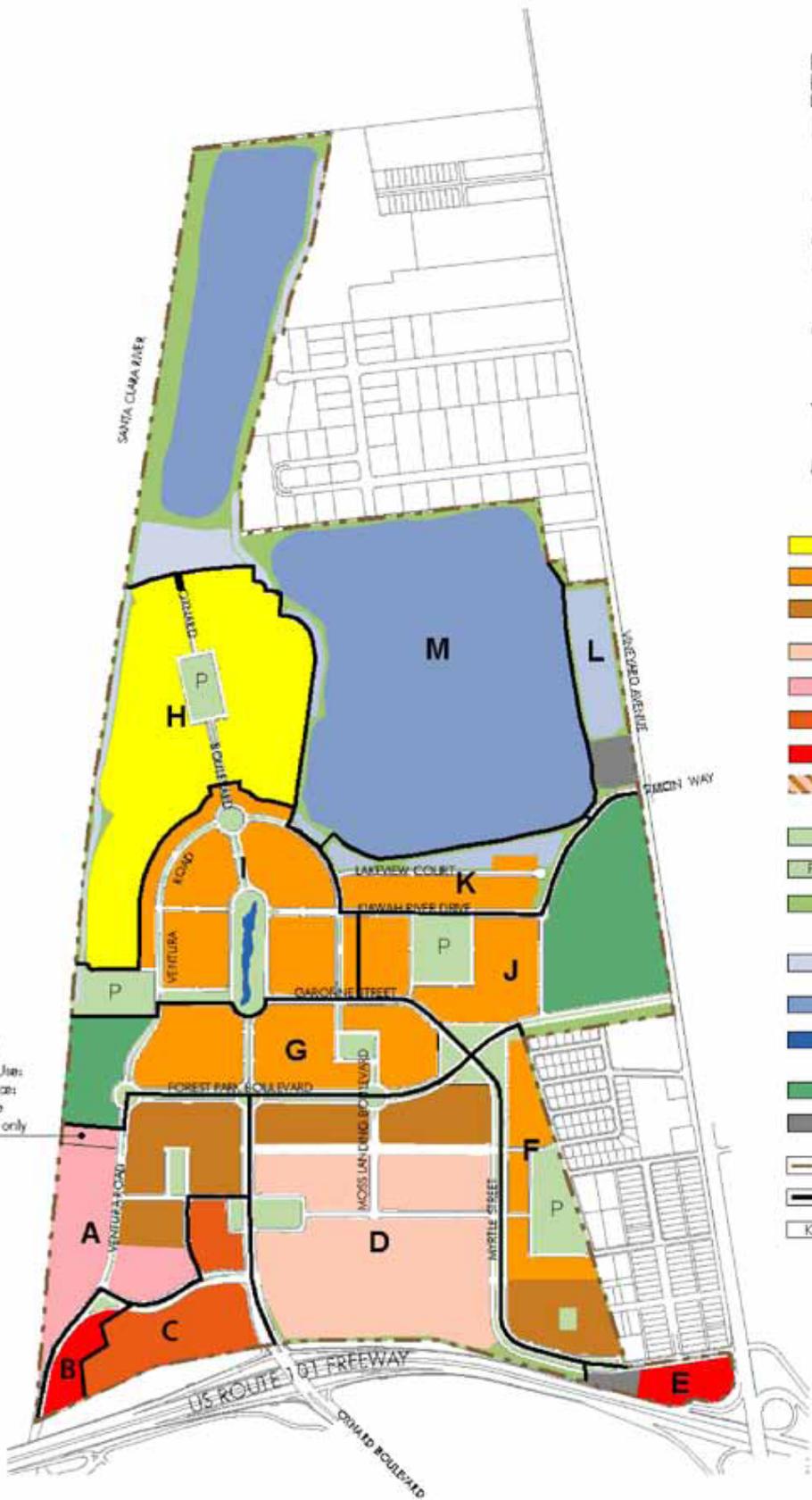
Planning Districts

- A Mixed Use/Office District
- B West Peripheral Commercial District
- C West Corridor Commercial District
- D Town Square Commercial District
- E East Peripheral Commercial District
- F Vineyards Neighborhood District
- G Village Square Neighborhood District
- H RiverPark Crescent Neighborhood District
- I RiverPark Loop Neighborhood District
- J RiverPark Mews Neighborhood District
- K Lakeside Neighborhood District
- L Public Facility District
- M Water Storage/Recharge Basins & Storm Water Control District

Land Use

- Residential: Low Medium (8-12 DU/gross acre)
- Residential: Medium (12-18 DU/gross acre)
- Residential: High (18-30 DU/gross acre)
- Commercial: Regional
- Commercial: Office
- Commercial: Convention/ Hotel
- Commercial: Retail/ Office
- Mixed Use: Residential: High/ Commercial: Office
- Open Space: Park Space
- P Open Space: Neighborhood Parks
- Open Space: Landscaped Buffer
- Open Space: Miscellaneous: Dry Swales/ Detention Basins
- Open Space: Miscellaneous: Water Storage/ Recharge Basins
- Open Space: Miscellaneous: Water Feature
- Schools/ Community Park
- Public Facilities
- Specific Plan Area
- Planning District Boundary
- K Planning District Designation

Optional Permitted Uses:
 Open Space:
 Park Space
 (this parcel only)



SOURCE: AC Martin Partners - March 2011

FIGURE 5

Land Use Designation Map - Proposed Specific Plan Amendment

LAND USE SUMMARY BY PLANNING DISTRICT

Revised per Specific Plan Amendment 2010 dated 02/28/2011 / Based on 11-17-2008 revised Land Use Plan / See notes at bottom of this page

Planning District	Land Use	Gross Acreage ¹	Max Commercial KSF Allowable for Each Planning District	Allowable Dwelling Unit Range For Each Planning District ⁷
A	Mixed Use/Office District			
	MIXED USE RESIDENTIAL: HIGH ³	21.1	0	500-532
	COMMERCIAL: OFFICE Parcels with existing offices	15.4	221	
	Remaining parcels designated Commercial: Office	9.3	200	
	COMMERCIAL:OFFICE/opt. OPEN SPACE:PARK SPACE	1.3	15	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES / DETENTION BASINS	0.4	NA	
	Subtotals Planning District A	47.5	436	500-532
B	West Peripheral Commercial District			
	COMMERCIAL: REGIONAL	5.5	104	
	Subtotals Planning District B	5.5	104	NA
C	West Corridor Commercial District			
	COMMERCIAL: REGIONAL	24	206	
	COMMERCIAL: CONVENTION/HOTEL ⁹		272	
	OPEN SPACE: PARK SPACE	0.6	NA	
	Subtotals Planning District C	24.6	478	NA
D	Town Square Commercial District			
	COMMERCIAL: REGIONAL (Retail/Entertainment)	68.2	904	
	RESIDENTIAL: HIGH ³	15.0	0	470-512
	OPEN SPACE: PARK SPACE	3.5	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	0.8		
	OPEN SPACE: LANDSCAPE BUFFER	0.9	NA	
	Subtotals Planning District D	88.4	904	470-512
E	East Peripheral Commercial District			
	COMMERCIAL: REGIONAL	7.5	111	
	PUBLIC FACILITIES	1.4		
	Subtotals Planning District E	8.9	111	NA
F	Vineyards Neighborhood District			
	RESIDENTIAL: HIGH ³	12.3	NA	140-310
	RESIDENTIAL: MEDIUM ³	15.5	5 ⁸	150-172
	OPEN SPACE: PARK SPACE	2.1	NA	
	OPEN SPACE: NEIGHBORHOOD PARK	7.4		
	OPEN SPACE: LANDSCAPE BUFFER	0.6		
	Subtotals Planning District F	37.9	5	290-482
G	Village Square Neighborhood District			
	RESIDENTIAL: MEDIUM ³	37.6	15 ⁸	325-425
	OPEN SPACE: PARK SPACE	2.8	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	1.2		
	SCHOOLS / COMMUNITY PARK ^{2,4,5}	11.4	NA	
	Subtotals Planning District G	53.0	15	325-425
H	RiverPark Crescent Neighborhood District			
	RESIDENTIAL: LOW MEDIUM	80.6	NA	450-492
	OPEN SPACE: NEIGHBORHOOD PARKS	3.3		
	Subtotals Planning District H	83.9	0	450-492
I	RiverPark Loop Neighborhood District			
	RESIDENTIAL: MEDIUM ³	43.0	10 ⁸	375-510
	OPEN SPACE: PARK SPACE	6.6	NA	
	OPEN SPACE: NEIGHBORHOOD PARKS	5.8		
	OPEN SPACE: MISCELLANEOUS: WATER FEATURE	1.4		
	Subtotals Planning District I	56.8	10	375-510
J	RiverPark Mews Neighborhood District			
	RESIDENTIAL: MEDIUM ³	21.0	10 ⁸	220-310
	OPEN SPACE: PARK SPACE	1.4	NA	
	OPEN SPACE: NEIGHBORHOOD PARKS	6.1		
	OPEN SPACE: LANDSCAPE BUFFER	2.5		
	SCHOOLS / COMMUNITY PARK ^{2,4,5}	30.4	NA	
	Subtotals Planning District J	61.4	10	220-310
K	Lakeside Neighborhood District			
	RESIDENTIAL: MEDIUM ³	10.5	5 ⁸	70-98
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	8.0	NA	
	Subtotals Planning District K	18.5	5	70-98
L	Public Facility District			
	PUBLIC FACILITIES	2.5	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	11.1	NA	
	Subtotals Planning District L	13.6	0	NA
M	Water Storage // Recharge Basins and Storm Water Control District			
	OPEN SPACE: MISCELLANEOUS: WATER STORAGE / RECHARGE BASINS	168.6	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	19.3		
	OPEN SPACE: LANDSCAPE BUFFER	14.0	NA	
	Subtotals Planning District M	201.9	0	NA
	TOTALS FOR SPECIFIC PLAN AREA			
		Total acreage within Specific Plan Area: 701.9 acres Maximum dwelling units allowed within Specific Plan Area: 3,145 du Maximum commercial KSF allowed within Specific Plan Area: 2,078 ksf		

¹ Gross acreage is measured to centerline of bounding streets and / or to the Project Boundary 2078
² Net school site area in Planning District J J = 27.3 acres: Net school site area in Planning District G G = 10.0 Acres
³ Vertical Mixed Uses and / or Live/Work units are permitted in portions of this District as defined in Specific Plan Sections 2, 3, 4 and Exhibit 2.C
⁴ Specially Permitted Uses are allowed in portions of this area as defined in Specific Plan Section 2 (Land Use)
⁵ Specially Permitted Land Uses for sites designated for Schools/Community Park land use can only be applied for after the Rio School District submits a letter indicating that it does not want to purchase or utilize the land.
⁶ Allocation of residential units among Planning Districts is subject to ongoing monitoring by the Master Developer. Total dwelling units cannot exceed 3,145 units
⁷ Density range provides flexibility in allocating residential units within and between Planning Districts. Lower range is a suggested minimum. Upper end of range is regulated through monitoring by Master Developer per note 6 to assure that the total dwelling units within RiverPark does not exceed 3,145
⁸ Ground Level Commercial and/or Live/Work use
 Refer to Specific Plan Sections 2, 3, and 4 for detailed descriptions of Permitted and Specially Permitted land uses and development standards. This Land Use Summary (Exhibit 2.J) and Exhibits 2.B and 2.C indicate Permitted (by right) uses only. See Section 2 and Exhibit 2.D for Specially Permitted Uses.
⁹ Convention Hotel number of rooms is 320 with corresponding 272k sf

Table 2
Comparison of Currently Adopted Specific Plan and Proposed Specific Plan Amendment

Planning District	Criteria	Adopted Specific Plan	Proposed Specific Plan Amendment	Difference (Adopted - Proposed)
A	Size (acres)	47.5	47.5	0
	Commercial (ksf)	441	436	(5)
	Residential (units) ¹	440	532	92
B	Size (acres)	13.8	5.5	(8.3)
	Commercial (ksf)	260	104	(156)
	Residential (units) ¹	0	0	0
C	Size (acres)	16.3	24.6	8.3
	Commercial (ksf)	510	478	58
	Residential (units) ¹	0	0	0
D	Size (acres)	88.4	88.4	0
	Commercial (ksf)	955	904	(70)
	Residential (units) ¹	450	512	62
E	Size (acres)	8.9	8.9	0
	Commercial (ksf)	130	111	(90)
	Residential (units) ¹	0	0	0
F	Size (acres)	37.9	37.9	0
	Commercial (ksf)	15	5	(10)
	Residential (units) ¹	450	482	32
G	Size (acres)	53.0	53.0	0
	Commercial (ksf)	20	15	(5)
	Residential (units) ¹	425	425	0
H	Size (acres)	78.0	83.9	5.9
	Commercial (ksf)	0	0	0
	Residential (units) ¹	455	492	37
I	Size (acres)	56.8	56.8	0
	Commercial (ksf)	10	10	0
	Residential (units) ¹	510	510	0
J	Size (acres)	61.4	61.4	0
	Commercial (ksf)	10	10	0
	Residential (units) ¹	310	310	0
K	Size (acres)	20.0	18.5	(1.5)
	Commercial (ksf)	5	5	0
	Residential (units) ¹	112	98	(14)
L	Size (acres)	13.6	13.6	0
	Commercial (ksf)	0	0	0
	Residential (units) ¹	0	0	0
M	Size (acres)	206.3	201.9	(4.4)
	Commercial (ksf)	0	0	0
	Residential (units) ¹	0	0	0

Source: Impact Sciences, Inc. 2010

Notes;

ksf = thousand square feet

¹ Maximum allowable residential units are shown.

OVERVIEW

This analysis section includes separate subsections for each environmental topic addressed in the Certified RiverPark Final EIR. Each topical section first presents a summary of the information and conclusions of the analysis in the Final EIR. Updated information reflecting any change in the environmental setting related to each topic is presented first in each subsection followed by analysis of the environmental impacts of RiverPark with the change in land uses included in the proposed amendment. For each topic a determination is also made on whether the current proposal would result in any new significant impacts or any substantial increase in the severity of the impacts identified in the RiverPark Final EIR. The mitigation measures identified in the RiverPark Final EIR are also updated as needed to reflect the proposed changes to the project.

LAND USE

Summary of Analysis in the Certified RiverPark Final EIR

The consistency of the proposed RiverPark Specific Plan project with applicable land use plans and policies, and the compatibility of the proposed development with surrounding land uses were analyzed in the RiverPark EIR. This evaluation addressed the consistency of the project with the City's 2020 General Plan, the Historic Enhancement and Revitalization of Oxnard (HERO) Redevelopment Plan, the Southern California Association of Governments (SCAG) Regional Comprehensive Plan & Guide, and the Local Agency Formation Commission (LAFCO) policies.

The approximately 702-acre Specific Plan Area is located within the LAFCO Sphere of Influence line for the City of Oxnard and within the 20-year City Urban Restriction Boundary (CURB) established by the City's 2020 General Plan. As shown in **Figure 7, RiverPark Areas A and B**, prior to approval of the project, the southern 269 acres of the Specific Plan Area (referred to as "RiverPark Area A" in the Final EIR) was located within the City of Oxnard. The northern 432 acres of the Specific Plan Area (referred to as "RiverPark Area B" in the Final EIR) was located outside of the City of Oxnard. After adoption of the Specific Plan by the City, RiverPark Area B was annexed to the City of Oxnard.

Annexation of RiverPark Area B to the City and development of the entire Specific Plan Area with the proposed uses was found to be consistent with the City's land use plans and policies. Annexation of RiverPark Area B was also determined to be consistent with LAFCO policies. The RiverPark Project was also determined to be consistent with the SCAG *Regional Comprehensive Plan & Guide*, as the amount of growth allowed by the Specific Plan was consistent with adopted regional growth forecasts, and the

characteristics of the project as proposed were consistent with relevant objectives of this regional plan. In addition, the RiverPark Specific Plan defined a pattern of land uses determined to be compatible with the residential, agricultural, and open space uses located around the Specific Plan Area. No significant impacts related to inconsistencies with applicable land use plans and policies were identified in the Final EIR.

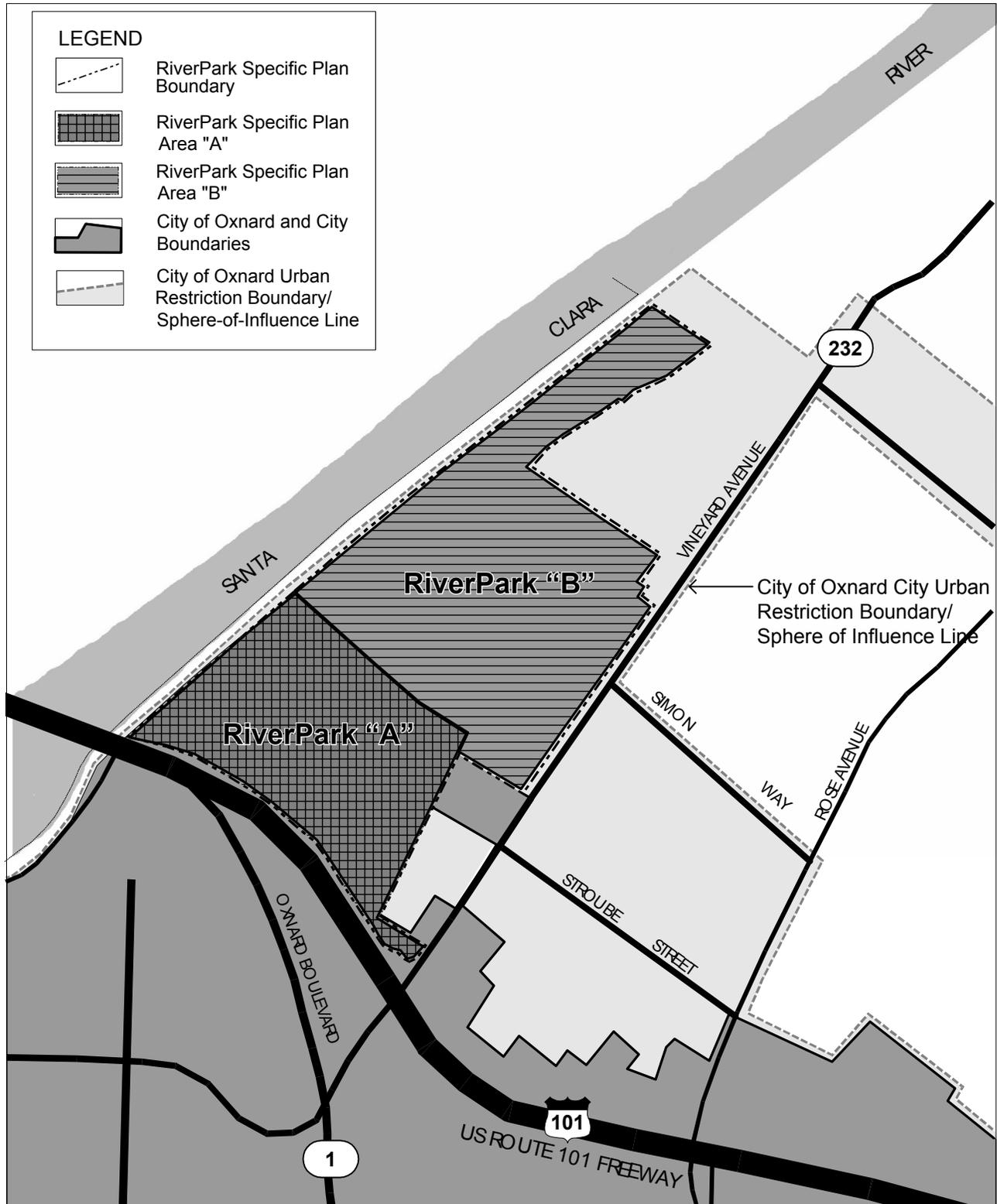
Analysis of Proposed Specific Plan Amendment

The proposed Specific Plan amendment would decrease the maximum amount of commercial development by approximately 407,000 square feet and increase the maximum number of residential dwelling units allowed by 340 units as compared to the RiverPark Specific Plan as originally adopted.

The proposed Specific Plan Amendment would not increase the currently allowed residential density or introduce any new land uses within the Specific Plan Area, nor would it change the basic character of the RiverPark community. The proposed Specific Plan Amendment is consistent with the goals and policies of the both the currently adopted Oxnard 2020 General Plan and the City's Draft 2030 General Plan. Specifically, the proposed amendment would continue to provide a mixed-use community that provides housing, recreation, commercial, and employment in a pedestrian oriented community. This amendment would provide a variety of affordable and market rate multifamily housing opportunities.

The southern portion of the Specific Plan Area is located within the HERO Redevelopment Plan Area. The HERO Plan requires that the Specific Plan provide 15 percent of the total housing units be affordable to low- and moderate-income households. The proposed Specific Plan Amendment would introduce additional multifamily units into this portion of the Specific Plan Area and 15 percent of these units would be affordable to low and moderate income households, consistent with this requirement.

The Specific Plan amendment would provide a total of 51 affordable housing units consisting of 18 low affordable rental units, 28 moderate affordable rental units, 2 moderate for sale units, and in-lieu fee payment for 3 units.



NOT TO SCALE

SOURCE: AC Martin Partners - August 2002

FIGURE 7

RiverPark Areas A and B

The proposed Specific Plan Amendment would also be consistent with the relevant policies found in the core chapters of the SCAG Regional Comprehensive Plan and Guide (RCPG). Approval of the proposed Specific Plan Amendment would result in an approximately 874-person increase in population, a 340-unit increase in housing, and a decrease in the number of jobs located in the Specific Plan Area. If all 2,805 units allowed by the Specific Plan are built, the projected population of the Specific Plan area is approximately 7,220. When added to the population increase projected from the proposed amendment, the Specific Plan area would have a population of 8,094 persons. However, the overall population and the number of jobs would remain within the SCAG forecasts for both the Ventura Council of Governments Subregion and the City of Oxnard.

The changes in land uses are proposed in the central portion of the community and would not affect the overall structure of the community or its compatibility with surrounding land uses. The proposed Specific Plan Amendment would add multi-family housing to the central portion of the RiverPark Community while maintaining a pedestrian oriented community by placing this additional housing in close proximity to commercial and employment generating uses.

The adopted Specific Plan defines landscape buffers to create compatibility with surrounding uses. These buffers would not be changed under the proposed amendment and no new types of land uses be proposed within the Specific Plan Area. Therefore, land uses would be compatible with surrounding land uses.

With the land use changes proposed, the RiverPark Project would remain consistent with applicable land use policies and programs. No new significant land use impacts would result from approval of the proposed amendment to the Specific Plan.

AESTHETICS

Summary of Analysis in the Certified RiverPark Final EIR

The EIR provided analysis of the significance of changes to the visual character of the area that would result from implementation of the RiverPark Project. The Community Design Element of the *City of Oxnard 2020 General Plan* identifies scenic resources within the City. Roadways that provide views of the scenic resources and agricultural lands within and around the City are designated as image corridors. The Ventura Freeway is designated as Regional Image Corridor, and Oxnard Boulevard and Vineyard Avenue are designated as City Image Corridors. In addition, the intersection of the Ventura Freeway and Vineyard Avenue is designated as a Regional Gateway. Prior to development, the Specific Plan Area had an open space visual character as viewed from surrounding roadways and uses due to the small number of existing structures at the time the Specific Plan was approved.

The change in the visual character of the Specific Plan Area as a result of the proposed RiverPark Project was not identified as having a significant impact on the visual character of the area. This was because the development that would be allowed by the Specific Plan will not obstruct long-range views of the mountains and hills in the Los Padres National Forest to the north from the Ventura Freeway or Vineyard Avenue. The height and character of the residential and commercial development proposed will also be consistent with existing development in the area. In addition, the northern portion of the Specific Plan Area will continue to have an open space character as the existing mine pits will be preserved and no buildings will be located along the northernmost portion of Vineyard Avenue.

No significant aesthetic impacts were identified in the Final EIR.

Analysis of Proposed Specific Plan Amendment

The proposed Specific Plan Amendment would not result in any substantial change in the visual character of the RiverPark Community. The proposed changes in permitted land uses would introduce some additional multifamily residential development in the central portion of the community. The height of these new buildings would be consistent with the building types and corresponding land use designations currently described in the adopted Specific Plan and the heights of structures in the surrounding area. As the proposed Specific Plan amendment would not alter the types of uses within the Specific Plan Area or change uses that are important aesthetic features such as landscape buffers, or the location and amount of open space, the Specific Plan would remain consistent with the Community Design Element of the *2020 General Plan*.

The land use changes proposed would not have any effect on scenic views as the scale and character of the development would not change substantially. Scenic views of the mountains and hills of the Los Padres National Forest would remain unobstructed, particularly along Vineyard Avenue, Oxnard Boulevard, and the Ventura Freeway. Landscape buffers and preservation of open space provided for by the adopted Specific Plan would ensure views of the project site from adjacent areas are not adversely impacted by development allowed by the Specific Plan.

No new significant impacts to the aesthetic character of the Specific Plan Area and the surrounding area would result from the proposed amendment to the Specific Plan.

EARTH RESOURCES

Summary of Analysis in the Certified RiverPark Final EIR

The Final EIR evaluated potential impacts related to the soils conditions on the site and the geology of the area. Geology studies completed identified a variety of topographic and soils conditions as a result of the long-term mining and agricultural activities within the Specific Plan Area. Substantial areas of potentially unstable artificial fill were found in the northern portion of the Specific Plan Area on the portion of the site used for sand and gravel mining. A potentially significant impact related to the stability of the slopes of the existing mine pits was identified.

The conceptual grading plan called for grading approximately 10 million cubic yards of earth materials over the entire 702-acre site. A balanced grading program involving excavation and replacement of the 10 million cubic yards of material was proposed. The majority of this planned grading consisted of the proposed excavation and/or replacement of earth materials in the northern portion of the Specific Plan Area to improve the structural characteristics of the soils in the mine site stockpile and plant areas and to stabilize the slopes of the existing mining pits. A comprehensive program of 44 specific measures was identified in the Final EIR to mitigate all identified potential geotechnical impacts to a level that is less than significant.

The EIR identified that the Specific Plan Area was located in an area designated by the State Mining and Geology Board as containing sand and gravel resources of regional significance. While all available resources on the site had been mined, some aggregate resources remained. Mining of the remaining resources was not considered economically feasible due to the relatively small amount of low quality aggregate available on the southern portion of the site, which had been designated for urban development since 1986. Development of the portion of the site was, therefore, consistent with the mineral resource policies of the City's 2020 General Plan. Nonetheless, the permanent loss of access to the approximate 2.2 million tons of sand and gravel resources on the southern portion of the site was identified as an unavoidable significant impact of the RiverPark Project.

Analysis of Proposed Specific Plan Amendment

The mass grading of the Specific Plan Area has been completed in conformance with the mitigation program in the Final RiverPark EIR to mitigate potentially significant geotechnical impacts. As described above, based on geology and soils studies it was anticipated that grading would be balanced within the Specific Plan Area. During the initial mass grading of the site, it was determined that soil compression was higher than expected. In addition, implementation of the mitigation measures identified in the Final EIR required removal and recompaction of soil at depths greater than the conceptual grading plan. As a

result, soil needed to be imported to balance grading on the site. The second Addendum to the RiverPark Final EIR assessed the environmental effects of importing of up to 600,000 cubic yards of soil to the Specific Plan Area and concluded no new significant impacts would result from this change to the grading plan for the project.

The proposed Specific Plan Amendment would allow development of additional multifamily residential housing in the central portion of the RiverPark Community in areas that have been graded in conformance with the mitigation program in the Final EIR to support the type and scale of development allowed by the Specific Plan. All structures will be designed in conformance with current building codes. This proposed Specific Plan Amendment would not result in any new or substantially more severe geology or soils impacts.

BIOLOGICAL RESOURCES

Summary of Analysis in the Certified RiverPark Final EIR

The Specific Plan Area contained limited natural habitat as a result of the long-term disturbance of the site for agricultural and mining activities. The southern portion of the Specific Plan Area supported no native plant communities because vegetation within this area was limited to agricultural crops, landscaping associated with existing development, and non-native weedy species in disturbed areas. The northern portion of the Specific Plan Area included scattered patches of disturbed open space on the sand and gravel mine site and a small amount of agricultural land. The existing mine pits contained exposed groundwater, providing resting and limited foraging area for a number of waterfowl and other water-associated bird species. No special status plant or wildlife species were identified within the Specific Plan Area during biological surveys. The Santa Clara River, located immediately west of the Specific Plan Area provides habitat for several special-status fish and wildlife species including southern steelhead, arroyo chub, and tidewater gobi, which have adapted to the seasonal and daily changing conditions of the river.

The proposed RiverPark Specific Plan included proposals to plant native vegetation on the reconstructed slopes of the mine pits and on the western edge of the Specific Plan Area along the Santa Clara River levee. No significant impact to native plant communities was identified and the introduction of additional native vegetation was identified as a beneficial effect of the project.

A potential impact to any native bird species nesting on the site during grading was identified. A potential for significant indirect impacts to the natural habitat in the Santa Clara River from new lighting sources within the Specific Plan Area and the use of invasive non-native plant species in landscaping were also identified. Measures were included in the Final EIR to mitigate these impacts to a less than significant level.

As proposed, the RiverPark Specific Plan included a water quality treatment system designed to treat runoff from the new land uses proposed within the Specific Plan Area and from off-site agricultural and industrial areas that drain into the Specific Plan Area. This water quality treatment system proposed was designed to trap and remove pollutants and urban sediments to the degree necessary to ensure high water quality levels. Therefore, potential indirect impacts to biological resources in the Santa Clara River from stormwater runoff from the Specific Plan Area were not significant. Measures were identified in the Final EIR to mitigate all potentially significant impacts to biological resources to a less than significant level and no unavoidable significant impacts to biological resources were identified in the Final EIR.

Analysis of Proposed Specific Plan Amendment

The change in land uses proposed would not have any effect on biological resources. The proposed Specific Plan Amendment does not include land uses not currently allowed by the RiverPark Specific Plan. Therefore, new uses that could create greater impact on biological resources in the vicinity of the Specific Plan Area would not be introduced. The Specific Plan Area has already been graded and the proposed amendment would not allow development in areas not already graded and planned for development. The land use changes proposed are in the central portion of the RiverPark Community and are not near the Santa Clara River, so the amendment would not change the potential for indirect impacts on biological resources present in the river. In addition, the change from commercial to multifamily residential use proposed would not substantially change the amount or character of storm runoff, so there will be no change in indirect impacts to water quality in the Santa Clara River. The water quality treatment system analyzed in the original EIR has been developed to accommodate runoff from the planning districts affected by the proposed amendment.

No new significant impacts to biological resources would result from the proposed amendment to the Specific Plan.

WATER RESOURCES

Summary of Analysis in the Certified RiverPark Final EIR

An extensive analysis was conducted on potential impacts to groundwater and surface water quality, and on groundwater quantity. This analysis determined that the RiverPark Project would result in a beneficial impact on groundwater quantity. Existing conditions documented in the Final EIR resulted in a net loss of 573 acre-feet of groundwater per year due to evaporation from the exposed groundwater in the existing mine pits and the use of groundwater pumped from on-site wells. The RiverPark Project was projected to result in a net gain to the groundwater system of approximately 8,000 acre-feet per year due to the elimination of groundwater use on site for the existing agricultural and mine uses and from the

planned incorporation of the reclaimed mine pits into the United Water Conservation District (UWCD) groundwater recharge program.

Construction of the project required dewatering around the existing mine pits. Potential impacts to groundwater quantity and quality were identified depending on the volume of groundwater pumped and the discharge location. Measures were identified to mitigate these potential impacts to a less than significant level.

Changes to the amount, quality, and direction of stormwater drainage flows in the Specific Plan Area were assessed in the EIR. Stormwater flows generated within the RiverPark Specific Plan Area and those generated from off-site areas that drain onto the Specific Plan Area were proposed to be collected and treated by a system including water quality detention basins and additional features, including dry swales and mechanical treatment elements such as centrifugal separators. After treatment, stormwater was proposed to be discharged to the Santa Clara River through existing drain outlets, or to the mine pits, depending on existing drainage patterns and the magnitude of the storm event.

Changes in minerals, nutrients, metals, pesticides, hydrocarbon, and microbial contaminants in runoff discharged to the Santa Clara River and the mine pits were analyzed. Conservative thresholds of significance were selected for determining impacts. This analysis determined that the planned use of the reclaimed mine pits by UWCD for diverted surface water flows from the Santa Clara River would not have a significant impact on groundwater quality.

The analysis determined that the concentration of pollutant constituents in the Specific Plan Area would be reduced from existing conditions or would not be greater than the maximum ambient concentrations for these constituents in the Santa Clara River. The proposed water quality detention basins were designed to collect and treat all runoff from storms up to a 10-year storm event prior to discharge to the mine pits, with runoff from larger events being allowed to discharge directly into the pits. This design was intended to ensure treatment of “first flush” storm runoff that contains the highest concentrations of pollutants. Because runoff from storms with a frequency less than a 10-year event would not enter the pits, overall mass loading of pollutant constituents would be reduced.

Reduction of the concentrations of all pollutant constituents to levels below the conservative numeric thresholds of significance used in the water quality analysis was determined to be infeasible because of the significant capital, operational and standby costs associated with the treatment systems examined as potential mitigation measures, and because of the potential low reliability of these treatment systems that would only operate infrequently during large storm events. The EIR concluded that, although the RiverPark Project would maintain or improve existing water quality, all potential impacts could not be

reduced to a less than significant level and for this reason, some unavoidable significant impacts to water quality were identified.

Analysis of Proposed Specific Plan Amendment

Mass grading and construction of the major drainage improvements, including the main elements of the water quality control treatment system, have been completed. The proposed Specific Plan amendment would not introduce new types of land uses into the Specific Plan Area since the multifamily residential development would be allowed in areas planned for commercial development. The type and amount of pollutant constituents in runoff would not change substantially. The amount of impervious surface area would not change substantially given the development footprint of the high-density residential uses that is currently allowed. Therefore, impervious surfaces, and consequently runoff quantity would not change substantially, resulting in the overall water balance for RiverPark remaining essentially unchanged. No new or substantially more severe impacts to water resources would result from the proposed Specific Plan Amendment.

TRANSPORTATION AND CIRCULATION

Summary of Analysis in the Certified RiverPark Final EIR

Potential traffic impacts of the RiverPark Project were assessed in accordance with the City of Oxnard Traffic Impact Study Standards as well as with procedures specified by the Ventura County Transportation Commission (VCTC) and SCAG in the Ventura County *Congestion Management Plan* (CMP). The analysis incorporated a detailed evaluation of traffic conditions at 33 intersections, including 25 intersections in Oxnard and immediately surrounding areas and eight intersections in the City of Ventura. Five segments of the state highway network were also evaluated.

It was estimated that the uses allowed by the proposed RiverPark Specific Plan would generate approximately 94,500 daily trips, of which 9,860 would occur in the evening peak traffic period. Of the total daily trips, 78,840 would leave the Specific Plan Area. The remainder of the daily trips would be trips between the residential, commercial and school uses within the Specific Plan Area. The traffic analysis determined that these additional trips would significantly impact 8 of the 33 intersections studied. Roadway improvements were identified to mitigate all these impacts to a less than significant level.

Traffic conditions on the Ventura Freeway were also forecast for future year 2020. All freeway segments analyzed were projected to operate at level of service (LOS) D and better with the exception of the Ventura Freeway south of Central Avenue, where traffic conditions were projected at LOS F in the

northbound direction during the morning peak hour and in the southbound direction during the evening peak hour with all projected cumulative growth. Traffic from the RiverPark would contribute to this cumulative impact. As this level of service exceeds the minimum acceptable Level of Service C standard set by the Ventura County CMP, this cumulative impact was identified as significant. Improvements necessary to achieve an acceptable level of service on the Ventura Freeway will be identified and addressed through the Ventura County CMP program. No unavoidable significant traffic impacts were identified for the RiverPark Project.

Analysis of Proposed Specific Plan Amendment

Updated traffic analysis of RiverPark with the proposed changes in land uses was conducted using the City's current Oxnard Traffic Model (OTM). This updated Traffic Study, contained in **Appendix A**, includes the analysis of 30 study intersections as compared to 33 intersections analyzed in the traffic study prepared for the adopted RiverPark Specific Plan EIR. As a result of changes and roadway improvements that have occurred since the Final EIR was prepared, five of the original study intersections no longer exist and two new intersections located south of the Ventura Freeway in the Wagon Wheel and Esplanade areas were added to this analysis.

In total, the updated Traffic Study incorporates a detailed evaluation of traffic conditions at 22 project area intersections located either in the City of Oxnard, adjacent unincorporated areas under the jurisdiction of the County of Ventura control, or within both jurisdictions. Eight additional intersections located in the City of Ventura and four segments of the Ventura Freeway were also analyzed. The intersections/roadway segments analyzed are as follows:

Oxnard/County of Ventura Intersections

1. Los Angeles Avenue and Vineyard Avenue
2. Central Avenue and Vineyard Avenue
3. Thames River Boulevard/Simon Way and Vineyard Avenue
4. Oxnard Boulevard and Forest Park Boulevard
5. Garonne Street/RiverPark Boulevard and Forest Park Boulevard
6. Vineyard Avenue and Forest Park Boulevard
7. Vineyard Avenue and Stroube Street
8. Ventura Road and Town Center Drive

9. Oxnard Boulevard and Town Center Drive
10. Vineyard Avenue and Ventura Boulevard/RiverPark Boulevard
11. Oxnard Boulevard and US-101 Northbound Ramps
12. Oxnard Boulevard and US-101 Southbound Ramps
13. Vineyard Avenue and US-101 Northbound Ramps
14. Vineyard Avenue and US-101 Southbound Ramps
15. Ventura Road and Wagon Wheel Road
16. Ventura Road and US-101 Southbound Off-ramp
17. Oxnard Boulevard and Esplanade Center/Spur Drive
18. Vineyard Avenue and Esplanade Drive
19. Vineyard Avenue and Ventura Road
20. Vineyard Avenue and Oxnard Boulevard
21. Gonzales Road and Ventura Road
22. Gonzales Road and Oxnard Boulevard

City of Ventura Intersections

23. Victoria Avenue and Telephone Road
24. Victoria Avenue and Ralston Street
25. Victoria Avenue and U.S.-101 NB Ramps
26. US-101 Southbound Ramps and Valentine Road
27. Victoria Avenue and Valentine Road
28. Ralston Street and Johnson Drive
29. Johnson Drive and Bristol Road
30. Johnson Drive and North Bank Drive

Freeway Segments

1. US-101 at the Santa Clara River Bridge
2. US-101 between Route 1 and Vineyard Avenue

3. US-101 between Vineyard Avenue and Rose Avenue
4. US-101 South of Central Avenue

Future year 2030 traffic conditions were analyzed using the Oxnard Traffic Model (OTM) which is based on the Ventura Countywide Traffic Model (VCTM). To ensure full consideration of potential cumulative traffic impacts, the OTM reflects the land uses that would be allowed by the City's Draft 2030 General Plan.

Traffic volume data at the 30 study intersections were based on new traffic counts conducted in 2008 and adjusted to reflect 2009 conditions.

Consistent with the methodology in the original traffic study, the Intersection Capacity Utilization (ICU) methodology based on procedures outlined in the Ventura County Congestion Management Program (CMP) was used to analyze and evaluate the traffic conditions at the 30 study intersections. Since the intersection of Oxnard Boulevard and Forest Park Boulevard operates as a roundabout, this intersection was analyzed using the methodology for analyzing roundabouts from the Transportation Research Board Circular E-C018.

Existing freeway geometrics (e.g., number of mainline travel lanes) for each of the segments analyzed were determined from CMP data, aerials and field surveys. The levels of service for the study freeway segments were calculated using the methodologies in the most current *Highway Capacity Manual*.

Trip Generation

Trip generation projections were prepared for of the total development of RiverPark including land use changes proposed under this amendment.

As shown in **Table 3, Trip Generation for Specific Plan Amendment**, with the proposed changes in the amounts of commercial and residential uses, the RiverPark community would generate approximately 77,934 daily trips, including 4,751 AM peak hour trips and 7,389 PM peak hour trips.

The analysis contained in the Certified EIR estimated the Adopted Specific Plan would generate 94,174 daily trips, including 5,807 trips in the morning peak hour and 9,859 trips in the evening peak hour. With the proposed Specific Plan Amendment, 16,240 fewer daily trips, a 17.2 percent reduction, would be generated when compared to the adopted Specific Plan and the number of AM and PM peak hour trips would decrease by 1,056 and 2,470 trips, respectively. The proposed amendment would result in a reduction in trips as compared to the Adopted Specific Plan due to the increase in residential units

and corresponding decrease in commercial development because commercial uses generate more trips than residential uses.

Table 3
Trip Generation for Specific Plan Amendment

Land Use Description	Land Use		Daily Trips	AM Peak Hour			PM Peak Hour		
	Size	Units		In	Out	Total	In	Out	Total
Single-Family Residential	858	du	8,211	163	480	643	549	317	866
Multifamily Residential	1,103	du	8,824	188	552	740	497	363	860
Apartment	1,184	du	7,957	118	485	603	474	261	735
Neighborhood Commercial	30,000	sf	1,800	26	18	44	76	82	158
Regional Commercial	1,325,000	sf	39,750	583	371	954	1,656	1,802	3,458
Hotel/Motel	320	room	2,614	109	70	179	99	90	189
Office	436,000	sf	5,886	724	100	824	135	658	793
Government Office	19,000	sf	570	46	5	51	21	48	69
Light/General Industrial	8,000	sf	52	5	1	6	2	5	7
Elementary/Middle School	1,683	student	2,171	387	320	707	118	135	253
Park	43.5	acre	99	0	0	0	0	1	1
Open Space	226	acre	0	0	0	0	0	0	0
Grand Total			77,934	2,349	2,402	4,751	3,627	3,762	7,389

Source: Crain and Associates, 2009.

Traffic Analysis

Traffic conditions in the study area were forecast for the year 2030 with the City's updated traffic model. For study intersections located in the City of Oxnard or within the County of Ventura's control, existing lane configuration conditions were assumed for the future lane configurations, except at those intersections where project improvements are to be constructed. Within the City of Ventura, Citywide circulation and mobility system improvements have been identified in the adopted *City of Ventura 2005 General Plan Final EIR*. As stated in the *City of Ventura General Plan Final EIR*, funding sources have been identified for these improvements and these improvements are programmed for implementation. These transportation improvements, where applicable, were assumed for the future lane configurations at the study intersections located in the City of Ventura.

For intersections within the City of Oxnard's and County of Ventura's control, the standard threshold of acceptable level of service for intersections is LOS C or better. The City of Oxnard current and proposed General Plan Update recognizes that this desired level of service is currently exceeded at some intersections on Oxnard Boulevard and allows LOS D at these intersections. For the intersections studied, this LOS D standard applies to the intersections of Vineyard Avenue/Oxnard Boulevard and Gonzales Road/Oxnard Boulevard. For intersections within the City of Ventura's control, a significant traffic impact

is identified as an increase in the ICU value, due to project-related traffic, of more than 0.010 when the final (with project) level of service is LOS E or F, except at freeway ramp intersections when the final level of service is LOS F. The most current Ventura County Congestion Management Program requires that the LOS for freeway segments be measured using the methodologies described in the *Highway Capacity Manual* (HCM).

With the proposed Specific Plan Amendment, traffic from the RiverPark Community would result in significant traffic impacts at four study intersections in the City of Oxnard, prior to any mitigation measures. No significant impacts would occur at any intersection in the City of Ventura or within unincorporated areas under the jurisdiction of the County of Ventura.

The analysis contained in the RiverPark Specific Plan Final EIR identified significant impacts at the following seven intersections in the City:

- Los Angeles Avenue and Vineyard Avenue
- Oxnard Boulevard and Esplanade Drive/Spur Drive
- Vineyard Avenue and Esplanade Drive
- Vineyard Avenue and Ventura Road
- Vineyard Avenue and Oxnard Boulevard
- Gonzales Road and Ventura Road
- Gonzales Road and Oxnard Boulevard

The updated traffic analysis identifies significant impacts at four of the seven intersections identified in the original EIR:

- Oxnard Boulevard and Esplanade Drive/Spur Drive
- Vineyard Avenue and Oxnard Boulevard
- Gonzales Road and Ventura Road
- Gonzales Road and Oxnard Boulevard

Therefore, the proposed Specific Plan Amendment would result in fewer impacts at intersections than the original Specific Plan as analyzed in the RiverPark Final EIR. The four intersections where significant impacts are identified in the updated traffic analysis were also identified as impacted in the RiverPark Final EIR. No new significant traffic impacts will result and the proposed Specific Plan Amendment would improve traffic at the intersections of Los Angeles Avenue and Vineyard Avenue; Vineyard

Avenue and Esplanade Drive; and Vineyard Avenue and Ventura Road due to the reduction in traffic volumes that would result from the change in land uses.

The freeway segments studied are projected to operate at an acceptable LOS D or better with the proposed Specific Plan Amendment. According to the Ventura County CMP, the minimum system-wide LOS traffic standard is LOS E. Thus, no significant traffic impacts are anticipated on any study freeway segments under both the adopted and amended Specific Plan conditions. Therefore, no mitigation measures are necessary for any study freeway segments. As the RiverPark Final EIR identified a significant cumulative impact on one segment of the Ventura Freeway, the updated traffic analysis identifies an improvement in projected freeway operating conditions.

Mitigation Measures

Based on the updated traffic impact analysis the recommendations for roadway improvements in the RiverPark Final EIR have been revised and a comprehensive update of the RiverPark traffic mitigation measures was also prepared. The RiverPark project participates equitably in contributing to the cost of the intersection improvements identified below through payment of traffic impact fees. Construction of the following improvements when required by traffic conditions will mitigate all potentially significant traffic impacts of the RiverPark project to a less than significant level:

- Oxnard Boulevard and Town Center Drive – Construct this intersection to provide the following: one left-turn lane, one through/left shared lane, one through lane and one right-turn lane in the westbound direction, one left-turn lane, one through/left shared lane, one through lane and two right-turn lanes in the eastbound direction, dual left-turn lanes, two through lanes and one right-turn lane in the northbound direction, and one left-turn lane, one through lane and one through/right shared lane in the southbound direction. In addition, provide opposed signal phasing in the westbound and eastbound directions.
- Oxnard Boulevard and U.S. 101 Northbound Ramps – Improve this intersection to provide the following: one left-turn lane, one left/right-turn lane, and one right-turn lane in the westbound direction, dual left-turn lanes and two through lanes in the northbound direction, and four through lanes and one right-turn lane in the southbound direction. [The northbound and southbound improvements at this intersection have already been constructed as described above. RiverPark, under a permit from Caltrans, has completed the northbound off-ramp improvement.]
- Ventura Freeway SB On/Off-ramps and Oxnard Boulevard – The lanes for this intersection have been modified for the RiverPark project. The intersection currently provides dual left-turn lanes and one ‘free’ right-turn lane in the eastbound direction, four through lanes and a ‘free’ right-turn lane in the northbound direction and dual left-turn lanes and two through lanes in the southbound direction.
- Oxnard Boulevard and Esplanade Drive/Spur Drive – Restripe Oxnard Boulevard to provide two left-turn lanes, two through lanes and one right-turn lane in the southbound direction. In addition, restripe Spur Drive to provide one left-turn lane, one through/right-shared lane and one right-turn

lane in the eastbound direction. [Note: The Village at Wagon Wheel Project is required to implement the improvement on Oxnard Boulevard in the southbound direction as noted in the Intersection and Roadway Improvement portion of the City's Traffic Mitigation Plan.]

- Gonzales Road and Ventura Road – Restripe and widen this intersection to provide the following: one left turn lane, two through lanes and one right-turn-only lane in the eastbound direction; dual left-turn lanes, two through lanes, one through/right shared lane and one right-turn-only lane in the northbound direction; and dual left-turn lanes, three through lanes and one through/right-shared lane in the southbound direction.
- Gonzales Road and Oxnard Boulevard – Improve Gonzales Road to provide dual left-turn lanes, three through lanes and one right-turn-only lane in the eastbound direction. [This mitigation will be provided by the adjacent Carriage Square Shopping Center redevelopment]

In addition to these roadway improvements, the RiverPark Final EIR identified the following mitigation measures requiring improvements to facilitate transit service:

- Oxnard Boulevard should have concrete bus pads and sheltered stops along the curbs, immediately beyond (north of) the Town Center Drive intersection.
- Additional transit stops should be provided along Oxnard Boulevard between Forest Park Boulevard (formerly Santa Clara) and the U.S. 101 Freeway and along Forest Park Boulevard between Oxnard Boulevard and Vineyard Avenue where Gold Coast Transit is willing to commit to providing transit service and the City of Oxnard deems a stop feasible.
- Up to five bus stops in each direction should be provided to the southeast of the intersection of Oxnard Boulevard and Forest Park Boulevard. This hub may be on parking or other roadways, but should provide layover and turnout space for full-size (40-foot length) buses.

These improvements have been incorporated into the street improvement plans for RiverPark. Currently, two bus stops along Oxnard Boulevard are under construction. Additional public transit bus stops and shelters are anticipated as part of project-specific requirements resulting from this amendment. These improvements will be constructed as development occurs within the Specific Plan area.

No new significant traffic impacts would result from the proposed Specific Plan Amendment or from changes in traffic conditions in the area. The updated traffic impact analysis identifies fewer significant traffic impacts than were identified in the RiverPark Final EIR.

AGRICULTURAL RESOURCES

Summary of Analysis in the Certified RiverPark Final EIR

Approximately 155 acres of the southern portion of the Specific Plan Area was in active agricultural use and a small portion of land along Vineyard Avenue in the northern portion of the Specific Plan Area was

also in agricultural use at the time the RiverPark Project was proposed. In total, 209 acres of the 702-acre Specific Plan Area was in agricultural use. The 155 acres of agricultural land in the southern portion of the Specific Plan Area was identified as Prime Farmland on the Important Farmlands Map for Ventura County prepared by the State Department of Conservation. This portion of the Specific Plan Area had been designated for urban uses since 1986 in the City's General Plan and the RiverPark Project was determined to be consistent with the policies of the *Oxnard 2020 General Plan* addressing preservation of agricultural land. Since approval and implementation of the RiverPark Project would result in the conversion of this agricultural land to urban use, this loss of agricultural land within the RiverPark Specific Plan Area was identified as an unavoidable significant impact of the project.

Analysis of Proposed Specific Plan Amendment

The proposed Specific Plan amendment would not introduce new types of land uses, nor would it locate development in areas not analyzed in the Final EIR. The proposed change in uses in the central portion of the RiverPark Community would also not result in any indirect impacts to existing agricultural uses located northeast of the Specific Plan Area. No new significant impacts to agricultural resources would result from the proposed Specific Plan Amendment and there would be no increase in the severity of the significant impacts identified in the Final EIR.

AIR QUALITY

Summary of Analysis in the Certified RiverPark Final EIR

The analysis for potential air quality impacts resulting from the RiverPark Project was completed in accordance with the Ventura County Air Pollution Control District (APCD) *Air Quality Assessment Guidelines (APCD Guidelines)*.¹ The APCD has established criteria for determining significant air quality impacts from a project. The APCD does not consider normal construction-related impacts to be significant. Standard mitigation measures will be applied to the project to minimize any adverse effect from construction to the maximum extent possible.

Emissions would be generated by both stationary and mobile sources on a regular, day-to-day basis from the proposed residential and commercial uses. Based on the threshold of significance recommended by the APCD, a project is considered to have a significant impact on air quality if it would generate over 25 pounds per day of either reactive organic compounds (ROC) or oxides of nitrogen (NO_x). Emission modeling completed for the proposed RiverPark Project in the Final EIR, showed emissions of NO_x and ROC would exceed the thresholds for both pollutants. Accordingly, these impacts were identified as

¹ Ventura County Air Pollution Control District, *Air Quality Assessment Guidelines*, (2003).

significant in the Final EIR. Certain design features, consistent with the *APCD Guidelines*, were incorporated into the RiverPark Specific Plan, including the following:

- Encourage the development of higher-density housing and employment centers near public transit corridors.
- Encourage compact development featuring a mix of uses that locates residences near jobs and services.
- Provide services, such as food services, banks, and other personal services, within office parks and other large developments.
- Encourage infill development.
- Ensure that the design of streets, sidewalks, and bike paths within a development encourage walking and biking.
- Provide landscaping to reduce energy demand for cooling.

The incorporation of a number of other standard mitigation measures recommended by the APCD were identified in the Final EIR as reducing daily emissions of pollutants to the maximum extent feasible. However, even with the incorporation of all feasible mitigation measures into the project, daily emissions generated would still exceed the 25 pounds per day significance threshold. In accordance with the APCD mitigation guidelines, contribution of funds to an off-site Transportation Demand Management fund administered by the City of Oxnard was required to mitigate the remaining impacts. Contribution of funds is required for each individual building project within the Specific Plan Area to fund trip reduction measures to mitigate these impacts to a less than significant level.

Modeling was also completed to determine if traffic generated by the project would result in significant increases in carbon monoxide levels, referred to as carbon monoxide hotspots, at any intersections that would be impacted by the project. No significant carbon monoxide hotspot impacts were identified in the Final EIR. In addition, no significant health impacts or odor impacts were identified for residents of the proposed project due to air emissions generated by facilities and land uses in the vicinity of the project site. The Final EIR concluded that no unavoidable significant air quality impacts would result from the RiverPark Specific Plan project.

Analysis of Proposed Specific Plan Amendment

Updated analysis of the potential air quality impacts of the RiverPark Project with the proposed amendment was prepared. In addition, as recommended by the Governor's Office of Planning and Research (OPR) as of June 19, 2008, greenhouse gas (GHG) emissions and global climate change impacts have also been assessed.

The Final EIR for the RiverPark Specific Plan contained ambient air pollutant concentration data for the years 1996 to 2000. Since that time, more recent data for background concentrations of ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), respirable particulate matter (PM₁₀), and fine particulate matter (PM_{2.5}) are available. Background concentrations recorded from the Rio Mesa School #2 monitoring station during the past 5 years (2005 to 2009) for which complete data are available from the California Air Resources Board (CARB) and the U.S. Environmental Protection Agency (EPA) are presented below in **Table 4, Ambient Pollutant Concentrations Registered in Ventura County – Rio Mesa School #2**.

Construction Impacts

The APCD considers construction-related emissions to be temporary and does not recommend quantitative analysis of these impacts for this reason.² However, the APCD recommends that construction emissions be mitigated if the construction emissions are likely to exceed the significance thresholds for operational emissions. The Final EIR for the RiverPark Specific Plan includes mitigation measures that would reduce emissions of diesel exhaust and fugitive dust. These measures are implemented as part of all construction projects in RiverPark. Therefore, any change in construction-related emissions associated with the proposed amendment to the Specific Plan would not result in any new significant impacts and would not substantially increase the severity of any previously identified significant impacts.

Operational Impacts

The emissions from the Final EIR for the RiverPark Specific Plan were calculated using URBEMIS7G, which is a prior version of the currently available URBEMIS2007 Environmental Management Software. Relative to URBEMIS7G, URBEMIS2007 contains updated emission factors and algorithms, such as the EMFAC2007 model for on-road vehicle emissions and the OFFROAD2007 model for off-road vehicle emissions, and updated mitigation measure options. The latest available version of URBEMIS2007 was used to calculate the operational emissions associated with the RiverPark Project with the proposed Specific Plan Amendment. The operational emissions associated with the Specific Plan Amendment are compared to the emissions from the Final EIR for the RiverPark Specific Plan to determine if any new significant impacts or substantial increase in the severity of the impacts identified in the RiverPark Final EIR would result.

² Ventura County Air Pollution Control District, *Air Quality Assessment Guidelines*, (2003), 5-3.

Table 4
Ambient Pollutant Concentrations Registered in Ventura County – Rio Mesa School #2

Pollutant	Standards ^{1,2}	Year				
		2005	2006	2007	2008	2009
OZONE (O₃)						
Maximum 1-hour concentration (ppm)		0.076	0.089	0.089	0.086	0.099
Maximum 8-hour concentration (ppm)		0.068	0.070	0.072	0.075	0.077
Number of days exceeding state 1-hour standard	0.09 ppm	0	0	0	0	1
Number of days exceeding state 8-hour standard	0.070 ppm	0	0	1	1	1
Number of days exceeding federal 8-hour standard	0.075 ppm	0	0	0	0	1
CARBON MONOXIDE (CO)						
Maximum 1-hour concentration (ppm) ³		4.0	4.1	3.5	5.2	N/A
Maximum 8-hour concentration (ppm) ³		1.66	1.81	1.40	1.69	1.57
Number of days exceeding state 8-hour standard	9.0 ppm	0	0	0	0	0
Number of days exceeding federal 8-hour standard	9 ppm	0	0	0	0	0
NITROGEN DIOXIDE (NO₂)						
Maximum 1-hour concentration (ppm)		0.070	0.050	0.053	0.052	0.051
Annual average concentration (ppm)		0.011	0.010	0.010	0.008	0.008
Number of days exceeding state 1-hour standard ⁴	0.18 ppm	0	0	0	0	0
RESPIRABLE PARTICULATE MATTER (PM₁₀)						
Maximum 24-hour concentration (µg/m ³)		54.4	119.4	248.0	79.8	99.9
Annual average concentration (µg/m ³)		25.5	27.8	29.7	26.2	25.6
Number of samples exceeding state standard	50 µg/m ³	2	4	2	3	2
Number of samples exceeding federal standard	150 µg/m ³	0	0	1	0	0
FINE PARTICULATE MATTER (PM_{2.5})						
Maximum 24-hour concentration, federal method (µg/m ³)		35.2	29.8	39.9	23.4	19.7
Annual average concentration (µg/m ³)		10.5	9.8	10.6	10.1	10.2
Number of samples exceeding federal standard ^{5,6}	35 µg/m ³	0	0	1	0	0

N/A = not available

Sources: California Air Resources Board, "Air Quality Data Statistics," <http://www.arb.ca.gov/adam/>. 2011; U.S. Environmental Protection Agency, "AirData," <http://www.epa.gov/oar/data/states/california.html?co=CA->. 2011.

¹ Parts by volume per million of air (ppm), micrograms per cubic meter of air (µg/m³), or annual arithmetic mean (aam).

² Federal and state standards are for the same period as the maximum concentration measurement unless otherwise indicated.

³ The Rio Mesa School #2 monitoring station measured concentrations of CO until 2004. The nearest monitoring station to the project site that measured concentrations of CO from 2005 through 2009 is located at 700 E Canon Perdido in Santa Barbara.

⁴ The NO₂ state standard was amended on February 22, 2007 to lower the 1-hour state standard from 0.25 ppm to 0.18 ppm and to establish a new annual state standard of 0.030 ppm. These changes became effective March 20, 2008. Statistics shown are based on the standards in effect at the time.

⁵ The 24-hour federal standard for PM_{2.5} was changed from 65 to 35 µg/m³ and became effective on December 17, 2006. Statistics shown are based on the standards in effect at the time.

⁶ The monitored concentration for PM_{2.5} in 2007 (39.9 µg/m³) occurred on October 21, 2007. Pursuant to the Code of Federal Regulations, Title 40, Part 50.14, the VCAPCD flagged monitoring data from October 21, 2007, through October 29, 2007 as "exceptional event" data. The flagged data included ozone, PM₁₀, and PM_{2.5}. By virtue of being flagged, the data will still be available for scientific or public review, but will not be used for purposes of air quality standard attainment designation, in accordance with the U.S. Environmental Protection Agency's exceptional events policy.

Table 5, Maximum Daily Unmitigated Operational Emissions, presents the maximum daily operational ROC and NO_x emissions from the Final EIR and the Proposed Specific Plan Amendment. Because the previous URBEMIS2007 model calculates emissions differently than the URBEMIS7G model that was used in the Final EIR, emissions for the approved Specific Plan project were updated using URBEMIS2007. This was done provide a more consistent analysis between the Proposed Specific Plan Amendment and the approved RiverPark Specific Plan project.

The estimated maximum daily unmitigated ROC and NO_x emissions from the RiverPark Project with the proposed Specific Plan Amendment are similar to the emissions estimated for the original RiverPark Specific Plan Project. When URBEMIS2007 is used to calculate the emissions from both the RiverPark Specific Plan and the Proposed Specific Plan Amendment, the ROC and NO_x emissions are lower under the Proposed Specific Plan Amendment. It should be noted that the unmitigated operational emissions for both the RiverPark Specific Plan and the Proposed Amendment exceed the APCD significance thresholds and result in significant operational impacts on air quality in the region.

The Final EIR identified a program of measures to reduce operational emissions to the fullest extent feasible and payment of Transportation Demand Management (TDM) fees is required to mitigate the remaining impacts. No change to the mitigation program is required as these measures apply to the uses that would be permitted by the Proposed Specific Plan Amendment. As stated above, the ROC and NO_x emissions would be lower with the Proposed Specific Plan Amendment. Therefore, the operation-related emissions associated with the Proposed Specific Plan Amendment would not result in any new significant impacts and would not substantially increase the severity of any previously identified significant impacts.

Table 5
Maximum Daily Unmitigated Operational Emissions

Emissions Source	Emissions (Pounds per Day)	
	ROC	NO _x
Summer Emissions		
Specific Plan Emissions		
Operational (Mobile) Sources	356.25	272.43
Area Sources	200.01	71.72
<i>Total Specific Plan Emissions</i>	<i>556.26</i>	<i>344.15</i>
Proposed Specific Plan Amendment Emissions		
Operational (Mobile) Sources	339.91	258.14
Area Sources	207.21	67.96
<i>Total Proposed Specific Plan Amendment Emissions</i>	<i>547.12</i>	<i>326.10</i>
Winter Emissions		
Specific Plan Emissions		
Operational (Mobile) Sources	377.74	410.19
Area Sources	188.51	90.44
<i>Total Specific Plan Emissions</i>	<i>566.25</i>	<i>500.63</i>
Proposed Specific Plan Amendment Emissions		
Operational (Mobile) Sources	356.69	388.80
Area Sources	200.71	87.16
<i>Total Proposed Specific Plan Amendment Emissions</i>	<i>557.40</i>	<i>475.96</i>

Source: Impact Sciences, Inc., (2011).

CO Hotspots

The development of the RiverPark Specific Plan project would not create congested intersections that would exceed the state and federal 1-hour and 8-hour CO ambient air quality standards as assessed in the Final EIR. The updated traffic analysis identifies fewer significant traffic impacts, indicating less traffic congestion that could result in substantial CO concentrations.

As noted above, the ambient 1-hour and 8-hour maximum CO concentrations were last monitored at the Rio Mesa School #2 monitoring station in 2004. The nearest monitoring station to the project site that measured concentrations of CO from 2005 through 2009 is located in the City of Santa Barbara, which is a more urbanized area and has relatively higher concentrations of background CO. The Final EIR for the RiverPark Specific Plan used a CO background concentration of 3.7 parts per million (ppm), measured in 1998 at the Rio Mesa School #2 monitoring station, in the CO hotspots analysis. In 2004, the background CO concentration was 2.1 ppm at the same station. Therefore, because the traffic congestion and CO emissions associated with the RiverPark Project with the proposed amendment would be similar to or

less than the original RiverPark Specific Plan Project as evaluated in the Final EIR, no new or substantially more significant CO impacts would result.

Global Climate Change

In 2002, the Final EIR for the RiverPark Specific Plan was certified by the City of Oxnard. At that time, analysis of emissions of GHG and associated global climate change impacts was not recommended in EIRs. In addition, GHGs were not identified as air pollutants under the federal Clean Air Act and the California Clean Air Act. On June 19, 2008, the Governor's Office of Planning and Research issued a technical advisory as interim guidance regarding the analysis of GHG emissions in CEQA documents.³ The advisory indicated that a project's GHG emissions, including those associated with vehicular traffic, energy consumption, water usage, and construction activities, should be identified and estimated. The advisory further recommended that the lead agency determine significance of the impacts and impose all mitigation measures that are necessary to reduce GHG emissions to a less than significant level. The advisory did not recommend a specific threshold of significance. Instead, OPR requested that CARB recommend a method for setting thresholds that lead agencies may adopt.⁴ CARB has not yet adopted significance thresholds for GHG emissions.

Development of the RiverPark Specific Plan as originally adopted and with the proposed Specific Plan Amendment would result in similar levels of direct and indirect construction and operational emissions of GHGs. These emissions, primarily carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O), are the result of fuel combustion from building heating systems and motor vehicles and are quantified below. Building and motor vehicle air conditioning systems may use hydrofluorocarbons (HFCs), hydrochlorofluorocarbons (HCFCs), and chlorofluorocarbons (CFCs) to the extent that they have not been completely phased out of use; however, they are not quantified as emissions since these GHGs and would only occur through accidental leaks. Water vapor and O₃ are also not quantified because water vapor concentrations in the upper atmosphere⁵ are primarily due to climate feedbacks⁵ rather than emissions from project related activities. Furthermore, O₃ in the troposphere is relatively short-lived and project emissions of ozone precursors would not significantly contribute to climate change. No 100-year global warming potential has been established for ozone. Nonetheless, the greenhouse effect of

³ Governor's Office of Planning and Research, *Technical Advisory – CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review*, (2008).

⁴ *Addressing Climate Change through California Environmental Quality Act (CEQA) Review*, (2008), 4.

⁵ A climate feedback is an indirect, or secondary climatic change that occurs in response to a forcing mechanism. For example, a disturbance that causes global temperatures to increase could cause more water to evaporate from the oceans, leading to larger amounts of water vapor in the atmosphere absorbing more radiation from the earth's surface and emitting more radiation back, thereby enhancing the greenhouse effect and further increasing the air temperature.

tropospheric ozone is considered small, as the radiative forcing⁶ of ozone is 35 percent of that of carbon dioxide.⁷

Direct construction and operational emissions of CO₂ were estimated using URBEMIS2007 with the following adjustments to convert CO₂ emissions to GHG emissions on a carbon dioxide equivalent (CO₂e) basis:⁸

- *Construction diesel trucks and equipment:* The CO₂ emissions associated with off-road and on-road equipment were multiplied by a factor based on the assumption that CO₂ represents approximately 99.4 and 99.0 percent, respectively, of the CO₂e emissions. These assumptions were derived from the California Climate Action Registry⁹ and the California Energy Commission.¹⁰
- *Area sources (natural gas combustion):* The CO₂ emissions from natural gas consumption for the project were adjusted based on emission factors for CO₂, methane (CH₄), and N₂O for natural gas combustion from URBEMIS2007 and the California Climate Action Registry.¹¹
- *Motor vehicles:* The CO₂ emissions associated with project-generated trips were multiplied by a factor based on the assumption that CO₂ represents 95 percent of the CO₂e emissions associated with passenger vehicles, which account for most of the project-related trips.¹²

It has become common practice under CEQA to amortize construction-related GHG emissions over the lifetime of a project. The South Coast Air Quality Management District has defined a project lifetime to be a 30-year period. Therefore, the construction GHG emissions have been annualized over a 30-year period and included in the annualized operational total discussed below.

⁶ Radiative forcing, measured in Watts/m², is an externally imposed perturbation (e.g., stimulated by greenhouse gases) in the radiative energy budget of the Earth's climate system (i.e., energy and heat retained in the troposphere minus energy passed to the stratosphere).

⁷ Intergovernmental Panel on Climate Change (IPCC), *Climate Change 2007: The Physical Science Basis, Summary for Policymakers*, (2007).

⁸ Carbon dioxide equivalent describes how much global warming a given type and amount of greenhouse gas may cause, using the functionally equivalent amount or concentration of carbon dioxide as the reference. To gauge the potency of GHGs, scientists have established a Global Warming Potential (GWP) for each GHG based on its ability to absorb and re-emit long-wave radiation over a specific time period. The GWP of a gas is determined using CO₂, which is assigned a GWP value of 1 over 100 years. A gas with a GWP of 10 is 10 times more potent in trapping heat than CO₂ over 100 years. The sum of each GHG multiplied by its associated GWP is referred to as the carbon dioxide equivalent (CO₂e).

⁹ California Climate Action Registry, *General Reporting Protocol: Reporting Entity-Wide Greenhouse Gas Emissions* Version 3.1, (2009) 96, 98-100.

¹⁰ California Energy Commission, *Diesel Use in California*, Remarks by Commissioner James D. Boyd, (2002).

¹¹ California Climate Action Registry, *General Reporting Protocol: Reporting Entity-Wide Greenhouse Gas Emissions*, Version 3.1, (2009) 103.

¹² U.S. Environmental Protection Agency, Office of Transportation and Air Quality, *Emission Facts: Greenhouse Gas Emissions from a Typical Passenger Vehicle* (EPA420-F-05-004), (2005).

The project would also result in indirect GHG emissions from electricity generation, water conveyance and delivery, wastewater collection and treatment, and solid waste decomposition. Electricity would not only be used on the project site, but it would also be used in the water and wastewater treatment process, as well as in the conveyance process where in-line pumps would be required. GHG emission factors from electrical demand were obtained from the California Climate Action Registry's *General Reporting Protocol*.¹³ The annual electrical consumption factor for water treatment and distribution¹⁴ was obtained from the California Energy Commission (CEC). GHG emission factors for wastewater treatment¹⁵ and solid waste disposal¹⁶ were obtained from the CEC and U.S. EPA.

Construction and operational GHG emissions for the Proposed Specific Plan Amendment are presented in **Table 6, GHG Emissions from the Proposed RiverPark Specific Plan Amendment**. The emissions associated with the Proposed Specific Plan Amendment represent a conservative assessment of the GHG emissions that would result from development of the project.

Table 6
GHG Emissions from the Proposed RiverPark Specific Plan Amendment

General Plan & Area Plan GHG Emissions Sources	Emissions (Metric Tons CO ₂ e/year)
Construction (Amortized)	2,347
Motor Vehicles	82,891
Area Sources (Natural Gas Consumption)	14,040
Electricity Consumption	21,186
Solid Waste Generation	419
Water Supply	1,486
Wastewater Treatment	214
Annual Total GHG Emissions	122,583

Source: Impact Sciences, Inc. Emissions calculations are provided in Appendix B.

As shown in **Table 6**, GHG emissions from motor vehicles represent the majority of the total operational GHG emissions associated with the RiverPark Project. However, the limitations of a quantitative analysis using emission models, such as URBEMIS2007, include distinguishing between “new” emissions

¹³ California Climate Action Registry, General Reporting Protocol: Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1, (2009) 208-209.

¹⁴ Navigant Consulting, Inc., *Refining Estimates of Water-Related Energy Use in California*, PIER Final Project Report (CEC-500-2006-118), (2006), 22.

¹⁵ U.S. Environmental Protection Agency, Office of Air Quality Planning and Standards, *Compilation of Air Pollutant Emission Factors*, AP 42, Fifth Edition, Volume I, (1995), Chapter 4.3.5.

¹⁶ U.S. Environmental Protection Agency, Office of Solid Waste and Emergency Response, *Greenhouse Gas Emission Factors for Management of Selected Materials in Municipal Solid Waste* (EPA-530-R-98-013), (1998).

specifically attributable and caused by the proposed project and already existing emissions that shift from one region to another. This is especially true of emissions from motor vehicles. As noted in the table above, the largest contribution of GHG emissions is from motor vehicles and the estimated total vehicle miles traveled (VMT); however, the quantity of these emissions appropriately characterized as “new” is uncertain. With respect to the Specific Plan project, motor vehicles traveling to the commercial components of the Specific Plan can be comprised of diverted trips from other retail stores (and depending on location, either result in an increase or decrease in VMT), pass-by trips (where the store is en route to another primary location), or an additional, fully new trip associated with consumer choice to travel to the store in addition to other retail stores. In addition, the traffic associated with the residential portion of the project may be relocated trips from other locales, and consequentially, may result in either higher or lower net VMT depending on location. In this instance, it is likely that some of the proposed project-related GHG emissions associated with traffic and energy demand would be truly “new” emissions. But, it is also likely that some of the emissions represent diversion of emissions from other locations. Thus, although GHG emissions are associated with the project, it is not possible to discern how much diversion is occurring or what fraction of those emissions represents “new” increases. In the absence of information regarding the different types of trips, the VMT generated by URBEMIS2007 is used as a reasonable and probably conservative estimate.

Furthermore, neither the state nor the federal government regulates tailpipe GHG emissions. However, several regulatory actions have taken place at the federal and state level that would reduce GHG emissions from motor vehicles, and these reductions were not accounted for in the model. On September 15, 2009, the U.S. EPA and the Department of Transportation’s (DOT) National Highway Traffic Safety Administration (NHTSA) issued a joint proposal to establish a national program consisting of new standards for model year 2012 through 2016 light-duty vehicles that will reduce GHG emissions and improve fuel economy. The proposed standards would be phased in and would require passenger cars and light-duty trucks to comply with a declining emissions standard. In 2012, passenger cars and light-duty trucks would have to meet an average emissions standard of 295 grams of CO₂ per mile and 30.1 miles per gallon.¹⁷ By 2016, the vehicles would have to meet an average standard of 250 grams of CO₂ per mile and 35.5 miles per gallon.¹⁸ These standards were formally adopted by the U.S. EPA and DOT on April 1, 2010. In light of the U.S. EPA and NHTSA standards, California—and states adopting California emissions standards—have agreed to defer to the proposed national standard through model year 2016 if granted a waiver by the U.S. EPA. The 2016 endpoint of the two standards is similar, although the

¹⁷ U.S. Environmental Protection Agency, “EPA and NHTSA Propose Historic National Program to Reduce Greenhouse Gases and Improve Fuel Economy for Cars and Trucks,” <http://epa.gov/otaq/climate/regulations/420f09047a.htm>. 2009.

¹⁸ U.S. EPA, “EPA and NHTSA Propose Historic Nation Program,” 2009.

national standard ramps up slightly more slowly than required under the California standard. The Pavley standards require additional reductions in CO₂ emissions beyond 2016 (referred to as Phase II standards), which have not yet been defined.

California will implement new regulations that will reduce GHG emissions as part of the state's overall strategy to achieve the goals of The Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32). In late 2008, CARB adopted the *Climate Change Scoping Plan*, which outlines the strategies that would reduce California's GHG emissions to 1990 levels by 2020. The strategies target all major sectors including transportation, energy, industry, and residential and commercial development. Under CARB's *Climate Change Scoping Plan*, the Low Carbon Fuel Standard was adopted on April 23, 2009 and would reduce the carbon intensity of California passenger vehicle fuels by at least 10 percent (Scoping Plan Measure 5). Also under CARB's *Climate Change Scoping Plan*, fuel-efficient tire standards are being pursued (Scoping Plan Measure 7). Additional strategies include increasing renewable energy, improving building energy efficiency standards, reducing the use and production of high global warming potential (GWP) gases, improving water efficiency, and implementing a cap and trade program. For these reasons, the GHG emissions presented above likely overestimate the actual emissions that would result from project construction and operation.

As previously discussed, the proposed Specific Plan Amendment would result in slightly reduced combustion emissions, primarily from mobile sources, when compared to the RiverPark Specific Plan as originally adopted. Therefore, the proposed Specific Plan Amendment would also result in slightly reduced GHG emissions due to a proportionate reduction from mobile sources. While the provisions of CEQA in place at the time that the Final EIR for the RiverPark Specific Plan was certified did not require the significance of GHG emissions on global climate change to be evaluated, the GHG emissions now recognized as air pollutants would still be emitted as a result of construction and operation of the project. Therefore, the GHG emissions presented in this assessment are not considered to be new emissions or undisclosed impacts. These emissions would have occurred regardless of the proposed Specific Plan Amendment. Furthermore, as noted above, the GHG emissions for the Proposed Specific Plan Amendment are slightly reduced compared to the RiverPark Specific Plan. Therefore, the GHG emissions associated with the proposed Specific Plan Amendment would not result in any new or substantially more severe impacts than the original RiverPark Specific Plan project.

Although the Final EIR did not specifically address GHG emissions and the potential for global climate change impacts, the project includes features and mitigation measures that would reduce GHG emissions. The minor change in the mix of commercial and residential land uses that would result from the proposed Specific Plan Amendment will not substantially change these characteristics of the RiverPark Community:

- *Balanced Community:* RiverPark provide for development of a balanced community with a diverse mix of land uses within the Oxnard City Urban Restriction Boundary (CURB). Mixed land use developments result in an overall reduction in VMT as residents would need to travel shorter distances to obtain daily necessities and for entertainment. Residents could also easily combine multiple destinations into a single trip.
- *Reclaim Land within the City:* RiverPark reclaimed the existing sand and gravel mine site in the northern portion of the Specific Plan Area to provide additional housing opportunities in the City. Housing opportunities closer to a city's urban core and employment center result in an overall reduction in VMT as residents would travel shorter distances to places of employment.
- *Compact and Cohesive Community:* RiverPark is a compact, cohesive community consisting of residential, commercial, open space, and public facilities connected by a coherent network of interconnected streets. The project includes medium- and high-density housing, which results in an overall reduction in VMT as urban sprawl would be reduced and a greater number of people would live in closer proximity to City services.
- *Compatible with Natural Habitat:* RiverPark creates a community that is compatible with the Santa Clara River by providing additional native vegetation within the Specific Plan Area to complement the natural habitat in the river and providing for connections to the regional trail planned along the river. Compatibility with the natural habitat and use of native vegetation reduces the need for additional irrigation while providing sources of natural carbon sequestration.
- *Public Transportation:* RiverPark integrates public transit into neighborhoods and the surrounding community. This reduces the need for residents and employees to utilize privately owned motor vehicles and reduces the overall VMT associated with the project.
- *Pedestrian Connections:* RiverPark provides strong pedestrian connections between land uses and a variety of housing choices and institutional activities. This reduces the need for residents and employees to utilize privately owned motor vehicles and would reduce the overall VMT associated with the project.

In addition, because the project is required to provide Transportation Demand Management fees to the City of Oxnard to mitigate the significant impacts of the project on air quality, the City will invest in emission reducing technologies and programs that would reduce combustion related emissions in the region. Generally, a reduction in combustion emissions would have the co-benefit of also reducing GHG emissions. In addition, the City of Oxnard 2030 General Plan Final EIR contains recommended policies for the reduction of GHG emissions. Therefore, as the proposed Specific Plan Amendment would not

result in an increase in GHG emissions when compared to the current Specific Plan and incorporates project design features and mitigation measures that would result in the reduction of GHG emissions, no new significant impact related to GHG emissions will result.

NOISE

Summary of Analysis in the Certified RiverPark Final EIR

Analysis of potential noise impacts resulting from construction activities, roadway noise, and stationary sources to both on- and off-site land uses was presented in the EIR. Temporary noise increases from equipment used during site development and individual building projects would result in significant impacts to both on- and off-site residential uses. However, with the inclusion of the recommended mitigation measures, these potential impacts would be reduced to less than significant. Future roadway noise levels were modeled based on the projected traffic volumes in the project traffic study. The increase in roadway noise along roadways, both on and off site, generated by project traffic was determined not to be significant. No unavoidable significant noise impacts were identified for the RiverPark Project in the Final EIR.

Analysis of Proposed Specific Plan Amendment

No change in construction activities or the noise associated with construction would result from the proposed change from commercial to multifamily residential uses. Noise from construction of both the commercial and residential uses proposed was addressed in the RiverPark Final EIR. While the proposed amendment would increase the amount of multifamily residential units and decrease the amount of commercial development allowed within the Specific Plan Area, construction would occur in locations already analyzed in the Certified RiverPark EIR. The RiverPark Final EIR determined that temporary construction impacts would be significant prior to mitigation. Mitigation measures identified in the Final EIR will reduce construction noise impacts to less than significant levels.

The analysis contained in the Certified RiverPark EIR predicted that increases in off-site ambient noise levels on existing and planned streets in the vicinity of the Specific Plan Area resulting from the project would range between -0.6 A-weighted Decibels (dB(A)) and 1.6 dB(A). Traffic volumes calculated for the proposed Specific Plan amendment indicated that the RiverPark community would generate approximately 77,934 daily trips. The analysis in the Certified RiverPark EIR estimated that the project was estimated to generate 94,174 daily trips. This results in a substantial reduction of 15,944 daily trips. Therefore, the proposed amendment would result in significantly reduced traffic volumes that would in turn result in reduced roadway noise levels. The proposed Specific Plan amendment would not result in a significant impact to off-site sensitive receptors.

On-site Traffic

As indicated above, the proposed amendment would reduce the overall daily trips as compared to the analysis contained in the Certified EIR. However, the proposed amendment would also rearrange land uses that have the potential to change trip distributions or place sensitive receptors in places not previously analyzed in the Certified EIR. Specifically, the proposed amendment would place additional residential uses along RiverPark Boulevard between Vineyard Avenue and Forest Park Drive; and along Oxnard Boulevard between the 101 Freeway and Forest Park Drive. As shown in **Table 7, On-site Roadway Noise Comparison**, the proposed amendment would result in fewer daily trips along these road segments. Therefore, the proposed amendment would result in lower noise generated by traffic along these roadway segments. The analysis in the Certified EIR concluded that these roadway segments would result in noise levels beneath 60 dB(A) community noise equivalent level (CNEL). Therefore, impacts on on-site sensitive noise receptors would be less than significant.

Table 7
On-site Roadway Noise Comparison

Roadway Segment	Traffic Volume		
	Adopted Specific Plan	Proposed Amendment	Difference
RiverPark Boulevard – Vineyard Ave./Forrest Park Dr.	210 ADT	200 ADT	10 ADT
Oxnard Boulevard – 101 Fwy/Forrest Park Dr.	2,240 ADT	1,210 ADT	1,030 ADT

Source: Impact Sciences, Inc., 2009.

PUBLIC SCHOOLS

Summary of Analysis in the Certified RiverPark Final EIR

The RiverPark Specific Plan Area is located within the Rio School District (RSD) and the Oxnard Union High School District (OUHSD). The proposed RiverPark Specific Plan included two sites for three new RSD schools. Planning Districts J and K include a 27-acre site for a new elementary school and a new middle school (these schools have been built and have students in attendance). Planning District G includes a 9-acre site for a second new elementary school that will be built when sufficient population exists in the area. These 36 net acres was determined to be sufficient in size to accommodate schools with a capacity of 1,660 students plus space for full track/field facilities at the middle school.

RSD and OUHSD provided student generation rates that vary according to grade level and dwelling unit type, representing an estimate on the average number of students generated per residential dwelling unit.

Based on these student generation rates, it was estimated that approximately 1,990 K–12 students would be generated by the development of all the residential uses that would be allowed by the Specific Plan, including 1,654 K–8 students and 337 high school students. The addition of these students generated by the permitted residential uses would significantly impact both school districts. However, with construction of the planned school facilities and/or payment of developer impact fees to the school districts, adequate school capacity would be created to accommodate these students and impacts would be mitigated to a less than significant level.

Analysis of Proposed Specific Plan Amendment

The proposed Specific Plan Amendment would increase the total allowable residential units within the specific plan area by 340 units. These additional residential units would generate additional students not considered when the Final EIR was prepared. To assess the impact of the proposed Specific Plan Amendment, updated information on the school facilities planning in both districts was collected.

For the Rio School District (RSD) information was obtained from the *2009 Facilities Plan, Preview Draft*, January 6, 2009, and communication with RSD personnel. Information for the Oxnard Union High School District (OUHSD) was obtained from the Oxnard Union High School District, *School Facilities Needs Analysis*, May 6, 2010, and communication with OUHSD personnel.

The RiverPark Specific Plan designates sites for three K–8 schools to be operated by the Rio School District. The applicants entered into a school mitigation agreement with the Rio School District that addresses the construction of these new schools. Under this agreement, the applicants are funding and assisting the district in the construction of three new schools with a total capacity to serve 1,683 K–8 students. The first elementary school, Rio del Mar Elementary, and the new Rio Vista Middle School have been built within Planning Districts J and K along Vineyard Avenue and are operational. These facilities include a new 538-student elementary school and a 607-student middle school on the 27-acre site in Planning Districts J and K and a contemplated second 538-student elementary school on the 9-acre site in District G. Development impact fees are paid to the OUHSD to mitigate impacts on high school facilities.

Table 8, Rio School District School Capacities, shows the current capacities for each school within RSD as of the year 2009. As shown, the RSD has a total capacity of 4,835 students without the use of portable classrooms. District enrollment as of October 2010 was 4,487 students, leaving a remaining capacity of 348 students.

Table 8
Rio School District School Capacities

School	K	1-2-3	4-5	6-7-8	SE	CDS	Total Capacity
Rio Del Mar Elementary (in RiverPark) *	76	247	145	0	12	0	480
Rio Del Norte Elementary	76	285	232	0	24	0	617
Rio Lindo Elementary	76	266	174	0	12	0	528
Rio Plaza Elementary	76	266	145	0	0	0	487
Rio Real Elementary	76	285	145	0	0	0	506
Rio Rosales Elementary	76	266	203	0	12	0	557
Rio del Valle Middle	0	0	0	841	36	0	877
Rio Vista Middle (in RiverPark) *	0	0	0	729	24	0	753
Community Day School	0	0	0	0	0	30	30
Total	456	1,615	1,044	1,570	108	30	4,835

Sources: 2009 Facilities Plan for the Rio School District, Preview Draft January 5, 2009; and Mark Kruger, Assistant Superintendent Rio School District.

Notes:

* Current School capacities are different than the capacities for these schools as defined in the School Facilities Mitigation Agreement between the Rio School District and Riverpark "A" LLC and Riverpark "B" LLC. The capacities are defined as 538 for the elementary school and 607 for the middle school in the Mitigation Agreement.

Table 9, Oxnard Union High School District School Capacities, shows the current capacities for each school within the OUHSD. As shown, the OUHSD has a total capacity of 14,013 students without the use of trailer or other types of portable classrooms. District enrollment as of October 2010 was 15,990 students, 1,977 students over district capacity.

Table 9
Oxnard Union High School District School Capacities

School	Capacity
Camarillo High School	2,250
Channel Islands High School	2,250
Frontier High School	513
Hueneme High School	2,250
Oxnard High School	2,250
Pacifica High School	2,250
Rio Mesa High School	2,250
Total	14,013

Source: Written correspondence with Sylvia Diaz, Business Services, OUHSD, 2010.

RSD and OUHSD provide student generation rates within their respective School Facilities Needs Analysis documents, which vary according to grade level and dwelling unit type. Based upon these student generation rates, an estimate of the number of students expected to be generated by development of the maximum number of residential units that would be permitted by the Specific Plan with the proposed amendment is presented below in **Table 10, Student Generation – Total Specific Plan Residential Units**, approximately 1,378 K–12 students would be generated by the full development of the allowed residential uses by the Specific Plan Amendment, consisting of 1,058 K–8 students that would be served by the RSD and 320 9–12 students that would be served by the Oxnard Union High School District.

Table 10
Student Generation – Total Specific Plan Residential Units

Dwelling Type	No. of Units	Generation Factor	Total Students
Rio School District K–5			
Single-Family Detached	849	0.40 student/unit	340
Single-Family Attached	1,112	0.25 student/unit	278
Multifamily Market Rate	998	0.10 student/unit	100
Multifamily Affordable	186	0.20 student/unit	37
Subtotal	3,145	-	755
Rio School District 6–8			
Single-Family Detached	849	0.15 student/unit	127
Single-Family Attached	1,112	0.10 student/unit	111
Multifamily Market Rate	998	0.05 student/unit	50
Multifamily Affordable	186	0.08 student/unit	15
Subtotal	3,145	-	303
Subtotal RSD	-	-	1,058
Oxnard Union H.S.			
Single-Family Detached	849	0.1553 student/unit	132
Single-Family Attached	1,112	0.0699 student/unit	78
Multifamily	1,184	0.0925 student/unit	110
Subtotal	3,145	-	320
TOTAL	-	-	1,378

Sources: Oxnard Union High School District, School Facilities Needs Analysis, May 6, 2010; and School Facilities Needs Analysis 2009, for the Rio School District.

Analysis contained in the RiverPark Final EIR estimated student generation resulting from the Specific Plan as approximately 1,990 K–12 students, consisting of 1,654 K–8 students and 337 high school students. The impact of these additional students was mitigated through the School Facilities Mitigation

Agreement with the RSD and by payment of developer fees to the OUHSD. Therefore, within the proposed Specific Plan Amendment, only the additional 340 proposed residential units would have the potential to create school impacts not already mitigated under the existing School Facilities Mitigation Agreement and through payment of developer fees as outlined in the RiverPark Final EIR.

Table 11, Student Generation – Additional Proposed Residential Units, shows the estimated student generation resulting from the additional residential units proposed under the Specific Plan amendment. As shown, the additional proposed residential units would generate 102 students made up of 71 K–8 students and 31 9–12 students.

Table 11
Student Generation – Additional Proposed Residential Units

Dwelling Type	No. of Units	Generation Factor	Total Students
Rio School District K–5			
Single-Family Detached	0	0.40 student/unit	0
Single-Family Attached	36	0.25 student/unit	9
Multifamily Market Rate	258	0.10 student/unit	29
Multifamily Affordable	46	0.20 student/unit	9
Subtotal	340	-	47
Rio School District 6–8			
Single-Family Detached	0	0.15 student/unit	0
Single-Family Attached	36	0.10 student/unit	7
Multifamily Market Rate	258	0.05 student/unit	13
Multifamily Affordable	46	0.08 student/unit	4
Subtotal	340	-	24
Subtotal RSD	-		71
Oxnard Union H.S.			
Single-Family Detached	0	0.1553 student/unit	0
Single-Family Attached	36	0.0699 student/unit	3
Multifamily	304	0.0925 student/unit	28
Subtotal	340	-	31
TOTAL	-	-	102

Sources: Oxnard Union High School District, School Facilities Needs Analysis, May 6, 2010; and School Facilities Needs Analysis 2009, for the Rio School District.

The proposed Specific Plan amendment would increase the allowable number of residential units within the Specific Plan Area. Although this increase would generate a small number of additional students, the overall number of students generated by RiverPark with these additional units would be less than the number of students estimated in the Final EIR. This reduction in the anticipated number of students is

based on updated and revised student generation factors from the Rio School District “School Facilities Needs Analysis,” which are lower than the student generation factors used in the analysis in the original Draft EIR. The analysis in the certified Final EIR estimated RiverPark would generate 1,990 K–12 students made up of 1,654 K–8 students and 337 high school students.

The impact created by the increase in student generation that would result from the Specific Plan Amendment would not result in any significant impacts to school facilities as the total number of students that would be generated would be less than the amount identified in the Final EIR and no additional mitigation is required.

FIRE PROTECTION

Summary of Analysis in the Certified RiverPark Final EIR

Fire protection and emergency medical services to the Specific Plan Area are provided by the City of Oxnard Fire Department to the project area. At the time the Final EIR was prepared, the City was operating six fire stations staffed by three fire fighters at all times.

The potential for fire hazards during construction was determined not to be significant. The potential for interference with emergency vehicles traveling through the area was considered minimal given the periodic and short-term nature of any construction related traffic resulting from the development of individual projects within the Specific Plan Area.

As proposed, the RiverPark Specific Plan included a site for a new joint City/County fire station on Vineyard Avenue. This station would replace the existing County Fire station located in the County El Rio Maintenance Yard on El Rio Drive in the RiverPark Specific Plan Area and provide an additional City fire station to serve this area. With the addition of this new fire station, no significant impacts were identified.

Analysis of Proposed Specific Plan Amendment

The proposed Specific Plan amendment would decrease the amount of commercial development and increase the amount of multifamily units within the Specific Plan Area. A slight increase in calls for service could result from the additional residential units. Adequate service can be provided, however, from the fire station built to serve RiverPark. For this reason, no new or substantially more significant impacts on fire and emergency medical services would result.

POLICE PROTECTION

Summary of Analysis in the Certified RiverPark Final EIR

Law enforcement and police protection services are provided in RiverPark are provided by the City of Oxnard Police Department. The Police Department has one station, located near Oxnard City Hall, and three storefront police substations that are used for community-based policing. Site development and construction would not normally require services from the Police Department, except in the cases of trespassing, theft, and vandalism. Such activities at a construction site are not unusual, but are only occasional and do not typically place undue demands on police protection services. Slow moving construction-related traffic along local roadways may reduce optimal traffic flows on these roadways and could conceivably delay police and emergency vehicles or contribute to a vehicle accident. This potential is considered minimal given the periodic and short-term nature of any construction related traffic and no significant impacts are expected with implementation of flagmen and other standard construction practices.

Based on available crime statistics at the time the EIR was prepared, the Police Department based its service planning on a basis of 0.4 calls for service per capita. If all 2,805 units allowed by the Specific Plan are built, the projected increase in population is approximately 7,220. This population would generate approximately 2,900 calls for service annually. Based on the number of calls for service estimated to be generated by the RiverPark Project, the Oxnard Police Department determined additional police personnel would be required to provide police services to the project. Based upon the fiscal impact study prepared for the Specific Plan, revenues accrued to the City's General Fund from sales taxes, property taxes, etc., would provide the funds needed for police service.

The Police Department proposed establishing a storefront police station of approximately 1,000 square feet within the commercial portion of the RiverPark Community when warranted by the increase in the number of calls for service to mitigate the impact of the addition of service area to the existing response beat serving the Specific Plan Area. No significant impacts to police services were identified in the Final EIR.

Analysis of Proposed Specific Plan Amendment

The proposed Specific Plan amendment would decrease the amount of commercial development and increase the amount of multifamily units within the Specific Plan Area. If all 340 additional dwelling units allowed by the proposed Specific Plan amendment were built, the projected increase in population in RiverPark would be approximately 874 persons. At an estimated rate of 0.4 service calls per capita, the total increase in annual service calls from the additional residential units would be 350 calls. This increase

would be offset to some degree by a reduction in calls for service from the reduced amount of commercial development in the Specific Plan Area. The potential increase in calls for service is not substantial in relation to the calls for service estimated in the Final EIR for RiverPark and, for this reason, the proposed Specific Plan Amendment would not result in any new or substantially more severe significant impacts.

PARKS AND RECREATION

Summary of Analysis in the Certified RiverPark Final EIR

At the time the EIR was prepared there were 756 acres of developed parkland in the City of Oxnard including a 224-acre public golf course. The City of Oxnard park planning standard for total developed acres of parkland is 3.0 acres per 1,000 population, as established by the Quimby Act. Individual standards for Neighborhood and Community Parks are 1.5 acres per 1,000 population.

As originally proposed, the RiverPark Specific Plan would allow development of a maximum of 2,805 dwelling units, with an estimated residential population of approximately 7,220 persons. Based on the City's park planning standards, approximately 11 acres of neighborhood parkland and 11 acres of community parkland are required to serve this estimated population.

The Specific Plan included a variety of parks and open space areas. Three neighborhood parks are proposed within the Residential Planning Districts. In total, approximately 13 acres of neighborhood parkland will be provided. This amount exceeds the 11 acres required under the City's planning standards for neighborhood parks. Based on the school facilities requirements of the State Department of Education, a minimum of 12 acres of play fields was required for the number of students planned for the schools planned in RiverPark. Depending on the site plans for the elementary and intermediate school sites, up to 18 acres of play field space would be provided. The amount of community play fields provided on the school sites would be greater than the 11 acres required under the City's planning standards for community parkland. In addition, the Specific Plan would be consistent with the goals and policies of the Parks and Recreation Element Plans and Policies of the General Plan. Therefore, impacts to parks and recreation were determined to be less than significant.

Analysis of Proposed Specific Plan Amendment

This increase in residential units proposed would increase the residential population within the Specific Plan Area. If all 340 additional dwelling units allowed by the proposed Specific Plan amendment were built, the projected increase in population would be approximately 874 persons. When added to the Adopted population estimate of 7,220 persons for the adopted Specific Plan, the total population in the

Specific Plan area would be 8,094 persons. This additional population would increase the demand for parks within the Specific Plan area.

The current City of Oxnard standard for total developed acres of parkland is 3.0 acres per 1,000 population, as established by the Quimby Act. Individual standards for Neighborhood and Community Parks are 1.5 acres per 1,000 population. Using this standard, the proposed Specific Plan amendment would require approximately 12 acres of Neighborhood Park space and 12 acres of Community Park space.

The Specific Plan Area as developed includes approximately 23 acres of Neighborhood Park space and 30 acres of Community Park space. This amount exceeds the required park space under the City planning standards. In addition, the proposed Specific Plan amendment would be consistent with the goals and policies of the Parks and Recreation Element Plans and Policies of the General Plan. Therefore, impacts would remain less than significant.

SOLID WASTE MANAGEMENT

Summary of Analysis in the Certified RiverPark Final EIR

Site preparation and construction activities related to development of the RiverPark Specific Plan was estimated to produce approximately 52,000 cubic yards of solid waste, assuming no diversion of construction wastes. Some of this waste would be diverted at the City's Del Norte Materials Recovery Facility (MRF). This facility separates recyclables from trash, thereby reducing the waste stream entering local landfills. Given the present and expected future availability of landfill space at the Simi Valley and Toland Road Landfill, the incremental nature of solid waste generated during construction, and the recycling rate of waste at the City's MRF, no significant impacts to solid waste disposal facilities were identified from construction that would occur in the Specific Plan Area.

Approximately 15,130 tons per year of waste would be generated annually by the uses allowed by the Specific Plan. This amount would average approximately 41.5 tons per day. Based on the daily capacity of the Del Norte MRF, no significant impacts to this facility were identified. After diversion, the amount of solid waste generated by the project for disposal in landfills was estimated at 5,145 tons per year. Based on available and planned landfill capacity, this impact was determined to be less than significant.

Analysis of Proposed Specific Plan Amendment

Construction

Solid waste generated by construction of the uses allowed by the Specific Plan would increase incrementally with approval of the Specific Plan Amendment to approximately 54,450 cubic yards. This represents a maximum increase of approximately 7,000 cubic yards as compared to the estimated construction waste calculation contained in the Final EIR.

Given the present and expected future availability of landfill space at the Simi Valley and Toland Road Landfill, the incremental nature of solid waste generated during construction, and the recycling of waste at the MRF, capacity would remain to accept the incremental increase in solid waste generated by the proposed Specific Plan amendment. Therefore, impacts would remain less than significant.

Operation

Once fully developed, the proposed Specific Plan amendment would generate approximately 12,712 tons of solid waste per year. **Table 12, Estimated Volume of Solid Waste Generated by Permitted Uses**, illustrates the amount of solid waste generated by type of use. This would be a reduction in the amount of solid waste generated when compared to the approved Specific Plan as evaluated in the Final EIR. Waste composition is expected to consist of cardboard and plastic materials used in product packaging, along with aluminum cans, glass, food wastes, and landscape green trimmings.

Table 12
Estimated Volume of Solid Waste Generated by Permitted Uses

Use	Generation Factor ¹ (tons/year)	Square Feet or # of Units	Waste Generated (tons/year)	Material Diverted (tons/year)	Waste Disposed in Landfill (tons/year)	% of Waste Diverted (tons/year) ²
Single-family Residential	2.04	1,477 du	4,000	2,680	1,320	67%
Multifamily Residential	1.17	1,184 du	1,385	928	457	67%
Commercial	0.0024	2,078,000 sf	4,987	3,341	1,646	67%
Education and Schools	0.0013	1,800,000 sf	2,340	1,568	772	67%
Total			12,712	8,517	4,195	67%

¹ Ventura County Initial Study Assessment Guidelines, Guidelines for Waste Treatment/Disposal-Solid Waste, November 1992.

² Approved diversion rate as of 2006. California Integrated Waste Management Board website: <http://www.ciwmb.ca.gov/Profiles/Juris/JurProfile2.asp?RG=C&JURID=356&JUR=Oxnard>, accessed 2009.

This amounts to an average of 35 tons per day under the proposed Specific Plan amendment. When these numbers are added to the 1,200 tons of waste presently sorted on a daily basis by the Del Norte MRF it equals a total of 1,235 tons of waste per day. This is substantially below the permitted 2,780 tons per day capacity of this facility, and no significant impacts to the facility would result.¹⁹ After diversion, the amount of solid waste generated by the project for disposal in landfills will be 4,195 tons per year. Based on available and planned landfill capacity, impacts would remain less than significant.

LIBRARY SERVICES

Summary of Analysis in the Certified RiverPark Final EIR

The Oxnard Public Library operates three facilities and provides library services to the residents of the City. Development of the proposed project would result in a total of 2,805 dwelling units on the project site. According to the fiscal impact study conducted for the proposed Specific Plan, approximately 7,220 new residents would be generated by buildout of the RiverPark Specific Plan. This increase in residents would result in an increase in the demand for library materials and space. The City's Public Library system currently contains adequate capacity to serve the City.

District D of the proposed Specific Plan permits the development of a storefront library facility to serve the residents in the Specific Plan Area, as well as residents throughout the City. Funding for the operation of library facilities is provided by allocations from the City's General Fund. Based on the fiscal impact study prepared by the City, revenues accrued to the City's General Fund from sales taxes, property taxes, etc., would meet the capital outlay for library service as well as fully funding all other necessary urban services required by the Specific Plan. Therefore, the increased demand for library services could be met through the allocation of revenue from the City's General Fund. As such, no significant impacts related to the provision of library services are expected as the cost to operate and maintain library services to the site would be covered by established funding sources.

Analysis of Proposed Specific Plan Amendment

Development of the proposed Specific Plan amendment would result in a total of 3,145 dwelling units on the project site, resulting in 8,094 new residents that would be generated by buildout of the proposed amendment. This increase in residents would result in an increase in the demand for library materials and space. The City's Public Library system currently contains adequate capacity to serve the City.

¹⁹ Telephone conversation with Jay Duncan, Recycling Manager, City of Oxnard Public Works, Environmental Resources Division, May 20, 2009.

The adopted Specific Plan amendment permits the development of a storefront library facility to serve the residents in the Specific Plan Area, as well as residents throughout the City. Funding for the operation of library facilities is provided by allocations from the City's General Fund. Revenues accrued to the City's General Fund from sales taxes, property taxes, etc., would meet the capital outlay for library service as well as fully funding all other necessary urban services required by the proposed Specific Plan amendment. Therefore, the increased demand for library services could be met through the allocation of revenue from the City's General Fund. As such, no significant impacts are expected as the cost to operate and maintain library services to the site would be covered by established funding sources. Therefore, impacts would be less than significant.

STORMWATER DRAINAGE

Summary of Analysis in the Certified RiverPark Final EIR

The drainage master plan included in the RiverPark Specific Plan maintained the general drainage patterns established in the City's Master Plan of Drainage and was designed to meet and exceed the Ventura County and City of Oxnard drainage criteria. The RiverPark Specific Plan Area is generally flat with gradients of less than 0.5 percent. The land generally slopes to the southwest corner of the Specific Plan Area where the Ventura Freeway crosses the Santa Clara River. The approximately 702-acre Specific Plan Area accepts runoff from areas to the north and east of the Specific Plan Area totaling approximately 500 acres.

In addition to being designed to provide the capacity needed to convey stormflows from the Specific Plan Area and the off-site areas that drain into the site, the proposed drainage system was designed to provide water quality treatment of all storm flows from on and off site tributary areas. As the proposed drainage system provided adequate capacity for on- and off-site runoff, no significant impacts to drainage conditions in the area were identified in the RiverPark EIR.

The RiverPark drainage plan routes stormwater flows from storms in excess of a 10-year event into the reclaimed mine pits in the northern portion of the Specific Plan Area. Analysis conducted for the EIR determined that there was adequate storage capacity and freeboard available in these pits, even if groundwater levels are at historic highs. Based on this analysis, it was found that no significant flooding impact from the use of the water storage basins as drainage facilities would result.

The RiverPark Specific Plan also allows the Water Storage/Recharge Basins to be used by the United Water Conservation District (UWCD) for the storage of water diverted from the Santa Clara River at the UWCD Freeman Diversion Dam in order to recharge groundwater in the Oxnard Plain Aquifer System. UWCD plans to integrate the reclaimed mine pits into its network of facilities in the area and diverted

water stored in these pits may be pumped to other existing groundwater spreading facilities or supply pipelines in the area. UWCD will have the ability to manage the level of water in the Water Storage/Recharge Basins to ensure that adequate capacity for stormflows and adequate freeboard are maintained. No significant flooding impacts, therefore, were identified from the proposed use of the reclaimed mine pits as water storage and recharge basins by UWCD.

A review of the flood protection provided by the Santa Clara River levee indicated the site was adequately protected from potential flooding impacts from the river by the levee. The Specific Plan Area is not located within a designated 100-year flood zone and no significant flooding impacts were identified.

Analysis of Proposed Specific Plan Amendment

Substantial portions of the planned drainage system within the Specific Plan Area have been constructed. The proposed Specific Plan amendment would change the allowed uses in the central portion of the community but would not change the street or drainage system. The Specific Plan drainage system is designed to provide water quality treatment of all storm flows from on-site areas and a portion of off-site tributary areas. As the drainage system has adequate capacity for on- and off-site runoff, the change from commercial uses to high-density residential uses would also not change the drainage characteristics of the affected portions of the Specific Plan Area substantially as commercial and high-density residential uses have similar site coverage characteristics.

Flood protection from the Santa Clara River is provided by the existing Santa Clara River Levee. This levee, approximately 4.75 miles in length, consists of a stone-faced compacted earth embankment protected by stone revetment, a stone toe, and groins. Drainage inlet structures are provided through the levee to allow drainage into the river. The Ventura County Watershed Protection District is responsible for the operation and maintenance of the levee, which was originally constructed by the Army Corps of Engineers.

The Federal Emergency Management Agency (FEMA) reviews and certifies the adequacy of levees to provide flood protection as part of the process of determining flood risks and preparing Flood Insurance Rate Maps (FIRMs) under National Flood Insurance Program. FEMA has established levee design criteria for freeboard, embankment protection, embankment and foundation stabilization, settlement, interior drainage and other design criteria. These criteria require that a minimum freeboard of 3 feet be maintained above the water surface from a 100-year storm event. Engineering analysis is also required demonstrating that no appreciable erosion of the levee embankment will result from a 100-year storm event and that the levee is stable and settlement will not reduce the amount of required freeboard.

In 2005, FEMA initiated a nationwide effort to verify the certification status of all levees currently identified as providing flood protection on FIRMs. As part of this process, FEMA established a two-year Provisionally Accredited Levee (PAL) designation process. This process allows local agencies two years to provide FEMA with a levee certification report providing technical documentation confirming the levee meets FEMA levee certification standards. The Santa Clara River Levee was provisionally accredited under this program. Under the PAL program, floodplain maps that identify areas protected from flood by a levee that is provisionally accredited remain in effect until the levee certification report is submitted or the provisional accreditation status expires.

The Ventura County Watershed Protection District completed an evaluation report on the Santa Clara River Levee in February 2009. This report concluded the levee may meet FEMA certification standards, but additional data or documentation would be required. Based on the findings of this evaluation report, the County notified FEMA in November 2009 that based on the information available as of that date, the Santa Clara River Levee has been identified as unable to meet some of the certification requirements.

FEMA issued a revised FIRM for the City of Oxnard in January 2010 that two flood zones in the Specific Plan area: Zone X (shaded), a moderate flood hazard zone, and Zone X (unshaded), a low hazard flood zone. Mandatory flood insurance is not required for properties within these flood zones, but is available to owners in low and moderate risk areas. A note on the FIRM notes that the Specific Plan area is shown as being protected from the 1 percent annual chance or greater flood hazard by a levee system that has been provisionally accredited.

The City of Oxnard and the Ventura County Watershed Protection District are working closely with the United States Army Corps of Engineers to identify the deficiencies of the levee in relation to FEMA certification standards and identify federal, state, and local funding resources necessary to complete any necessary levee retrofit and/or enhancement work required to recertify the levee. This process is anticipated to take approximately five years and possibly longer, depending on final design plans, environmental considerations, and project funding availability.

The proposed Specific Plan Amendment involves changes to the permitted land uses in the central portion of the community in an area identified as a low risk flood area and would not result in any changes in flood or flooding conditions. Based on the latest available FIRM, no new significant flood impacts are anticipated.

WATER SUPPLY AND DISTRIBUTION

Summary of Analysis in the Certified RiverPark Final EIR

The City's water supply consists of imported surface water and local groundwater sources. The City blends the water from these two sources to achieve a balance between water quality, quantity, and cost. The water demand for the uses allowed by the RiverPark Specific Plan was developed based on the water consumption factors outlined in the City's Urban Water Management Plan and historical City data. If all uses permitted by the RiverPark Specific Plan as originally adopted were built at the maximum allowed intensity, approximately 1,864 acre-feet per year (afy) of water would be needed.

Individual building projects within the Specific Plan Area are required to meet standard requirements of the City, state and the Uniform Building Code. These requirements act to conserve potable water, ensure adequate water flow, and pay for the construction of improvements to the water distribution system as outlined in the City's Water System Master Plan. The overall demand would build over time as individual building projects within the Specific Plan Area are developed.

A Water Supply Assessment (WSA) was prepared for the RiverPark Project and included in the Final EIR. As required by the State Water Code and CEQA, this WSA describes the City's water supplies and assessed the ability of the City to provide the water needed to serve RiverPark and meet all other projected demands over a 20-year period. These projections are required for periods when normal water supplies are available, and during single- and multi-year drought periods.

Local extraction of groundwater from the Oxnard Aquifer System is managed by the Fox Canyon Groundwater Management Agency (FCGMA) to prevent overdraft of the aquifer system in accordance with a groundwater management plan adopted in 1985. The FCGMA adopted an ordinance in 1990 that established groundwater extraction allocations for all cities using local groundwater. Unused allocations can be accumulated for use in future periods. The City of Oxnard has two existing allocations, one for the City's own water wells and a second allocation held in trust by the United Water Conservation District.

Under the FCGMA Ordinance, when irrigated agricultural land is converted to municipal uses, an additional groundwater allocation is transferred to the agency providing water to these uses. Since the RiverPark Specific Plan Area contained eight active water wells, the allocations for these wells was also eligible to be transferred to the City in addition to the allocation from conversion of agricultural land. A total of 1,580 acre-feet²⁰ of groundwater allocations were available for transfer to the City. This additional

²⁰ Note: The Certified Draft EIR was incorrect in that the correct amount of groundwater allocations available to transfer to the City was 2,150 acre-feet per year.

supply would meet approximately 85 percent of the total estimated demand for the RiverPark Project of 1,864 afy.

In addition to local groundwater extraction, the WSA reflected the City's Groundwater Recovery Enhancement and Treatment (GREAT) Program as part of projected future water supplies. The GREAT Program is a key component of the City's long-range water strategy to combine wastewater recycling, groundwater injection, and groundwater desalination to make more efficient use of existing local water resources to meet projected water supply needs. The WSA concluded the City would have adequate supplies to meet the needs of RiverPark and all other existing and projected needs over the next 20 years.

The proposed on-site water distribution system consists of a looped network of 12-inch water transmission lines in the major streets. The proposed water transmission system was designed to conform to all City of Oxnard standards and determined to be adequate to serve the proposed Specific Plan Area.

Analysis of Proposed Specific Plan Amendment

Lower than average precipitation over the past few years, conveyance and storage deficiencies in the State Water Project system, and court decisions regarding endangered species in the San Francisco Bay-Sacramento-San Joaquin Delta (Bay-Delta), have led to reductions in imported water deliveries to the City of Oxnard. Efforts to protect endangered species on the Santa Clara River, intensification of water use by agricultural pumpers, and difficulty to recharge some groundwater basins have strained local groundwater resources used by the City. In response to this, the City is enhancing its Water Conservation Program, in order to assist residents and businesses improve their water efficiency, and working to implement the first phase of the GREAT Program recycled water system, which will produce a new highly treated water source suitable for landscape irrigation, industrial processes, future agricultural irrigation, and future groundwater recharge. As the City can no longer expect to receive additional imported water to meet the needs of new development and redevelopment projects, the City is also conditioning proposed new projects to be water neutral. Project proponents must provide water rights, water supplies, or financial or physical offsets equal to the projected water needs of their projects. In the long-term, the City will still be able to meet its water needs if it continues to actively pursue increased water use efficiency, regional cooperation, and implementation of the GREAT Program.

Under the FCGMA ordinance, when irrigated agricultural land is converted to municipal uses, an additional groundwater allocation is transferred to the agency providing water to these uses. At the time the Certified EIR was written, a total of 2,150 acre-feet of groundwater allocations were available for transfer to the City and was credited to the RiverPark project. However, in response to groundwater aquifer depletion, the FCGMA passed Ordinance 8.1 on July 29, 2002. Ordinance 8.1, Section 5.4.1, states that historical extractions shall be reduced to 75 percent after 2009, in order to eliminate overdraft from

the aquifer system. Therefore, the RiverPark project's extraction allocation would be reduced to 1,612 afy under the proposed amendment.

A water demand estimate for RiverPark with the proposed change in land uses was prepared using updated water demand factors. The City of Oxnard has prepared numerous studies for specific plan areas and the overall water system master plan update since the RiverPark EIR was prepared. Nearby communities in comparable climate zones (Santa Barbara and Ventura) are experiencing similar water demands, which have been trending downwards due to the development of low flow fixtures and the water conservation procedures that have been adopted for businesses and landscaping irrigation.

As shown in **Table 13, Proposed Specific Plan Amendment Water Demand**, the proposed Specific Plan Amendment would require a total annual demand of approximately 1,791 afy. This would represent a reduction in demand of approximately 73 acre-feet (4.0 percent) when compared to the 1,864-afy estimate for the original Specific Plan Project in the Final EIR. With recycled water meeting approximately 425 afy of the total estimated demand, total demand for potable water would be approximately 1,366 afy.

Since preparation of the Final EIR, the *State CEQA Guidelines* have also been updated with regard to the preparation and updates of a WSA. If a WSA has been prepared for a project, no additional WSA is required if the changes to a project will not result in substantial increase in water demand. As the proposed land uses changes would result in a reduction in the total amount of water needed the RiverPark Project, no update to the WSA is required.

Since the Certified EIR was written, based on currently expected recycled water use under the GREAT program, the adopted Specific Plan could be expected to use 425 afy of recycled water, reducing the overall potable water demand to 1,366 afy. Based on the groundwater extraction allocation of 1,612 afy transferred to the City, 246 acre-feet of unused groundwater allocation would be available to the City under the adopted Specific Plan.²¹

As discussed above, the City is conditioning proposed new projects to be water neutral, which requires project proponents to provide water rights, water supplies, or financial or physical offsets equal to the projected water needs of their projects. The RiverPark project has provided 1,612 afy of groundwater allocations (water rights) to the City, an amount greater than the amount of water needed to meet the needs of the project. Recycled water usage estimates were not available at the time the City of Oxnard updated its Urban Water Management Plan in 2005. The City is preparing a 2010 Urban Water Management Plan (UWMP). In the long term, the City plans to meet its water needs if it continues to actively pursue increased water use efficiency, regional cooperation, and implementation of the GREAT Program.

²¹ 1,612 – 1,366 = 246 acre-feet per year

Table 13
Proposed Specific Plan Amendment Water Demand

Land Use	Size	Demand Factor	Daily Demand (af)	Annual Demand (af)
Potable Water				
Single-Family Residential	858 units	339 gpd/unit	0.8925	325.8
Multifamily Residential	2,287 units	270 gpd/unit	1.8947	691.6
Office	436,000 sf	180 gpd/ksf	0.2408	87.9 ¹
Commercial	1,642,000 sf	180 gpd/ksf	0.9069	331.0 ¹
Public Facilities	27,000 sf	180 gpd/ksf	0.0149	5.4 ¹
Schools	1,800 persons	20 gpd/person	0.1105	24.3 ²
<i>Less Private Landscaping Recycled Water Use</i>	<i>-30.3 acres</i>	<i>3.30 af/acre</i>	<i>-0.274</i>	<i>-100.0</i>
<i>(Includes Multifamily Residential, Commercial and Office Uses)</i>				
Subtotal Potable Water			4.0173	1,366.0
Recycled Water				
Turf	33	2.07 af/acre	0.1871	68.3
Shrubs	57	3.30 af/acre	0.5153	188.1
Schools ³	20.9	3.30 af/acre	0.189	69.0
Private Landscaping (Includes Multifamily Residential, Commercial and Office Uses)	30.3 acres	3.30 af/acre	0.274	100.0
Subtotal Recycled Water			1.1654	425.4
Total Water Demand				1,791.4

Source: Estimate of Water Demands for the RiverPark Project, prepared by Penfield and Smith, dated June 9, 2009

gpd = gallons per day

af = acre-feet (325,900 gallons)

Ksf = thousand square feet

¹ Assumes 20% of the water demand for Commercial, Office, and Public Facilities is irrigation.

² Assumes 220 days of school.

³ Assumes 50% of school acreage is turf.

No new significant impacts to water supply or service will result from the proposed Specific Plan Amendment. Project water demand may decrease, or only increase slightly, from the amount evaluated in the WSA prepared for the project and incorporated into the RiverPark Final EIR. Transfer of groundwater rights and payment of identified fees to the City will ensure the project is water neutral and consistent with City policies regarding new water demands.

WASTEWATER SERVICE

Summary of Analysis in the Certified RiverPark Final EIR

A sewage collection system, consisting of roughly 300 miles of trunk sewers and 16 sewage lift stations, conveys flows from seven major sewer trunk systems in the City to the Oxnard Waste Water Treatment

Plant (OWWTP), located at the southern end of the City in the Ormond Beach area. The development and operation of this sewage system is outlined in the City's Wastewater Collection System Master Plan (2001), which outlines the general location and sizing of existing and planned sewage lines in the City.

The RiverPark Project was estimated to generate approximately 780,000 gallons per day (0.78 million gallons per day [mgd]) of wastewater when fully developed. The OWWTP currently has an average dry weather flow (ADWF) capacity of 31.7 million gallons per day (mgd) and a peak wet weather flow (PWWF) capacity to 68.2 mgd. Total volume treated at the OWWTP in 2000 was 21.75 mgd, indicating there was capacity to treat an additional 9.95 mgd of wastewater. An expansion of the OWWTP, planned to coincide with the growth in the demand for treatment, would provide for treatment of an ADWF of 39.6 mgd and a PWWF of 75.4 mgd. With this expansion, adequate future capacity in the treatment plant would be provided for all projected growth in the City's Oxnard Planning Area. The Oxnard Wastewater Treatment Plant has the existing and planned capacity to treat the 0.78 mgd of additional wastewater that would be generated by the RiverPark Specific Plan. No significant impact on wastewater treatment capacity was identified.

All of the proposed sewage lines within the Specific Plan Area were sized to accommodate the wastewater generated by the proposed uses. After collection in the on-site sewer system, wastewater will be conveyed in the Central Trunk Sewer to the Oxnard Wastewater Treatment Plant. The City of Oxnard requires individual building projects to pay the City's sewer connection fees, which provides funds to the City to make the improvements identified in the Wastewater Collection System Master Plan. In addition, the City requires individual building projects to provide adequate capacity to convey sewage to a safe point of discharge. In this manner, the existing sewage collection and conveyance system would be upgraded as necessary to accommodate sewage created by development of the land uses allowed by the RiverPark Specific Plan. No significant impacts related to wastewater collection and conveyance was identified.

Analysis of Proposed Specific Plan Amendment

With the change in land uses proposed, RiverPark would generate approximately 877,775 gallons per day (gpd) of wastewater with full development of all allowed uses, as shown in **Table 14, Estimated Wastewater Generation**. This represents an increase of 97,775 gpd over the 780,000-gpd estimate for the original Specific Plan as evaluated in the Final EIR. The Oxnard Waste Water Treatment Plant (OWWTP) currently has a capacity of 31.7 mgd and has an average daily flow of 22 mgd.²² This leaves a remaining capacity of 9.7 mgd. Therefore, there is sufficient remaining capacity at the OWWTP to treat the estimated increase of 0.88 mgd resulting from total buildout of the proposed Specific Plan amendment. The proposed Specific Plan amendment would only cause an incremental increase in the amount of

²² Telephone conversation with Mark Norris, Operations Manager, Oxnard Waste Water Treatment Plant, May 22, 2009.

wastewater generated in the Specific Plan Area and there is available treatment plant capacity for this increase.

Table 14
Estimated Wastewater Generation

Land Use Classification	Units	Unit Flow Rate (gpd)	Basic Sanitary Flow (mgd)
Single-Family Residential	155 acres	1,230	190,650
Multifamily Residential	101 acres	4,525	457,025
Commercial *	177 acres	1,300	230,100
Open Space	268 acres	N/A	-
Total	701 acres	-	877,775

Source: City of Oxnard Waste water Collection System Master Plan, January 2001, p. 2-7.

** includes schools and other public facilities.*

All of the proposed sewer lines within the Specific Plan Area have been sized to accommodate the wastewater generated by the proposed uses. The increase in wastewater that would result with the change in land uses under the proposed amendment is not substantial and can be accommodated by the sewer improvements constructed in RiverPark.

No new significant impacts to wastewater collection and treatment would result from the proposed Specific Plan Amendment.

ENERGY

Summary of Analysis in the Certified RiverPark Final EIR

Natural gas and electricity are provided to all developed portions of the City of Oxnard, including the Specific Plan Area, by the Southern California Gas Company and Southern California Edison, respectively. The total amount of electricity needed to serve the project was estimated at approximately 60 million kilowatt-hours (kWh) per year. Approved facilities located in central and Southern California alone will provide approximately 3,613 additional megawatts, which is enough power to supply over 2.7 million homes. The additional electrical demand of the project can be accommodated within the long-term source and distribution planning. In addition, individual building projects within the Specific Plan Area are required to comply with the Energy Building Regulations adopted by the California Energy Commission (Title 24 of the California Administrative Code) as mitigation against the wasteful use of energy. For these reasons, no significant impacts on electrical supply or service were identified.

Total natural gas consumption for the project was estimated to be approximately 285,491,000 cubic feet per year. Available information indicated natural gas supplies to California will remain plentiful for the next several decades. The total resource base for the lower 48 states is estimated to be 975 trillion cubic feet, enough to continue current production levels for more than 50 years. Technology enhancements will continue to enlarge the resource base; however production capacity increases remain less certain. Despite this concern, production from lower 48 states is expected to increase from 17.1 trillion cubic feet in 1994 to 25.9 trillion cubic feet in 2019.

Because the RiverPark project could be accommodated within the long-term source and distribution planning of The Gas Company, and because future uses on the project site are required to comply with Title 24 of the California Administrative Code as mitigation against the wasteful use of energy, it was determined the project would not result in significant impacts to natural gas service.

Analysis of Proposed Specific Plan Amendment

The total amount of electricity needed for RiverPark with full development of all allowed uses is estimated at approximately 65 million kWh per year as shown in **Table 15, Projected Electrical Consumption at Total Buildout of the Project**. This represents an increase from the 60 kWh estimated for the project as originally proposed. This additional electrical demand can be accommodated by Southern California Edison. In addition, individual building projects within the Specific Plan Area would be required to comply with the Energy Building Regulations adopted by the California Energy Commission (Title 24 of the California Administrative Code), which have been upgraded since preparation of the Final EIR. For these reasons, no new significant impacts on electrical supply or service will result from the project.

Table 15
Projected Electrical Consumption at Total Buildout of the Project

Land Use	Quantity	Units	Usage Rate (watts/unit/year)	Total Watts/year
Single-Family Residential	1,477	units	10,000	14,770,000
Multifamily Residential	1,184	units	10,000	11,840,000
Public Facilities	1,800,000	sf	10 Watts/sf	18,000,000
Commercial/Office	2,078,000	sf	10 Watts/sf	20,780,000
Total	N/A	N/A	N/A	65,390,000

Source: Impact Sciences. Usage rates provided by Huitt-Zollars, Inc.

Total natural gas consumption by the proposed Specific Plan amendment at buildout would be approximately 290,640,252 cubic feet per year as shown in **Table 16, Projected Natural Gas Consumption at Total Buildout of the Project**. This represents an increase from the 285,491,000 cubic feet estimated for the project as originally proposed.

As this increase in demand can be accommodated within the long-term source and distribution planning of The Gas Company, and because future uses on the project site would be required to comply with Title 24 of the California Administrative Code as mitigation against the wasteful use of energy, no new significant impacts to natural gas service would result.

Table 16
Projected Natural Gas Consumption at Total Buildout of the Project

Land Use	Quantity	Units	Usage Rate (Ft. ³ /year)	Total (Ft. ³ /year)
Single-Family Residential	1,477	units	79,980	118,130,460
Multifamily Residential	1,184	units	48,138	56,995,392
Public Facilities	1,800,000	sf	24	43,200,000
Commercial/Office	2,078,000	sf	34.8*	72,314,400
Total	N/A	N/A	N/A	290,640,252

Source: South Coast Air Quality Management District, Air Quality Handbook for Preparing EIRs, Revised April 1987.

** Higher usage factor of Commercial and Office in the South Coast Air Quality Management Guide.*

CULTURAL RESOURCES

Summary of Analysis in the Certified RiverPark Final EIR

Archeological and historic resource surveys of the Specific Plan Area were completed. The archeological survey included a records search and a field survey. No sites of any kind had been previously recorded within the study area or adjacent properties, and no new sites were discovered during the Phase I survey. A low density, mixed scatter of historical debris, possibly dating between 1879 and 1884, was found southeast of Myrtle Street (now named RiverPark Boulevard) and El Rio Drive. This was in an open lot that is in a disturbed state as a result of the fairly recent demolition of structures that were present on this parcel. Development of the proposed project would result in grading and earthwork at this location that had the potential to impact a potential historical deposit.

All existing structures within the Specific Plan Area were reviewed for possible historical significance. The historic resource study identified 33 existing buildings and structures on the project site that would be demolished. Eighteen of these buildings, including 16 buildings in the Ventura County El Rio

Maintenance Yard, and an existing home and a commercial showroom building on El Rio Drive, were determined not to be eligible as historic resources as defined by the CEQA because they were not 50 or more years of age. Three other residential structures and the buildings on the mine site were surveyed and researched to determine whether any of these structures were historically significant. This research found that five of the existing buildings on the mine site, including an office building, garage, and three metal storage buildings are of sufficient age to be potential historic resources. In this case, these five buildings and structures were associated with an industry that has made a significant contribution to the physical development of Ventura County through the construction of roads, bases, airfields, and buildings. While these existing structures are not eligible for listing on the national or state registers of historical resources, they were identified as potentially eligible for listing as Ventura County Landmarks, a designation that has no integrity criteria. For this reason, these five structures are considered to be of local historical significance and demolition was identified as a significant impact.

Measures were identified to mitigate all potential impacts to archeological resources to a less than significant level. Historic documentation of the buildings on the mine site prior to demolition was proposed to mitigate this impact to the fullest extent feasible. As this mitigation would not mitigate this impact to a less than significant level, the loss of these structures was identified as an unavoidable significant impact of the project.

Analysis of Proposed Specific Plan Amendment

Mass grading of the Specific Plan Area has been completed and all mitigation measures related to cultural resources have been implemented. The proposed change in land uses in portions of the Specific Plan Area will not, therefore, result in any new or substantially more severe impacts to cultural resources.

HAZARDS

Summary of Analysis in the Certified RiverPark Final EIR

A series of Phase I and Phase II Environmental Site Assessment (ESA) reports were prepared for the properties included in the proposed Specific Plan Area to determine the potential for impacts related to the presence and use of hazardous materials by existing and historical uses within and around the Specific Plan Area. These risks are primarily associated with the potential for on-site hazards from abandoned oil wells, storage of materials categorized as hazardous under existing regulations, underground and above-ground storage tanks, and the operations of facilities historically located within the boundaries of the proposed Specific Plan Area.

Analysis of soils in the agricultural portions of the Specific Plan Area determined that no significant concentrations of herbicides or pesticides are present in the soils. These studies determined that the Specific Plan Area contained several abandoned oil wells that may need to be re-abandoned to current standards. In addition, the existing buildings on the site that would be demolished were of sufficient age to contain asbestos building materials and lead paint. Demolition of these structures in conformance with existing regulations would mitigate any potential impacts. No unavoidable significant impacts related to hazards or hazardous materials were identified.

Analysis of Proposed Specific Plan Amendment

As noted above, the hazards potentially located within the boundaries of the Specific Plan Area are primarily associated with the potential for on-site hazards from abandoned oil wells, storage of materials categorized as hazardous under existing regulations, underground and aboveground storage tanks, and the operations of facilities historically located on the site. The proposed Specific Plan amendment would not place people or structures within areas not previously analyzed in the Final EIR. In addition, no new types of land uses are proposed by the amendment. The mitigation measures identified in the Final EIR are applicable and no new or substantially more severe hazardous material impacts would result.