

### **SECTION 3.0**

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**Responses to Comments Made at the December 20, 2001  
Public Hearing Held by the Oxnard Planning Commission**

### **3.0 RESPONSES TO COMMENTS MADE AT THE DECEMBER 20, 2001 PUBLIC HEARING HELD BY THE OXNARD PLANNING COMMISSION**

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## MINUTES

OXNARD PLANNING COMMISSION  
REGULAR MEETING  
DECEMBER 20, 20011. ROLL CALL

At 7:07 p.m., the regular meeting of the Oxnard Planning Commission convened in the Council Chambers. Commissioners Joseph E. Burdullis, Michael D. Clarke, Chair Albert G. Duff, Geraldine W. Furr, and Rudy D. Liporada, and Morey Navarro were present. Chair Duff presided and called the meeting to order. Staff members present were: Matthew Winegar, Development Services Director, Paula Kimbrell, Assistant City Attorney; Gary Sugano, Principal Planner; Joe Genovese, Traffic Engineer; Tony Locacciato, Consultant, Impact Sciences; and Lori Maxfield, Recording Secretary.

B. PUBLIC COMMENTSC. READING OF AGENDAD. CONSENT AGENDAF. NEW PUBLIC HEARINGS

1. ENVIRONMENTAL IMPACT REPORT (EIR 00-3), for the RiverPark project. The RiverPark project is a 700-acre master-planned community consisting of various commercial, entertainment, residential, public, institutional and open space land uses. Reclamation of the existing sand and gravel site would be included as a component of the overall project. The RiverPark Specific Plan area is located in the northern portion of the city and is generally bounded by the 101 Freeway, Vineyard Avenue and the Santa Clara River. Filed by RiverPark Development, LLC, 304 South Broadway, Suite 400, Los Angeles, California 90013.

PROJECT PLANNER: Gary Sugano

Groundwater quality-analysis 550 loss of water from aquifers. Ag wells will be taken out of services. Mitigation measure United back into aquifer. Ground water quality reclamation committee included County, United Water, impact to groundwater at exposed pits. Kennedy Jenks reviewed water quality. Impacts of construction. Separate analysis for ground water. Dewatering effect on groundwater flow. Potential contaminant minerals, metals, pesticides each of 30 contaminants. Clean up from ag & industrial that drains accepted & treated northern portion all runoff including 10 yr storm would overflow to pits. Runoff analysis explained. 3 constituents nickel manganese & iron. Unavoidable by in clean off. Ag resources: RiverPark A & part of RiverPark B, significant impact under CEQA.

Transportation & Circulation: 8 Vts; 25 Oxnard; Transit Planning area all projected regional growth in area. 8 of 23 intersections. No avoidable impacts.

Air Quality Analysis: ACPD CEQA guidelines. Explained how analysis done. Above 25 pounds. Measures proposed. SP suggested mix uses bikeway systems additional design uses. Financial contribution to City to avoid auto trips.

Noise Analysis: No significant for roadway noise. Construction; residential construction; ballpark if used for concerts. Reduced to less than significant.

Public Services Analysis: would generate 1650 students, 335 high school. Working with Rio School District 2 story schools would provide enough room to accommodate students. New fire station proposed. Police: 7200 increase in population. Existing Police patrol area. Storefront proposed to mitigate to Service B.

Parks Analysis: 1 ½ ac. 1100 acres (13 ac for parks). School playfield would double as parks.

Solid waste: would be mitigated.

Library services: New library proposed.

Public utilities: changes in drainage, flooding impacts, water demand, wastewater.

Drainage: Would change drainage pattern. Stroube currently used. Matches City master plan.

No improvements to levy needed.

Water demand: Groundwater extractions allocations to care of demand. This demand can be adequately meet.

Wastewater generation: Master Plan and cumulative demands deficiencies addressed. Make improvements or pay City to make changes.

Gas and electricity: adequate power. No significant issues.

Cultural Resources: monitoring is proposed.

Historical Resources: potential of existing before being removed. 5 buildings. Is unavoidable in project.

Hazards: abandoned oil wells to mitigate mead paint and asbestos. No other hazards.

Slide depicting Summary of Project Impacts. Explained everything from above. Lose of ag land. Historical impacts. Alternatives to be avoided (8 examined). Reduced density alternative. 2 water quality treatment looked at; historic resources. Would generate less traffic, lower air quality impacts; A would be less impacts; Reclamation plan.



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Development Services Director Winegar stated he had no additional comments and suggested opening the public testimony.

Dorothy Gibson, Chairman, El Rio West Neighborhood Council, stated they had received the DEIR, and that Mr. Keller and his associates had been helpful over the past year in addressing their concerns. She indicated she had a couple of concerns: the traffic on Vineyard looks like it's going to be herendous from the project and with an intermediate and elementary school being proposed on Vineyard where children will be delivered and picked up three times a day, traffic will impact their neighborhood tremendously. Open space: with 7200 residents and 11 to 13 acres of open space proposed, not all will be useable. She asked that there be enough open space for each of the neighborhoods as the proposal is very dense, and will only be bearable with enough open space; the parks situated with the schools are in use during the day as well as with after school sports, so they are not available to residents.

DG(2)-1

DG(2)-2

Mr. Eric Ortega, 741 Kentwood Drive, Assistant Superintendent of Oxnard High School District, concerned the DEIR significantly understates the number of high school students the project will generate (student generation factor used is .2 and .18 students per residence); the district has not had conversations with developer; the district services students in Oxnard, Hueneme, Camarillo, and some unincorporated areas of the County. He stated all schools were above design capacity, except Pacifica, which possibly could be at design capacity by next year, but certainly at or above in two years, and all others will remain above design capacity. Rio Mesa High School would be the school to service the students from this project, and is currently above design capacity. He stated the district is concerned about traffic; and they would expect with the number of residents, there would be over 500 students, not 325 as indicated in DEIR.

OUHSD-1

Commissioner Navarro asked if Rio School District were represented. Development Services Director Winegar explained they were not represented, but the developer was working with the Rio School District to adopt a memorandum of understanding for construction of the new schools.

Mr. Locacciatto stated through the two year environmental review of the project, it had undergone several revisions to the proposed land use plan. The County letter Commissioner Navarro referred to was in review of a previous plan, and at one point the school site was located directly adjacent to the mine pit. School site was relocated away from the mine pit through the redesign of the project.

Chairman Duff asked about the potential elementary school to be located adjacent to the levy, and whether there was a more feasible location, than next to the levy. He recalled the flood of 1969 when the water from the river ran through the levy, and indicated disaster plans were prepared based on that experience. He stated he didn't like the idea of having the school site next to the levy.

AD-1

Mr. Locacciatto stated at one point a single school site located closer to Vineyard was proposed to accommodate a single large elementary school, perhaps over 1,000 students in size, plus a new junior high school. Rio School District reviewed it, and stated that based on their current operational characteristics, they would prefer to operate two smaller elementary schools, and have them split up with one being on the east side of the project, and the other on the west side. Sites were selected through working with the school district. He indicated the stormwater drainage section includes analysis of the adequacy of the levy, and under the current design flow of the river, it shows adequate flood protection for the entire site.

Chairman Duff indicated the elevation of the riverbed is higher than the property discussed for the school, and unless significant fill material is brought in to elevate it above the river elevation and the water surface of a 100 year storm, there could be problems.

AD-2

Commissioner Liporada stated he had gotten caught in a flash flood at Wagon Wheel and Ventura Road. He asked why the DEIR stated there was no impact when it is a flash flood area, and has the problem been solved.

RL-1

Commissioner Clarke asked how the use of the ballpark for concerts had been addressed with regard to trip generation, as well the impact on City services. He asked for more input and updated information, as there would be a significant impact if used for concerts with regard to trip generations, traffic, and noise. He stated he was not satisfied that the impact on City services had been addressed. He further stated the initial study referenced a 9 to 10 story hotel while the DEIR indicated an 18 story hotel. Make sure the DEIR addresses this issue with the possible impact on airport traffic and flight patterns from a high rise. It needs to be addressed in more detail.

MC-1

MC-2

Chairman Duff asked how the moratorium that Council adopted limiting commercial in the area would affect this project.

AD-3

Development Services Director Winegar explained the moratorium was a direct result of this project, and was adopted in order to allow for this specific plan. He stated that when the specific plan is adopted by the Council, the moratorium would be lifted.

Chairman Duff was concerned about Ventura Road as a major access, as it is subject to serious flooding from the bridge down to the railroad bridge due to the road being in the flood plain of the river. Some work needs to be done to show realignment of the road, or something to preclude flooding where access is not dependent upon to get to this site. Perhaps the plans showing the widening of the bridge over the Santa Clara River or the extension of Oxnard Boulevard would address this problem. Some discussion should be included in this document to say something about the existing situation and how it will be mitigated. Vineyard Avenue is a state highway with 3 points of access proposed into this site from Vineyard including Stroube, Myrtle, Collins, or Walnut, and with the projection of Oxnard Boulevard into this area which does not go anywhere, but stops in the project site, some alignment studies could be done taking Oxnard Boulevard all the way through this project to Central, which is an access road that goes all the way to Highway 101, and might bring about some relief on the existing Highway 232. Right now, Oxnard Boulevard comes over Highway 101 and stops in this development, so all the traffic generated by this project would access out to Highway 101 onto Vineyard. We already have a significant concern of traffic on Vineyard. He asked for additional information in this document showing route alignment with options for Oxnard Boulevard through this project. Take a look at alignment of Oxnard Boulevard that would provide relief in this area.

AD-4

Commissioner Liporada asked what will be developed on land west or north of the Santa Clara River on the Ventura side.

RL-2

Commissioner Clarke asked what was the initial source of the iron, magnesium and nickel concentrations on the groundwater runoff into the detention basins.

MC-3

Mr. Greg Arakak, Kennedy Jenks, stated the source of the three metals was coming from the industrial area north of the property and currently drain to the pits. For the types of uses that are present at the site, the concentrations are typical.

Development Services Director Winegar stated the industrial parks were developed under the County's jurisdiction which allowed for outdoor storage; storage of trucks; heavy equipment; scaffolding; and outdoor uses. The County allowed drainage into the pits, rather than the river. This project will solve this problem and rather than only dealing with their own discharge, RiverPark will deal with property well outside the project area including problems of runoff in the entire El Rio area as well.

Mr. Greg Arakak, explained that the standards which were adopted were in excess of the ambient standards. The levels of the metals in the discharge to the groundwater would not violate the drinking water criteria. Chairman Duff asked about the DEIR reference to the beneficial impact for increasing the groundwater through the pit: is something proposed to clean up the water that will be dumped into the pits.

AD-5

Mr. Locacciatto explained that when the five to seven wells used for agriculture and industrial uses on mines are taken out of use and destroyed, the current annual extraction would be reduced with the majority being if United Water takes over the pits. Proposed treatment system would include three water quality detention basins, one on the north side of the pits which would catch the runoff from the industrial areas; one on the east side which would take the runoff from the agricultural area and hold it to let the solids settle; one along the south edge of the pits which would take runoff from the residential and adjacent uses and clean it up. The runoff for the industrial area would travel through a system of dry swales and grass swales with more information being included in the final EIR. The system is designed to take all runoff from up to a 10 year storm. A separate analysis was conducted of the potential water quality impacts of surface water from the Santa Clara River that United Water would divert to the Freeman diversion structure and take down to the pits. River water would not result in adverse impacts to the groundwater quality within the pits. United Water is looking for additional mine pits in the area or other areas where they can divert additional water for storage and recharge. The stormwater quality treatment system includes a dry treatment swale along the western edge and other conveyance facilities from the industrial areas and taken to the north water quality treatment basin to allow the solids to settle out, then released into another dry swale along the western edge of the project, prior to being discharged further south into the river to one of the existing drain outlets.

Commissioner Burdullis asked about previous discussions regarding the Ventura Road issue, south of the freeway; Wagon Wheel area; bridge replacement; and realignment of Oxnard Boulevard. How were they addressed in the past.

JB-1

Development Services Director Winegar explained that Ventura Road and the flooding problem were addressed in the Wagon Wheel EIR. With the freeway bridge replacement and the Oxnard Boulevard interchange proposal, there will be a widening of the underpass of Ventura Road under the freeway from two to five lanes. The new interchange at Oxnard Boulevard will provide an all weather access to Ventura Road into RiverPark. He stated that although there is not a solution for Ventura Road at the present time, there would be improved access into the area north of the freeway, as well as improved capacity on Ventura Road.

Burdulis asked about the extension of Oxnard Boulevard past Montgomery around Central which seems to be a good alternative for traffic flow congestion. Further traffic analysis is needed. | JB-2

Chairman Duff stated that widening Ventura Road at Highway 101 would not solve the problem. It would still be in the flood plain. It needs to be realigned out of the flood plain or put a levy on the river between the road and the river. | AD-6

Commissioner Navarro suggested that along with the joint City/County fire station, the City should partner with the Sheriff's Department to build an adjacent storefront. He stated the problem throughout the State is the lack of people to man the storefront. Full time staffing is needed to provide services for this isolated area. He asked if a multi-plex theater, ballpark and sportspark were part of the plan. | MN-1

Mr. Locacciatto stated he did not know. They analyzed the permitted uses and specially permitted uses. One of the permitted uses which would be a theater, but he did not know about a combination of facilities.

Commissioner Navarro asked about the prohibition of multi-plex theaters other than in downtown and whether it would be allowed in a master plan project anywhere in the City. | MN-2

Development Services Director Winegar stated it would only be permitted to be considered in a master plan project. It would not be permitted by right. The area would have to be designated for regional commercial uses, and have an adopted specific plan. RiverPark is the only regional commercial area which has not been built.

Commissioner Liporada stated that since the existing schools are already overcrowded, is it possible to insure that the schools will be built. | RL-3

Development Services Director Winegar indicated the issue is being discussed. The Memorandum of Understanding would essentially require RiverPark to build the schools at certain points in the development of the project consistent with the development of the residential project.

Vice Chair Furr was concerned about the water situation and possible shortage. | GF-1

Development Services Director Winegar explained the conservation element is built into the City Water Management Plan.

Ken Ortega, Water Superintendent, explained that Council could adopt an ordinance to direct staff, in the event of a shortage, to implement a water shortage contingency plan. There will be more than adequate water supplies for this project as well as other projects in the future. There are plans in place for long term water management should there be a need. He explained the plans in place to divert water.

Chairman Duff was concerned about the two existing faults located within one mile of the project site. He asked that the discussion be expanded to include the activity of the faults and based on the geological activity in the area would there be any problems for multi-story buildings with liquefaction & flood plain in area. He referred to Wastewater conveyance facility and the relocation of Lift Station No. 10 that would feed | AD-7  
| AD-8

into a major trunk line down between Oxnard Boulevard and Rose Avenue to Perkins Road, and asked what major trunk line it referred to.

AD-8

Mr. Locaciato explained the area is tributary to the City's central trunk line, and the route of the City's central trunk line to the treatment plant.

Development Services Director Winegar stated the central trunk would service the project, and would include taking El Rio off septic system and upgrading the central trunk.

He indicated the comment period for the DEIR closes on January 21, 2002. Following that date, staff and consultants will review comments and prepare written responses to be incorporated into the FEIR. Those responses will be circulated for information to commending agencies and then the FEIR will be scheduled for hearing before the Planning Commission for possible certification.

Chairman Duff indicated he had two letters regarding the DEIR from Mr. Burgess and Mrs. Buckman to be incorporated into the FEIR.

The public hearing was closed.

#### E. CONTINUED PUBLIC HEARINGS

#### F. PLANNING COMMISSION BUSINESS

Commissioner Navarro referred to the Bialosky Pickert project that has been painted the same color and people are living in the parking area which is creating blight. The parking lot needs to be removed. The market next door is in blight. The situation needs to be resolved. The old St. John's is headed in the same direction.

Commissioner Clarke wished everyone happy holidays.

Commissioner Burdullis stated that Rose & Mountain View needs a signal will be widened. South of Fifth. Up to 35 minutes to make left turn.

Rose Avenue improvements Genovese to Council in January agreements with all but I trust City will have to imminent domain on 1 piece of property. Anticipate March of 2002 for bid from Fifth to Westar. Out to bid on south of project and resurfacing to Oxnard Blvd. Between Fifth & south of Wooley real estate acquisition.

Pacific & Mountain View expansion of Gils Onions & \_\_\_\_\_.

Chairman Duff wished everyone happy holidays.

Vice Chair Furr invited everyone to go down Santa Claus Lane.

#### G. PLANNING MANAGER COMMENTS

No meeting on January 3. Next meeting on January 17. On behalf of City staff, happy holidays to PC.

I. ADJOURNMENT

At 9:13 p.m., Commissioner Burdullis moved and Commissioner Clarke seconded a motion to adjourn. The motion carried 6/0/1.

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ALBERT G. DUFF  
Chairperson



Dorothy Gibson (2) ((DG (2))

DG(2)-1

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

DG(2)-1

Please see the response to Comment DG-4 above for a discussion of parks facilities planned in the RiverPark Project.

Oxnard Union High School District (OUHSD)

OUHSD-1

Additional consultation with the OUHSD has been completed. The District was updated on the number and type of residential units proposed. Upon receiving the additional information regarding the type of proposed dwelling units, the District concurs with the student generation rates and project enrollment of 337 students identified in Table 4.10.1-2 of the Draft EIR.

Mr. Ortega further indicated that the District anticipates housing the increase in enrollment from RiverPark by adding classroom space at the Rio Mesa High School and/or by constructing a new high school in Camarillo at a later date if the cumulative impacts on enrollment at Rio Mesa High School and the existing Camarillo High School warrant the construction of this additional school.

Chairman Albert Duff

AD-1

The current Federal Emergency Management Agency (FEMA) generated Flood Insurance Rate Maps (FIRM) along this reach of the Santa Clara River are based on a Q100 flow rate of approximately 160,000

cubic feet per second (cfs) for the Santa Clara River. The estimated 1969 flow at the Highway 101 bridge was approximately 165,000 cfs. The existing levee was rebuilt by the Army Corps of Engineers after the 1969 flood to provide protection from a standard project flood in the Santa Clara River.

The 1996 *Santa Clara River Enhancement and Management Plan*, "Flood Protection Report" provided additional flood plain analysis using an updated Q100 flow rate of 200,000 cfs for this section of the river. As shown in the table below, the levee currently provides from 3 to 5 feet of freeboard along this reach of the Santa Clara River for a Q100 flow rate of 200,000 cfs in the Santa Clara River. Given the conservative nature of the Q100 flowrate used in the freeboard analysis and the design of the levee, no flood significant flood hazards exist.

**Table 4.11.1-2**  
**Freeboard Analysis - RiverPark at Santa Clara River**

Description	Station	Design Flow Line Elevation	Water Surface Elevation	Top of Levee Elevation	Freeboard
1,000' upstream of 101	250+00	64.2	79.4	82.7	3.3
6,000' upstream of 101	300+00	77.5	92.7	95.8	3.1
11,000' upstream of 101	350+00	90	105.2	111	5.8

*References: Flow Depth and Design Q's are from The Santa Clara River Enhancement and Management Plan, "Flood Protection Report" June 1996 Final Draft, Table 4-2 Hydraulic Properties by Reach in Ventura County - Reach From Highway 101 to Highway 118. Present Condition Q100 Flow Quantity 200,000 cfs Flow depth 15.2 ft, Design Flow Line Elevations from Historical Profile Design Flow Line Fig 2-7 and Fig 2-8 NAV 1988 datum.*

The "east elementary" school site referenced in this comment was selected by the Rio Elementary School as an appropriate and desirable location for a new school to serve the RiverPark Community. Please note that the original school concept prepared by the project planning team for review by the Rio District consisted of one larger elementary school and the new middle school in the location where the middle school and the other new elementary school are proposed to the north of Santa Clara River Boulevard and west of Vineyard Avenue. The Rio District requested that the elementary school be split into two schools so that the size of each school would be similar to the other existing schools in the District to better match the District's operation and support programs for elementary schools. The District also requested that the second school be placed along the western boundary of the Specific Plan Area to better serve the residential neighborhoods planned.

**AD-2**

The entire RiverPark Specific Plan Area will be mass graded at the outset of development to establish grades for the new development areas and streets providing adequate flood protection. With regard to the “east elementary” school site, the elevation of riverbed the Santa Clara River in this location is approximately 63 feet. The top of the levee in this location is approximately 88 feet. The existing elevation of the school site, at approximately 75 feet, is above the 63 foot elevation of the riverbed. The grading plan calls for the elevation of the school site to be raised further to 79 feet at the low end and 82 feet at the high end.

**AD-3**

The existing moratorium was established by the City of Oxnard to allow time for the planning and environmental review of the proposed RiverPark Specific Plan to be completed. This moratorium will end prior to any development occurring under the RiverPark Specific Plan.

**AD-4**

It is recognized that the section of Ventura Road located south of Wagon Wheel Road is subject to occasional flooding from the Santa Clara River due to the low elevation of the road in this location in relation to the river. This existing flooding problem will not be remedied by the planned improvements to the U.S. 101 Freeway. The new Oxnard Boulevard interchange to be built as part of the ongoing freeway improvement project will improve access between the portion of the City to the north of the freeway and the portion to the south by providing an alternative access route to Ventura Road. During any period when Ventura Road is temporarily closed due to flooding, both Oxnard Boulevard and Vineyard Avenue would serve as alternate all weather routes across the freeway.

Please note that Oxnard Boulevard extends north to the northern edge of the RiverPark Specific Plan Area. Oxnard Boulevard is planned to change in width and function as it extends north. In the planned commercial district between the new Oxnard Boulevard Interchange and Santa Clara River Boulevard, Oxnard Boulevard will be a 118-foot wide four lane arterial (two lanes in each direction) with parking lanes and a 16-foot median. North of the central park in the planned residential neighborhoods, Oxnard Boulevard will be an 80-foot wide residential collector street providing two lane travel (one in each direction) with parking lanes and a 16-foot median. This cross-section reflects the lower traffic volumes that will be generated in the largely single-family residential neighborhoods planned in the northern

portion of the Specific Plan Area. As shown, Oxnard Boulevard is not designed to carry through traffic as there are multiple intersections, including a traffic circle, and two park areas dividing the road.

With regard to traffic impacts on Vineyard Avenue, **Figure 3-1** (following this page) shows the projected traffic conditions with traffic from the project in the year 2020 for the eight signalized intersections along Vineyard Avenue between the Ventura Freeway and Los Angeles Avenue. As shown, all of these intersections will operate at Level of Service C or better. The extension of Oxnard Boulevard to Central Avenue is not required, therefore, to maintain an acceptable level of service on Vineyard Avenue or any other streets in the area.

Improvements are also planned to Vineyard Avenue to improve traffic flow and safety. Presently there is no barrier between off-street parking and on-street traffic at all locations along Vineyard Avenue. In order to minimize the potential for conflicts from drivers failing to yield the right-of-way to oncoming traffic when entering or exiting parking spaces and areas, the existing Vineyard Avenue median island will be extended further to the north as part of the project. This median would be extended to the northerly project roadway opposite Simon Way for aesthetic as well as safety reasons. The location of this proposed extension of existing median island is shown in the second figure following this page (**Figure 3-2**).

The extension of Oxnard Boulevard north to Central Avenue is also not considered feasible. Any extension of this road to the north would need to travel through the existing Large Woolsey mine pit, as shown in **Figure 3-1** (following this page), which occupies all the area between the Santa Clara River Levee and the existing Beedy Street and Montgomery/Lambert Street industrial areas. This existing mine pit would need to be completely filled to accommodate an extension of Oxnard Boulevard to the north. Approximately 2.9 million yards of earth material would be needed to fill this pit. Sufficient fill material is also not available to fill this entire pit on the project site. The proposed grading plan has been carefully developed to not require any import of earth materials and create suitable grades to provide for adequate site drainage. If the Large Woolsey pit is filled, the fill material needed would need to be purchased and imported.

A water quality treatment basin is planned at the southern end of the Large Woolsey Mine Pit. This basin would accept and clean runoff from the Beedy Street and Montgomery/Lambert industrial areas and the northern portion of the RiverPark residential area. This basin would be impacted by an extension of Oxnard Boulevard to the north. In addition, UWCD is planning to use the Large Woolsey Mine Pit for the storage and recharge of water diverted from the Santa Clara River at the Freeman Diversion Structure. Filling this mine pit to accommodate an extension of Oxnard Boulevard further north would eliminate this use. Groundwater quality and quantity impacts would result, therefore, from the filling of the pit to facilitate this road extension.



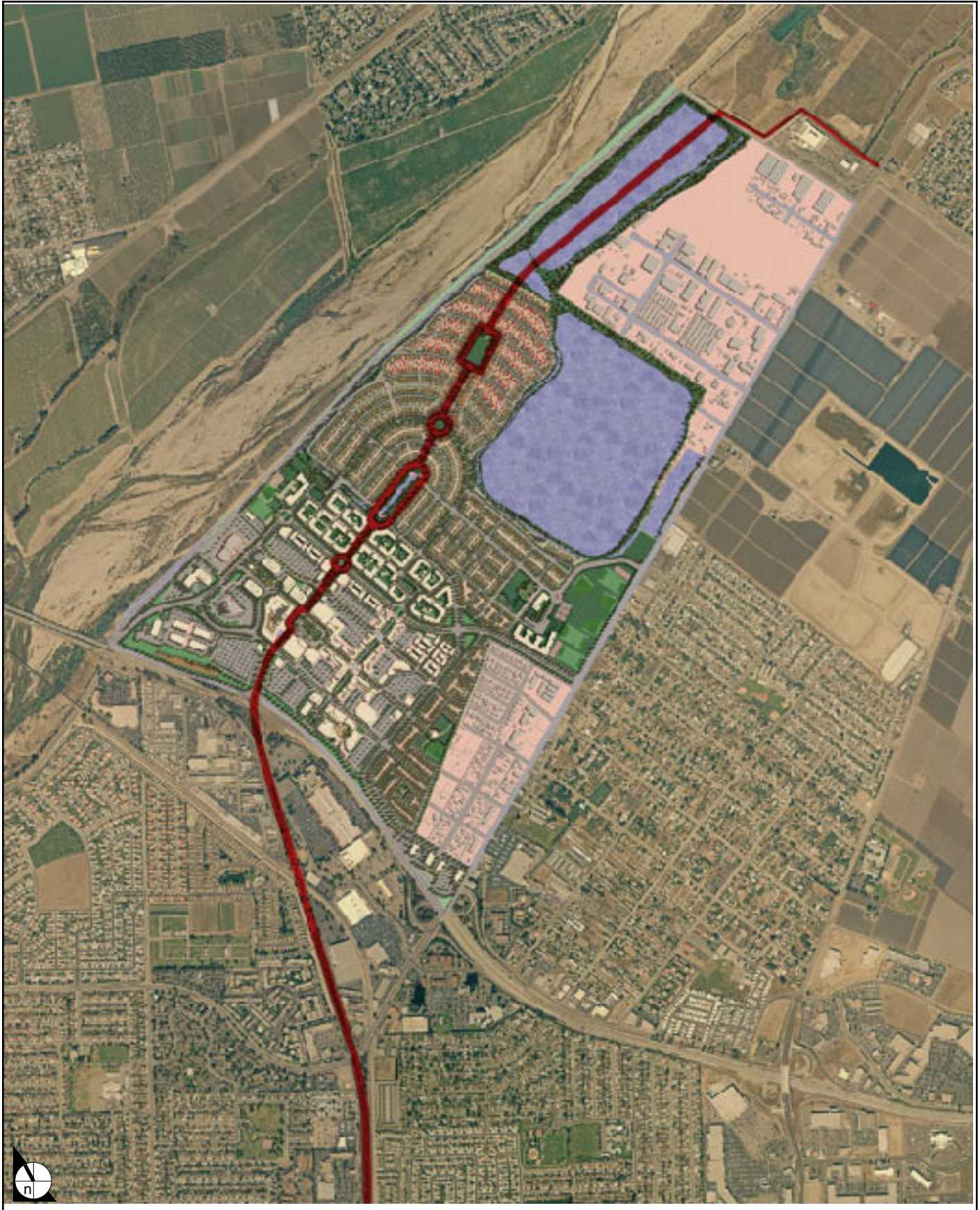


FIGURE **3-1**

## Oxnard Boulevard Extension to Central Avenue





SOURCE: Crain & Associates.

FIGURE 3-2

## Vineyard Avenue Proposed Widenings and Median Islands

Extension of Oxnard Boulevard to Central Avenue would also result in some increase in through traffic through RiverPark. This impact would be more pronounced in the residential neighborhoods in the northern portion of the site. Given that Vineyard Avenue will operate at an acceptable Level of Service C or better, it would be preferable to keep through traffic on Vineyard rather than impacting the character of planned commercial and residential districts planned in RiverPark. As discussed above, Oxnard Boulevard is not designed as a through street but instead as a community collector. With the number of intersections and amount of cross traffic, Oxnard Boulevard would not be an attractive alternative to travel on Vineyard Avenue for through trips to Central Avenue.

**AD-5**

Overall, the RiverPark Project will result in an improvement in groundwater balance, meaning that an increase in groundwater quantities will result from the project. As summarized on page 4.5-77 of the Draft EIR, it is estimated that under average conditions, the increase in groundwater contribution from the RiverPark site will be approximately 8,000 Acre-Fect per Year (AFY). This gain would largely result from the approximately 7,020 AFY in surface water diversions from the Santa Clara River to the reclaimed mine pits proposed by the United Water Conservation District, and a reduction of groundwater pumping from existing wells in the amount of 1,170 AFY. Other smaller changes in groundwater contributions also reported on pages 4.5-71 through 4.5-78 combine with these two major changes to result in the 8,000 AFY increase in groundwater.

Drainage from existing off-site industrial and agricultural areas that drain to the Specific Plan Area, and the new residential and commercial development areas proposed within the Specific Plan Area, are being diverted away from the reclaimed mine pits to protect water quality. The drainage and water quality treatment system, consisting of a system of lined water quality treatment basins and dry grassy swales, will clean runoff from the project before it drains to the Santa Clara River through existing storm drain outlets to the river. This system will allow runoff from storms exceeding a 10-year frequency storm to overflow from the lined water quality treatment basins into the reclaimed mine pits. This runoff will be cleaner than runoff from storms of greater frequency and the design of the water quality treatment system for runoff is consistent with the recommendations of the United Water Conservation District and Fox Canyon Groundwater Management Agency.

**AD-6**

As discussed in the response to Comment AD-4 above, the existing flooding problem on the section of Ventura Road to the south of Wagon Wheel Road will not be remedied by any of the planned freeway or RiverPark improvements to the north.

**AD-7**

Existing faults in the area are identified in Table 4.3-1, Summary of Nearby Faults, on page 4.3-9 of the Draft EIR. The nearest fault system to the site is the Oak Ridge fault system. An inferred trace from this fault system, the McGrath Fault Trace, is located approximately 1,500 feet north of the site. The next nearest faults to the site are the Simi-Santa Rosa Fault, located 3 miles from the site and the Ventura-Pitas Point Fault, located 4 miles from the site. The geotechnical analysis in Section 4.3 of the Draft EIR considers the impacts of seismic events on these and other fault systems in the area and addresses liquefaction and other potential impacts. Measures are also identified to mitigate all potential impacts to a level that is less than significant.

**AD-8**

Lift Station 10 currently pumps wastewater to the western branch of the City's Central Trunk Sewer. The western and eastern branch of the Central Trunk Sewer are illustrated in Figure 4.11.3-1 in the Draft EIR. A minor relocation of this existing sewer lift station is proposed to accommodate the planned street improvements. When relocated, Lift Station 10 would continue to pump wastewater to the western branch of the Central Trunk Sewer.

**Commissioner Rudy Lipporada**

**RL-1**

Please see response AD-4 to comment 4 from Chairman Al Duff for information related to the existing flooding problem on Ventura Road south of Wagon Wheel Road. As discussed in this response, the ongoing improvements to the freeway and the roadway and drainage improvements proposed within the RiverPark Specific Plan Area cannot correct this existing problem. The extension of Oxnard Boulevard to the Specific Plan Area will, however, provide an alternative all weather access route across the freeway to Vineyard Avenue.



**RL-2**

Little additional development is anticipated in Ventura across the Santa Clara River from the RiverPark Specific Plan Area. The primary reason for this, as discussed on page 2.0-13 and 14 of the Draft EIR, is the acquisition of land along this section of the river to establish the Santa Clara River Parkway.

The California Coastal Conservancy is proposing to acquire land along approximately 12 miles of the lower portion of the river to form the Santa Clara River Parkway. The primary goal of the proposed acquisition of land along this part of the river is to form a continuous estuarine and riverine corridor. This would facilitate restoration and enhancement of natural river habitat along this portion of the river allowing for flood management and the establishment of a public trail system. The concept is for the Santa Clara River Parkway to be managed by a joint powers authority made up of the Coastal Conservancy and the Cities of Oxnard and Ventura. The Coastal Conservancy is seeking funding for the creation of this parkway through grants and the state budget for the Conservancy. Bond money from Proposition 12, a statewide measure approved by the voters in March 2000 to preserve open space and wildlife habitat will also be used to fund property acquisition.

The first purchase of land for Santa Clara River Parkway was recently completed. A 220-acre property, located across the Santa Clara River from the proposed RiverPark Specific Plan Area in the Montalvo area of the City of Ventura, was acquired by the Nature Conservancy with a grant from the California Coastal Conservancy. This site extends along the river from just north of the Ventura Freeway to a point that is across the river from the northern end of the proposed residential neighborhoods in RiverPark Area "B". The land to the north of this Nature Conservancy parcel is already developed as a residential neighborhood with a buffer area along the river. Since there will be little additional development across the river in Ventura, no changes to flood conditions along this portion of the river will result.

**RL-3**

The RiverPark Specific Plan includes sites for two new elementary schools and one new middle school for the Rio Elementary School District. These school sites were selected and planned based on extensive consultation with the Rio School District. The Rio School District and the developer of the RiverPark Project intend to provide two elementary schools and one junior high school within the RiverPark Specific Plan Area with capacity to serve 100% of students generated from RiverPark. Furthermore, current plans are to provide school capacity before occupancy of residential units, to avoid

the need to house RiverPark students at existing district schools or temporary portable schools. The initial development benchmarks identified for construction are as follows:

1. Open Elementary School No. 1 simultaneously with occupancy of the first dwelling unit
2. Open Junior High School simultaneously with occupancy of the 1,000<sup>th</sup> dwelling unit
3. Open Elementary School No. 2 simultaneously with occupancy of the 1,600<sup>th</sup> dwelling unit.

The impact of the project on K-8 schools is summarized in the table below. As shown, RiverPark's impact on elementary school facilities is fully mitigated.

**Table 1**  
**Project Impacts on K-8 Schools**

	<b>RiverPark School Capacity</b>	<b>Cumulative RiverPark Students</b>	<b>Available Capacity</b>
Status Quo	0	0	0
Open Elementary School No. 1	530	0	530
Occupancy of up to 1,000 units	530	590	-60
Open Junior High School	1,130	590	540
Occupancy of up to 1,600 units	1,130	944	186
Open Elementary School No. 2	1,660	944	716
Occupancy of up to 2,805 units	1,660	1,654	6

High schools (grades 9-12) are under the jurisdiction of the Oxnard Union High School District. Residential development in RiverPark falls within the existing attendance boundaries of Rio Mesa High School, which means that RiverPark high school students would normally attend Rio Mesa High School. Application of OUHSD's student generation rates estimate that 337 high school students<sup>1</sup> will be generated at build-out if all 2,805 dwelling units allowed by the proposed RiverPark Specific Plan are built (1,328 multi-family, 1,014 single family attached, and 463 single family detached). OUHSD recently opened a new high school in the City of Oxnard (Pacific High School) and is considering the potential need to open additional new high schools if student enrollment grows significantly. Specifically, the District is considering opening new schools in two areas: (i) Ormond Beach in Oxnard, primarily to service the City of Oxnard, including relief of overcrowding and accommodating growth, and (ii) Camarillo High School No. 2, to relieve overcrowding at the existing Camarillo High School and

<sup>1</sup> Eric Ortega, Assistant Superintendent-Business Services, Oxnard Union High School District and Louis Cunningham, Director of Facilities, Oxnard Union High School District. Communication with NewSchools on February 12, 2002.

accommodate growth. Cumulative impacts from enrollment growth in the Rio Mesa/Camarillo areas will most likely be accommodated as follows:

1. If cumulative growth in enrollment merits the need for an additional high school, Camarillo High School No. 2 will be constructed. Camarillo High School No. 2 would house (i) enrollment growth of 600-800 students, (ii) roughly 700 City of Camarillo students from areas currently within Rio Mesa High School attendance area, and (iii) roughly 500-700 students from areas currently within the existing Camarillo High School attendance area. This would relieve overcrowding at the existing Camarillo High School, provide space for growing enrollments in the Camarillo area, and “free up” space for 700 students at Rio Mesa High School.
2. If cumulative growth in enrollment does not merit the need for an additional high school, OUHSD will add capacity to Rio Mesa High School on a long-term basis to serve RiverPark and adjacent areas.
3. In both cases, OUHSD will utilize portable facilities to house students at Rio Mesa High School until the decision to construct a new high school is made and construction is completed. OUHSD indicates it has sufficient space to add portable facilities at Rio Mesa High School until a permanent solution is implemented.

OUHSD collects developer impact fees which must be paid by homebuilders in RiverPark. With the collection of impact fees and implementation of the facilities strategy summarized above, the impact of RiverPark on high school facilities is fully mitigated.

**Commissioner Michael Clarke**

**MC-1**

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

**MC-2**

The maximum proposed height for the hotel is 210 feet, made up of a 55 foot tall podium structure with a 155 foot tower structure. If the allowed hotel is built to this maximum allowed height, it would be similar in height to the existing Dean Witter office tower, located to the southeast of Vineyard/U.S. 101

Interchange in the Financial Plaza. This portion of northern Oxnard is located well outside the defined flight hazard zones or flight paths for either the Oxnard or Camarillo Airports. No impacts on airport traffic or flight patterns will result from construction of a building of the height proposed.

**MC-3**

The initial and primary source of the loadings of iron, manganese, and nickel in runoff are the industrial uses in the existing Montgomery-Lambert and Beedy Street Industrial Areas located between Vineyard Avenue and the existing mine pits. These industrial areas presently drain to the pits.

**Commissioner Joseph Burdullis**

**JB-1**

The realignment of Oxnard Boulevard and the construction of a new Oxnard Boulevard Freeway Interchange was coordinated with the design of the new Santa Clara River Bridge and related improvements to the freeway mainline. The existing flooding problem on Ventura Road is located south of Wagon Wheel Road. This existing problem cannot be corrected with the planned improvements to the freeway or to the RiverPark Specific Plan Area.

**JB-2**

Please see response AD-4 to comment 4 from Chairman Al Duff for discussion of extending Oxnard Boulevard northward.

**Commissioner Geraldine Furr**

**GF-1**

Water conservation is an integral element of the City's Urban Water Management Plan and the Water System Master Plan. The Water System Master Plan recommends other programs to improve the City's water reliability. Furthermore, the City already has a Water Shortage Emergency Plan (City Ordinance No. 2246) that would implement voluntary and mandatory reductions in water use in the event of a shortage. The Water Division is also working with United Water Conservation District and Calleguas Municipal Water District to develop its Groundwater Recovery Enhancement and Treatment (GREAT)

Program that includes water recycling and groundwater desalting facilities to develop the City's local water resources and reduce its dependence on imported water supplies.

**Commissioner Morey Navarro**

**MN-1**

The City of Oxnard considered a joint police-fire facility during the planning of the project. As described in Section 4.10.3, Police Protection Services, of the Draft EIR, the Oxnard Police Department determined that the most appropriate facility for this new community would be a storefront police station of approximately 1,000 square feet. The Police Department is also recommending that this storefront station be located centrally within the Specific Plan Area in the proposed commercial area. As discussed in Section 4.10.3, the Oxnard Police Department estimates that 17 additional police personnel will be required to serve the RiverPark Community when it is fully built. This estimate was based on consideration of all the proposed uses. 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 meet the capital outlay for police service as well as fully funding all other necessary urban services required by the Specific Plan, including the cost for the additional police personnel required. The demand for additional police services would grow as the Specific Plan Area develops over an estimated 12 to 15 years. No significant impacts are expected as the project will generate sufficient revenues to maintain adequate law enforcement services to the Specific Plan Area. The California Highway Patrol and Ventura County Sheriff already have existing facilities in the area that meet the needs of these agencies.

**MN-2**

As described on page 3.0-37 of the Draft EIR, A zone text amendment to Section 34-35.1 of the Oxnard City Code regulating the location of multiplex theaters is also proposed to provide flexibility for master planned projects subject to an adopted specific plan. This amendment would have very limited applicability as there are few commercial areas suitable for development or redevelopment as a master-planned project subject to a Specific Plan.