

City of Oxnard and County of Ventura Facilities

- 4.7-1 City/County Transportation Fees -- All applicable City of Oxnard and County of Ventura traffic impacts fees shall be paid prior to the issuance of building permits for individual building projects within the Specific Plan Area. These fees will be used, in part, to fund the construction of the specific improvements identified in measures 4.7-2 to 4.7-12 by the City of Oxnard and County of Ventura when warranted by traffic conditions. Any of the improvements in measures 4.7-2 to 4.7-12 implemented by the project will be subject to reimbursement/credit as applicable. Based on the estimate of the number of trips that will be generated by the project the estimated total amount of fees to be paid is:

	City of Oxnard	County of Ventura
Daily Trip Ends	94,174	94,174
Percent Using Jurisdiction Roads	100%	10%
Fee/Trip	\$173.90	\$139.00
Total Fee	\$16,376,858	\$1,309,019

The following roadway improvements need to be constructed by the City of Oxnard or the County of Ventura when warranted by traffic conditions:

City of Oxnard Improvements

- 4.7-2 Oxnard Boulevard and Town Center Drive – Construct this intersection to provide the following: dual left-turn lanes and one through/right shared lane in the westbound direction; dual left-turn lanes, 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 a green phase for the eastbound right-turn movement concurrent with the northbound left-turn phase.
- 4.7-3 Oxnard Boulevard and US 101 Northbound Ramps – Improve this intersection to provide the following: one left-turn lane and one ‘free’ 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 eastbound direction.
- 4.7-4 Ventura Freeway SB On/Off-ramps and Oxnard Boulevard – When sufficient redevelopment occurs to the Wagon Wheel Road area, a “hook” ramp along Wagon Wheel Road will be constructed. This ramp will provide direct access from Wagon Wheel Road to the southbound

Ventura Freeway. The construction of this ramp will alleviate traffic that crosses to the east of the Ventura Freeway to access the southbound on-ramp from Oxnard Boulevard. In addition, a connection between southbound Oxnard Boulevard and this hook-ramp will be provided. Upon completion of the hook-ramp and connector, left-turns from southbound Oxnard Boulevard to the southbound Ventura Freeway diamond on-ramp will be prohibited. This connector will also allow access from Wagon Wheel Road to northbound Oxnard Boulevard. As part of the immediate roadway improvement project, the Oxnard Boulevard overcrossing will be constructed with sufficient length to accommodate the later installation of the hook ramp.

- 4.7-5 Wagon Wheel Road and US 101 Southbound On-Ramp – Restripe Wagon Wheel Road to provide one through/right shared lane and one right-turn lane in the northbound direction.
- 4.7-6 Oxnard Boulevard and Esplanade Drive – Improve this intersection to provide dual left-turn lanes in the westbound and eastbound directions, and one left-turn lane, two through lanes, one through/right lane, and one right-turn lane in the southbound direction.
- 4.7-7 Vineyard Avenue and Esplanade Drive – Reconstruct the west and east legs of the Vineyard Avenue and Esplanade Drive intersection to provide two left-turn lanes, one left-through shared lane, and one right-turn only lane in the eastbound direction and one left-turn lane, one left-through shared lane, one right-through shared lane, and one right-turn only lane in the westbound direction. Widen Vineyard Avenue along the west and east curb and relocate the median island to provide dual left-turn lanes four through lanes and one right-turn-only in the southbound direction and dual left-turn lanes, three through lanes, and one right-through shared lane in the northbound direction. This will require additional right-of-way to be obtained from the Esplanade Plaza.
- 4.7-8 Vineyard Avenue and Ventura Road – Restripe Ventura Road to provide one left-turn lane, three through lanes, and one right-turn lane in the northbound direction and one left-turn lane, two through lanes, and one through/right turn lane in the southbound direction. In addition, modify signal phasing to provide a green phase for the northbound right-turn movement during the westbound left-turn phase.
- 4.7-9 Vineyard Avenue and Oxnard Boulevard – Modify the median islands and restripe Oxnard Boulevard to provide dual left-turn lanes, three through lanes, and two right-turn lanes in the northbound direction and two left-turn lanes, four through lanes, and one right-turn lane in the southbound direction. In addition, flare and modify the median islands and restripe Vineyard Avenue to provide three left-turn lanes, three through lanes, and one right-turn

lane in the westbound direction and restripe the eastbound approach to provide one left-turn lane, three through lanes, and one right-turn lane.

- 4.7-10 Gonzales Road and Ventura Road – Restripe and widen this intersection to provide the following: dual left turn lanes, three through lanes, and one right-turn-only lane in the eastbound direction; dual left-turn lanes, three through lanes, one through/right shared lane, and one right-turn-only lane in the northbound direction; and dual left-turn lanes, four through lanes and one right-turn-only lane in the westbound and southbound directions.
- 4.7-11 Gonzales Road and Oxnard Boulevard – The City of Oxnard General Plan calls for this intersection to either be grade separated with an urban interchange or to have other specialized treatment. The other treatments could be to require left-turn movements to be accommodated as U-turns beyond the intersection and “free right-turns” upon returning to the intersection. Other methods of removing left-turns from the critical movements at the intersection are also being considered. With this project, this intersection will continue to need one of those options to be implemented. For analysis purposes, it has been assumed that an urban interchange, including a grade separated crossing of Gonzales Road and the railroad tracks paralleling Oxnard Boulevard, would be constructed. However, other alternative improvements may be constructed which will still allow the City to achieve the General Plan performance standards.

County of Ventura Improvements

- 4.7-12 Los Angeles Avenue and Vineyard Avenue – Widen and restripe Los Angeles Avenue to provide one left-turn lane, two through lanes, and one through/right shared lane in the westbound direction and one left-turn lane, two through lanes, one through/right shared lane and one right-turn lane in the eastbound direction.

City of Ventura Facilities

The project applicant shall implement the following measure to mitigate traffic impacts in the City of Ventura:

- 4.7-13 Johnson Drive and North Bank Drive – Flare and restripe Johnson Drive to provide one left-turn lane, two through lanes and one through/right shared lane in the southbound direction.

Transit Improvements

The closest existing transit service to the Specific Plan Area is on Vineyard Avenue north of the Ventura Freeway to Simon Way. This route and the route serving the Esplanade area south of the freeway provide service to the Cities of Oxnard and Ventura as well as the County of Ventura, making the entire region accessible by transit.

Future transit routes are not yet planned for the project area. While the shifting of a route appears to provide the most immediate option, over time more than one route will be shifted and several new routes may be formed. It is not appropriate to speculate on which areas may have direct transit service by the time that the project is completed. However, it is appropriate to design the roadways throughout the Specific Plan Area in such a way as to accommodate transit vehicles. In addition, sufficient room should be provided to make the commercial center a transit hub.

The RiverPark Specific Plan will provide sufficient density to make transit a workable and necessary travel alternative. To facilitate transit service in the Specific Plan Area, development of a transit hub is recommended in the center of the commercial planning districts.

The following additional mitigation measures are proposed to develop this transit hub:

- 4.7-14 Oxnard Boulevard should have concrete bus pads and sheltered stops along the curbs, immediately beyond (north of) the Town Center Drive intersection.
- 4.7-15 Additional transit stops should be provided along Oxnard Boulevard between Ventura Road and the Ventura Freeway and along Santa Clara River Boulevard between Oxnard Boulevard and Vineyard Avenue in locations South Coast Area Transit (SCAT) is willing to commit to providing transit service and the City of Oxnard deems feasible.
- 4.7-16 Up to 5 bays in each direction should be provided to the southeast of the intersection of Oxnard Boulevard and Santa Clara River Boulevard. This hub may be on parking or other roadways, but should provide layover and turnout space for full size (40 foot length) buses.

As discussed above, SCAT is unable to forecast its service for the next 20 years. However, the project will be constructed so that it will be able to utilize SCAT service, should it be provided.

UNAVOIDABLE SIGNIFICANT IMPACTS

No unavoidable significant traffic or circulation impacts will result from the RiverPark Project.