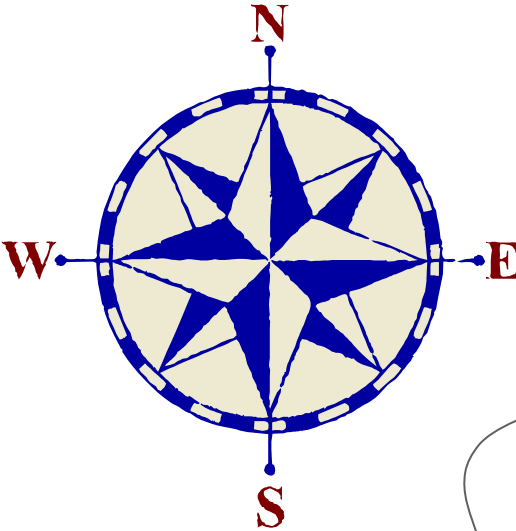


**~~HARBOR DEPARTMENT~~**



**Channel Islands Harbor  
Public Works Plan**

**3<sup>rd</sup> Amendment**

Draft

Draft

# **Channel Islands Harbor Public Works Plan**

**Prepared For:**

**County of Ventura  
Harbor Department  
3900 Pelican Way  
Oxnard, CA 93035-4367  
(805) 382-3001**

**By:**

**Culbertson, Adams & Assoc. Inc.  
85 Argonaut, Suite 220  
Aliso Viejo, CA 92656  
(949) 581-2888**

## Document History

Originally Certified by the California Coastal Commission  
September 19, 1986

### **FIRST AMENDMENT**

First Amendment by County of Ventura, Board of Supervisors (BISC)  
October 19, 2004

First Amendment Approved by the California Coastal Commission  
with Suggested Modifications  
March 16, 2005

Coastal Commission Action Adopted by County of Ventura, Board of Supervisors  
July 26, 2005

Effective Certification – November 16, 2005

### **SECOND AMENDMENT**

Second Amendment by County of Ventura, Board of Supervisors (Vintage Marina) September  
20, 2005

Revision to Second Amendment by Board of Supervisors (Vintage Marina)  
December 6, 2005

Second Amendment Approved by the California Coastal Commission  
May 11, 2006

Coastal Commission Action Adopted by County of Ventura Board of Supervisors  
July 25, 2006

Effective Certification – September 13, 2006

### **THIRD AMENDMENT**

Third Amendment by County of Ventura, Board of Supervisors (Waterside Amendment Plan) –  
[March 13, 2007](#)

Revision to Third Amendment by Board of Supervisors (Waterside Amendment Plan) –  
\_\_\_\_\_

Third Amendment Approved by the California Coastal Commission – \_\_\_\_\_

Coastal Commission Action Adopted by County of Ventura Board of Supervisors –  
\_\_\_\_\_

Effective Certification – \_\_\_\_\_

## TABLE OF CONTENTS

1.0	INTRODUCTION.....	1
1.1	Purpose.....	1
1.2	Area Description.....	2
1.3	Demand Projections and Slip Count for Channel Islands Harbor.....	11
1.4	Process for Review of Projects Pursuant to the PWP.....	12
<del>1.4</del>	<del>History of Channel Islands Harbor.....</del>	<del>13</del>
	<del>Jurisdictional Authorities.....</del>	<del>14</del>
1.5	<del>2.2</del> Landside Facilities and Uses.....	21
	Vehicular Circulation System.....	21
	Parking Resources.....	21
	Visitor Serving Uses.....	22
	Recreational Uses.....	22
	Boating Dependent Industrial.....	23
	Residential Use.....	23
1.6	<del>2.3</del> Waterside Facilities and Uses for Boating.....	26
	General Description.....	26
	Boating Support Facilities.....	26
	Commercial Fishing.....	28
	Commercial Sport Fishing.....	28
1.7	<del>2.4</del> Waterside Facilities and Uses for Non-Boating.....	29
	Recreational Beach Use and Swimming.....	29
	Recreational Fishing.....	29
	Open Water Recreation: Use of the Outer Harbor Waters.....	29
1.8	<del>2.6</del> Maintenance Dredging.....	33
2.0	<del>3.0</del> PUBLIC WORKS PLAN MAP: LAND USE AND ACCESS DESIGNATIONS.....	34
2.1	<del>3.1</del> General Description of Land Use Plan Map.....	34
2.2	<del>3.2</del> Land Use Designations and Permitted Uses.....	34
	Access Designations and Symbols.....	37
2.3	<del>3.3</del> Consistency of Lease with Listed Uses.....	38
3.0	<del>4.0</del> COASTAL ISSUES AND DEVELOPMENT POLICIES.....	39
3.1	<del>4.1</del> Public Access and Recreation.....	39
	Public Recreation.....	39
	Public Parks.....	41
	Public Boating Access.....	41
	<del>Visitor Serving Facilities.....</del>	<del>42</del>
	Parking.....	43
	Public Walkways.....	47
	POLICIES.....	47
3.2	<del>4.2</del> Recreational Boating.....	52
	<del>Existing</del> Restrictions on Boating.....	<del>55</del>
	POLICIES.....	56
3.3	<del>4.4</del> Commercial Fishing & Commercial Sport Fishing.....	65
	POLICIES.....	66
3.4	<del>4.5</del> Biological Resources.....	69
	Existing Conditions.....	69
	Marine Biology.....	69
	POLICIES.....	73
3.5	<del>4.6</del> Traffic and Circulation.....	77
	Existing Conditions.....	77
	Naval Construction Base Traffic Impacts Upon The Harbor.....	80
	POLICIES.....	81

3.6	4.8-Dredging .....	85
	Existing Conditions .....	85
	POLICIES .....	86
2.0	APPENDIX K .....	114
3.0	Activities to be Undertaken Pursuant to an Administrative Process .....	114
	Jurisdictional Authorities .....	117

~~APPENDIX A: County Ordinance 2829~~  
~~APPENDIX B: Coastal Commission Permit 178-15~~  
~~APPENDIX C: Harbor Oil Spill Response Plan~~  
~~Glossary of Terms~~  
~~Report Preparation Team, Persons Contacted~~  
~~Land Use and Access Maps~~

## List of Figures

Figure I – Location Map .....	3
Figure II – Channel Islands Harbor Base Map .....	4
Figure III <del>Figure IV</del> – Existing Recreation/Access/Visitor Serving Facilities .....	24
Figure IV <del>Figure VIII</del> PWP – Land Use Plan .....	35
Figure V <del>Figure XI</del> Distribution of Marine Organisms .....	70

## List of Tables

Table 1 <del>Table III</del> – Harbor Public Parking Supply vs. Demand .....	45
Table 2 <del>Table IV</del> – On-Street Harbor Parking Demand .....	46
Table 3 <del>Table VI</del> – Weekday Traffic Volumes and Roadway Capacities .....	79
Table 4 <del>Table VII</del> – Weekday Levels of Service for Channel Islands Blvd/Victoria Ave Intersection .....	79

## List of Technical Appendices

The Appendices contain approved and proposed plans for certain projects ~~approved~~ in the Channel Islands Harbor. These plans serve as regulatory instruments.

~~Appendix A – Inventory of Existing Uses/Intensities by Parcel~~  
~~Appendix B – Approved BISC Plan~~  
~~Appendix C – Approved Vintage Marina Plan~~  
~~Appendix D – ~~Approved~~ Anacapa Marine Services Plan~~  
~~Appendix E – ~~Approved~~ Peninsula Yacht Anchorage Plan~~  
~~Appendix F – Channel Islands Landing/Boatyard~~  
~~Appendix G – ~~Approved~~ Marina Dry Stack Plan~~  
~~Appendix H – ~~Approved~~ X-3 Marina Plan~~  
~~Appendix I – Approved Public Launch Ramp Plan~~  
~~Appendix J – ~~Approved~~ Bahia Cabrillo Plan~~  
~~Appendix K – Activities To Be Undertaken Pursuant to an Administrative Process~~  
~~Appendix L – History of Channel Islands Harbor~~

## 1.0 INTRODUCTION

### 1.1 Purpose

Section 30605 of the Coastal Act reads as follows: ~~The County of Ventura has developed a Public Works Plan as provided for under Section 30605 of the Coastal Act. This section states:~~

“To promote greater efficiency of the planning of any public works or state university or college or private university development projects, and as an alternative to project-by-project review, plans for public works or state university or college or private university long-range land use development plans may be submitted to the ~~Coastal~~ Commission in the same manner prescribed for the review of local coastal programs as set forth in Chapter 6 (commencing with Section 30500).”

Coastal Act Section 30114 includes harbors and publicly financed recreation facilities within the definition of public works facilities.

The purpose of this Public Works Plan is to provide Channel Islands Harbor with a detailed and specific planning document to guide future Harbor development. This document will also expedite the Harbor planning and permit process.

#### ~~Jurisdictional History~~

~~Jurisdiction within Channel Islands Harbor is shared by both the City of Oxnard and the County of Ventura. Oxnard’s City limits extend to all Harbor land areas. An annexation agreement signed in 1963 by these two governmental authorities assigned the planning control within the Harbor to the County of Ventura (see section entitled “Jurisdictional Authorities” below for specifics on City and County authority within the Harbor).~~

~~Based on the annexation agreement, the Coastal Commission developed Local Coastal Work Programs for Oxnard and Ventura governments which identified the County of Ventura as lead planning agency. The Work Program approved for the City of Oxnard’s Land Use Plan specifically limited their planning involvement to an advisory role only.~~

~~By July of 1984 a certified County Local Coastal Plan (LCP) for the Harbor was not in place. At this time the City of Oxnard requested, through the Coastal Commission, an Attorney General’s advisory letter on jurisdiction in the Harbor. The advisory letter stated that the City has primary Local Coastal Plan jurisdiction in the Harbor. Nevertheless, in a subsequent letter, the Coastal Commission legal staff ruled that the County of Ventura was eligible to prepare and submit a Public Works Program Plan to the Coastal Commission for the Harbor under Section 30605 of the Coastal Act. The City has recently received approval from the Coastal Commission for their Harbor LCP.<sup>1</sup>~~

---

<sup>1</sup> The City of Oxnard Harbor LCP certification was received after the approval of the County’s Public Works Plan for the Harbor.

## Process

~~This public works plan was reviewed and approved by the Coastal Commission prior to approval of the City of Oxnard's Harbor LCP. Under these circumstances the Coastal Act required the Coastal Commission to review the Public Works Plan for consistency with the Chapter 3 coastal management policies of the Act.~~

~~If amendments to this public works plan are submitted after the certification of the City's Harbor Local Coastal Program, the plan shall be approved by the Coastal Commission only if it finds, after full consultation with the affected local governments, that the proposed public works plan amendment is in conformity with the local coastal programs for the attached jurisdictions.~~

~~Under the approved Public Works Plan the County will issue all permits or other approvals for the Channel Islands Harbor development authorized under the Plan. Prior to the commencement of development proposed in the Plan, the County will notify the Coastal Commission, the affected local government, and other interested persons, organizations, and governmental agencies of the development and provide data to show that it is consistent with the Public Works Plan (i.e. per Coastal Act Section 30606). Review of a specific development by the Coastal Commission shall be limited to imposing reasonable terms and conditions to ensure that the development conforms with the plan and with the Coastal Act.~~

### 1.2 Area Description

Channel Islands Harbor is situated within the City of Oxnard on the Oxnard Coastal Plain and between Ventura Harbor and Port Hueneme, approximately five miles southeast of the mouth of the Santa Clara River (Figure I and Figure II). The area of the Harbor covers 310 acres, of which approximately 200 acres are water. Immediately to the east of the Harbor (see Figure I) is the Port Hueneme Naval Base; to the southeast is the residential area of Silver Strand and the Port of Hueneme; and to the northwest are the residential communities of Oxnard Shores, McGrath State Beach Park and the Santa Clara River.

The Oxnard Plain, upon which the Harbor lies, is the result of thousands of years of alluvial deposits from the Santa Clara and Calleguas Creek. The Plain in the vicinity of the Harbor is underlaid by more than 400 feet of poorly consolidated alluvium consisting primarily of silts, sands and gravels. These in turn, are underlaid by the San Pedro Formations and Pleistocene Age.

Channel Islands Harbor is man-made and caters primarily to recreational boaters with a specific number of slips reserved for commercial fishing vessels. The Harbor accommodates approximately ~~2,150~~ ~~2,500~~ vessels. The Harbor is in the form of a narrow "Y" oriented on a north-south axis 6,000 feet long (see Figure II). The two northerly segments, known as West Channel and East Channel, are each approximately 3,000 feet long. ~~They are 200 to 300 feet wide. 400 and 300 feet wide, respectively.~~ The base of the "Y" is 1,000 feet wide at the convergence, and narrows to 400 feet at the seaward end of the Harbor entrance channel 3,000 feet south of the "Y" convergence. The entrance channel extends 1,200 feet in a southwesterly direction into the sea. On either side of the entrance are rock jetties which extend offshore 700 feet. A rubble mound breakwater approximately 2,300 feet long lies off the end of the jetties, parallel to the shore, on a bearing 329° true; it provides protection to the entrance from the prevailing seas.



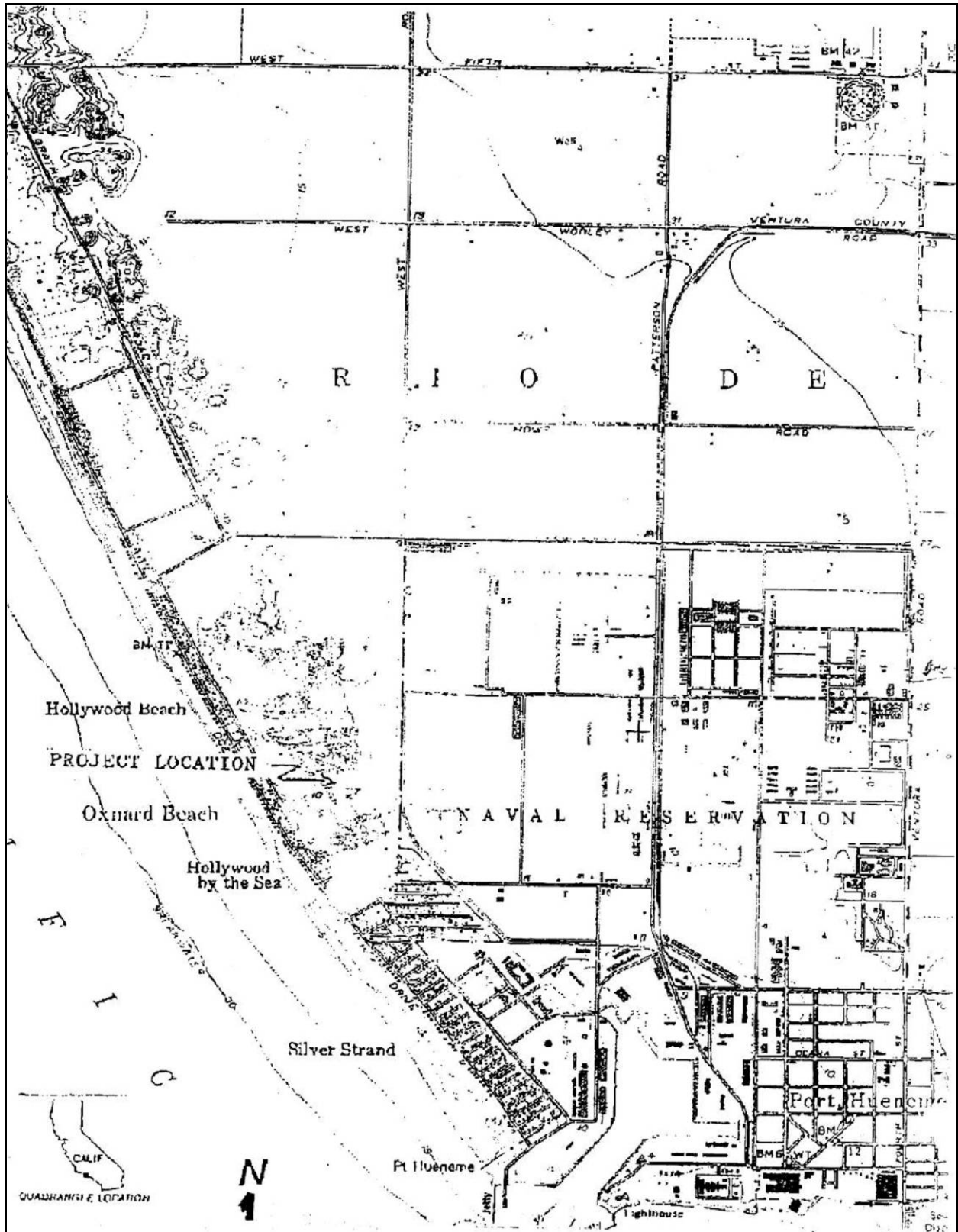


Figure I –  
Location Map

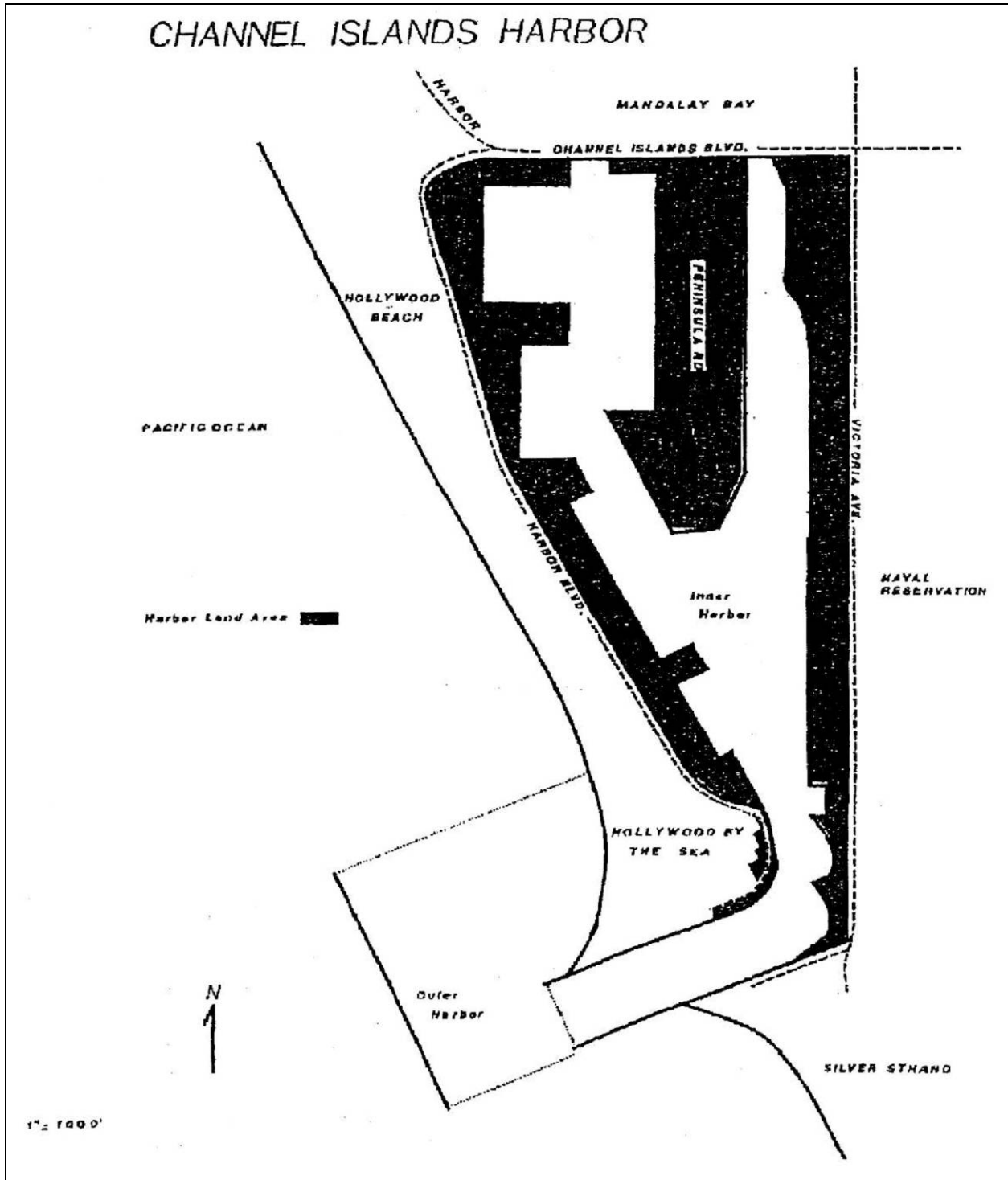


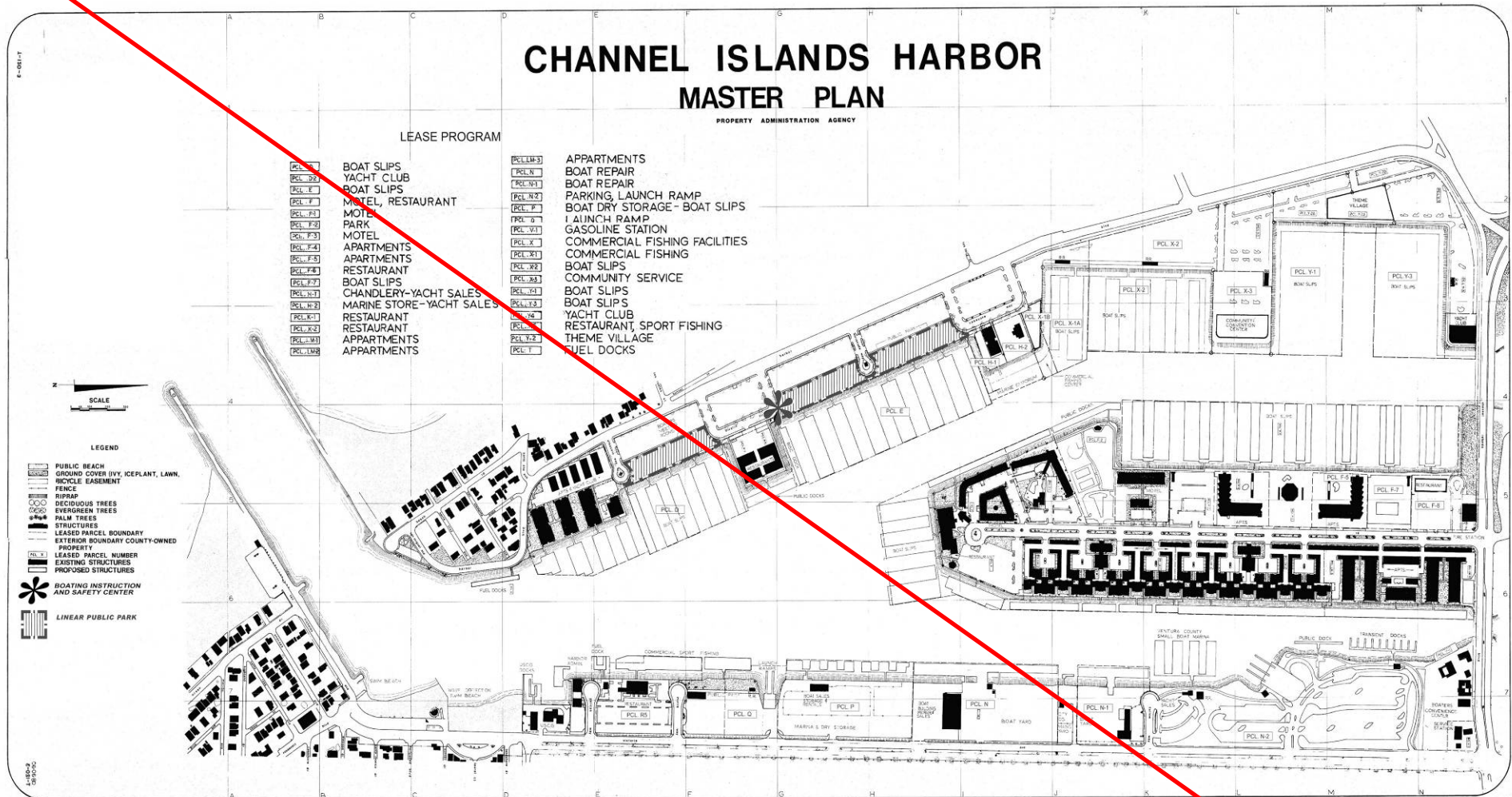
Figure II –  
Channel Islands Harbor Base Map

Channel Islands Boulevard bridges the West and East Channels to form the northern boundary of the Harbor. The bridge over the West Channel provides 29 feet of clearance at low tide, which restricts the mast height of sailboats unless they are equipped with pinned masts that can be lowered. The easterly bridge provides nominal clearance, and boats cannot pass under. Both bridges are fixed. All boats moored north of the bridge must use the West Channel to reach the sea. Where the West Channel extends to the north and west of the bridge, it is known as the Edison Canal. The canal extends northwesterly for approximately two miles to the Southern California Edison Company's thermal power plant. It serves as an outlet channel for the plant's cooling water effluent. At present, the effluent discharge, combined with the ebb tidal current causes a maximum current of approximately one-third miles per hour through the West Channel.

~~With the completion of already approved projects along the West Channel, the Harbor will be completely built out. The existing development is presented in Table I and Figure III. The Harbor Department~~ The County of Ventura does not have plans for any major expansions or reconstructions of the Harbor area. There will be, therefore, no previously undisclosed environmental impacts associated with implementation of this proposed Public Works Plan.

The principal objective of the Public Works Plan will be to identify land use designations and maximum intensities within the Harbor and provide policies which provide, protect and maintain the public's access to and use of the recreational waters in and adjacent to the Harbor; additionally, the Plan will protect and maintain commercial fishing facilities in the Harbor. The Plan will contain policies and actions designed to accomplish these recreational and commercial fishing objectives.

The Harbor, as developed, contains no natural resources of environmental significance.



**Figure III  
Master Plan Map**

## ~~1.3 Potential Long Term Planning Options for the Harbor~~

~~In 1984 the “Ventura County Coastal Recreational Boating Feasibility Study” was prepared by McClelland Engineers, Inc. for Ventura County to:~~

- ~~• Analyze the supply and demand for boating facilities in the coastal areas of Ventura County; and~~
- ~~• Identify potential siting opportunities for needed facilities; and~~
- ~~• Develop an implementation program for feasible boating facilities in selected areas.~~

~~The study noted that the recreational slip shortfall for Ventura County will not be significant for the balance of this decade; it was estimated that approximately 100 slips will be required by 1990. However, this shortfall will increase to 640 slips by the year 2000. This relatively low recreational slip shortfall is due to the large number of existing slips and the construction of 800 slips in the proposed Mandalay Bay Phase IV marina north of Channel Islands Harbor in the City of Oxnard. If these Mandalay slips are not constructed in a timely manner, however, the expansion of marina areas in Channel Islands Harbor will be more closely examined.~~

~~The McClelland Study identified three potential areas of expansion in the Channel Islands Harbor:~~

- ~~• Use of a portion of Parking Lot E-5 (see Figure IV or Parcel N-2 on Master Plan Map—Figure III) in the northeastern corner of the Harbor for wet slip space. This parking lot presently serves the public launch ramp adjoining it.~~
- ~~• Use of the open water area immediately along the eastern edge of the Harbor’s slip space for additional slips; extension of the slip space 150 feet into the eastern channel would create approximately 135 slips.~~
- ~~• Use of the Naval Reservation Property immediately to the east of the Harbor.~~

~~The County is not considering any of these “potential areas” due to significant problems with each. The first area in Parking Lot E-5 (Figure IV) will eventually be used to a greater degree by the public and provides public boating access for those individuals that cannot afford a boat slip.~~

~~Extension of boating slips into the eastern channel would reduce the width of the navigable channel to only 125 feet, a width which would lead to congestion and navigation problems.~~

~~Use of the Naval Reservation Property is not feasible since the Navy has indicated that they will not be willing to consider release of the property for Marina use for a considerable period of time. The Navy may consider dry boat storage on the Naval Reservation Property.~~

~~Since the McClelland study was released, the County has been investigating other options for expanding recreational slip space for Channel Islands Harbor. The area between Murre Way and the boat construction yard on the eastern side of the Harbor is under consideration for additional~~

~~slip space (Parcels P and Q—see Figure III, Master Plan Map); this area is presently used for boat sales and a public parking lot (which is underutilized). To prevent the expansion of slip space into the eastern channel, the County would dredge the adjoining land area of boat sales and public parking lot; approximately 300 boat slips would be created under this proposal.~~

~~The County's planning process for potential major development (i.e., which requires an amendment to the Public Works Plan) within the Harbor consists of:~~

- ~~• Staff analysis of the engineering and financial feasibility of the project and its consistency with the Harbor's Public Works Plan.~~
- ~~• Review of and recommendation on the proposed project and supporting staff analysis by the Ventura County Regional Recreational Advisory Commission. Public input is encouraged and accepted by this Commission at publicly noticed hearings. The final recommendation of the Commission is forwarded to the Board of Supervisors. Members of this Commission consist of public members appointed by the Board of Supervisors.~~
- ~~• Review and action by the County Board of Supervisors at a public hearing on the proposed Harbor project. The Board determines, after public input, whether the County should terminate or proceed with the project.~~
- ~~• If the Board recommends that the County proceed with the project, then the CEQA process is implemented (takes 6 to 8 months):~~
  - ~~• Environmental checklist and assessment. County determines if a Negative Declaration or Environmental Impact Report is required. At this time application is made for other applicable state and federal permits, such as the Army Corps dredging permit (this permit is processed by the Corps independent of the County CEQA review and permitting process).~~
  - ~~• If EIR is to be prepared, a Response for Proposal is sent out to a list of qualified consultants.~~
  - ~~• Upon selection of the consultant the Notice of Preparation is sent out to Lead and Responsible agencies.~~
  - ~~• Draft Administrative EIR is completed and a 30-day review period begins. Notice of completed EIR and review period is sent to the State Clearinghouse and all lead, responsible agencies and interested members of the public, including the City of Oxnard, Port Hueneme and Channel Islands Beach Community Services District.~~
  - ~~• All comments received during the review period are responded to in writing and incorporated into the DEIR. A reasonable period of time prior to the Board's public hearing on the DEIR, the County places a public hearing notice in newspapers of general circulation.~~



- ~~Upon completion of all agency and public testimony on the DEIR the Board determines if the Report is certifiable.~~
- ~~Upon certification of the Final EIR, the Property Administration Agency initiates final working drawings and necessary permits for construction. These permits include Army Corps Permits for the dredging operation and any construction of permanent structures in the water (See Army Corps permit process below).~~
- ~~Initiation of procedure to amend the Channel Islands Public Works Plan to allow for the development reviewed in the FEIR (this takes 4 to 6 months). This requires completion of the following steps:~~
  - ~~Drafting of land use text, maps and any necessary graphics.~~
  - ~~Circulation of Public Works Plan amendment for public review and comment—County consults with City of Oxnard to determine consistency of amendment with its certified LCP.~~
  - ~~Placement of a public notice placed in local paper of general circulation for public hearing on proposed amendment.~~
  - ~~Holding a public hearing and after all public/agency comment is received, the Board votes to approve or disapprove the amendment.~~
  - ~~Submittal of approved amendment to the Coastal Commission, with supporting environmental documentation, public hearing notice/comments and any other requested material.~~
  - ~~Holding of public hearing by Coast Commission on proposed amendment—approves with or without modifications.~~

~~The potential eastern marina basin project is under consideration at this time by the Property Administration Agency but has not entered the review process outlined above.~~

### ~~Widening of Harbor Mouth~~

~~The Army Corps of Engineers is presently in the process of investigating the widening of the entrance of Channel Islands Harbor. The widening may be necessary to accommodate the additional boat traffic that will be generated by the Mandalay Bay Phase IV marina development to the north of Channel Islands Harbor. This widening is being processed under the “Small Project” program by the Army Corps; the processing steps consist of:~~

- ~~Request by the local sponsor (i.e., County of Ventura) under Section 107 of the Small Navigation Project Program of the Flood Control Act of 1960 as amended, to study the need for widening the Harbor entrance. The Army Corps responds by preparing an initial Appraisal of the proposed project to determine if there is a need for the project and if it is feasible (takes 7 to 8 months).~~

- ~~Detailed Project Study. This includes the Environmental Assessment and Environmental Impact Statement and associated public and agency review periods, public hearings and certification of the EIS by the Army Corps (takes 18 to 24 months).~~
- ~~Funds and specifications for the project (takes 6 months).~~
- ~~Actual construction.~~

~~Under this process, the County acts as the Corps' local sponsor for the project. The Army Corps contributes funds to the construction of the project but is generally limited to a total of 2 million dollars.~~

~~For the Harbor widening proposal, the Initial Appraisal has been completed (August 1985). The Appraisal concluded that there was a need to further study the congestion problem and that the proposed widening was economically feasible.~~



## 1.3 Demand Projections and Slip Count for Channel Islands Harbor

The California Department of Boating and Waterways (DBAW) contracted with the California State University, Sacramento, Foundation in 2002 to have prepared a California Boating Facilities Needs Assessment. The Study assesses the economic impact of boating in California, the recreational value of boating in the State and projects the boating facilities needs to the year 2020 by region. The study concludes that demand for boating overall will increase with the growth in population, with the greatest demand occurring in the Southern California area.

Forecasts suggest that the overall number of boats will increase statewide at a rate of 1.4 to 2.5 percent per year. Most of this growth will occur in the number of conventional power boats under 16 feet, private water craft such as jet skis, and boats 20 to 25 feet long. This increase in the number of trailerable watercraft correspondingly will increase the need for dry storage space and launching facilities. The DBAW study shows a need for additional launching capacity, along with associated parking and other amenities, in every region except San Francisco Bay (pg. 3-7). An estimated 48,042 to ~~59~~77,343 additional dry storage spaces will be needed statewide through 2020 (pg. 3-8).

According to this study, in the South Coast region, the need for dry storage space exceeds the need for wet slips, although there is a projected increased demand for both. Limited waterways in the area, along with increases in population, will result in a large increase in demand. Of the 65,000 boats in the south coast and inland areas, only about 4,300 are in dry storage in the region's boating facilities. The DBAW study indicates a demand for up to 33,634 additional dry storage spaces, along with up to 221 launch ramp lanes, by 2020 in the south coast region alone (pg. 3-14).

Of the 38,860 wet slips in the south coast in 2002, about 90 percent were occupied. Any surplus was absorbed by 2005 (pg. 3-14). There is expected to be a need for an additional 4,679 new wet slips and moorings in Southern California by 2020. Because the space for these additional slips is limited, and no new marina areas are being proposed or approved, the study concludes that many smaller boats, in the 16 to 30 foot range, will be moved from wet storage to dry storage, increasing the demand for those services.

The trend in Channel Islands Harbor is consistent with the findings of the DBAW study. The demand for dry storage has increased and is anticipated to continue to increase as boaters with smaller boats rely less on wet slips and opt for less expensive dry storage. Vacancy counts for Channel Islands Harbor over the fall and winter months of 2006 indicate that larger slips are in higher demand harbor wide than the smaller (36 feet and less) slips. The harbor patrol surveyed marinas in the harbor at the first of each of the past six months. Slips that were in the 36 feet and under range were readily available, whereas the larger slips often have waiting lists.

## 1.4 Process for Review of Projects Pursuant to the PWP

### Notices of Impending Development

State law provides a special process for the review of projects pursuant to a certified Public Works Plan (PWP) (Coastal Act §30606). This process provides that the County submit a NOID to the Coastal Commission for each to be undertaken pursuant to the PWP. The concept of amendment to a NOID is necessarily included in the concept of a NOID.

### Activities Not Requiring a NOID

The PWP also provides an administrative process for actions which do not rise to the level of a NOID or ~~NOID~~PWP amendment, but which are nonetheless a form of development under the Coastal Act. These activities are minor in nature, and are encountered in the ordinary course of daily operations. ~~administering a harbor.~~ These activities may include but are not limited to dock repairs, public accessway repairs, landscaping, special events, and the like. Appendix K ~~Appendix H~~ lists the activities covered by this administrative process. Appendix K ~~Appendix H~~ also describes those activities which must include notice and opportunity to comment by the Coastal Commission, as well as those which require notice only and may be carried out by the Harbor Director without further discretionary review by the Coastal Commission.

## 1.4 History of Channel Islands Harbor

~~The construction of the Harbor was approved by Congress on September 3, 1954 (Public Law 780). The purpose of the Harbor was to meet the needs of Ventura County residents for a small craft harbor.~~

~~In 1960, the Harbor was first excavated by the Army Corps of Engineers which deposited removed sand downcoast in Port Hueneme in order to slow beach erosion.~~

~~In 1963, the Board of Supervisors approved a Harbor Improvement program, which allowed for private business development of public lands. This program was arranged such that:~~

- ~~• The County developed the boat basins and Harbor revetments and created the individual lease parcels;~~
- ~~• The businesses provided for the land and water structure improvements on each lease parcel;~~
- ~~• The County collected rents and percentages of business revenues from each parcel. These monies were used for Harbor maintenance, enforcement and public improvements.~~

~~In essence, this plan made possible the use of private enterprise to finance public facility portions of the Harbor.~~

~~The first phase of the Harbor opened in 1965 with 500 boat slips. Today there are approximately 2,500 \_\_\_\_\_ slips with many boating related businesses, three yacht clubs, several popular restaurants and over 727 residential units.~~

~~In 1979 the County of Ventura obtained a Coastal Permit (178-15) for a project to construct two large boat basins in the West Channel. This permit provides for commercial fishing support facilities on parcels X-1-A, B and X-2. The facilities include 150 commercial fishing slips, 60 permanent, 90 of which would be offered to the industry on a "first right of refusal" basis, an 80,000 sq. ft. net drying area, a vehicle loading and unloading area, a transient commercial dock available to fishing boats, and a fuel dock available to commercial fisherman on a 24-hour basis (located anywhere in the Harbor). Appendix B contains the full text of Permit 178-15.~~

~~The County has established the following goals for the operation of the Harbor:~~

- ~~• To meet the coastal recreational boating needs of the people of Ventura County within reasonable environmental limits by coordinating the development and operation of boating harbors, boat launch facilities and ocean fisheries in the coastal areas of Ventura County.~~
- ~~• To optimize the development and operation of the Channel Islands Harbor and County beach parks in view of the service, health, and safety of those persons using these facilities.~~

## Jurisdictional Authorities

~~In 1963, the County and the City of Oxnard agreed to annex the land portion of the Harbor to the City of Oxnard. Both jurisdictions recognized that the location of the Harbor in the growth area of the city would allow the City to readily extend and provide public services to the Harbor such as water, sewer, fire and police.~~

~~The annexation to the City included all of the Harbor except the water areas. A Joint Powers agreement (i.e. amended five times through 1976), which expires in 2013, described the annexation, jurisdictional responsibilities and authorities of the two entities within the Harbor as opposed to joint powers. It also set forth the mechanisms of funding and contracting for the wide array of public improvements, which have been completed as the Harbor has developed. Typically, Harbor public improvements have been jointly funded according to varying formulas, which consider jurisdiction, the primary use of improvement and degree of benefit.~~

~~The Joint Powers agreement provides the County with the authority over the planning for, and leasing of, lands and water areas within the Harbor. With the exception of the public parks, docks and some public parking areas within the Harbor, all the land and waterside facilities have been constructed by private enterprises under the terms of lease agreements with the County's Property Administration Agency.~~

~~Since the water areas of the Harbor remain in County jurisdiction, their use is regulated by County Ordinance 2829 which sets forth both the powers and duties of the Harbor Director, and the regulations governing the uses and activities on the waters within the Harbor.~~

~~The waters of the Harbor include those within the Inner and Outer Harbors. The Outer Harbor waters are those which lie between the outer breakwater, which runs parallel to the coast, and the beach or seaward ends of the jetties which form the Harbor Channel. The Inner Harbor waters are all those waters inland of the jetty ends and extending to Channel Islands Boulevard. ( for a description of Harbor waters see Figure II and/or Exhibit 4 of the Ordinance, Appendix A attached).~~

~~The provisions of Ordinance 2829 are enforced on a daily basis by the County, through its lease agreements, and the Harbor Master's Office through its enforcement and patrol activities. The County is also responsible for security on the waters of the Harbor and for water safety (lifeguards) on the beaches of the Harbor.~~

~~Within the Harbor on land, the City of Oxnard provides the public services of fire, police, traffic control, and refuse collection from of all public parking lots, parks and the southernmost surge beach. The County provides all necessary public services to water areas within the Harbor and certain public services to various Harbor parking lots and park areas. A listing of the various City and County public service responsibilities for public areas within and adjacent to the Harbor are listed below (refer to Figure III Figure IV):~~

- ~~• Parking Lots B-1 and B-2 and adjacent beach areas (outside of Harbor)—County provides all public services including police, fire and refuse collection.~~

- ~~Southernmost swim beach and adjacent Parking Lot B 3 — City cleans and maintains and County provides parking enforcement.~~
- ~~Swim beach to the north of Parking Lot B 3 and southernmost swim beach — County cleans and maintains and provides parking enforcement.~~
- ~~Parking Lot E 2 — City cleans and maintains and County provides parking enforcement.~~
- ~~Parking Lot E 4 and E 5 — City cleans and maintains and County provides parking enforcement.~~
- ~~Parking Lot P 1 and adjacent park area — City cleans and maintains and County provides parking enforcement.~~
- ~~Parking Lot W 1 and adjacent park area — City provides all public services.~~
- ~~Parking Lots W 2 through W 6 and adjacent park areas — City cleans and maintains and County provides parking enforcement.~~
- ~~Parking Lot W 7 through 13 — County cleans, maintains and provides parking enforcement.~~

~~At the present time, the The Channel Islands Beach Community Services District provides water and sewer service to the Harbor through an agreement that expires in 2021.~~

## ~~2.0 EXISTING FACILITIES AND USES~~

### ~~2.1 General Description of the County Lease Program~~

~~The Channel Islands Harbor water and landside areas are primarily committed to recreational boating and marine related uses. With few exceptions, the landside and waterside facilities within the Harbor have been developed and are operated by private enterprise under the terms of leases with Ventura County which is the lessor.~~

~~In building out the Harbor, the County typically required the lessee to construct and maintain all facilities and required parking, according to specific requirements of the lease. The County collects a basis monthly rent and percentages of gross revenues for each individual enterprise carried out on the leased parcel.~~

~~Each lease agreement identifies the uses and intensities permitted on the leased parcel. In certain instances the County requires minimum intensities and hours of operation. In other instances ranges of intensities are specified. All uses not specified are prohibited. Lease holders may seek amendments to the leases in order to add uses or change intensities. However, the County has specific load use designations for each parcel and does not permit amendments to leases which would allow additional uses which are not consistent with the underlying designation.~~

~~Leases are usually long term, some extending to 50 years. In some instances the facilities revert intact to the County if the lease is not renewed; in other cases the original leaseholder has the right to dismantle the facilities at the termination of the lease. Each lease of boat slips contains a provision providing for the availability of the slips to the general public on a first come first serve basis. Leases to yacht clubs for the operation of slips specify a maximum number of the total slips which can be reserved exclusively for rent by members of the club; the remainder must be available to the general public.~~

~~Table I below is an inventory of existing facilities and uses by leased parcels.~~

**Table I**  
**Inventory of Existing Uses/Intensities by Parcel**  
 (See Figure III—Master Plan Map—for Parcel Location)

Use of Parcel	Parcel Size (acres) Land & Water	No. of Slips or Dry Storage	Intensity (units or floor area)
<b>RESIDENTIAL</b>			
PCL-Ca	7.14 acres		~90 apts
PCL-F 4, 5	8.75 acres		118 apts
PCL-LM-1			243 apts
PCL-LM-2			123 apts
PCL-LM-3	19.65 (total for 1,2 & 3)		153 apts
—Subtotal—	35.54 acres		727 apts
<b>LODGING</b>			
PCL-Fa	10.69 acres		
PCL-F-1	2.90 acres		
PCL-F-3	1.89 acres		274 rooms
—Subtotal	15.48 acres		274 rooms
<b>RESTAURANTS</b>			
PCL-Fa			12810 sq. ft.
PCL-F-6	1.20 acres		10075 sq. ft.
PCL-He			~3000 sq. ft.
PCL-K-1	~.79 acres	PLb	10924 sq. ft.
PCL-K-2	~.79 acres		11100 sq. ft.
PCL-RS	3.57 acres		12100 sq. ft.
PCL-V & V2a			~6266 sq. ft.
PCL-X-3	3.03 acres		12000 sq. ft.
PCL-Y-2a	—————		10000 sq. ft.
—Subtotal	9.78 acres		88275 sq. ft.
<b>RETAIL &amp; MARINE SALES/SERVICE</b>			
PCL-H-1, 2a	2.51 acres		
Boutique			1000 sq. ft.
Chandlery			4000 sq. ft.
Office for Boat Rent/Sales			1000 sq. ft.
Bait & Tackle/Dive Shop			3950 sq. ft.
Office & Space for:			4600 sq. ft.
—Marine Services—			
—Yacht Sales			
—Boat Rentals			

TABLE I (CONTINUED)

Use of Parcel	Parcel Size (acres) Land & Water	No. of Slips or Dry Storage	Intensity (units or floor area)
PCL N-1a Chandlery w/Office for: -Boat Sales/Storage -Insurance Brokerage	3.4 acres		5250 sq. ft
PCL T Office for: -Fuel Dock	0.44 acres		540 sq. ft
PCL V-1 -Auto/gas Station	0.56 acres		1860 sq. ft
PCL V, V-2, V-3a F. Mkt/Bait & Tackle Fish & Chips Splty Shops (8) & Laundromat Grocery	2.44 acres		2000 sq. ft 800 sq. ft 5000 sq. ft
PCL Y-2 a -Gift Shops & Conv. & Marine-oriented & Vis. Serv. Rec.	1.44 acres		15000 sq. ft
-----Subtotal	10.79 acres		47200 sq. ft
<b>BOAT SLIPS, STORAGE, CONSTRUCTION &amp; REPAIR</b>			
PCL Ca -Yacht Club Rec. Bldg.		84 slips	4500 sq. ft.
PCL D & E -Office for: -Slip Rental -Yacht Club	14.51 acres	402 slips	7570 sq. ft.
PCL F-2a -Transient Dock		-27 slips	
PCL F-3a		196 slips	
PCL F-7 -Rec. Bldg. w/office -For Slip Rental	18.76 acres	504 slips	8800 sq. ft.
PCL H1, 2a		-17 slips	
PCL LM-1, 2, 3a		154 slips	



TABLE I (CONTINUED)

Use of Parcel	Parcel Size (acres) Land & Water	No. of Slips or Dry Storage	Intensity (units or floor area)
PCL-N	6.75 acres	30 slips	
—Bldg. for Boat:			25410 sq. ft.
—Sales & Brkrge.			
—Whsle. Marine			
—Repair & Constr.			
PCL-N-1a		22 slips	
PCL-N-2a	17.50 acres	120 slips	
—Office			1330 sq. ft.
—Transient Dock		40 slips (i.e. boats)	
—Launch Ramp		7 lanes	
PCL-P	6.49 acres	50 slips	
—Dry Storage		350 boats	
—Office for Boat			3056 sq. ft.
—Sales & Rental			
—Minor Repair			
—Storage			
PCL-RSa		31 slips	
—Commercial Sport			
—Fishing			
PCL-X1A	4.02 acres	67 slips	
—Commercial Fish			
PCL-X1B	0.78 acres		
—Office & Bldg. for			8000 sq. ft.
—Admin/Mngmt of Comm			(in concept)
—Fishing support facility			
PCL-X-2	7.58 acres	197 slips	
—Office for:			2674 sq. ft.
—Minor Motor/Repair			
—Boat Sales/Brkrge			
—Boat Insurance			
PCL-Y-1	6.96 acres	174 slips	
—Office for:			2674 sq. ft.
—Slip Rentals			
—Minor Motor/Repair			
—Boat Sales/Brkrge			
—Boat Insurance			
PCL-Y-3	5.95 acres	153 slips	
—Office for:			1300 sq. ft.
—Slip Rentals			
PCL-Y-4	11.49 acres		
—Yacht Club Bldg.			9270 sq. ft.
Subtotal	88.54 acres		66584 sq. ft.

TABLE I (CONTINUED)

Use of Parcel	Parcel Size (acres) Land & Water	No. of Slips or Dry Storage	Intensity (units or floor area)
<b>PUBLIC SERVICES</b>			
PCL F-6a			
—Bldg. for Fire Station			4143 sq. ft.
PCL F-2			
—Pub. Park	0.90 acres	PLa	
PCL (no. #)			
—P. Park (W. Side)	3.10 acres		
—(.20 underdeveloped)			
PCL (no. #)			
—P. Park (E. Side)	0.60 acres		
PCL (no. #)			
—Harbor Maint. yard	0.87 acres		
—Maintenance Bldg.			1269 sq. ft.
PCL (no. #)			
—U.S.C.G.	1.40 acres	dock	
—Admin Bldg.			5342 sq. ft.
—Barracks			3700 sq. ft.
PCL (no. #)	1.38 acres		
—Harbor Admin Bldg.			5500 sq. ft.
PCL (no. #)f	**		
Boating Instruction and Safety Center (BISC) designated by * as shown on Figures III, IV, V, & VII			net 19,000 sq. ft.
—Subtotal	8.25 acres		19954 sq. ft.
<b>TOTALS</b>	167.98 acres	2354 slips	222013 sq. ft.

a—Parcel appears more than once in the Table.

b—Public Landing

c—Bldgs. not constructed/not shown in Total sq. ft.

d—Designated slips, excludes approx. 150 partial finger ties and 350 dry boat storage slips.

e—Does not include 8000 sq. ft. planned for parcel X1B

f—BISC includes boating and marine education, and a gathering facility

## 1.5 ~~2.2~~ Landside Facilities and Uses

### Vehicular Circulation System

The Channel Islands Harbor is well served by a circulation network which connects it to US 101 to the north and California Highway 1 to the east. There are three main arterials which provide this connection, as well as providing direct access into the Harbor. Each of the three parallels a portion of the Harbor's perimeter. Harbor Boulevard parallels the Harbor's western perimeter, Channel Islands Boulevard, the north and Victoria Avenue, the east (see Figure I). Each of these roads is a primary element of the Oxnard/Harbor area circulation network.

Harbor Boulevard is the primary coastal route extending northward 7 miles from the Harbor's upcoast jetty to US 101 at Seaward Avenue just south of the City of San Buenaventura. Where it parallels the Harbor's west side, the Boulevard provides direct access at numerous points to all Harbor parking areas and other facilities.

Channel Islands Boulevard is aligned east-west across the northern perimeter of the Harbor. The Boulevard connects to Harbor Boulevard in the west and U.S. Highway 1 to the east where the latter passes through the City of Oxnard. Channel Islands Boulevard bridges both channels of the Harbor and provides the only vehicular access to the uses and facilities on the Harbor peninsula (via its intersection with Peninsular Road).

Victoria Avenue parallels and serves the eastern side of the Harbor. It extends northward approximately 9 miles from the Harbor's downcoast jetty to U.S. 101 at Montalvo. It intersects the primary east-west arterials of Channel Islands Boulevard, Wooley Road, Fifth Street and Gonzales Road, all of which connect the coastal route, Harbor Boulevard with U.S. Highway 1 and then to U.S. 101. Where it parallels the Harbor perimeter, Victoria Avenue provides direct access to the swimming beach at the jetty, the Coast Guard and Harbor Master's operations, commercial sport fishing docks, wet and dry boat storage facilities and a boat launching ramp.

### Parking Resources

Within and adjacent to Channel Island Harbor there are 22 individual parking lots containing approximately 2,845 parking spaces. These lots are located in an almost continuous linear progression around the Inner Harbor ([Figure III](#) ~~Figure IV~~). Three of these lots, B-1, B-2 and W-1, are outside the Harbor proper. Lots B-1 and B-2 serve the Silver Strand Beach, which is south of the Harbor entrance channel; the County provides all public services to these two lots. Lot W-1 is adjacent to the northern entrance mouth rock revetment and is provided all services by the City of Oxnard. The responsibility for various public services to the remaining Harbor parking lots are listed on page 16 of the Plan.

Of the 2,845 parking spaces, 290 are double length to accommodate vehicles with boat trailers attached. These spaces are provided for boaters who trailer their vessels to the Harbor, launch them at one of the nine launching ramps on the east side of the Harbor channel and then park their vehicle with trailer while they are boating. These spaces are in lots E-2, E-4 and E-5.

A parking survey conducted on Labor Day weekend 1985 indicates that, with the exception of the lots serving non-boating uses (beach lots B-1, B-2, B-3 and W-1), the parking resources within the Harbor are appropriately located and of more than sufficient number to meet peak demands (see Parking Policy discussion, Section 4.1 for survey results).

Beach lots B-1, B-2 and B-3 are located at the southern end of the Harbor in the community of Silver Strand. Lot W-1 is located on the southwest side of the Harbor in the community of Hollywood by the Sea. It serves a variety of passive recreational activities which generally occur along a narrow strip of earth atop the Harbor's northern jetty and revetment lining the entrance channel. Fishing, picnicking, boat watching are popular activities here. Some of the spaces serve individuals using the adjacent beach to the west.

With the exceptions of the beach lots, the Harbor's parking resources appear adequate to meet the demands of average summer weekends. Lots serving non-boating activities may require capacity increases or parking management programs on peak use days such as Labor Day, the Fourth of July or during major local events.

### Visitor Serving Uses

There are numerous visitor service uses within the Harbor. In general, all are ancillary to the Harbor's primary function of serving the needs of small craft recreation, though some of the uses, such as boat rental and chandlery item sales, are more directly related to boating activities than such enterprises as lodging, restaurants and gift shops. Even these latter uses, however, are patronized by transient recreational boaters. [Appendix A](#) ~~Table I above~~ identifies the restaurants, motels and retail uses within the Harbor which serves visitors.

### Recreational Uses

With the exception of the existing residential uses and the industrial, commercial fishing facilities, the Inner Harbor is fully committed to recreational uses. The primary recreational use is boating which occupies the majority of the waterside space; this space is utilized for boat storage (slips) and navigation (open channels for boat traffic). A recreational swimming and wind-surfing area is located in a buoyed-off area of water adjacent to the surge beach just inside the southern jetty. The line of buoys demarking the limits of this area prevent swimmers and windsurfers from conflicting with boat traffic in the Harbor.

The landside recreational uses include: the swimming beach just inside the south jetty; linear bike and walkways adjacent to the boat basins and channels; public parks and overlooks on the peninsula, the east and west channels and the fishing, the picnic area atop the entrance mouth revetment (i.e., near Parking Lot W-1) and the Boating Instruction and Safety Center (near parking lot W-4, and on [Figure III, Figure IV, and Appendix B](#) ~~Figures III, IV, V and VII~~). In addition, visitor serving commercial and retail uses<sup>2</sup> also provide recreation for those who come to the Harbor to eat or shop in conjunction with boating or non-boating recreational activities. These uses compliment rather than conflict with the Harbor's primary function as a small craft Harbor for recreational boating.

---

<sup>2</sup> Visitor serving commercial such as lodging, the Theme Village on the west channel and the small retail area with its gift shops and fast food on the east channel at the intersection of Victoria Ave. and Channel Islands Boulevard.

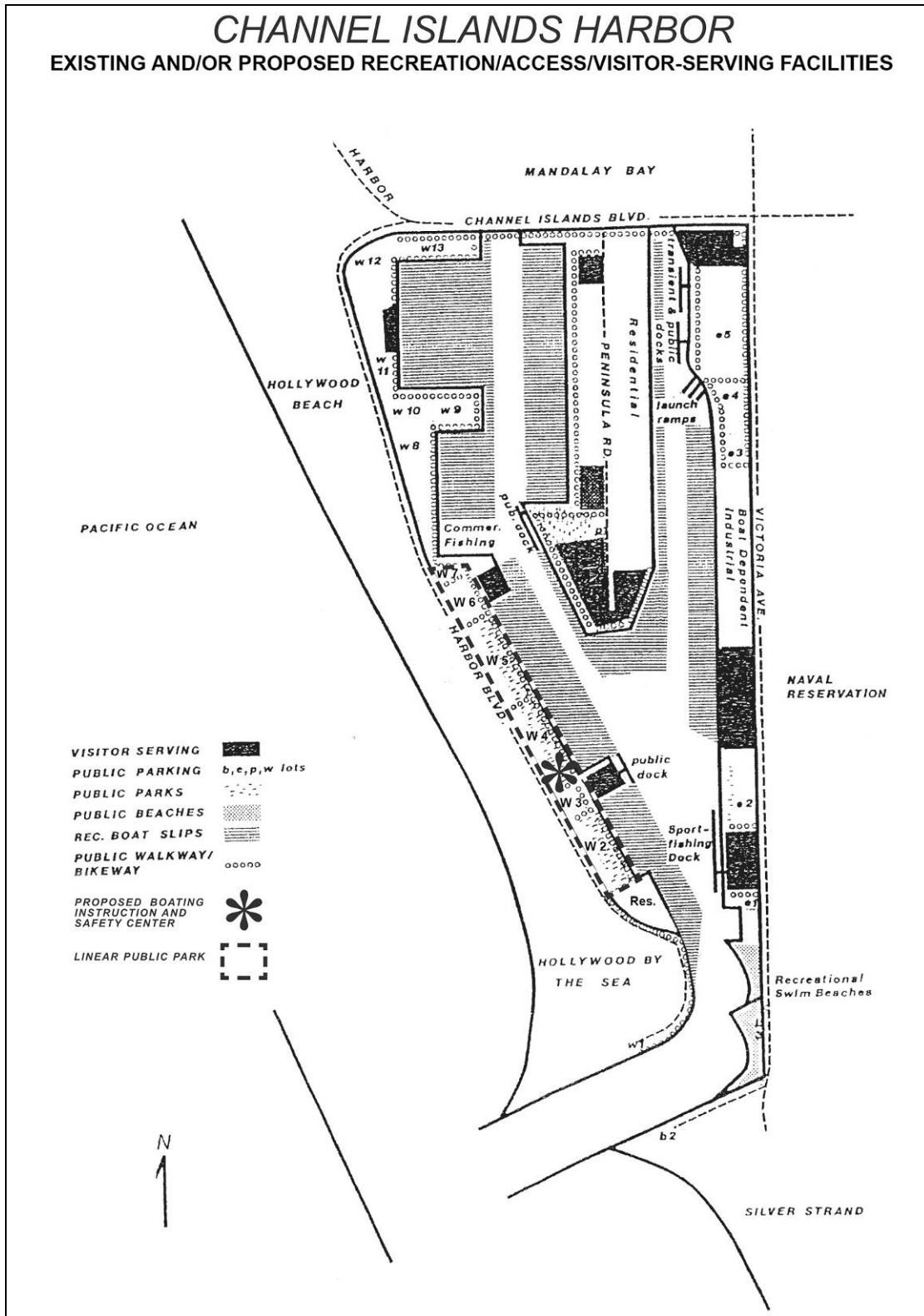
[Figure III](#) ~~Figure IV~~ indicates the locations of the landside recreational and visitor-serving areas and uses within the Inner Harbor.

## Boating Dependent Industrial

Within the Harbor the repair and building of boats occurs on two large leases which are adjacent to the east channel (~~PCL N and N-1—see Figure III, Master Plan Map~~). Operations on these leases include the construction, repair, sales and storage of boats. The location is appropriate to these activities because the uses on adjacent leases and properties is such (open dry boat storage and military area) that no land use conflicts occur. [Figure III](#) ~~Figure IV~~ indicates the location of the Boating Dependent Industrial Uses.

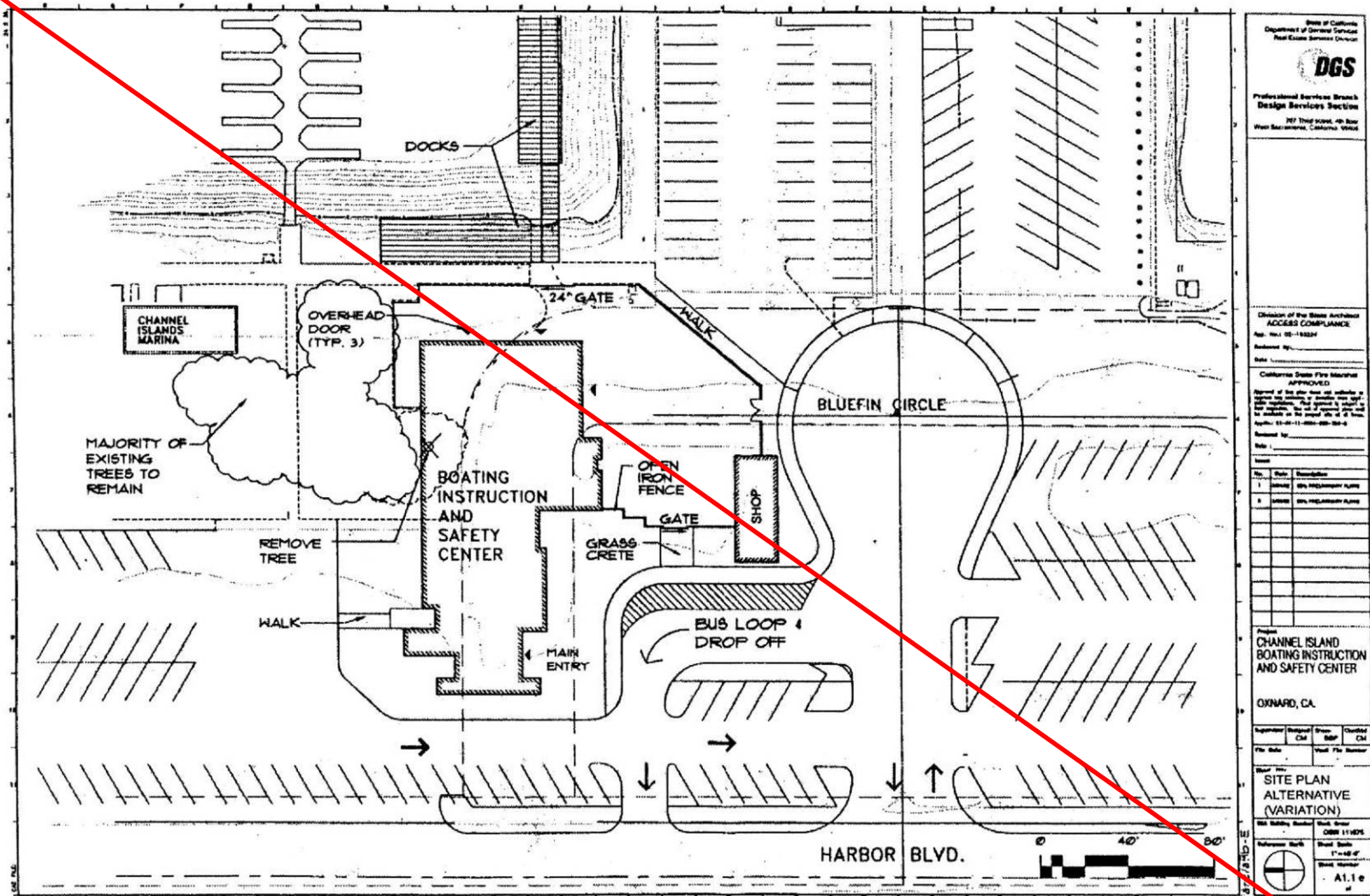
## Residential Use

There are a total of 727 residential apartments located in two separate areas within the Inner Harbor. The larger area, with 637 units, is located along the water on the west side of the peninsular. The other, with 90 units, is on the west side of the main channel just inside the base of the jetty. There are boat slips along the water areas immediately adjacent to the apartments. The slips are available to the public on a first come, first serve basis, with no special consideration given to the residents of the apartments.



**Figure III-~~Figure IV~~ – Existing Recreation/Access/Visitor Serving Facilities**





State of California  
Department of General Services  
Real Estate Services Division

**DGS**

Professional Services Branch  
Design Services Section  
207 Third Street, 4th Floor  
Sacramento, California 95833

Division of Fire State Architect  
**ACCESS COMPLIANCE**  
Act: No. 05-19324

Reviewed By: \_\_\_\_\_  
Date: \_\_\_\_\_

California State Fire Marshal  
APPROVED

Notarize if the plan has not been notarized or if the plan is a copy of a plan that has been notarized. Notarize if the plan is a copy of a plan that has been notarized. Notarize if the plan is a copy of a plan that has been notarized.

Reviewed By: \_\_\_\_\_  
Date: \_\_\_\_\_

No.	Date	Description
1		Site Plan
2		Site Plan

Project: CHANNEL ISLAND BOATING INSTRUCTION AND SAFETY CENTER  
ORLAND, CA

Supervisor	Designer	Checker	Quantity

File No: \_\_\_\_\_  
Sheet No: \_\_\_\_\_

Scale: 1"=40'

North Arrow

Sheet No: A11e

**Figure V**  
**Boating Instruction and Safety Center Site Plan**

## 1.6 ~~2.3~~ Waterside Facilities and Uses for Boating

### General Description

Within the Inner Harbor the water area is approximately 200 acres in size. It is primarily dedicated to uses and facilities which support recreational boating. ~~small-craft-activities.~~ Secondary uses are commercial fishing support and non-boating dependent recreation.

The configuration of the water area within the Inner Harbor is shown in Figure II. The Harbor is in the shape of a “Y”. There are east and west channels separated by a peninsula; south of the peninsula the two channels merge into a main channel which exits to the sea behind an outer breakwater. As the main channel exits to the sea, it is confined by rock jetties on each side. Approximately 250 meters beyond the final rock outcropping or jetty spur before entering the Harbor proper, just before Kiddie Hobie Beach, there is a planned “shelf” on the Harbor floor. At the point of this shelf the overall Harbor depth changes from approximately 20 feet to the standard in-Harbor depth of 10 feet at mean lower low water. The shelf stretches from a point approximately 250 meters before the terminus of Harbor Boulevard into Ocean Drive.

The channel entrance at the Coast Guard facility averages approximately 450 feet. The eastern channel width ranges from an average of 165 feet at the opening and narrows to 100 feet where it dead ends near the Channel Islands Blvd. bridge. The western channel averages 225 feet in width.

The waterside facilities and uses within the Inner Harbor are described by category below. Unless a permit has been granted by the County for a special event on the water within the Harbor, the open channels within the Inner Harbor are utilized strictly for the navigation of boat traffic into and out of the Harbor. Therefore, all water areas not occupied by floating support facilities are for navigation only.

### Boating Support Facilities

Waterside boating support facilities within the Harbor serve both private recreational and commercial boating activity. Appendix A - Table II lists the existing support facilities within the Inner Harbor.

A Boating Instruction and Safety Center is to be located in the public area to the immediate south of the existing Channel Islands Harbor Marina office as shown on Figure III, Figure IV, and Appendix B-Figures III, IV, V, and VI. This area consists of turf and trees, with a concrete path to pass boaters through this area to and from the parking lot. Approximately 1500 to 1700 square feet of turf is to be removed to establish the BISC building, as well as one tree. The turf is restored on the opposite side of Bluefin Way Loop with the addition of .25 acres to the turf area adjacent to parking lot W-2 (Appendix B-Figure IV).

The County accommodates a "dry stack" recreational boat storage facility on Parcel Q. Details of this facility will be coordinated through the landside amendment. Appendix A reflects this opportunity on Parcel Q.



**Table II  
Existing Waterside Boating Support Facilities a**

<b>USE / FACILITY</b>	<b>NUMBER OF SLIPS</b>	<b>LOCATION</b>
<b>TOTAL SLIPS</b>	2504g	
Recreational (Public)	2323 b	All Channels
Commercial Fishing	150	West Channel boat basin c
Commercial Sport Fishing	31	East Channel
<b>TOTAL DOCKS</b>	8	
Commercial Sport Fishing	1 (31 slips) d	East side of Main Channel
Transient Vessels	2 (67 slips) d	East Channel (at Fisherman's Wharf/Launch Ramp) & West Basin (at Peninsula Park)
Fuel Docks	1	East Side of Channel
U.S. Coast Guard Dock	1	East Side of Main Channel
Public Docks e	3	One on West side at Bluefin Circle (near parking lot W-4). One on West side at Harbor Landing (never publicly owned). One in East Channel connecting to Fisherman's Wharf dock.

**FUTURE WATERSIDE BOATING SUPPORT FACILITIES**

<del>Boating Instruction and Safety Center f</del>	<del>278 ft. h</del>	<del>West side at Bluefin Circle near parking lot W-4</del>
--	----------------------	---

- a.—Includes facilities approved for construction (but not yet fully constructed) on X and Y parcels per Coastal Permit 178-15. Includes 150 finger ties (mooring of boats outside of designated slips, but using the dock or slip structure to tie onto.)
- b.—Permit 17-15 locates commercial fishing slip opportunities within this basin but recognizes that fishermen may choose to berth elsewhere in the Harbor.
- c.—The number of berths available at any given time varies with the size of vessels tied up. The maximum number of slips for these docks was included in the "total slips" figure of the table.
- d.—Public docks are those which are available for short-term berthing at points of interest within the Harbor.
- e.—The Boating Instruction and Safety Center is situated partly on the current alignment of the Bluefin Way Loop, and partly on a turf and trees area. The BISC location is shown on Figures III, IV, V and VII.
- f.—The Boating Instruction and Safety Center eliminates 22 recreational boating slips, of which 3 are live-aboard. These slips are to be re-created elsewhere in the harbor in connection with Condition 2 of Notice of Impending Development 1-05.
- g.—This figure expresses the approximate lineal footage of side-tie dock to be established with the BISC.

## Commercial Fishing

~~There are approximately 25 e~~Commercial fishing vessels are accommodated on Parcel X-1-A moored within the Harbor, based on standards developed by the California Coastal Commission (i.e. must fish 100 days per year and derive 50 percent of income from commercial fishing). Commercial fishing has become heavily regulated through the California Department of Fish and Game and National Marine Fisheries Services. On this parcel, commercial fishermen have first right of refusal for slip use. ~~The operators of these vessels fish or dive for a variety of marine food resources along the coast and in the outer channel and island waters. Fishing activity based within the Harbor includes gill netters and set line. Species fished out of the Harbor according to season are rock fish of all kinds, halibut, shark, sword, salmon, bonito, yellowtail and tuna. Commercial diving activity out of the Harbor is primarily for urchin and abalone.~~

~~In 1979 the County of Ventura obtained a Coastal Permit (178-15) for a project to construct two large boat basins in the West Channel. This permit provides for commercial fishing support facilities on parcels X-1 A, B and X 2. The facilities include 150 commercial fishing slips, 60 permanent, 90 of which would be offered to the industry on a “first right of refusal” basis, an 80,000 sq. ft. net drying area, a vehicle loading and unloading area, a transient commercial dock available to fishing boats, and a fuel dock available to commercial fisherman on a 24-hour basis (located anywhere in the Harbor). Appendix B contains the full text of Permit 178-15.~~

~~As of September 1985, the full range of facilities provided by Permit 178-15 had not yet been fully constructed. Of the 67 slips constructed, approximately 12 are occupied by commercial fishing vessels (i.e., Coastal Commission definition). The net drying area is available. The remaining dockside facilities will be constructed in the fall of 1987.~~

## Commercial Sport Fishing

The commercial sport enterprises within the Harbor operate from approximately 600 ~~300~~-feet of floating dock at Murre Way on the eastern side of the main channel. A variety of boating enterprises operate from the dock. ~~It is the Harbor Administrators’ policy that all commercial boating enterprises within the Harbor, except commercial fishing, operate from these docks.~~ Harbor tours and commercial sport fishing boats are examples of the ~~usual~~ operators from these docks. Half, three-quarter and full-day sport fishing excursions are offered. ~~The species taken by these boats include rock fish, calico bass, halibut, mackerel, bonito, yellowtail and sea bass.~~

Commercial sport dive boats also operate from the commercial sport docks. These enterprises provide diving excursions to the Channel Islands for spear fishing, lobster and abalone.

During the migration season for the Grey Whale, whale watching excursions are also operated from this dock.

On this parcel, commercial fishermen have first right of refusal for slip use.

## 1.7 ~~2.4~~ Waterside Facilities and Uses for Non-Boating

### Recreational Beach Use and Swimming

Non-boating recreation on the waters of the Inner Harbor is limited to recreational swimming and wind surfing in a buoyed-off water area adjacent to the small sand beach on the east side of the main channel near the entrance. This sandy area is a surge beach designed into the Harbor entry by the Corps of Engineers. The beach is heavily used by local families as a swim and play beach; it is a safe surfless beach for children due to its location within the harbor, but out of the way of the main boat channels, its shallow gradient and its demarcation by the buoy-line. Its location at a narrow portion of the Harbor entrance provides its users with an excellent view of Harbor boat traffic.

Under a joint agreement with the City of Oxnard, the day-to-day enforcement and patrolling of the beach is the responsibility of the County which the maintenance is the responsibility of the City.

The northern portion of this beach is often completely occupied by the trucks and boat trailers; this beach area is used as a loading ramp for Hobie Cats and other smaller sailing vessels. Once the boats are launched, the vehicles are left on the beach, thereby preventing the use of the sand area for swimming and sunbathing. This is an inappropriate use of the sand beach area during the summer season when the demands of swimmers and sunbathers require the maximum beach area. It is the policy of the County that the priority use for this beach area is swimming/sunbathing and not parking for vehicles and boat trailers.

### Recreational Fishing

Fishing is allowed in the Inner Harbor south of the tip of the peninsula. Most of the fishing activity occurs along the jetties at the entrance to the main channel since lower dissolved oxygen levels further into the channel limit the number of fish present.

### Open Water Recreation: Use of the Outer Harbor Waters

The Outer Harbor area inside the breakwater is used for open water recreation. Restrictions on its use are listed in County Ordinance 2829. ~~(see Appendix A)~~ Swimming, wind surfing, sailing and fishing are discouraged due to the high probability of collisions with boats navigating in and out of the Harbor.

### ~~Waterways Circulation~~

~~The main channel within the Harbor provides for boat circulation within the Harbor through the entrance channel between the two jetties which leads to the Outer Harbor waters. Access to the waters of the Mandalay residential community northwest of the Harbor is provided by the Harbor's westerly channel as it goes under the Channel Islands Boulevard bridge.~~

~~Generally, the Harbor Channel is of adequate capacity for the existing level of boat traffic which occurs within it. According to the Harbor Master's office, which patrols traffic within the channel, flow capacity problems do occur on weekends and holidays. To alleviate this congestion problem, the Harbor District and the U.S. Army Corps of Engineers have discussed widening the entrance channel between the jetties. These discussions, however, have recognized the high costs of such a project and the fact that the existing design/configuration of the Harbor jetties and outer breakwater have proven extremely effective, unlike other Southern California harbor entrances, in preventing shoaling and providing a safe entrance.~~

~~Since marina development in Mandalay Bay will increase the Harbor mouth congestion, the City and County have agreed to work on this congestion problem jointly in order to minimize the congestion impacts.~~

## ~~1.9 Utilities Systems~~

### ~~Water and Sewer Service~~

~~Channel Islands Harbor is provided water and sewer services by the Channel Islands Beach Community Services District (CIBCS). The District serves the adjacent communities of Hollywood Beach and Silver Strand (Figure VI).~~

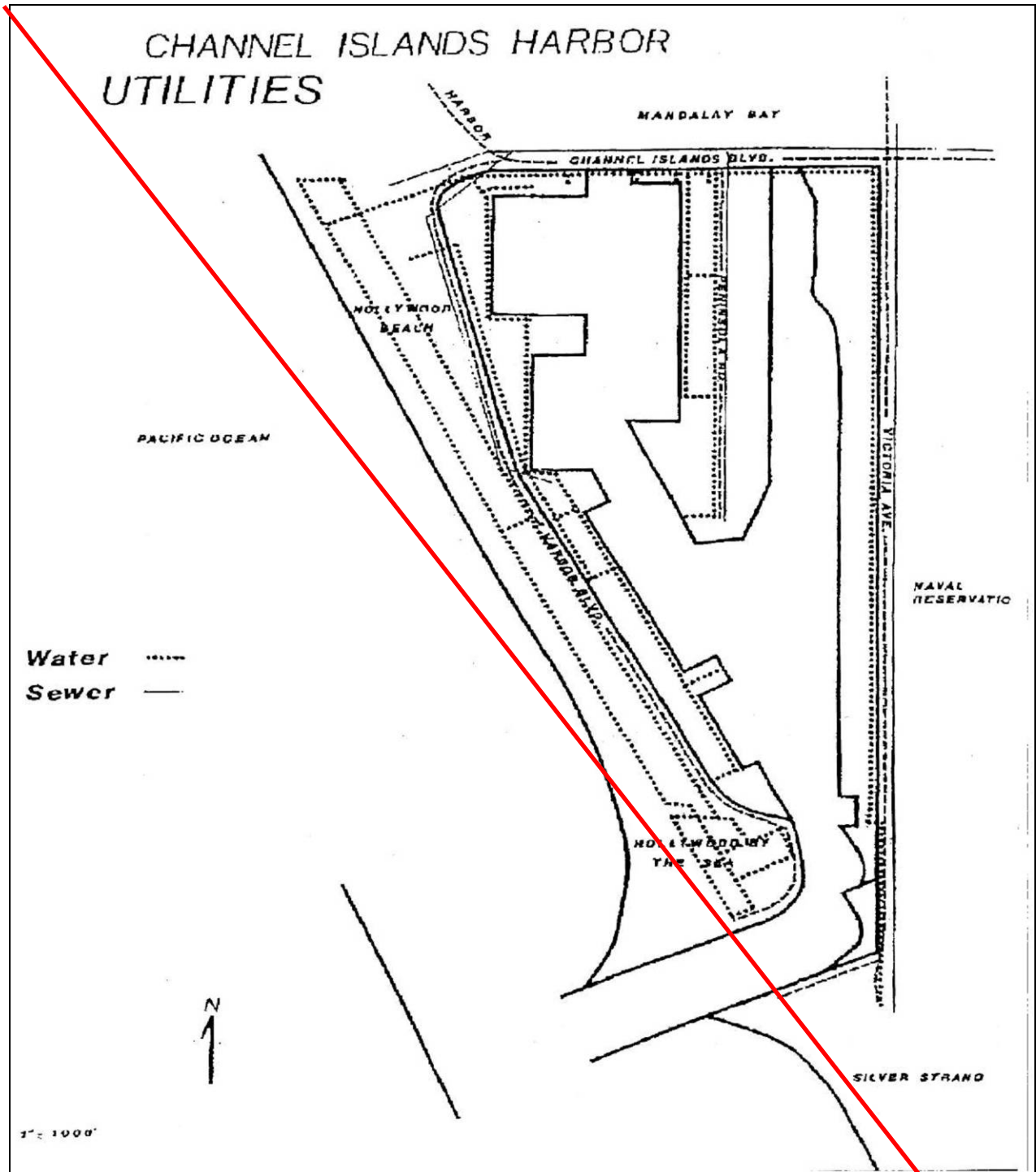
~~The CIBCS District draws its water from the Fox Canyon and Hueneme aquifers through three wells: the wells range in depth from 600 to 1,000 feet. These aquifers are not affected by salt water intrusion like the upper aquifers; however, the County of Ventura is in the process of implementing a groundwater management program for the deeper aquifers which will be implemented sometime next year. The management program will probably restrict new drilling in the lower aquifer, but will not restrict existing well pumpage.~~

~~The Harbor uses approximately 121.6 million gallons per year of water (1984 water year) or 371 acre-feet. Because of rapid growth in the Harbor over the last five years, the District has adequate water supplies to meet this demand. Existing storage and pumping equipment, however, is almost at capacity in serving the Harbor and surrounding neighborhood uses. The present peak pumping and storage capacity of the District is 66 million gallons per day; only half or 33 million gallons is available for actual water since the remaining pumping capacity and storage is used at night (lowest demand period) to backflush lines to prevent contamination and siltation. At peak demand during the summer, the water demand from users is slightly less than 33 million gallons.~~

~~During the next five years, the District plans to install additional storage tanks and a pump in Hollywood Beach to meet the summer peak demand. Until this equipment is installed, water conservation measures implemented at the Harbor will be necessary to prevent water shortages in the District during the summer. Certain uses at the Harbor use considerable quantities of water. For example, the washing of boats at the public boat ramps accounts for approximately 4.8 acre-feet per month (peak use); restaurants are also one of the highest water users in the Harbor.~~

~~The delivery system for water to the Harbor consists of a network of 10-, 8-, 6- and 4-inch lines extending into the Harbor from 12-inch mains under Harbor Boulevard, Channel Islands Boulevard and Victoria Avenue. Generally, each of the major lease parcels within the Harbor is traversed by an 8- or 10-inch main. Figure VI indicates the water and sewer line infrastructure to and within the Harbor.~~

~~Effluent produced in the District is processed at the Oxnard Sewer Plant on Perkins Road in Oxnard. There is adequate line and plant capacity to meet all existing and permitted uses within the District. The sewer collection system within the Harbor consists of 8-inch mains on both sides of the Harbor Channel with smaller collectors to each use. See Figure VI for location of the sewer collection system.~~



~~Figure VI  
Utilities~~

## 1.8 ~~2.6~~ Maintenance Dredging

Channel Islands Harbor entrance is protected on the north and south by two rock rubble mound revetment walls and a third rock revetment approximately 1,600 feet offshore (see Figure II).

The offshore detached breakwater parallels the shoreline and Harbor mouth and prevents potentially damaging sea waves from entering the Harbor mouth. The southward flowing coastal sand supply is interrupted by the Harbor revetment complex. The result is that the Harbor ~~mouth~~ sand trap to the west of the entrance slowly fills in with sand and the downcoast areas begin to erode due to the lack of a sand supply. This sand trap was the original genesis of the development of Channel Islands Harbor, since the downcoast Port of Hueneme contributed to the erosion of the coast in the City of Port Hueneme, Ormond Beach and Pt. Mugu. Sand on this section of the coast flows from north to south or, in certain instances, from east to west. The construction of the Port of Hueneme in 1939 disrupted the flow of sand southward, causing erosion of the beaches in the City of Port Hueneme, at Ormond Beach, and at Point Mugu, an important Naval Air facility. In order to remedy this erosion, the U.S. Army Corps of Engineers was instructed by the U.S. Congress to determine a location where a sand trap could be constructed, and sand could then be transported periodically from the trap to areas south of the Port of Hueneme. The location identified was the area just northwest of what is now the entrance to Channel Islands Harbor. The area adjacent to the entrance structure was designed to slowly fill with sand, without causing closure of the Channel Islands Harbor entrance, and store that sand for periodic use to replenish the beaches to the south.

To correct this situation, the Army Corps of Engineers dredges the Harbor mouth approximately every two years and deposits the accumulated material on the City of Port Hueneme's beaches.<sup>3</sup> Because the Harbor entrance is an existing navigation channel, a permit from the Coastal Commission is not required per Section 30610 (c) of the Coastal Act. If the dredged sand is deposited in the coastal zone, however, a Coastal Development permit is required.

Maintenance dredging within the Harbor's channels is very infrequent due to the relatively low input of sediment into the Harbor. ~~Only one minor maintenance dredging (i.e., 1973) has been required since the Harbor has been in operation.~~ When dredging is necessary, the County contracts with an independent firm and trucks the material to appropriate disposal sites (Coastal Commission and U.S Army Corps of Engineers permits are applied for sites with the Coastal Zone) or barges the material to an approved disposal area at sea.

---

~~3 Visitor serving commercial such as lodging, the Theme Village on the West Channel and the small retail area with its gift shops and fast food on the East Channel at the intersection of Victoria Ave. with Channel Islands Boulevard.~~

## 2.0 ~~3.0~~—PUBLIC WORKS PLAN MAP: LAND USE AND ACCESS DESIGNATIONS

### 2.1 ~~3.1~~—General Description of Land Use Plan Map

The Land Use/Access Map of the Public Works Plan is presented as [Figure IV](#) ~~Figure VII~~ and uses two distinct types of designations. These are:

- Land Use Designations which describe the uses permitted in specific areas of the Harbor; and
- Designation and symbols which show the various location and kinds of public access (visual, water, vehicle or pedestrian) which exist, or are planned within the Harbor.

The text below describes each of these separately; the Land Use Designations are described first.

### 2.2 ~~3.2~~—Land Use Designations and Permitted Uses

The Land Use Map is [included as Figure IV](#) ~~attached to the back of this document~~. The Map displays the Land Use Designations for the water and landside areas of the Harbor.

Most of the Designations overlay numerous individual County Lease Parcels. Not all of the uses listed as permitted under each of the Land Use Designations are allowed under the existing lease document on each Lease Parcel.<sup>4</sup>

Lease [documents](#) ~~document~~ are subject to modification through negotiations between the County and leaseholder. Accordingly, any leaseholder whose lease does not entitle him/her to a use permitted under the Land Use Designation covering the Lease Parcel, may request an amendment to the lease to allow the use. At its discretion, and subject to terms and conditions, the County may modify any lease document to add a use requested by the leaseholder and permitted under the Land Use Designation covering the Lease Parcel.

The Land Use Map displays seven primary land use designations; their specific locations, names, and the uses permitted within them are described below.

WATERWAYS (W), for main basin and channel navigation areas in the Inner Harbor. This designation extends from the outer jetties to Channel Islands Boulevard.

**Purpose:** The purpose of the designation is to protect and preserve the open water area within the Inner Harbor for the safe navigation and recreational use by vessels.

**Permitted Uses** are: navigation for recreational or commercial boating purposes and, under the terms and conditions of permits issued by the County, some special boating events.

---

<sup>4</sup> For example, Charter Boat operations are listed as a permitted use under the V.S. H.O. and V.S.B. designations but, at present, PCL-RS is the only Parcel where the lease signed by the County and the leaseholder allows such a use. Similarly, boat sales and rentals are a permitted use under the VV.S.B. designation, but sales and rentals are not a use permitted by lease on all the lease Parcels under the Designation.



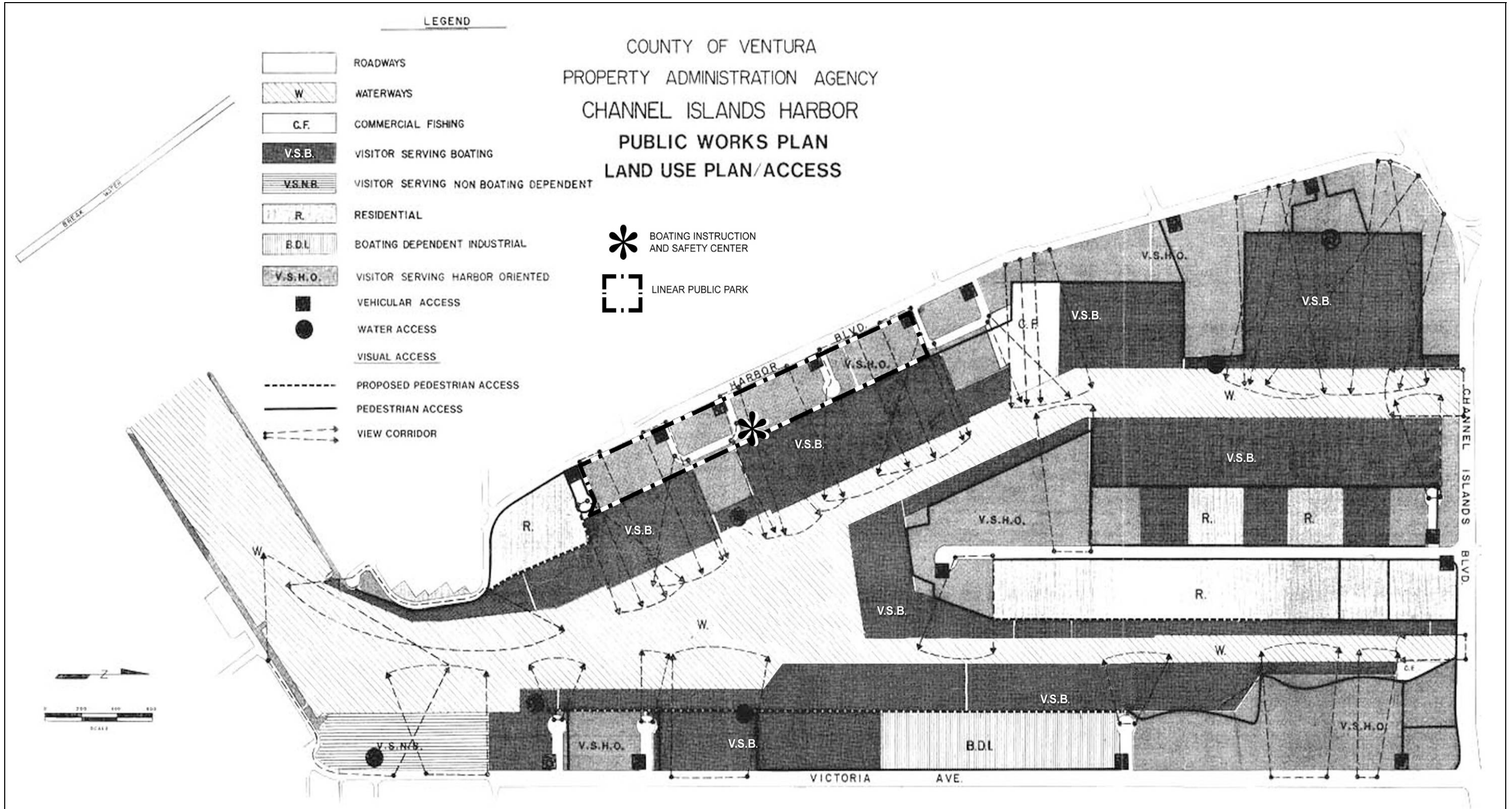


Figure IV-~~Figure VIII~~  
PWP – Land Use Plan

COMMERCIAL FISHING (C.F.), for the water and landside support areas which serve the commercial fishing fleet along the West Channel and in a small area of the East Channel.

Purpose: The purpose of the designation is to provide for the operation of commercial fishing support operations and facilities (except seafood processing) necessary to serve the needs of the offshore commercial fishing and diving industry for landside loading/unloading and berthing facilities.

Permitted Uses are: Fish receiving and transferring facilities including storage, packaging, wholesale and retail fish sales and related offices, hoist facilities, net drying and repair areas, commercial fishing boat slips, icing facilities and other support facilities such as restrooms, showers and meeting rooms which are subordinate to, but necessary or helpful to the maintenance of the commercial fishing industry.

VISITOR SERVING BOATING (V.S.B.), for the water and landside areas of the Inner Harbor.

Purpose: On water, the purpose of the designation is to provide access to and the storage of boats, and where launching facilities exist, to provide for the entry or removal of boats from (or to) the waters of the Inner Harbor.

Permitted Uses on water are: boat storage, boat and boating equipment rental, sales, display, brokerage and minor repair services.

Permitted Uses on land are: dry storage of boats, the parking of vehicles and boat trailers and, where launching facilities exist, the washing of boats and flushing of saltwater engine cooling systems, boat and boat equipment sales, rentals, display, brokerage, storage and minor repair and packaged (carry-out) food or beverage sales.

VISITOR SERVING HARBOR ORIENTED (V.S.H.O.), for the landside areas which abut and provide physical or visual access to the water areas.

Purpose: The purpose of this designation is to provide for visitor serving uses and amenities which are either directly related to the boating activity within the Harbor, or ancillary to it. On a daily basis many visitors to the Harbor may, or may not, engage directly in boating activity, but do not come to recreate in the Harbor's marine environment with its developed landside facilities around open water and boating activity.

Permitted Uses are picnicking and other passive recreation, lodging, dining, fast food and shopping in chandleries, gift shops and boutiques, motels, restaurants, convenience stores, gas stations, fire stations, community centers/meeting places, yacht clubs, park areas, marine museums, marine oriented research facilities including a Boating Instruction and Safety Center as shown on [Figure III, Figure IV, and Appendix B-Figures III, IV, V, and VII](#). All uses shall have parking facilities adequate to meet average weekend peak demands.

BOATING DEPENDENT INDUSTRIAL (B.D.I.), for the land area beside the East Channel where major boat repair and construction activity occurs.

Purpose: The purpose of this designation is to provide for uses which are necessary for the repair and construction of vessels and the movement of vessels and Harbor maintenance operational equipment to and from the water.

Permitted Uses are boat haul-out, building, maintenance, repair, inspection, and storage and Harbor maintenance operations.

VISITOR SERVING NON BOATING (V.S.N.B.), for the swimming beach located in the southwestern corner of the Harbor with the water area marked by a floating buoy line or device.

Purpose: The purpose of this designation is to provide for non-boating, beach related recreational activities.

Permitted Uses are swimming, sunbathing, beach play, picnicking, windsurfing and floating of non-motorized vessels within the swimming area marked by the floating buoy line or device.

RESIDENTIAL (R.), for the land areas on the peninsula and adjacent to the West Channel near the jetty which are developed with residential apartment complexes.

Purpose: The purpose of this designation is to provide for residential uses within the scenic Harbor environment.

Permitted Uses are multiple apartment or condominium dwellings consistent with the provision and protection of public access and recreational use of the Harbor by boaters and other visitors.

The individual parcels within the Land Use Designations have been developed and are presently operated by private enterprise, subject to the terms of County leases. [Appendix A Table I](#) lists the uses permitted on each parcel per the relevant lease agreement. The uses permitted under the terms of the individual leases are consistent with those permitted under the Land Use Designations described above.

## Access Designations and Symbols

**VEHICULAR ACCESS:** A square symbol is placed on the [Land Use Plan \(Figure IV\)](#) ~~[Land Use/Access Map \(Figure VII\)](#)~~ at every point along the Harbor perimeter where vehicle access into the Harbor is available. The [Land Use Plan Access Map](#) shows the entirety of the existing and proposed vehicle circulation system within the Harbor. Some major points of public access are also coincident with the vehicular access points.

**PEDESTRIAN/BICYCLE ACCESSWAYS:** An unbroken line on the [Land Use Plan \(Figure IV\)](#) ~~[Land Use/Access Map \(Figure VII\)](#)~~ indicates existing pedestrian/bicycle routes. Generally these



are located laterally along the waterfront with points of access at streets or parking lots. These walkways are protected under the Plan to provide maximum public access within the Harbor.

**PROPOSED PEDESTRIAN ACCESSWAYS:** A broken line on the [Land Use Plan \(Figure IV\)](#) ~~Land Use/Access Map (Figure VII)~~ indicates the locations of planned accessways along the Harbor waterfront. These accesses will be provided over time in conjunction with new development projects or public funding programs for coastal access.

**WATER ACCESS:** A circle on the [Land Use Plan \(Figure IV\)](#) ~~Land Use/Access Map (Figure VII)~~ indicates points along the waterfront which provide the public with the opportunity to physically enter the water or launch or hoist a vessel (i.e., this should not be confused with simple pedestrian accessways adjacent to the water, though most entry points are served by pedestrian accessways).

**VIEW CORRIDORS:** Broken lines with arrows on the [Land Use Plan \(Figure IV\)](#) ~~Land Use/Access Map (Figure VII)~~ indicate areas where visual access to the water areas of the Harbor will receive special protection. These are primary points along public roadways which afford the opportunity to watch the activities occurring on the waters within the Harbor.

### 2.3 ~~3.3~~ Consistency of Lease with Listed Uses

The following policy shall apply to all leases within Channel Islands Harbor:

1. All amendments to existing leases or new lease documents created for leases within the Harbor shall be consistent with all development policies of the Channel Islands Public Works Plan.

### 3.0 ~~4.0~~ COASTAL ISSUES AND DEVELOPMENT POLICIES

All development in the Harbor shall be subject to the following policy:

1. Any expansion of the existing and permitted structures described in [Appendix A Table I](#) shall be prohibited except for minor alterations which result in an increase of less than 10 percent of the internal floor area or an increase of 10% in height of the structure.
2. [Special policies apply to the performance of improvements to buildings, as enunciated in Appendix K. It is the intention of Appendix K to allow modifications and repairs of a minor nature without a NOID or PWP amendment in order to fulfill the continuing recreational boating and visitor serving needs of the harbor.](#)

#### 3.1 ~~4.1~~ Public Access and Recreation

Section 30211 of the Coastal Act requires that new development not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation. Section 30252(4) of the Coastal Act states that new development provide adequate parking facilities. To prevent overcrowding of public recreational facilities Section 30212.5 states that these public facilities be distributed equally throughout an area.

Section 30251 identifies the visual and scenic qualities of coastal areas to be a resource importance that must be protected.

The protection of these ocean oriented recreational lands and lower cost visitor and recreation facilities is stipulated by Sections 30220, 30221 and 30213 of the Coastal Act.

The Channel Islands Public Works Plan provides for full and adequate public access to all areas of the Harbor, its waterways and the adjacent shoreline area. Additionally, the Harbor provides for numerous public beach and water-oriented park areas and lower cost visitor serving facilities. These facilities provide for public enjoyment of scenic and visual qualities of the Harbor; development policies in the Plan provide for the protection of these scenic and visual qualities. The Harbor's Public Works Plan will continue to protect and maintain these areas consistent with all of the above Coastal Act policies.

#### Public Recreation

Channel Islands Harbor offers a variety of public opportunities to and use of its water areas (see [Figure III-Figure IV](#)). At the southern end of the Harbor an attractive recreational swimming beach is open to the public. This beach was constructed to absorb energy from incoming waves from entering the Harbor mouth. Free public parking for approximately 92 paved spaces and 28 spaces in an adjacent dirt lot are available. A public restroom is located next to the northern end of Lot B-3. The recreational beach is made up of two beaches which are separated by a concrete groin: the southern most beach is primarily for swimming, sunbathing, picnicking, with the northern beach used for the launching of Hobie Cats, sunbathing and picnicking. Windsurfers

and small inflatable boats also use this water area. These beaches are easily reached by the major access road of Victoria Avenue which links communities both north and south of this recreational area.

The southern sandy beach varies from 75 to 150 feet wide and is easily accessible from the B-3 parking lot; its water area ranges from 50 to 150 feet in width and is separated from the rest of the Harbor by a floating line of buoys. This swim area is very popular with families ~~since its waters are clean, clear and normally without any noticeable wave surge~~. These conditions allow children of all ages to swim safely. Further, this beach is conveniently located next to the residential area of Silver Strand.

The adjacent northern beach during summer holiday weekends is monopolized by Hobie Cat owners who park their boats on the beach for most of the day, thereby preventing beach activities which benefit a greater number of people. As a result, swimming at this beach is not as heavy as at the southern beach.

~~The major beaches of Silver Strand and Hollywood Beach immediately south and north respectively of the Channel Islands Harbor mouth entrance are both valuable public coastal recreation resources. Two parking lots (B-1 and B-2) provide beach access to the Silver Strand Beach. The southerly 32-space Lot B-1 is outside the jurisdiction of the Harbor and is maintained by the City of Oxnard. The 100-space B-2 lot is immediately adjacent to the Harbor mouth; the lot charges a 75-cent fee for all day parking. Though the 100-yard wide Silver Strand beach is substantially greater in size than the nearby Inner Harbor recreational swim beach, public demand does not appear as great. The number of vacant spaces in Lot A-2 was approximately the same as Lot B-3 on the Labor Day weekend.~~

~~Hollywood Beach is served by Lot W-1 (within the jurisdiction of the City of Oxnard) and adjoining on-street parking. Public demand exceeds the capacity of these existing parking facilities (i.e., onstreet—40 spaces, Lot—34 spaces). Public recreational activities adjacent to Lot W-1 include picnicking, fishing from the rock rip rap wall, boating from the breakwater (i.e., small rubber boats), walking along the breakwater and volleyball, sunbathing, picnicking on the adjacent Hollywood Beach.~~

The popularity of this area is due in part to the good fishing, and the open view of both the Harbor and its entrance and the passing boats. The area has a sense of motion and openness that other parks within the Harbor do not offer. The land areas used for recreation are very narrow and linear, approximately 6 to 8 feet wide and 500 feet long. A small portion of this area is in grass with the rest in dirt. Reconfiguration of the parking lot W-1 could add the presently unused central green area in this lot to the existing heavily used narrow beach area. Further, the park could be expanded either along the breakwater or the undeveloped County land (i.e. next to existing residences) west of Harbor Boulevard to accommodate either additional parking or recreational area.

A publicly owned and operated facility is also permitted, the Boating Instruction and Safety Center. This facility is located on public land and provides marine education including but not limited to sailing, rowing, swimming, beach activities, marine biology, and other water-oriented

activities and topics. The Boating Instruction and Safety Center also has a Gathering Facility, which is provided for community gatherings, classes, and fee-paying private events as approved by the Harbor Department.

## Public Parks

Four public parks exist within the Harbor itself. The linear Channel Islands Harbor Park is located on the western Harbor side, and consists of all open turf and landscaped area, trees, picnic tables, walkways and restroom facilities. The public walkway which encircles the Harbor is directly adjacent to this park. Two parking lots (W-4 and W-5) serve this park and adjacent boat slips with 352 spaces. The view from the park is primarily of a 300-foot wide boat slip complex. The sense of openness and motion fully apparent at the Harbor recreational area W-1 is not present at this park area. Further, there is the lack of direct water access for fishing. As a result this attractive park area is only lightly used.

The small .5-acre northern jetty park, adjacent to Parking Lot W-1 (City of Oxnard jurisdiction), consists of .2 acres of developed and .3 acres of undeveloped park land. As described in the parking section above, this park is very heavily used despite its limited land area.

Peninsula Park is located on the southwestern portion of Peninsula Road. This .9-acre park is serviced by a 31-space parking lot. The park consists of open turf areas, a children's play area with playground equipment, walkways and a public restroom. The public walkway encircling the Harbor is also accessible from this park. A 1,150-foot-long public dock is connected via park walkway system and a ramp. Views from Peninsula Park are considerably more open than that from the Channel Islands Harbor Park; the open water of the main channel, passing boats and adjacent marinas are fully visible from the park.

A fourth Inner Harbor park is located on the southeastern side of the Harbor off of Victoria Avenue and the side street of Murre Way. This .6-acre park is adjacent to ~~public launch ramps (two ramps) and the~~ commercial sport fishing docks [at Parcel RS](#). The park consists of open turf area with picnic table and a restroom. The park affords an unobstructed view of the wide open water area (i.e., 700 feet) and boat traffic. This park experiences moderate public use.

## Public Boating Access

The public can launch boats from trailers at the Channel Islands Harbor Launching Facility (Appendix I), which is located adjacent to Parking Lots E-4 and E-5 in the northeast corner of the Harbor. ~~two areas in the Harbor; both of these areas are along the eastern side of the Harbor off of Victoria Avenue.~~

~~The largest is known as the Channel Islands Harbor Launching Facility (7 lanes) and is located adjacent to Parking Lots E 4 and E 5 in the northeast corner of the Harbor. This facility will accommodate seven vehicles with boat trailers. The adjacent parking includes 169 oversized spaces for vehicles and trailers. Within this same complex is a public and transient docks (18 berths); these docks are served by a 39 space parking lot.~~

The second final boat launching area (undesignated) is located at the wave deflection beach immediately north of Lot B-3. This area is an informal launching area that is neither paved nor regulated. Hobie Cats and kayaks are typically launched from this area ~~by trucks with 4 wheel drive capabilities. Parking is limited in this area to approximately 15 cars. The trucks launching the Hobie Cats usually remain in place throughout the day at the water's edge blocking other vehicles from launching boats; this situation, however, occurs only on summer holiday weekends.~~

The Harbor also provides ~~approximately 925 linear feet of~~ public dock area: in the Western Harbor off the small peninsula by Bluefin Circle directly off Peninsula Park and in the Western Harbor. ~~is 280 linear feet of public dock; directly off of Peninsula Park is 380 linear feet of public dock, and in the Western Harbor is 260 feet of public dock.~~ These facilities appear adequate to meet existing public demand.

### ~~Visitor Serving Facilities~~

~~Channel Islands Harbor provides for a wide variety of lower cost visitor serving facilities, which allows people from all walks of life to enjoy a full ocean experience within the Harbor environs (see Figure III Figure IV). Lodging is provided within the Harbor at one moderately priced hotel (Casa Serena). In the City of Oxnard there are several low to moderate cost lodging facilities, all within a few minutes of the Harbor. The County is planning to provide overnight camping facilities for tent campers at the County's Mandalay Beach Park, 1.5 miles north of the Harbor.~~

~~On the southwest corner of Victoria Avenue and Channel Islands Boulevard is 15,000 square feet of low to moderate cost visitor serving commercial complex, including a take out or sit down outdoor fish restaurant (seats 54), an outdoor and indoor sit down sandwich eatery (seats 30), a formal indoor sit down restaurant, a fish market, ice cream store, small grocery, post office and various novelty shops. This visitor serving complex is immediately next to the Harbor waters, public walkways leading along Harbor channels, and the extensive public launch ramps and docks; its location allows boaters launching at the adjacent ramp to easily purchase groceries and sundries for sailing trips.~~

~~In West Harbor off of Cabezone Way, a second low and moderate visitor serving complex is available for public use. It consists of a sandwich shop (24 outdoor seats), bait and tackle shop, dive shop, boat rentals, post office and chandlery. Yacht sales and marine services are also located in the complex.~~

~~The "Theme Village" in the northwest corner of the Harbor (completed in December 1986) will contain (i.e., per Coastal Permit 178-15, Appendix B) two low to moderate eating establishments with all other uses being of a marine oriented or visitor serving.~~

~~There are also over 18,000 square feet of moderate to higher priced sit down restaurants (i.e., total of four) within the balance of the Harbor for the tourist to select from.~~

~~A 2,000 square foot sportfishing development in the Eastern Harbor provides yet another opportunity for the tourist to experience the ocean environment. The sportfishing dock has room~~



~~for 18 boats. An adjacent northern dock (i.e., approximately eight spaces) is currently closed. This sportfishing facility is extremely popular and on summer weekends up to 400 people are turned away; it primarily serves the public in Ventura and Los Angeles Counties in addition to other areas of the state.~~

~~The Harbor also provides free recreational facilities for tourists including two recreational swim beaches and three parks with picnic tables and restrooms. The public launch ramps are free and the abundant parking only \$1.00 per day for boat trailers.~~

~~The Harbor also provides recreational facilities and instruction for the fee-paying public. The Boating Instruction and Safety Center provides recreational activities as well as marine education on a wide variety of topics and activities. Some of these activities will be free, and for others a small fee, in keeping with the types of fees charged by other such facilities, is charged.~~

~~The Harbor's visitor serving facilities have been carefully planned to provide the public with balanced yet diverse recreational opportunities, thereby allowing all members of the public a chance to experience the Harbor and ocean environment.~~

## Parking

Channel Islands Harbor has 2,845 off-street public parking spaces. A parking lot demand survey was conducted on Labor Day weekend (8-31-85) in order to determine the adequacy of this public resource. The results are tabulated on [Table 1 and Table 2](#). ~~Table III and IV~~. Labor Day weekend is one of the heaviest recreation weekend use periods by the public and represents a peak demand of recreational facilities in the Harbor. The survey was also taken during the mid-afternoon hours when beach and water recreational use is at its peak.

The survey results indicate that only 43% of the 2,845 parking spaces were in use during peak hour demand. A further examination of the parking demand figures shows the following public parking demand:

- I. The Eastern side of the Harbor is the most heavily used Harbor area (61% public use during survey) with Lots B-3 (Recreational Swim Beach) and E-2 being the most popular (Launch Ramp and Sport Fishing);
- II. The Western side of the Harbor including Lots W-2 through W-13 has ample public parking capacity remaining (33% public use during survey);
- III. Lots W-1 and adjacent on-street parking on the southwestern end of the Harbor is at capacity.

Lot B-3 adjoins a popular swimming beach in the Harbor and was at 87% capacity during the survey. The smaller adjacent unpaved dirt area fronting the wave deflection beach was at capacity. This unpaved dirt area was being used informally for boat launching since it is free and the closest of all three launch areas to the Harbor mouth; this launching conflicts with public use of the beach for swimming and picnicking.

The other free launch ramp area (Lot C-2) was almost at capacity, whereas Lots C-4 and 5 serving the largest ramp facility were at only 48% capacity.

~~The fee for trailer boat launching at Lot E-4 and E-5 is only \$1.00 for daylong use; the surplus parking at these lots indicate that adequate public parking for boat launching capacity remains at the Harbor.~~ The use of the sandy beach adjacent to Lot B-3 is of a higher demand than boat launching. The parking area should, therefore, be expanded to the north from Lot B-3 to provide more public parking and prevent boat launching. The boat launching in this area presently occupies valuable public parking and sandy beach area.

The Harbor on-street parking is located on Harbor streets and does not conflict, generally, with residential uses. There are two areas, however, where residential parking conflicts are occurring.

The on-street parking on the south end of Harbor Boulevard and San Miguel Avenue (i.e., community of Hollywood by the Sea) may conflict with the parking demand of the adjacent residences. The majority of this parking was for the public using the popular narrow linear recreational area next to Lot W-1. Land area is limited in this area but there is a possibility that the W-1 parking lot can be reconfigured and expanded to the southeast to provide for more parking and recreational area (note – this parking lot is within the jurisdiction of the City of Oxnard.)

On-street public parking in the community of Silver Strand occurs to a considerable degree during summer weekends, which creates parking and safety problems for local residents. It is estimated that up to 1,000 beach users come into the community during a summer weekend. Some people launching boats illegally at the recreational swim beach park their boat trailers on-street in Silver Strand. A possible resolution is to use the unpaved right of way along the southern end of Victoria Avenue as a public parking area for beach users.

Though the Harbor's public parking facilities are adequate, parking enforcement in the communities of Silver Strand and Hollywood by the Sea is necessary to prevent the public from parking in these residential areas. Shuttle buses from under-capacity Harbor parking lots to popular public recreational areas may be necessary.

~~Table 1 Table III-~~  
Harbor Public Parking Supply vs. Demand

**MAXIMUM NUMBER OF SPACES OCCUPIED  
OVER 3-DAY LABOR DAY PERIOD  
(9-4-04 to 9-6-04)**

<b>Parking Lot</b>	<b>1000 Hrs</b>	<b>1300 Hrs</b>	<b>1600 Hrs</b>	<b>2000 Hrs</b>	<b>Total available spaces</b>	<b>Percent full during maximum demand</b>
W-2	86	104	110	105	182	57%
W-3 <sup>1</sup>	7	17	19	69	149	46%
W-4 <sup>1</sup>	65	78	86	65	179	48%
W-5	59	116	98	55	171	68%
W-6 <sup>2</sup>	152	152	111	65	152	100%
Whale's Tail/ Port Royal	12	51	57	71	76	93%

<sup>1</sup> Lots closest to Boating Instruction and Safety Center

<sup>2</sup> The Farmer's Market was being held this weekend. W-6 is the supporting parking lot. The Farmers' Market is held on Sundays.

~~Table 2 Table IV-~~  
 On-Street Harbor Parking Demand  
 LABOR DAY WEEKEND (8-31-85)  
 (1:30 TO 3:30 P.M.)

<u>STREET</u>	<u>ADJACENT HARBOR LOT</u>	<u>DEMAND</u>
Pelican Way	E-1	8
Murre Way	E-2	18
Curlew Way	E-3	11
Harbor Parking Circulation Road	W-13	9
Cabezzone Way	W-6	29
Bluefin Way	W-3	29
Albacore Way	W-2	8
Harbor Blvd./San Miguel Ave.	W-1	40*
Victoria Ave. Dirt Shoulder	B-3	<u>15</u>
TOTAL		167

\* Residential Area

## Public Walkways

The Harbor contains an extensive system of walkways and bikeways which provide the public with full physical and visual access to the majority of points within the Harbor. ~~The Access Map attached at the back of this plan~~ [Figure IV](#) depicts the existing visual and physical access within the Harbor.

Over 2.6 miles of public walkways, which directly parallel the Harbor's water and boat slip areas, exists within the Harbor. On the western side of the Harbor there are approximately 1.43 miles of this walkway/bikeway; on the Peninsula there is approximately .86 miles, and in the Eastern Harbor approximately .37 miles of public walkway/bikeway is present.

In addition, there are another 3.8 miles of public sidewalk providing both vertical and lateral access to the Harbor's waterfront walkway/bikeway. In West Hollywood this amounts to 1.9 miles; 1.28 miles in the Peninsula, and .62 miles in the Eastern Harbor.

The Eastern and Western Harbor arms are of relatively the same length, however, there is less than one-third the public walkways/bikeways in the Eastern Harbor. This is due in part to the .5-mile break in the public walkway system by two boat yards and a boat sales storage and rental facility. Future Harbor access improvements will include extension of public access along this stretch of the Eastern Harbor to connect with the popular recreational beach (Lot B-3) and sport fishing boat launch facilities (Lot E-2) to the south.

Other future access improvements include extension of public access along the eastern residential side of the Peninsula and on the Western Harbor along the far southern end and around the marina emporium. These improvements will add approximately .76 miles of public lateral walkway/bikeway and result in complete public access to all points of the Harbor.

## POLICIES

To protect, maintain and improve public access to the water areas within the Harbor, the following policies will be implemented by the County of Ventura:

### PUBLIC WATER ACCESS

1. Within one year of approval of the PWP by the California Coast Commission the County will initiate an access program, subject to the review and approval of the Coastal Commission's Executive Director which:
  - a. requires the County to actively seek funding from appropriate sources such as the Coastal Conservancy, California Department of Boating, Waterways, and Wildlife Conservation Board for construction of the following projects (i.e., listed in order of decreasing priority):

- i. improvements to and expansion of the northwestern entrance jetty park and adjacent W-1 parking lot (parking lot is in the jurisdiction of the City of Oxnard so policy is advisory only relative to this area);
    - ii. northward expansion of the southeastern recreational swim beach parking Lot B-3; and
    - iii. proposed public access walkways/bikeways depicted on the Land Use Plan/~~Access Map~~ (Figure IV-~~Figure VII~~) along the Harbor's residential development on the Peninsula and southwestern side and the southern jetty.
  - b. requires construction of the accessways by the County if redevelopment occurs on any of the leases presently without public access;
  - c. provides for a signing program to clearly identify the public accessways and recreational opportunities within the Harbor, including:
    - i. Several permanent "location maps" in areas of the Harbor with heavy visitor use which provides a clear directory to access opportunities in the Harbor, and
    - ii. Location of signs on major streets adjacent to the Harbor directing the public to beaches in Silver Strand, Hollywood by the Sea, and the southern end of the Harbor.
2. Public access from the closest public roadway to the shorelines or along the waterfront shall be provided in new development or redevelopment projects, unless:
  - a. to do so would jeopardize the public safety, military security needs, or the adequate protection of fragile coastal resources;
  - b. sufficient access exists nearby.

The County will designate a public or private agency which shall be responsible for the operation, maintenance and liability of dedicated accessways prior to approval of any new development or redevelopment projects. Actual improvements to accessways shall be completed and operational prior to the completion of new development or redevelopment.

3. To minimize the potential adverse impacts of overcrowding or overuse, the County shall distribute all public facilities equally throughout the Harbor.
4. Maximum pedestrian waterfront access shall be provided by incorporating waterfront pedestrian walkways into all redevelopment projects. Where existing structures are found to interfere with lateral shoreline access, walkways shall be located as close as possible to the water. All walkways shall be linked with adjacent walkways in order to insure

uninterrupted pedestrian movement. A promenade walkway shall be provided along the Harbor frontage for all new development.

5. Adequate vehicular access and circulation shall be provided throughout the Harbor without impacting the Harbor's public resources.
6. Development shall encourage pedestrian, bicycle, bus and other non-automotive means of transportation over automobile circulation wherever possible.
7. Harbor bicycle accessways shall be clearly marked and connected to on-street bikeways.
8. There shall be no less than a 15-foot setback for all structures adjacent to Victoria Avenue or from the top of the revetment slopes. The following setbacks from the public right-of-way are required on all other streets:
  - a. Chain barrier: zero foot minimum.
  - b. Freestanding screen walls: six foot minimum
  - c. Walls of parking structures without street access: six foot minimum.
  - d. Walls, including perimeter walls, except as previously constructed: fifteen feet.

## PARKING

1. ~~10.~~ Parking areas and facilities shall be distributed throughout the Harbor to mitigate the impact of overuse and overcrowding of any single area.
2. ~~11.~~ Adequate parking for new development and redevelopment projects shall be consistent with County parking requirements as specified in the Harbor's Design Criteria. Parking for tour buses shall be provided wherever possible and appropriate.
3. ~~12.~~ Public parking shall be free, unless the County determines that moderate fees are necessary to recoup maintenance costs. Parking resources at swim beaches may be managed to maximize turn over, if necessary, for increased public recreational use.

## LAND AND WATER RECREATION

1. ~~13.~~ The Harbor will improve Parking Lot W-1 and the adjacent recreational area running along Harbor Boulevard in the following manner (this policy is advisory only since Parking Lot W-1 and adjacent recreational area is within the jurisdiction of the City of Oxnard):
  - a. The parking lot will be reconfigured to transfer the present island area to the seaward grass area and provide for a more efficient use of the parking spaces;

- b. Consideration will be given to expanding both parking and park area westward along the breakwater and the undeveloped County land west of Harbor Boulevard;
  - c. The recreational area along Harbor Boulevard will be planted in turf and maintained as a park entrance. Picnic table and restroom facilities will be installed.
2. ~~14.~~ The County will protect the northern recreational swim beach by paving the existing dirt parking area for public parking and providing a physical barrier to prevent illegal boat launching. A maximum of 20 parking spaces will be constructed in this area. ~~No part of the existing sandy beach will be paved.~~
  3. ~~15.~~ One year after approval of the Public Work's Plan by the Coastal Commission the County will submit a parking monitoring program to the Executive Director of the Coastal Commission for review and approval to monitor the public beach parking in Silver Strand and investigate the possible need for public parking along the southern end of Victoria Avenue. The Plan will include a monitoring schedule and provisions for public, agency and local government review of and comment on the monitoring data in report form. (Please see Policy 2 (d), Section 4.6.)
  4. ~~16.~~ Recreational opportunities in the Harbor area shall be maximized by protecting waterfront development for suitable recreational use and development as identified in [Figure III](#) ~~Figure IV~~.
  5. ~~17.~~ Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.
  6. ~~18.~~ To ensure that lower cost, recreational and visitor serving facilities are available to all income groups, picnic tables, public restrooms, pedestrian furniture, bicycle storage racks small boat rental, berthing and sailing areas, marine education facilities, and at least two lower cost eating establishments of at least 2,000 square feet shall be provided.
  7. ~~19.~~ The four existing park areas, the public swim beach and the BISC facility and use as shown on [Figure III](#), [Figure IV](#), and [Appendix B](#) ~~Figures III, IV, V, and VII~~ shall be protected and preserved for general public use.
  8. ~~20.~~ All areas designated as public parks and beaches in [Figure III and Figure IV](#) ~~Figures III, IV and VII~~ of the Plan shall be protected as open space and shall not be developed or utilized for other uses without an amendment to the Plan.
  9. ~~21.~~ Harbor activities shall be clustered into locations appropriate to their use to protect and enhance public recreational activities in the Harbor. Land uses shall be compatible and consistent with the kind, location and intensity of development and resource protection and development policies prescribed by this Land Use Plan.
  10. ~~22.~~ Replacement of lost park area from BISC construction



The County shall be responsible for the replacement of an equal or greater area of park to that lost to construction of the BISC within the immediate area of the project site in the Harbor. The replaced park area shall be equally accessible and usable by the public as the area lost to construction. The replacement of the park shall occur concurrently with construction of the BISC.

## VISUAL ACCESS

1. ~~23.~~ To enhance visual quality and ensure that new development and redevelopment activity does not impede views to the water area from the roadway to and from the waterfront and inland Harbor area, the following measures shall be implemented by the County:
  - a. A view corridor shall be defined as that area between the roadway and the roadway and the water which is not occupied by buildings, solid walls or fences, or landscaping which might interfere with the view of the water or water surface activity from the roadway.
  - b. A view corridor shall be measured from the linear distance paralleling the nearest public road.
  - c. At least 25% of the Harbor shall provide a view corridor that is to be measured from the first main road inland from the water line, which shall be at least 25 feet in width. View corridors shall be landscaped in a manner that screens and softens the view across any parking and pavement areas in the corridor. This landscaping, however, shall be designed to frame and accentuate the view, and shall not significantly block the view corridor. All redevelopment shall provide maximum views other than the proposed Boating Instruction and Safety Center (BISC) identified in this plan, no new development within a designated view corridor shall occur without an amendment to the Public Works Plan.
  - d. Future building or redevelopment in the Harbor shall not exceed two stories or 25 feet in height or 35 feet on Parcel V-1 at the corridor of Victoria Avenue and Channel Islands Boulevard. Height shall be measured from the centerline of the frontage road.

### 3.2 ~~4.2~~ —Recreational Boating

Section 30224 of the 1976 Coastal Act encourages increased recreational boating use of coastal waters by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors and areas dredged from dry land and limiting non-water-depending land uses that congest access corridors and preclude boating support facilities. Protection of existing recreational boating facilities is required by Section 30234 of the Coastal Act. Finally, Section 30220 states that coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

The Harbor's Public Works Plan is consistent with all of the above Sections of the Coastal Act. The Harbor has continually provided new recreational boating slips, support facilities, dry storage and maintained uncongested waterways through proper land use planning. Further, the Harbor under the Plan will continue to protect its existing recreational boating facilities as well as improving public access to and recreational opportunities within the Harbor. Since the Harbor is built out and provides for adequate recreational boating facilities, the major issue will be to maintain the uncongested nature of the Harbor waterways so that all boaters will continue to have full access to the ocean.

One means of carrying out the Recreational Boating policies of the Coastal Act is by establishing a Boating Instruction and Safety Center on the west side of the Harbor as shown in [Figure III](#), [Figure IV](#), and [Appendix B Figures III, IV, V, and VII](#).

#### ~~Existing Conditions~~

~~Currently [1986] there are approximately 2,500 wet slips in Channel Islands Harbor open to general public and commercial use and the commercial fishing industry (Figure IV and Table I). Another 575 slips for privately berthed boats are located at the Mandalay Bay development north of Channel Islands Boulevard. An approximate total of 3,075 boating slips are available, therefore, at public and private docks.~~

~~A public launch ramp is available at the Harbor at the upper corner east channel (i.e., near the corner of Victoria Avenue and Channel Islands Boulevard); it consists of a seven-lane launch ramp with parking for approximately 340 cars and trailers. This area is presently underutilized.~~

~~Two Harbor boat hoists capable of launching recreational boats are in operation.~~

~~There is dry storage space within the Harbor for approximately 300 trailerable boats. These boats can be launched at both of the existing Harbor boat ramps and hoists.~~

~~There will be no expansion of wet slips at Channel Islands Harbor under the proposed Public Works Plan. However, the County will continue to seek increases in the dry storage capacity in appropriate locations in the Harbor.~~

~~The proposed Mandalay Bay marina development north of the Harbor would result, at full build out, in an additional 800 boat slips.~~

## Harbor Waterway Congestion

~~Uncongested Harbor use and access to the ocean through Channel Islands Harbor waterways is the primary objective of the Public Works Plan. For reasons of navigation and public safety congestion in the Channel Islands Harbor entrance channel is and will continue to be critical.~~

~~EIR 81-2 concluded that upon construction of the Mandalay Bay development, Harbor mouth congestion would increase 70% over present levels; however, adequate maneuvering room would be available for boats using the channel. With 4,500 boats berthed in the Harbor EIR 81-2 estimated that at the peak hour of boat traffic a maximum of 9 to 16 boats would be present in the entrance channel at one time. This projection was developed from existing traffic patterns in the Harbor. The existing hourly traffic levels were increased proportionally to the future increase in boats.~~

~~The boating traffic study in EIR 81-2 assumes that boat traffic for each projected hourly period will pass through the entrance at regularly spaced intervals. It is more probable that boat traffic under normal conditions will arrive in clumps which would significantly change the EIR's assumed maximum congestion number for the Harbor mouth.~~

~~Further, the EIR did not anticipate a worst case condition where all of the peak hour traffic approaches the entrance at the same time. Though the EIR projects a maximum of 16 boats at any one time at peak hour, peak hour traffic from 2:00 to 3:00 p.m. was projected at a total of 310 boats. Clearly a clump of traffic within this hour could result in substantially more than 16 boats arriving at the Harbor mouth. Under both of these conditions, peak hour traffic could result in congestion.~~

~~In addition, surveys of 20 Harbor boaters in EIR 81-2 revealed that 18 of them had experienced accidents within the Harbor. Though the location of the accidents were not identified it indicates that a congestion problem may already exist.~~

~~According to the Harbor Master's Office, congestion occurs in the Harbor entrance channel when groups of sailboats tack simultaneously. Accident reports show that only a few minor collisions have occurred in the Harbor entrance channel.~~

~~Visual surveys made of the Harbor mouth on Labor Day weekend (8-31-85) from 11:30 a.m. to 1:00 p.m. showed only one boat using sail power. Most boaters observed the basic rules of the road and maintained separate outgoing and incoming traffic lanes in the Harbor mouth. Sail boaters typically start out at 11:00 a.m. when winds pick up. Winds the day of the survey were 1 to 2 knots out of the west at 11:00 a.m., increasing to 4 to 5 knots by 3:00 p.m. Though traffic was steady, no congestion or collisions were observed. Only one potential collision was witnessed at 3:00 p.m. when an incoming sailboat tacked into the outgoing traffic land and in "coming about" fell off of the wind and stalled in front of the outgoing traffic.~~

~~These Labor Day observations, however, were not made under normal wind conditions. Typically, summer winds are 10 to 15 knots out of the west by the afternoon and up to 35 knots~~

~~during the winter. Observations by the Harbor Master's Office indicate that these greater velocity winds effectively reduce the narrow entrance width to the point where boats cannot maneuver adequately; with winds at 25 knots the entrance channel width is effectively reduced to a single traffic lane. When these winds are combined with low tides the channel entrance is even further narrowed. Under these conditions entrance channel congestion can occur with only a few boats present.~~

~~The existing narrow entrance channel width and typical wind conditions make it difficult, therefore, to develop set traffic lanes that will always provide sufficient space for both tacking sailboats and motorboats. A possible solution to this problem is to require engine use only for all boats in the entrance channel. This restriction, however, would prevent smaller boaters who cannot either afford or physically place an engine on their boat from gaining access to the ocean; this would be inconsistent with County Harbor policy of maintaining maximum access to the ocean. Further, under winter wind conditions, (i.e., 25 knots) the single traffic lane conditions would result in congestion even if engine use only was required.~~

~~Based on the Labor Day and Harbor Master's Office surveys it is clear that the imposition of rules establishing Harbor mouth traffic lanes, engine use only and regular spacing of vessels could not by itself guarantee that a significantly greater number of vessels could use the Harbor mouth without congestion occurring.~~

~~Another way to prevent severe congestion in the entrance channel mouth is to limit the construction of slips in areas outside of the Harbor (i.e. Mandalay Bay Phase IV) to a level that is compatible with the capacity of the entrance channel. Since the Mandalay Bay area is outside the jurisdiction of the Harbor, this mitigation would be advisory only.~~

~~The use of both Harbor mouth congestion controls and construction limitations in Mandalay Bay will effectively reduce congestion in the Harbor to acceptable levels. [Note: underlining is original.]~~

~~In order to implement any type of Harbor congestion control program, a more reliable and accurate method of monitoring and assessing boat traffic use must be instituted. This should involve the actual observation of the Harbor mouth on a regular basis providing for a better determination of actual Harbor mouth capacity and the specific variations in traffic patterns there (i.e., degrees of clumping identified).~~

~~From this data and the known number of boats in the Harbor, a future critical number of boats in the Harbor and Mandalay Bay Harbor which will result in congestion impacts in the Harbor mouth could be projected. Identified mitigations could be implemented at this point if necessary. A continuing monitoring program would confirm whether or not congestion was occurring, and if not the critical number of boats in the Harbor could be revised upwards.~~

~~In this manner an expansion of boat traffic in the Harbor would proceed on an orderly basis preventing unacceptable congestion before additional slips are constructed. Such a program will require the coordination with and the cooperation of the City of Oxnard. This is reasonable since~~

~~both jurisdictions use the same coastal facility and it is in their joint interest to protect Harbor waterway access to the ocean.~~

~~For any proposed the navigation control programs to work, adequate financial support from boaters located outside of the Harbor, but who contribute to Harbor traffic, will be necessary. The most appropriate vehicle for this would be through funds collected by the City of Oxnard from their future Mandalay boaters.~~

~~Presently the Harbor Patrol does have adequate staff to devote full and constant attention to the entrance channel. Typically only one person during a weekday shift is available for patrol boat operation and one for office work. Because of the limited staff, the presence of a patrol person in the Harbor is intermittent. With the increased future boat traffic, an increased patrol presence will be necessary to implement appropriate navigation control programs.~~

~~The Harbor Master's Office is presently in the process of conducting a Resource Management Study to determine the level of staffing necessary to provide full service to the approximately 2,500 boaters in the Harbor (i.e., includes Mandalay Bay). When this study is completed, the exact staffing required for full waterway development in the Harbor and Mandalay Bay can be calculated.~~

## ~~Existing~~ Restrictions on Boating

County Ordinance 2829 ~~The “County Harbor Ordinance”~~ requires any organization or agency holding any race within the Harbor or using Harbor facilities to apply for a permit. If necessary, permit restrictions are applied to maintain uncongested Harbor waterways. Further, each permit issued for special boat races is subject to cancellation with no warning if Harbor congestion occurs.

This Harbor permitting system is designed primarily to eliminate congestion problems in the Harbor mouth and waters of the inner Harbor. The County has developed the following general restriction on boating activities:

1. No organized events are allowed in the entrance channel navigation pattern without a permit from the Harbor Department.
2. Generally, no permits are issued for special aquatic activities on weekends.
3. No major aquatic events are permitted to start, finish or take place in the Harbor, except:
  - a. Summer race (i.e., such as the “Wet Wednesday” race series every Wednesday night) may finish inside the Harbor if wind speed is less than 12 knots and outside (i.e., inside the outer breakwater) if the wind speed is greater than 12 knots.
  - b. Youth Sabot winter racing (i.e., boats less than 8 feet) may be permitted in the center of the main Harbor basin from time to time by special activity permits.

4. Aquatic activities such as windsurfing are restricted to the area directly off of the recreational swim beach in the southern end of the Harbor.
5. No sailing past the turning basin into marina areas is permitted for vessels with motor power.

## POLICIES

In order to maintain the uncongested nature of the Harbor waterways so that permitted water uses of not conflict with each other, the following measures should be implemented by the County:

- ~~1. The County of Ventura shall seek assistance of the City of Oxnard in developing and implementing a “Boat Traffic Monitoring Program” of Harbor boat traffic in waterways, including the entrance channel to:
  - ~~a. identify any areas and of congestion and times at which it occurs;~~
  - ~~b. establish actual traffic capacity of Harbor channels.~~~~

~~The Boat Traffic Monitoring Program shall be initiated within one year of approval of the Plan by the California Coastal Commission. The results of the monitoring program will be made available in report form to the City of Oxnard, the general public and interested agencies for review and comment. After a reasonable period of review has been provided, all comments received will be incorporated into a final monitoring report which establishes the future critical number of berthed boats in the Harbor and Mandalay Bay which will result in significant congestion in the Harbor.~~

- ~~1.~~ 2. When either congestion occurs or the future critical number of berthed boats is reached, then the Harbor will consider and implement any of the following measures or other appropriate measures to eliminate the significant congestion problems:
  - a. creation of traffic lanes;
  - b. require all boats traveling ~~through the Harbor entrance~~ beyond the identified sail area in the turning basin to use engine power;
  - c. increasing Harbor Patrol staff and number of patrolling boats and increasing the enforcement of and fines for infractions which contribute to congestion. This includes, but is not limited to, boating while intoxicated, exceeding the Harbor speed limit, not observing rules of the road, sailing with spinnakers in the Harbor entrance and disregarding traffic channel markers;
  - ~~d. informing boaters of congestion problem and encouraging them to depart from and arrive at the Harbor outside of the typical peak hours at daylight, 9:00 a.m. to~~

~~10:00 a.m. and 2:00 p.m. to 3:00 p.m. Boaters should also be educated to modify departure methods so that they space themselves behind other boats at a length sufficient to prevent clumping at the Harbor;~~

~~e. requesting the City of Oxnard to limit construction of new boat slips in Mandalay Bay until the Harbor entrance channel is widened.~~

~~f. during periods of significant congestion, the Harbor will restrict organized on-the-water operations of the Boating Instruction and Safety Center. The types of congestion contemplated in this restriction would be holidays and weekends during peak periods.~~

~~To implement both the monitoring and enforcement program, the County should request the City of Oxnard to contribute an amount for each Mandalay boater to that cost identified in the Resource Management Survey for regulating boat traffic within the Harbor.~~

~~If sufficient monies are not contributed by the City of Oxnard to regulate boaters within the Harbor and prevent significant congestion, the Harbor will investigate the possibility of implementing a licensing program which requires all boats using the Harbor (except for boats launched from public boat ramps) to purchase a permit from the Harbor Master's Office which will include a decal to be prominently displayed on each boat in the Harbor (i.e., boats within the Harbor would be issued stickers free of charge since Harbor slip fees would include the cost of Harbor patrol services). Fines of a level necessary to encourage purchase of the permit by non-resident Harbor boaters will be imposed by the Harbor patrol.~~

3. To provide for, protect and encourage increased recreational boating use of coastal waters, the following policies shall be implemented:
  - a. Harbor recreational boating facilities shall be protected and where possible upgraded in order to provide further opportunity to the recreational boater;
  - b. dry boat storage spaces shall be provided at or adjacent to the Harbor to accommodate a minimum of 400 vessels;
  - c. water storage space shall be provided for at least 2,150 ~~2,500~~ recreational boat slips;
  - d. no more than 30% of the Harbor land area shall be developed for visitor serving uses not directly related to boating;
  - e. a target number of 5% of the recreational boat slips shall be available as guest slips;
  - f. to protect the recreational character of the Harbor areas, no more than 5% of the boating slip supply shall be provided for live-aboard use;

- g. the existing open water areas in the inner Harbor, as depicted on the Land Use Map as “Waterways” (~~Figure IV~~~~Figure VII~~) and as defined by existing pier head lines at the time of original approval by the California Coastal Commission of the Harbor’s Public Works Plan, shall not be developed with surface structures of any kind, floating or otherwise, except in cases of emergency where temporary structures are required, or unless authorized pursuant to an amendment to the Public Works Plan certified by the California Coastal Commission.
4. Any further development adjacent to or near to Channel Islands Harbor which will create significant additional demand for boating access to the Harbor or its landside facilities will have adverse effects upon the circulation and congestion, particularly at the Harbor entrance. As a condition to the consideration of any such development, the project proponent(s) shall be required to have completed a study evaluating traffic circulation and all related impacts. This shall include examination of the adequacy of the Harbor waterway and entrance to accommodate such demand and what measures are appropriate to mitigate these issues. Project developers should be required to bear the burden of making such improvement as are needed. This policy is advisory only for those areas adjacent to the Harbor which are not within the jurisdiction of the County of Ventura.
5. Open water recreational uses are to be permitted within the Harbor include rowing, small vessel operation and fishing. Such uses shall be restricted to that point south of the terminus of Peninsula Road in order to minimize waterway congestion. Within the outer Harbor, other more varied recreational water uses may be considered which are not inconsistent with safe navigation patterns. Specifically, a Boating Instruction and Safety Center is to be located on the west side of the Harbor near parking lot W-4 as shown on [Figure III, Figure IV, and Appendix B](#) ~~Figures III, IV, V and VII~~.
6. The Harbor Department will provide educational materials to those concessions in the harbor who provide kayaks and boat rentals, to educate harbor users on boater safety, rules of harbor navigation, and other information necessary to maintain safety within the harbor.

76. Replacement of all lost boat slips within [CIH C/H](#)

All recreational boat slips eliminated due to construction of the BISC project shall be replaced in kind (size and use) within the Channel Islands Harbor PWP jurisdiction. Replacement shall take place within 6 months of completion of BISC.

87. Vintage Marina Pier Head Line

The Vintage Marina pier head line shall conform to the pier head line depicted on the “Waterways” Land Use Map (~~Figure IV~~~~Figure VII~~) and on the [Chanel Islands Harbor Vintage](#) Marina Plan (~~Appendix C~~~~Figure VIII~~).

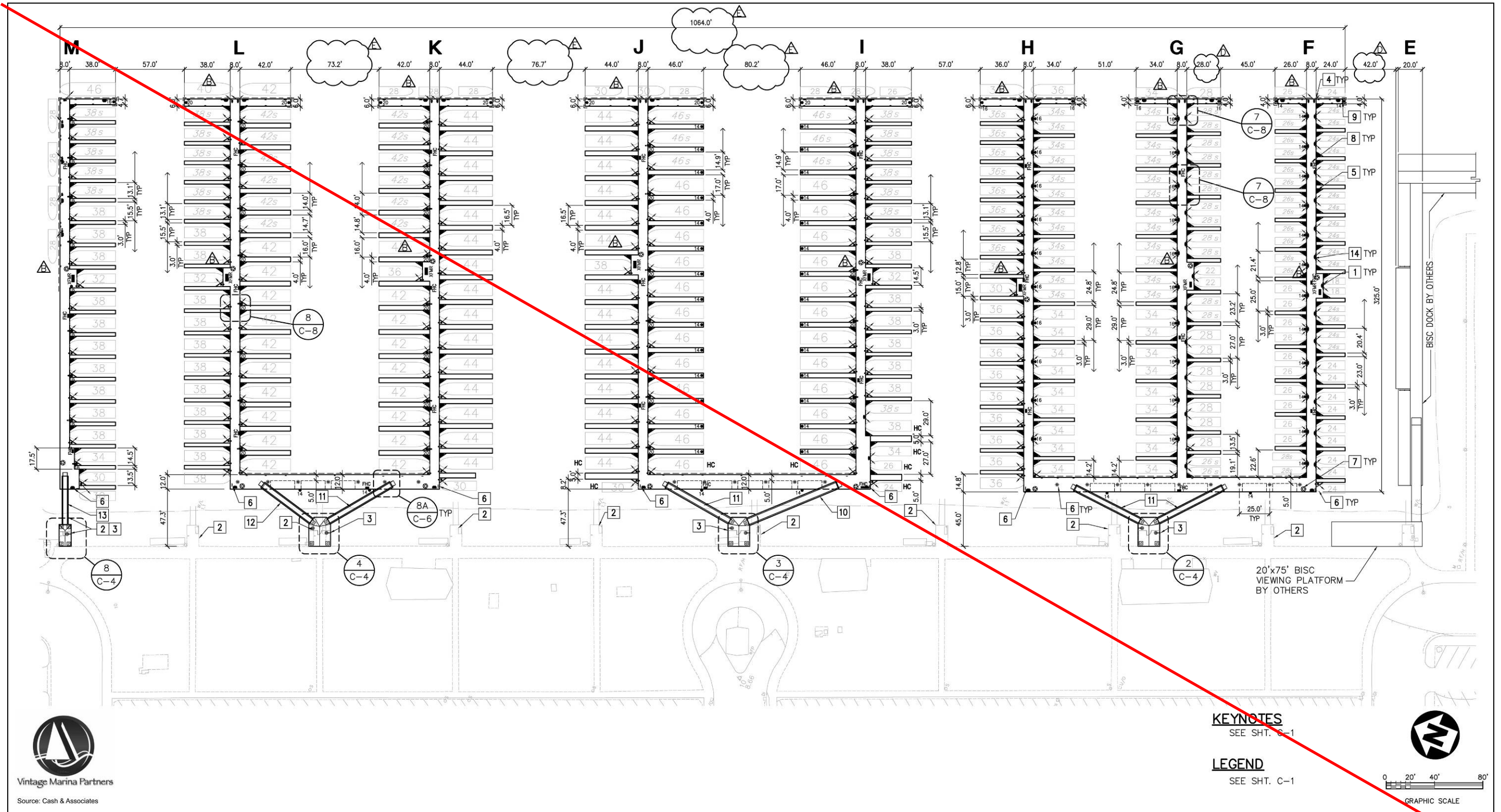


## 98. Distribution of Slip Size for Vintage Marina

The Vintage Marina slip size distribution shall consist of the following and conform to the slip configuration on the Vintage Marina Plan ([Appendix C](#) ~~Figure VIII~~):

A minimum of 25% of the total number of slips shall be 32 ft. or under in length.

A minimum of 25% of the total number of slips shall be 32 ft., 1 in. – 38 ft. in length.



**Figure VIII**  
**Revised Vintage Marina Plan**

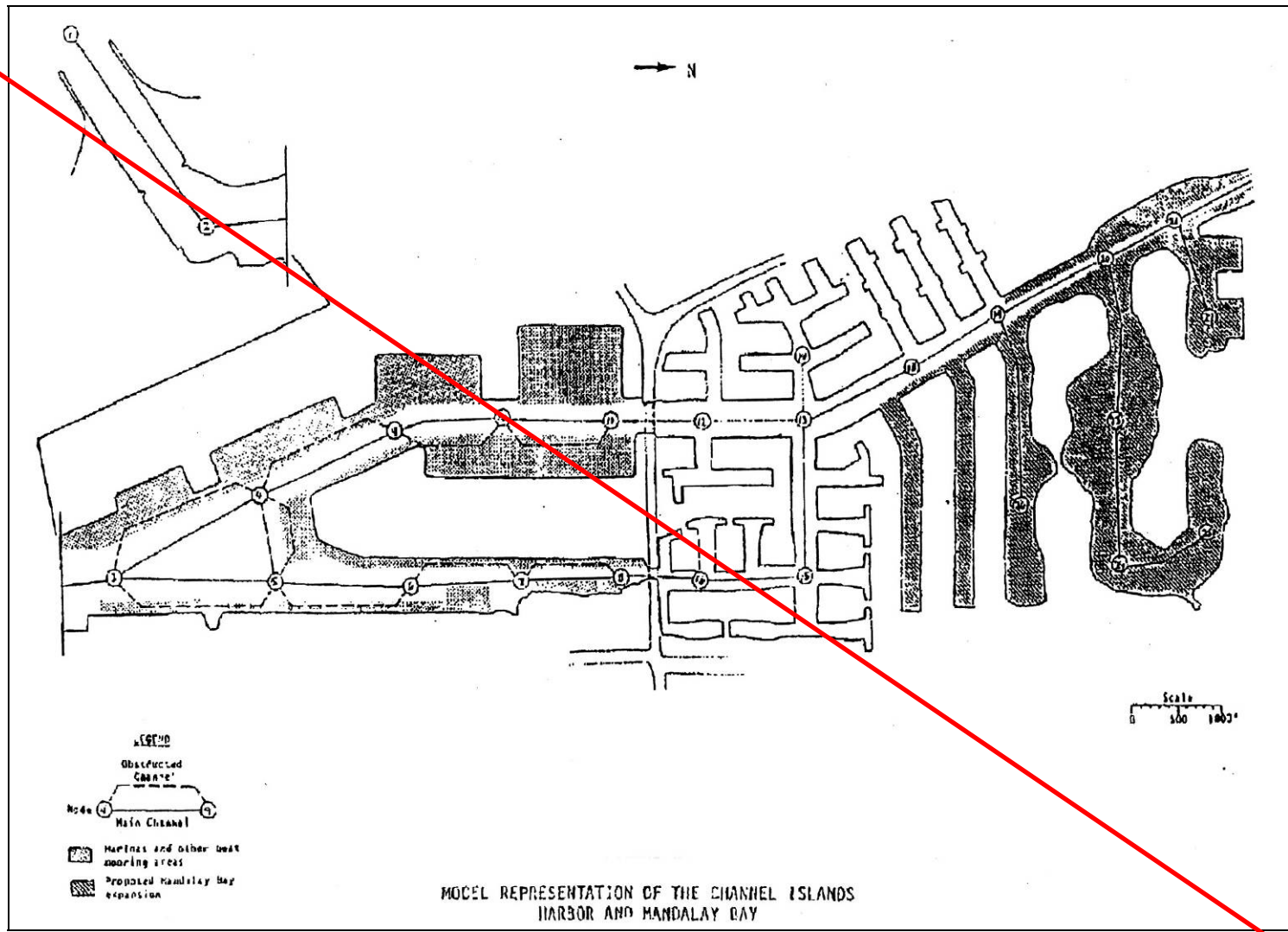
### 4.3 — Waterway Hydraulics

~~Currents within the Channel Islands Harbor waterways have an effect upon erosion of channels, distribution of sediment in the Harbor and boat navigation. An increase in waterway currents can increase channel erosion, deposit sediment and make boat navigation difficult and dangerous.~~

~~These currents result from the complex interaction of tidal flows, cooling water withdrawal from the Mandalay steam plant, the quantity of water and width of channels in the Harbor. A narrower channel, for example, will have a greater velocity relative to a wider channel; an increase in water area within the Harbor will also increase current velocity in Harbor channels. The Public Works Plan will not result in the increase of water surface area or the reconfiguration of channel sizes. However, the proposed Mandalay Bay Phase IV Marina development north of the Harbor will add 85 acres to the surface water area which will significantly increase the quantity and quality of water that passes through the Harbor channels. The increases in channel velocity will be greatest in the Mandalay Phase IV channels and least in channels near the Harbor mouth.~~

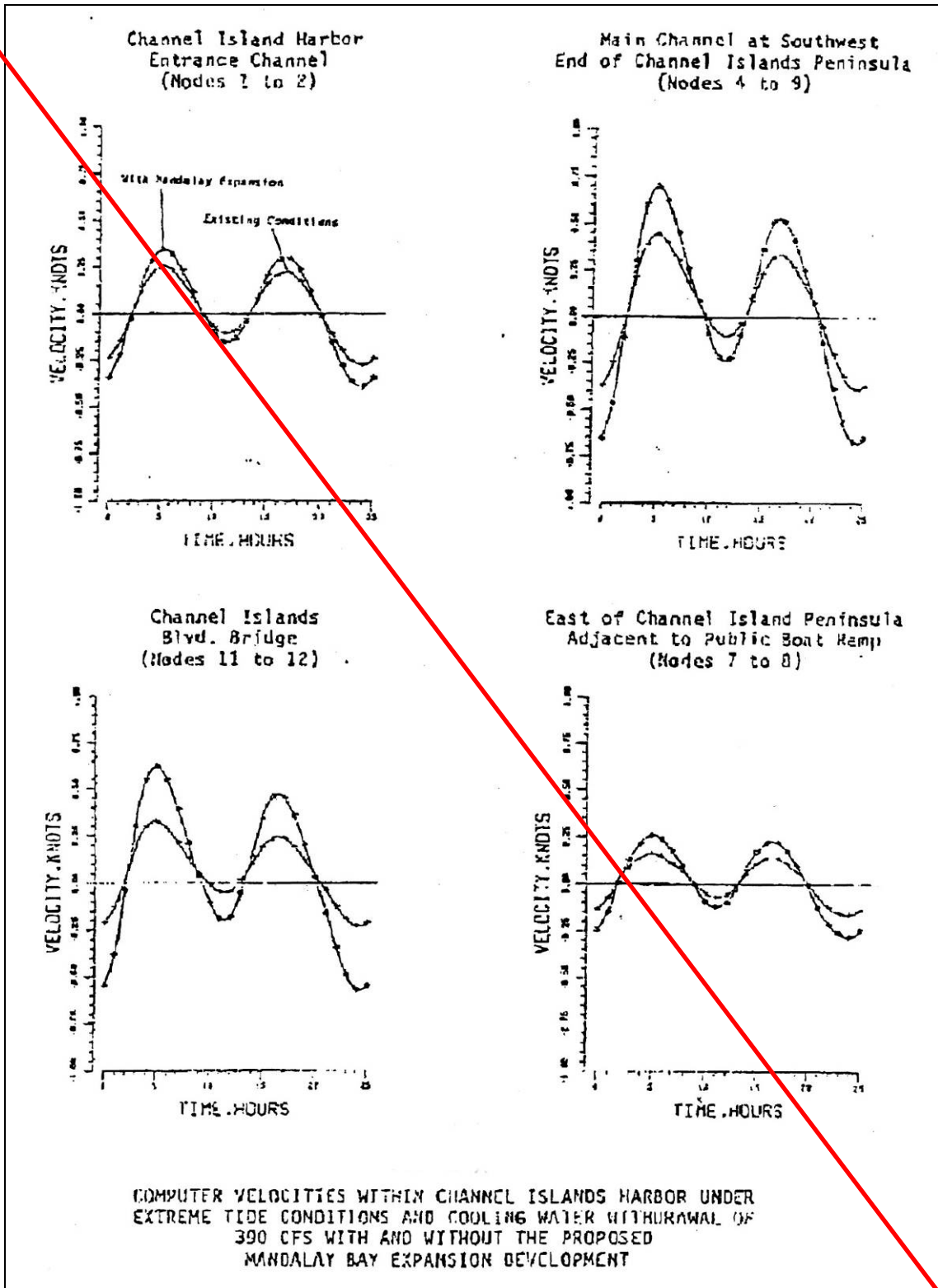
~~EIR 81-2 for the Mandalay Bay Phase IV development developed a model for tidal and current flows in the Harbor at several nodes (Figure VIII). Figure IX demonstrates that with the Mandalay Bay project, current velocities will increase from .45 knots to .70 knots at nodes 4 to 9 in the Harbor (i.e. main channel). The Mandalay Bay EIR did not analyze the effects of the increased current velocities in the Harbor on erosion and sedimentation rates. The EIR concluded that the increased velocities “through a substantial increase, would still not result in a flow rate which would impair safe boat handling or restrict vessel maneuverability.” The EIR, however, provided no additional analysis to support this conclusion of no impact from current increases to vessel navigation.~~

~~Clearly, additional analysis is necessary to address these three areas of current velocity impact. Since the impacts will be the result of development outside of the Harbor’s jurisdiction a cooperative union between the City of Oxnard and County of Ventura to mitigate any potential impacts will be required. It is in the interest of both parties to keep these potential current-related impacts from affecting boating access through the Harbor to the Pacific Ocean.~~



**Figure IX**  
**Tidal Model of Harbor**





~~Figure X~~  
~~Channel Water Velocities~~

## POLICIES

~~A program to monitor changes in the velocity of currents within the Harbor, the rates of erosion and sedimentation within Harbor channels and their effect upon boating in the harbor is recommended.~~

~~The County of Ventura will seek the assistance of City of Oxnard to develop a “Sediment and Erosion Rate” program for waterways within the Harbor and the Mandalay Bay development. The program shall be designed to identify rates of erosion and areas of sediment accumulation which will negatively affect the operation of the waterways for boaters. Under the program, when negative rates of erosion and sedimentation are identified, both the County and the City would immediately identify measures to correct the problems and contribute monies to implement the measures.~~

- ~~1. The County of Ventura will seek the assistance of the City of Oxnard in developing a program to monitor the impacts of increased current velocities within the Harbor and Mandalay Bay; said program will be incorporated into the “Boat Traffic Monitoring Program” of the County’s Public Works Plan. If negative impacts from increased current velocities are identified by the monitoring program then measures shall be jointly developed by the County and the City to mitigate boating impacts before subsequent development phases of Mandalay Bay are commenced.~~

### 3.3 4.4 Commercial Fishing & Commercial Sport Fishing

Section 30234 of the California Coastal Act of 1976 mandates that facilities serving the commercial fishing industries be protected and, where feasible, upgraded. It also states that existing commercial fishing boating space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Finally, this section requires that recreational boating facilities be designed and located to not interfere with the needs of the commercial fishing industry.

Commercial Fishing is a coastal dependent use which has priority under the Coastal Act. The Channel Islands Harbor Public Works Plan provides both adequate slip space and landside facilities for the Commercial Fisherman in the Harbor.

#### Existing Conditions

~~The Harbor has 25 licensed Commercial Fishermen berthed in existing slips based on the California Coastal Commission's definition of Commercial Fishermen (i.e., must fish at least 100 days/year and derive 50% of income from commercial fishing). These slips are scattered throughout the Harbor with many located on the wind sheltered east side of the Peninsula amongst the recreational boat slips. The Harbor charges \$4.60 per foot for monthly berthing for permanent commercial fishing boats. The Harbor has one fuel dock at the southeastern end of the Harbor. A fish market with cold storage and a 2 ton commercial hoist is located in the Harbor's northeastern corner.~~

~~Under Coastal Commission Permit #170-15 for the West Harbor, the County was required to construct 60 new slips and a transient dock for commercial fishing boats on Parcel PCL X-1A (see Appendix B). The County constructed 67 commercial fishing slips on the parcel, however only 12 of the slips have been filled by commercial fishing vessels (see Figure V).~~

~~The adjoining landside Parcel X-1B is reserved for commercial dock facility providing fish on- and off loading, facilities for cold storage and a fish market. A California Coastal Conservatory loan has been obtained for the construction of this dock facility. It is expected that the construction will be completed by fall of 1987.~~

~~The commercial fishermen in Channel Islands Harbor have not filled the 67 new commercial slips located on the X-1A Parcel. The facilities to be constructed by the Harbor on Parcel X-1B will assist the fishermen in more efficiently unloading their catches and transporting them to market which will in turn attract more commercial fishermen to the Harbor.~~

~~The County does not intend to install a cannery at the Harbor since the public now demands fresh fish. It is important, therefore, that fish is kept cold from the time that it is caught to the moment it reaches the market. Most fish is bought at the boat by fish distributors from Los Angeles and immediately unloaded into refrigerated semi trucks at the wharf. The truck's arrival is synchronized with the fishermen's docking schedule which is typically Friday through Sunday. Due to the seasonal and variable nature of fishing, catches can come in before the trucks arrive or be too large for the trucks to handle. The present cold storage capacity in the Harbor on~~

~~the northwest Parcel V 1 is 20,000 pounds, which is not always adequate. The new cold storage at Parcel X 1B will provide adequate cold storage.~~

## POLICIES

~~1. The County will protect the Harbor's existing commercial fishing slips and facilities and lease them at reasonable rates to Commercial Fishermen and provide new facilities at reasonable rates including cold storage, ice and a hoist on Parcel X 1B.~~

1. ~~2.~~ Commercial and commercial sport fishing facilities shall not be reduced unless the absence of need for such facilities can be demonstrated or equivalent substitute facilities are provided elsewhere.

In the event that any portion of the 60 commercial slips required in this policy cannot be rented to commercial fishing boats meeting the definition of commercial fishing (contained within this policy) then the slips may be rented on a month-to-month basis to other vessels.

~~2. 3.~~ Facilities provided to serve the commercial fishing industry shall be in accordance with coastal permits no. 178-15 and 217-29 and all amendments thereto. ~~The following provisions shall apply specifically:~~

~~a. The 60 commercial slips located on Parcel X 1 A shall be reserved exclusively for "active" commercial fishing vessels. An "active" commercial fishing vessel shall be defined as "a vessel used exclusively for commercial fishing and engaged in commercial fishing not less than 100 days on the average per year."~~

~~In the event that any portion of the 60 commercial slips required in this policy cannot be rented to commercial fishing boats meeting the definition of commercial fishing (contained within this policy) then the slips may be rented on a month-to-month basis to other vessels.~~

~~b. Permanent provision shall be made for 90 commercial fishing slips for "active" commercial fishing vessels on Parcel X 2. This shall be accomplished by any of the following methods:~~

~~• Reserving and constructing single tie commercial fishing slips and leasing them at the same lease rate as those commercial fishing slips in Parcel X 1 A; or by~~

~~• Offering, on the first right of refusal basis, up to 90 slips in Parcel X 2 to "active" commercial fishing vessels at rates based on the actual slip rental rates charged for active commercial fishing vessels in all Southern California marinas and harbors from San Diego to Port San Luis; or~~

~~• Any combination of a and b, above.~~



- ~~e. Thirty days public notice shall be given as to the availability of any of the 90 commercial fishing slips provided for policy 3b above. In the event that no commercial fishing vessel leases a slip, once offered, then that slip may be leased to another party.~~
- ~~d. Policy 3 a, b and c above, shall not be interpreted to mean that commercial fishing vessels would be excluded from other areas of the Harbor, nor shall it be interpreted to mean that they would receive any special consideration other than that expressly provided for in these policies.~~
- ~~e. All Parcel X 1 A lease charges shall be based on the original development and operation costs of these slips.~~
- ~~f. The transient commercial dock, to be located on Parcel X 1 A, shall provide daily rental rates to commercial fishermen. There shall also be parking space reserved on Parcel X 1 A on a one to one basis for each active commercial fishing vessel which leases a slip.~~

~~These parking spaces shall be located in close proximity to the active commercial fishing slip area to minimize the distance that fishing gear must be hauled. A minimal parking fee may be charged based on original construction costs. There shall be no time restrictions on parking in these spaces.~~

~~In Parcel X 2 a landside vehicle loading-unloading zone shall be provided for active commercial fishermen. The loading-unloading zone shall be located in close proximity to the area in which the fishing vessels are moored.~~

3. No time restrictions may be placed on the vehicles used by active commercial fishermen [provided a parking permit is obtained from the County.](#)

- ~~a. g.~~ A permanently designated public parking lot area within the Harbor, having a minimum of 80,000 square feet, shall be restricted from automobile use on non-holiday weekdays to allow active commercial fishermen to spread out nets for drying and repair. Active commercial fishermen may reserve this area upon 24-hour advance notice. A reasonable deposit, refundable upon satisfactory performance, may be charged by the applicant to a user of this area to insure that the user will appear and that the reserved area is left in the same condition as it was prior to use by the fishermen. If a special event requires use of this reserved area then said area may be temporarily located elsewhere. The commercial fishermen shall be given adequate notice of such an event and relocation and shall be relocated for no more than a total of 30 days per calendar year.
- ~~b. h.~~ A fuel dock available 24 hours a day shall be provided in the Harbor. A reasonable surcharge may be added to the cost of fuel pumped during off-hours.

- ~~c. i. A pump-out facility~~ Pump-out facilities adequate for all marine needs (i.e. bilges, holds, oil changes) shall be provided ~~for at any location within Channel Islands Harbor.~~
  - ~~j. A berthing and mooring allocation system providing for the equitable determination of active commercial fishing status and enforcement of the provisions above shall be developed (a plan for this system has been reviewed and approved by the Executive Director of the Coastal Commission).~~
4. Within 5 years of certification of this amended plan (20067), the County of Ventura shall consolidate fish offloading operations to the Commercial Fishing Wharf. This Wharf shall be equipped with two cranes of varying sizes to accommodate the various fish catch in the Channel Islands Harbor area. Two cranes shall be maintained here as long as fish offloading weights are reported at 75% of 2005 levels or greater. At least one working crane shall be in place at all times.

### 3.4 ~~4.5~~ Biological Resources

The 1976 mandates [sic] the protection of the water quality and biological productivity of coastal waters. Section 30230 of the Coastal Act states that marine resources shall be maintained, enhanced, and where feasible restored, and that uses of the marine environment shall be developed such that the biological productivity of coastal waters will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific and educational purposes. Section 30231 applies this same level of protection to coastal streams, lakes, wetlands and estuaries. Section 30232 requires the protection against the spillage of crude oil, gas, petroleum products or hazardous substances by developing effective containment and cleanup facilities and procedures.

Finally, Section 30240 of the Coastal Act requires the protection of environmentally sensitive habitat.

The Public Works Plan for the Harbor complies with all of the above Sections of the Coastal Act.

#### Existing Conditions

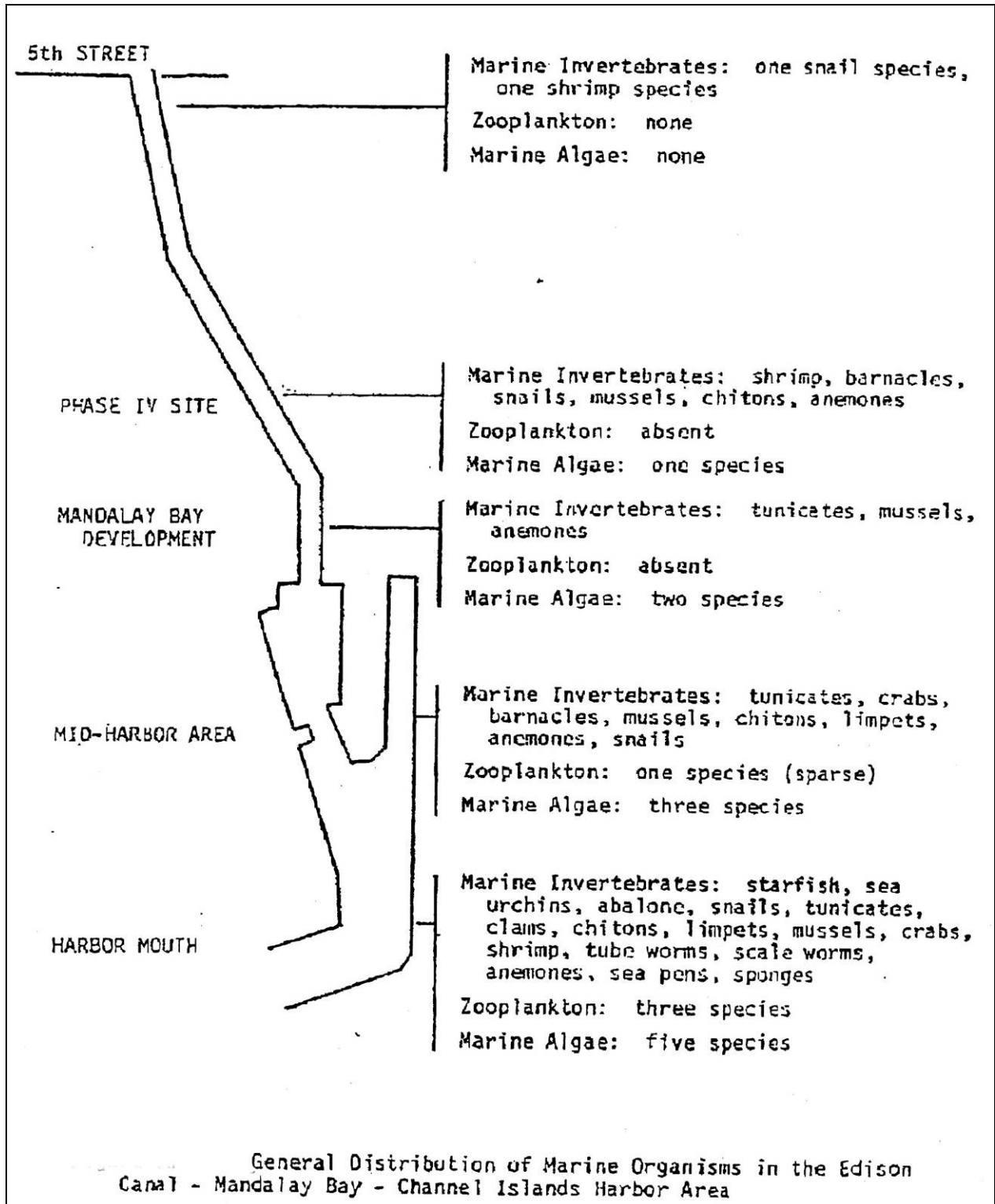
Within Channel Islands Harbor terrestrial biological resources are limited in distribution and significance. The area is completely developed with commercial, recreational and residential structures; terrestrial vegetation consists entirely of introduced landscaping species.

Notwithstanding this man-made environment, several bird species, such as great blue herons and black-crowned night herons, utilize the trees in the Harbor for roosting and nesting. Although none of these species is listed or endangered, their presence is considered important. In addition, nearby Hollywood Beach west of the Harbor is designated as critical habitat for western snowy plover and California least tern.

#### Marine Biology

A biological survey was performed for Channel Islands Harbor and adjacent areas in EIR 81-2 (1982) for development of Mandalay Bay Phase IV. This survey is incorporated, herewithin, by reference. [Figure V](#) ~~Figure X~~ provides a summary of marine organisms present in the project area.

The relatively rich complement of marine algae invertebrates and fishes which is present at or near the Harbor entrance diminishes rapidly through the mid-Harbor area to the Mandalay Bay development north of the Harbor. The primary cause of this reduction in species numbers and diversity may be the pollutant and coliform bacteria concentration which is present in the area. This concentration is the result of inadequate tidal flushing, particularly in the “cul-de-sac” channels in the existing Mandalay development.



**Figure V-~~Figure XI~~**  
**Distribution of Marine Organisms**

The marine species in the Harbor consist in part of:

ALGAE – Colopomenia senuosa, Dictyzoa flatilata, Grateloupia daryphara, Ulva lactuca and Sargassum muticum.

FISH – white croaker Genyonemus lineatus, topsmelt Athrnrinops affinis, jacksmelt Atherinopsis californiensis, staghorn sculpin Leptocottus armatus, pile and shiner surfperch Damalichthys vacica, Cymatogaster aggregate.

BIRDS – great blue heron Ardea herodias, double-crested cormorant Phalacrocorax uritus, western grebe Aechmophorus occidentalis, American coot Fulica americana, brow pelican Pelecanus occidentalis, herring gull large argentatus, California gull Lorus californicus, black-crowned night herons, and western snowy plover and California least tern on adjacent Hollywood Beach.

MAMMALS – California sea lion Zalophus californianus.

It is probable that many more migratory bird species use the Harbor during the year.

Water quality within the Harbor and adjacent waterways to the north is presently impacted by agricultural runoff; boat paint, engine oil, and gas contaminants; and boat toilet discharge. ~~Table V presents the results of water quality sampling (1982) for oxygen, coliform bacteria turbidity, temperature and salinity.~~ The sampling demonstrated that water quality decreased significantly from the Harbor mouth to mid-Harbor; oxygen concentration fell by one-fourth in this interval and was maintained at a level of 9 ppm throughout the rest of the waterways. This is due to the lack of wave action, the decreased tidal mixing, lack of algal species and increase in oxygen consuming bacteria.

The presence of *E. coli* at mid-Harbor and Mandalay Bay boat slips suggests that boat owners are discharging boat toilets directly into the waterways. The presence of increased levels of *E. coli* north of the Harbor indicates a correlation with the agricultural water discharge in this area. The agricultural water is high in nitrate and phosphate levels, which promotes bacterial growth. *E. coli* can cause intestinal disorders while the effect of Enterobacters on marine organisms is unknown.

Since the Harbor will not expand under the Public Works Plan there will be no increase in the current level of Harbor generated pollutants. The development of the Mandalay Bay phases to the north of the Harbor however, will result in substantial increases in water pollutants. The Mandalay project will add approximately 800 boats to the approximately 2,500 that are moored in the Harbor. In addition to some increases in human waste, an additional annual input of 2 tons of engine oil and 20 pounds of lead from marine fuel is projected from the boats in slips at Mandalay Bay.

Impacts upon the distribution and diversity of marine species will not occur with implementation of the Harbor's Public Works Plan. Long-and short-term cumulative impacts, however, from the development of adjacent areas such as the Mandalay Bay projects will affect the distribution and diversity of these marine species. The Public Works Plan will contain policies and actions to protect both the water quality and biological productivity of the Harbor's marine waters.

Table V—  
Summary of Water Quality Samples at  
Five Sites in the Greater Mandalay Bay Area

SAMPLING SITE	SALINITY ‰	TEMP °C	TURBIDITY ppm	O <sub>2</sub> ppm	DEBRIS (1-10)	COLIFORMS CFU/100ml* E. coli Enterobacters
Harbor Entrance	32	16.5-16.0	100+	12.0	1	0 E. coli 0 Enterobacters
Mid Harbor	31	17.0-16.5	100+	9.2	2	20 E. coli 50 Enterobacters
Mandalay Bay	31	17.5-16.5	100+	9.2	4	50 E. coli 100 Enterobacters
Project Site	30	17.5-16.5	100+	9.0	3	0 E. coli 372 Enterobacters
Canal at 5th Street	30	17.5-17.0	100+	8.7	2	0 E. coli 0 Enterobacters

\* Colony forming units per 100 ml H<sub>2</sub>O

Source EIR 81-2

## POLICIES

1. Portions of Hollywood Beach west of the Harbor utilized by western snowy plovers and/or California least terns for nesting, breeding, and foraging are designated as Environmentally Sensitive Habitat Area. No activities associated with operation of the BISC shall be permitted to occur on or across Hollywood Beach during the nesting/breeding season for snowy plovers and least terns (March 1 – September 30). In carrying out this policy the Harbor Department shall consult with the US Fish and Wildlife Service.
2. The Harbor Department shall coordinate with the California Department of Fish and Game, the US Fish and Wildlife Service and the Army Corps of Engineers to develop and implement a long-term conservation plan for California least terns and western snowy plovers at Hollywood Beach. The conservation plan shall include management strategies that address Harbor education and outreach programs (including those associated with the BISC), beach maintenance activities, dredging, and designation of breeding areas for the least tern and snowy plover.
3. The Harbor Department shall avoid beach grooming activities at Hollywood Beach between January 1 and September 30 of each year unless authorized by the US Fish and Wildlife Service. Removal of items not necessary to support insects and invertebrates that western snowy plovers feed upon is allowed provided that removal is not conducted during the breeding season. Motorized vehicles shall stay on the wet sand or along the south edge by the jetty during this period.
4. The Harbor Department shall install educational signs at access points to Hollywood Beach to inform beach users of “leash” laws and to discourage harmful activity within the nesting area for snowy plovers and least terns during the breeding season. If recommended by the U.S. Fish and Wildlife Service “symbolic” fencing (e.g. rope and stakes) may be installed to protect nests during the breeding season.
5. Construction of the Boating Instruction and Safety Center (BISC)

Commencement of construction shall not take place until a qualified biologist has determined the black-crowned night herons are no longer nesting. No ~~Construction~~ construction shall commence or ongoing exterior construction shall occur during the nesting season for black-crowned night herons (February through July). Construction improvements to the interior of the building may continue during the balance of the year if the biological monitor determines that interior construction will not adversely impact nesting or fledging activity and all construction noise is mitigated to the maximum feasible extent. Construction staging shall take place from the opposite side of the BISC away from the nesting trees. A qualified biologist shall monitor the site prior to, during (at least twice monthly), and after construction. The biologist shall submit a monitoring report after each nesting season during construction and once annually for 3 years after final construction is completed which addresses the status of the black-crowned night heron nesting in the immediate vicinity of the BISC.



6. To avoid disturbance of nesting herons all lighting on the north side of the BISC building shall be of low intensity and directed downward and/or away from nesting trees.
7. Construction of the Vintage Marina

The restrictions specified below shall not apply to construction of docks and piers on the opposite side of the harbor from the Vintage Marina, and construction that does not exceed an ambient noise level, not to exceed 65 dB, at any potential or active nesting tree within the Vintage Marina reconstruction area (basins D & E and the adjacent linear park).

Construction of the Vintage Marina shall not take place within the existing Vintage Marina dock reconstruction area (basins D and E) or the adjacent linear park during the nesting season for black-crowned night herons, great blue herons, or egrets (February 1 through August 15). A qualified biologist, approved by the Executive Director, shall monitor the site during construction for herons and egrets prior to, during (at least once weekly), and after construction. The monitor shall be present during all pile driving to assess the impacts on bird foraging and feeding. Should nesting activity at either of the two existing nesting sites located within the linear park adjacent to the reconstruction area be observed at any time during construction then all construction throughout the non-nesting season within 300 feet of the nest site shall cease and not resume until the end of the nesting activity. The biologist shall submit a monitoring report after each nesting season during construction and after final construction is completed which addresses the status of heron or egret nesting and foraging in the immediate vicinity of the Vintage Marina.

Noise generated by construction shall not exceed ambient noise levels at the construction site (including but not limited to pile driving) and in no case shall construction noise exceed 65 dB. A qualified independent monitor, approved by the Executive Director, shall be present on site during construction to measure noise levels. During construction noise reduction measures such as sound shields made from plywood or sound-board or molded sound shields shall be used and measures shall be taken to minimize loud noise generation to the maximum feasible extent. Bubble curtains shall be employed beneath the surface during pile driving. Bright upward shining lights shall not be used during construction and construction employees shall be prohibited from bringing pets (e.g. dogs and cats) to the construction site.

8. In order to provide further protection to avian species adjacent to the BISC, all music played at the BISC during special events, whether inside or outside, shall be of the non-amplified, acoustic variety.
9. In order to protect the water quality and biological productivity of Harbor waters the County ~~in conjunction with the City of Oxnard~~ will develop:

- a. A water quality monitoring program for oxygen, turbidity, coliform bacteria, heavy metals and nitrates/phosphates to be performed on a semiannual basis. The program will be designed to establish a baseline for water quality within the Harbor so that, at a minimum, the existing level of marine organisms can be maintained in the Harbor; and;
- b. A biological monitoring program to sample the Harbor waters (including benthic areas) that will be performed simultaneously with the water quality sampling monitoring program.

Both programs will be designed and undertaken by a qualified marine biologist.

If negative impacts to the Harbor's marine communities by the monitoring program, then the City and the County shall undertake mitigation measures in their respective waterways to reduce the level of pollutant input. This shall include, but not be limited to:

- an enforcement program, with monetary fines, to eliminate intentional or negligent discharge of boat effluent and engine fluids into the waterways;
  - provision of additional pump out facilities within the Harbor, particularly in areas used by live aboards;
  - reduction of fertilizer use on adjacent landscaped areas;
  - containing and moving runoff away from the waterways and into City storm drain systems; and
  - a public education program outlining the effect of Harbor generated pollutants on the marine life and measures that can be taken to prevent it.
10. Use of the marine environment shall be permitted to the extent that it does not adversely impact the biological productivity of Harbor and coastal waters.
  11. Activities which produce, handle or transport petroleum products or hazardous substances within Harbor water areas shall be discouraged unless it can be proven beyond reasonable doubt that such activity will not result in any significant environmental impact. This policy does not apply to retail fuel sales/operations for boaters and commercial fishermen in the Harbor.
  12. Adequate cleanup procedures and containment equipment shall be provided by the Harbor for all hazardous materials stored in the Harbor.
  13. Ensure that development is designed and managed to minimize the introduction of pollutants into the Channel Islands Harbor and surrounding coastal waters to the maximum extent practicable.

14. Ensure that development plans and designs incorporate appropriate Site Design, Source Control and Structural Treatment Control Best Management Practices (BMPs) to reduce pollutants and runoff from proposed development to the maximum extent practicable. Structural Treatment Control BMPs shall be implemented when a combination of Site Design and Source Control BMPs are not sufficient to protect water quality.
15. Ensure that development minimizes erosion, sedimentation and other pollutants in runoff from construction-related activities to the maximum extent practicable. Ensure that development minimizes land disturbance activities during construction (e.g., clearing, grading and cut-and-fill), especially in erosive areas (including steep slopes, unstable areas and erosive soils), to minimize the impacts on water quality.
16. Ensure that development incorporates appropriate design elements and management practices to minimize adverse impacts to water quality related to boating facilities and boater waste in the Channel Islands Harbor to the maximum extent practicable. Boating in the Harbor shall be managed in a manner that protects water quality, and any persons or employees maintaining boats in slips or using slips on a transient basis shall be made aware of water quality provisions.
17. In order to prevent significant adverse impacts from existing or new development, either individually or cumulatively, on coastal water resources the County shall, within one year of approval of the Harbor Public Works Plan by the Coastal Commission, implement a water conservation program within the Harbor which includes incentives for the public and private users to reduce water consumption. The program will include a list of implementation measures to reduce water demand and an annual report to the Board of Supervisors. This shall include:
  - a. use of drought resistant landscaping in all new developments;
  - b. use of water saving devices in all new development including restaurants and fish cleaning facilities; and
  - c. charging of fee for water use at public boat ramps and private slips.

### 3.5 ~~4.6~~ Traffic and Circulation

Section 30254 of the Coastal Act states that limited public works facilities such as road capacity shall be reserved for coastal development venues (i.e., harbor waterways and boating), essential public services and basic industries vital to the economic health of the region, state or nation, public recreations, commercial recreation, and visitor-serving land uses.

Section 30253(4) requires that new development minimize energy consumption and vehicle miles traveled.

Most importantly, Section 30211 of the Coastal Acts directs new development to not interfere with the public's right of access to the sea.

The Harbor's Public Works Plan is consistent with the above provisions of the California Coastal Act.

#### Existing Conditions

Access to Channel Islands Harbor is provided by Harbor Boulevard and Victoria Avenue, both running north to south (see Figure II). The major Harbor intersections are Harbor Boulevard/Channel Islands Boulevard, Victoria Avenue/Channel Islands Boulevard and Peninsula Road/Channel Islands Boulevard. These intersections have traffic-actuated signalization.

These three main access routes serve as the only access to the Harbor and adjacent communities and outlying areas. The community of Silver Strand is isolated by the Pacific Ocean on the west, Port Hueneme Harbor on the south and the Naval Construction Battalion Center on the east. Victoria Avenue to the north serves as the only access route in and out of this area.

The community of Hollywood Ranch is isolated by the Pacific Ocean on the west, the Channel Islands Harbor mouth on the south and the Harbor on the east; Harbor Boulevard to the east and north and Channel Island Boulevard to the east serve as the only access routes in and out of this area. Furthermore, Harbor development along the western basin is also accessed via Channel Islands Boulevard.

Peninsula Road, south of Channel Islands Boulevard, accesses all mid-Harbor development.

These roads all provide important coastal access for the public to the Harbor and the adjoining public beaches of Silver Strand and Hollywood Beach. The 1976 Coastal Act requires that new development shall not interfere with the public's right of access to the sea (Section 30211). Furthermore, Section 30254 requires that limited public services, such as road capacity first be allocated to coastal dependent land use, essential public services and basic industries vital to the economic health of the region, state or nation. Channel Islands Harbor is a coastal dependent land use and qualifies as a priority use for limited roadway capacity allocation. The critical issue in the Harbor area is:

1. whether there is sufficient roadway and intersection capacity in the Harbor area to provide uncongested access to the Harbor and adjacent shoreline; and
2. whether Harbor development will negatively impact these intersections and roadways.

The Channel Islands Beach Community Service District has expressed significant concern relative to future development which may impact residential areas. These concerns are examined under the heading “Naval Construction Base Traffic Impacts on Harbor” within this section.

As of October 1981, Peninsula Road south of Channel Islands Boulevard accommodated approximately 6,000 to 6,500 weekday vehicles. To represent seasonal peak use, these figures were adjusted upwards by 20%; this results in a peak use of 7,200 to 7,800 vpd. The Level of Service at the Channel Islands Boulevard and Peninsula Road intersection was projected at Level “A” upon development of the final Parcel on the Peninsula (i.e. Golden Dolphin Restaurant – EIR 81103016). This Level of Service should not have changed significantly since the completion of the Golden Dolphin Restaurant and, therefore, public access to the Harbor via this route is not expected to be limited.

A traffic survey conducted in October of 1981 indicated that 24,680 vehicles per weekday (vpd) and approximately 23,450 vpd and 20,850 vpd respectively on Saturday and Sunday used Channel Island Boulevard east of Peninsula Road. Recent traffic counts show 25,000 weekday vehicles using Channel Islands Boulevard west of the Victoria Avenue intersection (phone communication Mr. Joe Genovese, City of Oxnard 8-27-85). Traffic use of this portion of Channel Islands Boulevard, therefore, does not appear to have changed significantly since 1981. However, even under the existing conditions, the daily flow volumes exceed the design capacity of Channel Islands Boulevard, as is demonstrated by [Table 3.](#) ~~Table VI.~~ The “over capacity” condition will be of a greater magnitude upon the completion of several major pending projects (the Mandalay Beach Colony and Mandalay Bay phase IV).

Table 3 ~~Table VI-~~  
Weekday Traffic Volumes and Roadway Capacities

ROADWAY SEGMENT	WEEKDAY/WEEKEND EXISTING ADT	REMAINING DESIGN CAPACITY (24,500 ADT LEVEL C)
Harbor Blvd North of Channel Island Blvd	15,000	9,500
Harbor Blvd South of Channel Island Blvd	10,800	13,700
Channel Island Blvd West of Victoria Ave	25,000/26,752	-500/-1,752
Channel Island Blvd East of Victoria Ave	26,000	-1,500
Victoria Ave North of Channel Island Blvd	20,000	4,500
Victoria Ave South of Channel Island Blvd	18,000	6,500

Source: City of Oxnard Public Works Dept – counts taken in 1983

\* Count taken April 12, 1985

Table 4 ~~Table VII-~~ identifies the levels of service at Victoria Avenue and Channel Islands Boulevard in 1982 and those predicted in 1990.

Table 4 ~~Table VII-~~  
Weekday Levels of Service for  
Channel Islands Blvd/Victoria Ave Intersection

Peak Hour Approach Volumes	
1982	1990 Estimated*
2996 (C/C)	3880 (D/D)
* Ventura County Estimates Source: EIR 81-2	

The level of service “D” is defined in the Highway Capacity Manual as “unstable flow” with possible substantial delays and severe limits on maneuverability during short periods. Traffic contributing to this level of service “D” will be generated by developments outside of the Harbor area such as the Mandalay Beach and Voss residential commercial proposals (i.e., north of the Harbor).

The level of service for an intersection is a more accurate indicator of traffic congestion than roadway capacity; the design capacity of a road can be exceeded without congestion occurring. However, the intersection is the critical component in determining roadway capacity and traffic flow characteristics.

There are no up-to-date levels of service surveys on any of the critical intersections within the Harbor area. Yet, with the important intersection of Channel Islands Boulevard and Victoria Avenue at a level of service “C” in 1982 and Channel Islands roadway capacity presently exceeding level of service “C,” level of service “D” could be reached in this intersection shortly.

These critical intersections are outside of the Harbor’s jurisdiction and cannot, therefore, be controlled by Harbor authorities. Any mitigations to improve intersection congestion (i.e., more left turn lanes, resignalization, restricting development) can only be suggested to the City of Oxnard by the County.

Since the Harbor is built out (except Parcel ~~X-J~~X-3, for which there is a certified EIR) and will not be expanding under the proposed Public Works Plan it will have no further impact upon these important intersections. The proposed plan is a permanent document with policies and standards of review which should serve to prevent any future Harbor development from impacting these intersections negatively.

## Naval Construction Base Traffic Impacts Upon The Harbor

Early in 1984 the Naval Construction Battalion Center rerouted all of its truck traffic from its eastern gate (i.e., Pleasant Valley Road) to a new entrance/exit gate (i.e., Marina Gate) on Victoria Avenue. This new gate is located at the southern terminus of the two-lane Victoria Avenue immediately above the community of the Silver Strand and the Harbor’s recreational swim beach. The truck traffic includes the base’s heavy equipment, supplies, and Mazda automobile transport trucks, as well as military and civilian personnel ingress and egress.

Since the Marina gate has been open, several accidents involving trucks and automobiles have occurred. Further, the added truck traffic has created congestion problems on Victoria Avenue due to the difficulty trucks have experienced in locating the gate (i.e., they end up in the narrow streets of Silver Strand) and the fact that Victoria Avenue is only two lanes and without proper turning and onramp lanes for the new truck traffic.

The result of this traffic congestion is that access for Silver Strand residents and the public using the Harbor recreational beaches, as well as the U.S. Coast Guard, Harbor Master’s/Administration and all other leases within the Harbor fronting on Victoria Avenue has become both hazardous and difficult. The Channel Islands Beach Community Service District has expressed significant concerns to the City of Oxnard regarding the effect of the Marina gate upon traffic and congestion safety in Silver Strand. Further, the Level of Service on Victoria Avenue has been significantly reduced.

Delays of 10 to 15 minutes exiting Pelican Way onto Victoria Avenue can seriously jeopardize Harbor and Coast Guard operations.



It has been suggested that the Marina gate be located northwards to the 23rd Street entrance exit where Victoria Avenue becomes a four-lane roadway. Four lanes could significantly lessen the impacts of the Base truck traffic on resident and recreational car traffic.

The County is unable to improve this traffic situation since the City of Oxnard has jurisdiction over all developments regarding Victoria Avenue.

## POLICIES

1. Within one year of approval of the Harbor Public Works Plan by the Coastal Commission, the County will submit for review and approval of the Executive Director of the Coastal Commission, the Harbor Area Allocation Traffic System (HAATS) program, including a schedule for implementation of the program.

The County of Ventura shall seek the assistance of the Cities of Oxnard, Port Hueneme and Channel Islands Beach Service District to develop the HAATS program which maintains a Level of Service of “C” at all critical intersections providing public access to the Harbor and shoreline through a system of capacity points. The remaining Level of Service “C” capacities (if any) for the critical Harbor access intersection shall be assigned a set number of maximum points and those points distributed amongst the category of uses in the Harbor area on the basis of their priority under Section 30254 of the 1976 Coastal Act.

This policy will not be implemented without the cooperation and participation of the City of Oxnard and Port Hueneme.

2. The County shall request that the City of Oxnard and the Naval Construction Battalion Center undertake a traffic safety study in consultation with the County and Channel Islands Beach Community Service District for the CBC Marina gate which examines measures to eliminate the gate’s existing traffic safety and congestion hazards, which shall include but not be limited to:
  - a. relocating the Marina gate northwards to the 23rd Street entrance/exit (i.e. where Victoria Avenue becomes four lanes);
  - b. providing proper signing and turn and onramp lanes for the relocated Marina gate;
  - c. provide full signalization for the relocated Marina gate intersection with Victoria Avenue; and
  - d. use of that area south of relocated gate which is east of the existing two lanes of Victoria Avenue for public parking in order to reduce traffic congestion.

Results of the study shall be incorporated into the HAATS program outlined in mitigation “T” above.

3. If the Victoria Avenue parking lot in Policy 2d above is identified by the traffic safety study as being necessary to eliminate congestion, then the County will submit to the Executive Director of the Coastal Commission for review and approval plans specifying the range in size of the parking lot and its spaces in addition to a schedule implementing this parking project.

## ~~4.7—Public Services: Water and Sewer Capacities~~

~~Section 30250 of the Coastal Act requires that new development be located in areas that are able to accommodate it and where it will not have significant impacts upon coastal resources. Section 30254 states that where public services are limited priority uses such as coastal dependent (water uses) and visitor serving uses shall not be precluded by other development.~~

~~The Public Works Plan for the Harbor contains policies which insure that new development will not have negative impacts upon the local water resources and that there is sufficient sewer capacity to serve Harbor development. The Plan is fully consistent with the above policies of the California Coastal Act.~~

### ~~Existing Conditions~~

~~Channel Islands Harbor is provided water and sewer services by the Channel Islands Beach Community Services District (CIBCS D). The District serves the adjacent communities of Hollywood Beach and Silver Strand.~~

~~The CIBCS D provides sewer and water services to Channel Islands Harbor on the basis of three formal agreements between the City of Oxnard, County of Ventura and City of Port Hueneme. These are:~~

~~On May 28, 1963, the Oxnard Beach County Water District, predecessor to the CIBCS D, established an agreement with the County of Ventura to provide water to Channel Islands Harbor. The County was responsible for installing all water lines and dedicating them to the District.~~

~~On June 21, 1966, a “Joint Powers Agreement of Disposal of Waste and Sewage” between the City of Port Hueneme and the District was signed. This agreement allowed for the use of the City of Port Hueneme sewer lines by the Oxnard Beach County Water District to transport sewage from their service areas to the Surfside Sewer Plant. This plant was phased out in 1977 and replaced by the present Oxnard Sewer Plant located on Perkins Road immediately below the City of Port Hueneme.~~

~~On December 18, 1973, the District established an agreement with the City of Oxnard on how services are to be provided in the Harbor:~~

- ~~a.—Defined Service Areas in the Harbor;~~
- ~~b.—Provided for procedure to change existing District service areas within the Harbor either by mutual consent or by petition of the land owner; and~~
- ~~c.—Provided for method to address future questions about annexations in the Harbor.~~

~~The CIBCS District draws its water from the Fox Canyon and Hueneme aquifers through three wells; the wells range in depth from 600 to 1,000 feet in depth. These aquifers are not affected by salt water intrusion like the upper aquifers; however, the County of Ventura is in the process of~~

~~implementing a groundwater management program for the deeper aquifers which will be implemented sometime next year. The management program will probably restrict new drilling in the lower aquifer but will not restrict existing well pumpage.~~

~~The Harbor uses approximately 121.6 million gallons per year of water (1984 water year) or 374 acre feet. Even though there has been rapid growth in the Harbor over the last five years, the District still has adequate water supplies to meet this increased demand. Existing storage and pumping equipment, however, is almost at capacity in serving the Harbor and surrounding neighborhood uses. The present peak pumping and storage capacity of the District is 66 million gallons per day; only half or 33 million gallons is available for actual water supply since the remaining pumping capacity and storage used at night (lowest demand period) to backflush lines to prevent contamination and siltation. At peak demand during the summer, the water demand from users is slightly less than 33 million gallons.~~

~~The District plans to install in the next five years additional storage tanks and pumps in Hollywood Beach to meet the summer peak demand. Until this equipment is installed, water conservation measures implemented at the Harbor would prevent water shortages in the District during the summer. Certain uses at the Harbor use considerable quantities of water. For example, the washing of boats at the public boat ramps accounts for approximately 4.8 acre feet per month (peak use); restaurants are also one of the highest water users in the Harbor.~~

~~Effluent produced in the District is processed at the Oxnard Sewer Plant on Perkins Road in Oxnard. There is adequate line and plant capacity to meet all existing and permitted uses within the District.~~

## POLICIES

- ~~1. In order to prevent significant adverse impacts from existing or new development, either individually or cumulatively on coastal water resources the County shall, within one year of approval of the Harbor Public Works Plan by the Coastal Commission, implement a water conservation program within the Harbor which includes incentives for the public and private users to reduce water consumption. The program will include a list of implementation measures to reduce water demand and an annual report to the Board of Supervisors. This shall include:
  - ~~a. use of drought resistant landscaping in all new developments;~~
  - ~~b. use of water saving devices in all new development including restaurants and fish cleaning facilities; and~~
  - ~~c. charging of fee for water use at public boat ramps and private slips.~~~~

### 3.6 ~~4.8~~ Dredging

Section 30235 of the Coastal Act permits structures which alter natural shoreline processes, such as Harbor channels and seawalls, for coastal dependent development.

The dredging of existing navigation channels, vessel berthing, mooring areas and boat ramps is allowed by Section 30233 of the Coastal Act, provided there is no feasible less environmentally damaging alternative and mitigation measures have been provided to minimize environmental impacts.

The County's plan is fully consistent with the above provisions of the Coastal Act. Plan policies require protection of sensitive habitat, water quality, and public recreation in the coastal zone though specific review of the time of dredging, and dredge spoils composition and siting.

~~The Harbor development is complete and should require no additional new redevelopment construction.~~ Revetment repair, maintenance and redevelopment to provide for public walkways to the Harbor mouth may be necessary in the future. Since the Harbor is a coastal dependent development, the existing revetments/seawalls and their future repair, maintenance and redevelopment is consistent with the above provisions of the Coastal Act.

#### Existing Conditions

The Channel Islands Harbor mouth is protected on the north and south by two rock revetment walls and a third rock revetment approximately 1,600 feet offshore (see Figure II).

The offshore detached breakwater parallels the shoreline and Harbor mouth and prevents potentially damaging sea waves from entering the Harbor mouth. The southward flowing coastal sand supply is interrupted by the Harbor revetment complex. As a result, the Harbor mouth slowly fills in with sand and the downcoast areas begin to erode due to the lack of a sand supply.

To correct this situation the Army Corps of Engineers administrates a contract to dredge the Harbor mouth every two years and deposits the accumulated material on the City of Port Hueneme beaches. The Coastal Commission has permanent permitting jurisdiction over development in State waters and on sandy beaches below the mean high tide line. Because the Harbor mouth is an existing navigation channel, a permit from the Coastal Commission is not required per Section 30610 (c) of the Coastal Act. If the dredged sand is deposited in the coastal zone, however, a Coastal Development permit is required.

The Army Corps of Engineers must, therefore, obtain a Coastal Development Permit for deposition of sand on beaches downcoast of the Harbor. Also, Federal law requires Federal agencies undertaking activities in a State's coastal zone to obtain a "consistency determination" from the State's Coastal Zone Management Department. The consistency determination is primarily to ensure compliance with State Coastal legislation and local land use plans and policies. Thus, the Army Corps is required to undergo several permit reviews simultaneously for sand deposition in the Coastal Zone.

~~The City of Port Hueneme beaches do not contain any significant coastal resources except for the California grunion, *Leuresthes tenuis*, which uses these beaches as a spawning ground from March through August.~~

The Coastal Commission issued a coastal development Permit #4-83-173 for dredging of Channel Islands Harbor and Port Hueneme Harbor and deposition of the spoils on Port Hueneme and Ormand beaches on August 24, 1983.

The permit required the Army Corps:

1. to terminate all spoils deposition activities from both April 15th through September 1st within 100 yards of the Least Tern nesting area on Ormond Beach and from the first grunion run after March 1st through Labor Day in September within the beach area of the project; and
2. to allow review of both dredging pipeline and spoils disposal sites in order to avoid sensitive habitats (i.e. dune vegetation and wetlands on Ormond Beach) by the Department of Fish and Game and the water quality of discharges from the spoils area by the Regional Water Quality Board.

These provisions provided for protection of the water quality, the sensitive habitat and species of Ormond Beach as well as preventing any conflicts between public beach activity and dredging operations. Since the sand dredged from Channel Islands Harbor is not deposited within the sensitive resources of Ormond Beach, but rather on the City of Port Hueneme beaches, only the condition regarding grunion spawning is applicable.

## POLICIES

1. To protect the quality of coastal waters, sensitive habitats and their species and public recreational use of coastal lands, the Harbor will request that the Army Corps:
  - a. Obtain all necessary Coastal Permits for the deposition of dredged spoils in the coastal zone including “consistency review and approval” by the Coastal Commission and, if necessary, compliance with EPA dredge spoils criteria for beach replenishment; and
  - b. Terminate dredge spoil activities (i.e., operation of equipment, spoil disposal, placement or removal of disposal pipelines or other construction, maintenance and material removal or activities involving mechanized equipment) on any part of the beach and shorefront in a disposal area from the first predicted grunion run after March 15 through Labor Day in September.

This policy shall also apply to any dredging activities undertaken by the County or their subcontractors.

2. Construction which alters natural shoreline processes shall be limited to minor alterations and maintenance of existing facilities, such as repair of existing revetments and groins, and shall be permitted if it is to serve coastal dependent uses and if it mitigates erosion which threatens existing structures or public beaches.

The design must eliminate or mitigate adverse impacts on local shoreline sand supply. Periodic dredging for Harbor maintenance purposes shall be conducted in a manner consistent with the protection of coastal resources including sand supply for beaches. Dredging operations and equipment storage in the Harbor shall minimize, to the greatest extent feasible, disturbance of coastal access and recreation. Alternative temporary facilities for launching small boats, windsurfers, etc. shall be provided where feasible.



**APPENDIX A**

**Inventory of Existing Uses/  
Intensities by Parcel**

**Existing Waterside Boating Support Facilities**

Table I  
Inventory of Existing Uses/Intensities by Parcel

Use of Parcel	Parcel Size (acres) Land <del>&amp; Water</del>	No. of Slips or Dry Storage	Intensity (units or floor area)
<u>RESIDENTIAL</u>			
PCL C <sup>a</sup>	7.14 acres		90 apts
PCL F-4, 5	8.75 acres		118 apts
PCL LM-1			243 apts
PCL LM-2			123 apts
PCL LM-3	<u>19.65 (total for 1,2 &amp; 3)</u>		<u>153 apts</u>
Subtotal	35.54 acres		727 apts
<u>LODGING</u>			
PCL F <sup>a</sup>	10.69 acres		
PCL F-1	2.90 acres		
PCL F-3	<u>1.89 acres</u>		<u>274 rooms</u>
Subtotal	15.48 acres		274 rooms
<u>RESTAURANTS</u>			
PCL F <sup>a</sup>			12810 sq. ft.
PCL F-6	1.20 acres		10075 sq. ft.
PCL H <sup>a</sup>			3000 sq. ft.
PCL K-1	.79 acres	PL <sup>b</sup>	10924 sq. ft.
PCL K-2	.79 acres		11100 sq. ft.
PCL RS	3.57 acres		12100 sq. ft.
PCL V & V2 <sup>a</sup>			6266 sq. ft.
PCL X-3	3.03 acres		12000 sq. ft.
PCL Y-2 <sup>a</sup>	<u>-----</u>		<u>10000 sq. ft.</u>
Subtotal	9.78 acres		88275 sq. ft.
<u>RETAIL &amp; MARINE SALES/SERVICE</u>			
PCL H- 1, 2 <sup>a</sup>	2.51 acres		
Boutique			1000 sq. ft.
Chandlery			4000 sq. ft.
Office for Boat Rent/Sales			1000 sq. ft.
Bait & Tackle/Dive Shop			3950 sq. ft.
Office & Space for:			4600 sq. ft.
- Marine Services			
- Yacht Sales			
- Boat Rentals			
PCL N-1 <sup>a</sup>	3.4 acres		
Chandlery w/Office for:			5250 sq. ft.
- Boat Sales/Storage			
- Insurance Brokerage			
PCL T	0.44 acres		
Office for:			540 sq. ft.
- Fuel Dock			

Use of Parcel	Parcel Size (acres) Land <del>&amp; Water</del>	No. of Slips or Dry Storage	Intensity (units or floor area)
PCL V-1 - Auto/gas Station	0.56 acres		1860 sq. ft
PCL V, V-2, V-3 <sup>a</sup> F. Mkt/Bait & Tackle Fish & Chips Splty Shops (8) & Laundromat Grocery	2.44 acres		2000 sq. ft 800 sq. ft 5000 sq. ft
PCL Y-2 <sup>a</sup> Gift Shops & Conv. & Marine oriented & Vis. Serv. Rec.	1.44 acres		15000 sq. ft
Subtotal	<u>10.79 acres</u>		<u>47200 sq. ft</u>
<b><u>BOAT SLIPS, STORAGE, CONSTRUCTION &amp; REPAIR</u></b>			
PCL C <sup>a</sup> Yacht Club Rec. Bldg.		<del>9179</del> 84 slips	4500 sq. ft.
PCL D & E Office for: - Slip Rental - Yacht Club	<del>14.51 acres</del>	402 slips	7570 sq. ft.
PCL F-2 <sup>a</sup> Transient Dock		<del>11</del> 27 slips	
PCL F-3 <sup>a</sup>		<del>331</del> 196 slips	
PCL F-7 Rec. Bldg. w/office For Slip Rental	<del>18.76 acres</del>	<del>433</del> 504 slips	8800 sq. ft.
PCL H1, 2 <sup>a</sup>		<del>20</del> 17 slips	
PCL LM-1, 2, 3 <sup>a</sup>		<del>0</del> 154 slips (combined with F-3)	
<del>PCL N —Bldg. for Boat: —Sales &amp; Brkrge. —Whsle. Marine —Repair &amp; Constr.</del>	<del>6.75 acres</del>	<del>45</del> 30 slips	<del>25410 sq. ft</del>
PCL N-1 <sup>a</sup>		<del>55</del> 22 slips	
PCL N-2 <sup>a</sup> - Office - Transient Dock - Launch Ramp	<del>17.50 acres</del>	<del>72</del> 120 slips  16 40-slips (i.e. boats) 7 lanes	1330 sq. ft

Use of Parcel	Parcel Size (acres) <del>Land &amp; Water</del>	No. of Slips or Dry Storage	Intensity (units or floor area)
PCL <del>P-P &amp; N</del> Dry Storage Office for Boat - Sales & Rental - Minor Repair - Storage	<del>6.49 acres</del>	<del>145-64-50</del> -slips 400 <del>350</del> -boats	3056 sq. ft.
<del>PCL-N</del> <u>Bldg. for Boat:</u> <u>- Sales &amp; Brkrge.</u> <u>- Whsle. Marine</u> <u>- Repair &amp; Constr.</u>	<del>6.75 acres</del>	<del>45-30</del> -slips	<u>25410 sq. ft</u>
<u>PCL Q</u> <u>Dry Stack</u>		(unknown at this time)	
PCL RS <sup>a</sup> Commercial Sport Fishing		31 slips	
PCL X1A Commercial Fish	<del>4.02 acres</del>	<del>66-67</del> -slips	
PCL X1B Office & Bldg. for Admin/Mngmt of Comm Fishing support facility <sup>c</sup>	<del>0.78 acres</del>		<del>8800-8000</del> -sq. ft.
PCL X-2 Office for: - Minor Motor/Repair - Boat Sales/Brkrge - Boat Insurance	<del>7.58 acres</del>	197 slips	2674 sq. ft.
<u>PCL X-3c</u>		<u>15 slips</u>	
PCL Y-1 Office for: - Slip Rentals - Minor Motor/Repair - Boat Sales/Brkrge - Boat Insurance	<del>6.96 acres</del>	174 slips	2674 sq. ft.
PCL Y-3 Office for: - Slip Rentals	<del>5.95 acres</del>	153 slips	1300 sq. ft.
PCL Y-4 Yacht Club Bldg.	<del>11.49 acres</del>		9270 sq. ft.
Subtotal	<u><del>88.54 acres</del></u>		<u>66584 sq. ft.</u>

Use of Parcel	Parcel Size (acres) Land <del>&amp; Water</del>	No. of Slips or Dry Storage	Intensity (units or floor area)
<b><u>PUBLIC SERVICES</u></b>			
PCL F-6 <sup>a</sup> Bldg. for Fire Station			4143 sq. ft
PCL F-2 Pub. Park	0.90 acres	PL <sup>a</sup>	
PCL (no. #) P. Park (W. Side) (.20 underdeveloped)	3.10 acres		
PCL (no. #) P. Park (E. Side)	0.60 acres		
PCL (no. #) Harbor Maint. yard Maintenance Bldg.	0.87 acres		1269 sq. ft
PCL (no. #) U.S.C.G. - Admin Bldg. - Barracks	1.40 acres	dock	5342 sq. ft. 3700 sq. ft.
PCL (no. #) Harbor Admin Bldg.	1.38 acres		5500 sq. ft.
PCL (no. #) <sup>f</sup> Boating Instruction and Safety Center (BISC) designated by * as shown on <a href="#">Figure III, Figure IV, &amp; Appendix B</a> <del>Figures III, IV, V, &amp; VII</del>	**		net 19,000 sq. ft.
Subtotal	8.25 acres		19954 sq. ft
TOTALS	167.98 acres	<u>2150</u> <del>2354</del> slips <sup>d</sup>	222013 sq. ft. <sup>e</sup>

a Parcel appears more than once in the Table.

b Public Landing

c Bldgs. not constructed/not shown in Total sq. ft.

d The actual maximum slip total is 2210; however, the 2150 minimum slip number is used to accommodate slips out of service at any given time.

~~d Designated slips, excludes approx. 150 partial finger ties and 350 dry boat storage slips.~~

~~e Does not include 8000 sq. ft. planned for parcel X1B~~

~~e~~f BISC includes boating and marine education, and a gathering facility

Table II  
Existing Waterside Boating Support Facilities

USE / FACILITY	NUMBER OF SLIPS	LOCATION
TOTAL SLIPS	<u>2150</u> <del>2504</del> <sup>e</sup>	
Recreational (Public)	<u>2047</u> <del>2323</del> <sup>b</sup>	All Channels
Commercial Fishing	<u>60</u> <del>150</del>	West Channel boat basin c
Commercial Sport Fishing	31	East Channel
<u>Mixed Slips</u>	<u>20</u>	
<del>TOTAL DOCKS</del>	<del>8</del>	
<del>Commercial Sport Fishing</del>	<del>1 (31 slips)</del> <sup>d</sup>	<del>East side of Main Channel</del>
<del>Transient <u>Slips</u> <del>Vessels</del></del>	<del>46</del> <del>2 (67 slips)</del> <sup>d</sup>	<del>East Channel (at Fisherman's Wharf/Launch Ramp) &amp; West Basin (at Peninsula Park)</del>
<del>Fuel Docks</del>	<del>1</del>	<del>East Side of Channel</del>
<del>U.S. Coast Guard Dock</del>	<del>1</del>	<del>East Side of Main Channel</del>
Public Docks	3	One on West side at Bluefin Circle (near parking lot W-4). One on West side at Harbor Landing (never publicly owned). One in East Channel connecting to Fisherman's Wharf dock.

## FUTURE WATERSIDE BOATING SUPPORT FACILITIES

Boating Instruction and Safety Center	278 ft.	West side at Bluefin Circle near parking lot W-4
---------------------------------------	---------	--

- ~~a. Includes facilities approved for construction (but not yet fully constructed) on X and Y parcels per Coastal Permit 178-15.~~
- ~~b. Includes 150 finger ties (mooring of boats outside of designated slips, but using the dock or slip structure to tie onto.)~~
- ~~c. Permit 17-15 locates commercial fishing slip opportunities within this basin but recognizes that fishermen may choose to berth elsewhere in the Harbor.~~
- ~~d. The number of berths available at any given time varies with the size of vessels tied up. The maximum number of slips for these docks was included in the "total slips" figure of the table.~~
- ~~e. Public docks are those which are available for short term berthing at points of interest within the Harbor.~~
- The Boating Instruction and Safety Center is situated partly on the current alignment of the Bluefin Way Loop, and partly on a turf and trees area. The BISC location is shown on Figures III, IV, V and VII.
  - The Boating Instruction and Safety Center eliminates 22 recreational boating slips, of which 3 are live-aboard. These slips are to be re-created elsewhere in the harbor in connection with Condition 2 of Notice of Impending Development 1-05.
  - This figure expresses the approximate lineal footage of side-tie dock to be established with the BISC.