

CALIFORNIA COASTAL COMMISSION

SOUTH CENTRAL COAST AREA
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DATE: July 22, 2013

TO: Commissioners and Interested Persons

FROM: Jack Ainsworth, Senior Deputy Director
Steve Hudson, District Manager
Barbara Carey, Supervisor, Planning and Regulation
Melissa Ahrens, Coastal Program Analyst

SUBJECT: **Notice of Impending Development (NOID) 0202-13**, to authorize a change in the construction timing of the project previously approved in NOID 1-10, for reconstruction of the Public Boat Launching Facility, for Public Hearing and Commission Action at the August 14, 2013 Commission Meeting in Santa Cruz.

STAFF RECOMMENDATION: staff recommends that the Commission **approve NOID 0202-13**, as submitted, and as described within the staff report.

Motions and Resolutions: Page 4.

SUMMARY OF STAFF RECOMMENDATION

Channel Islands Harbor NOID 0202-13 will authorize changes to the construction schedule included in the project description of NOID 1-10, which was approved by the Commission on May 12, 2010. The previously approved NOID 1-10 authorized the reconstruction of the public launch ramp on the east side of the harbor, including adjusting the ramp angle, reinforcing the existing support rip-rap, re-paving the site, demolishing and reconstructing the public restroom, constructing a new public walkway along the waterfront and along Victoria Avenue, relocating the entrance along Victoria Avenue, and improving the lighting and landscaping at the Channel Islands Harbor Launching Facility, Victoria Avenue, Oxnard, Ventura County. NOID 0202-13 would modify Condition Number 38(a), as previously proposed by Channel Island Harbor as part of NOID 2-10, which prohibited any construction activities to occur from Memorial Day to Labor Day. NOID 0202-13 would authorize a minor modification of this condition to prohibit construction of the subject boat launch ramp only between Memorial day and August 15th, allowing construction to begin approximately two weeks prior Labor day in order to accommodate construction timing and funding constraints.

The required items necessary to provide a complete Notice of Impending Development (NOID) were received in the South Central Coast Office on July 17, 2013 and the notice was deemed filed on July 31, 2013.

NOID 0202-13 is necessary in order to revise the construction timing condition of NOID 1-10, which was previously approved by the Commission and found consistent with the certified PWP. NOID 0202-13 will allow the Harbor to commence construction activities approximately two weeks earlier than would have been allowed pursuant to the originally proposed construction schedule and the timing provision of the Condition 38(a) of NOID 1-10 would have allowed for. The purpose of the Condition 38(a) was to minimize potential impacts to public access/recreation during the summer months. However, the additional two week period of construction constitutes a relatively minor change in the construction schedule and will not result in new substantial adverse impacts to public coastal access or recreation. As originally approved by the Commission, the Harbor will provide an alternative public boat launch ramp within the Harbor for use by the public at all times during the construction of the subject boat launch ramp. No other public coastal accessways would be obstructed or adversely impacted as a result of the project authorized through NOID 1-10. Therefore, staff is recommending that the Commission determine that the impending development **is consistent** with the certified Channel Islands Harbor Public Works Plan (PWP), as proposed. The project is consistent with all resource protection policies and provisions of the Public Works Plan. The standard of review for the proposed NOID is conformity with the policies of the certified PWP.

I. PROCEDURAL ISSUES

Sections 30605 and 30606 of the Coastal Act and Title 14, Sections 13357(a)(5), 13359, and 13353-54 of the California Code of Regulations govern the Coastal Commission's review of subsequent development where there is a certified PWP. Section 13354 requires the Executive Director or his designee to review the Notice of Impending Development (or development announcement) within five working days of receipt and determine whether it provides sufficient information to determine if the proposed development is consistent with the certified PWP. The notice is deemed filed when all necessary supporting information has been received.

Pursuant to Section 13359 of Title 14 of the California Code of Regulations, within thirty working days of the project proponent's filing of the Notice of Impending Development, the Executive Director shall report to the Commission the pendency of the development and make a recommendation regarding the consistency of the proposed development with the certified PWP. After public hearing, by a majority of its members present, the Commission shall determine whether the development is consistent with the certified PWP and whether conditions are required to bring the development into conformance with the PWP. No construction shall commence until after the Commission votes to render the proposed development consistent with the certified PWP.

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EXHIBITS

- Exhibit 1: Location Map
- Exhibit 2: Proposed Alternative Boat Launch Ramp
- Exhibit 3: NOID 1-10 Staff Report

II. STAFF RECOMMENDATION:

MOTION: *I move that the Commission determine that the development described in Ventura County Harbor Department Notice of Impending Development 0202-13 (Channel Islands Harbor Public Boat Launching Facility Construction Timing), as submitted, is consistent with the certified Channel Islands Harbor Public Works Plan.*

STAFF RECOMMENDATION:

Staff recommends a **YES** vote. Passage of this motion will result in a determination that the development described in the Notice of Impending Development **0202-13**, as submitted, is consistent with the certified Channel Islands Harbor Public Works Plan, and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

RESOLUTION TO DETERMINE DEVELOPMENT IS CONSISTENT WITH PWP:

The Commission hereby determines that the development described in the Notice of Impending Development **0202-13**, as submitted, is consistent with the certified Channel Islands Harbor Public Works Plan for the reasons discussed in the findings herein.

III. FINDINGS FOR APPROVAL OF THE NOTICE OF IMPENDING DEVELOPMENT, AS SUBMITTED

The following findings support the Commission’s approval of the Notice of Impending Development, as submitted. The Commission hereby finds and declares as follows:

A. PROJECT DESCRIPTION AND BACKGROUND

Channel Islands Harbor NOID 1-10, which was previously approved by the Commission on May 12, 2013, authorized the Ventura County Harbor Department to demolish and reconstruct the existing public launch ramp and associated boater amenities located on a 6-acre parcel located adjacent to Victoria Avenue on the east side of Channel Islands Harbor. The staff report for CIH NOID 1-10 is included as Exhibit 3 of this report and all findings and conditions of that NOID are incorporated by reference as part of this NOID, unless specifically modified by this action. The parcel is located immediately south of the existing Fisherman’s Wharf development site. The project site is currently developed with a boat launch which was constructed in 1978, two parking lots, minimal landscaping, open lawn areas, two restroom buildings, an office building, boat wash facilities and a public walkway along the waterfront. NOID 1-10 included conditions proposed by the Harbor department, which included Condition #38(a), prohibiting any construction or development from occurring between Memorial Day and Labor Day. The subject boat launch project is being funded through a grant from the Department of Boating and Waterways, however, use of the grant funds for this project will be in jeopardy if the subject boat launch reconstruction is not completed before May 2014. In order to ensure that the project

approved through NOID 1-10 is completed in this time frame, the Harbor has determined that is necessary to start construction by August 15th of this year. Thus, the Harbor is proposing pursuant to this Notice of Impeding Development (NOID 0202-13) to revise NOID 1-10 to allow construction to begin by August 15th, approximately two weeks before Labor Day. All other 37 conditions of NOID 1-10, which were included in the proposed project, would remain applicable and in effect for the subject boat launch replacement project.

Specifically, the Harbor is proposing to make the following modifications to Condition 38 of NOID 1-10:

38. Launch Ramp Construction Timing

a. By acceptance of this authorization for development, the Harbor Department agrees that construction of the boat launch shall be prohibited during the peak summer season, from Memorial Day to ~~Labor Day~~ **August 15th**.

b. Prior to commencement of development on the subject parcel, the Ventura County Harbor Department shall submit, for review and approval of the Executive Director, a plan for alternative boat launching accommodation(s) either on the Public Boat Launch Parcel (N-2) or on another appropriate site within Channel Islands Harbor. Signage shall be posted at all times during construction to notify boaters where boat launch accommodations are available for use.

The reconstructed launch ramp approved in NOID 1-10 will be approximately 110 ft. wide with six 15 ft. wide lanes (Exhibit 3). The ramp will accommodate the same number of boats as the existing ramp, but will be slightly smaller in size due to the angled design adjacent to the revetment. The angle of the ramp will be adjusted to face the channel towards the west instead of facing south towards the small boat marina. The approximately 240 linear feet of existing rock revetment supporting the existing launch ramp will be reconstructed and new rip-rap will be added to support the new launch ramp. Reconstruction of the launch ramp will not require dredging. The area adjacent to the launch ramp will be re-paved and new lanes (“ready lanes”) for launching will be added to reduce vehicle congestion.

The parking area on the boat launch (southern) portion of the site will be repaved and re-aligned. Parking on the boat launch southern lot will be redesigned to meet new parking standards. All spaces will be at least 10 feet wide, with some 45 feet and 60 feet long with a pull-through design to accommodate large vehicles with boat trailers. Parking will allow for 161 vehicles and boat trailers and will replace the existing spaces for 196 vehicles with trailers and vehicles without trailers. Currently, there are two entrances to the boat launch parking lot, one from south Victoria Avenue and one on Curlew Way at the south end of the site which contains an entrance and an exit. The intersection of Victoria Avenue and Curlew Way is controlled by a traffic light. The Harbor Department will close the south Victoria Avenue entryway and expand the Curlew Way entrance/exit as part of the project. A new right turn lane will be added from Victoria Avenue onto the existing signalized intersection Curlew Way. (Exhibits 1-7) Drainage improvements are proposed to control pollutants associated with stormwater runoff from the launch ramp area. Four self-service boat wash bays and seven rigging stalls are located adjacent to the ramp. The boat wash down area will either use a filter system to remove contaminants

before discharge or will recycle the water for re-use at the boat wash. Sewage pumpout service is located adjacent to the ramp. Stormwater runoff from the parking lot will be directed to two large biofilter areas and catch basins that will filter water before it enters the harbor water.

Channel Island Harbor NOID 1-10 also authorized new landscaping, lighting, and streetscaping along Victoria Avenue. Landscaping on the parcel is in poor condition and consists of ice plant and other non-native plant species and only a small amount of grass. Although these areas are accessible to the public, these areas are not currently used as a park and are not designated as public park in the PWP. Some of these landscaped areas will be revegetated to serve as bioswales for runoff from the parking lot and some areas are proposed to be landscaped with native or drought tolerant non-invasive plants. There are approximately 245 trees on the site, including Myoporum, Melaleuca, Mexican Fan Palm (approx. 62 trees) and New Zealand Christmas trees. Construction and reconfiguration of the site will require removal of 140 of these trees and 105 trees will remain but will be relocated. The Harbor Department summarized information from a tree inventory of the site, explaining that the 245 trees range in size from 4 inches in diameter to 36 inches in diameter. The majority of the trees are small in size (76 trees are 10 inches or less in diameter), with just four trees that are 36 inches in diameter, and nine trees that are 30 inches in diameter or more. On-going bird surveys conducted by the County's Biologist, Dr. Froke, have never identified any use of the trees for nesting by heron, egrets, or other sensitive bird species on the site or within 300 feet of the site. The closest tree found to be occupied by a heron nest is on the peninsula, approximately 900 feet across the channel from this site. All trees removed or damaged are proposed to be replaced with native and/or non-invasive species pursuant to the landscape plan submitted by the Harbor Department.

Additionally, a new approximately 1,100 ft. long, 10 ft.-wide public walkway along Victoria Avenue and Curlew Way and a new approximately 900-ft long public pedestrian walkway along the waterfront were also authorized through NOID 1-10. The project also includes removal of one of the existing public restroom buildings and construction of a new 700 sq. ft., 15 ft.-high, public restroom, including accessibility upgrades. A small grassy area near the restroom building will be improved with public picnic tables. Two other existing restroom facilities will remain on the parcel. The construction staging area for the project is proposed to be contained within the site itself, secured, and screened.

The Harbor Department included a list of 38 proposed conditions in its NOID submittal of April 22, 2010 that were incorporated into NOID 1-10, ("County of Ventura Conditions of Approval: NOID- Repair and Rehabilitation of the Public Boat Launching Facility" Exhibit3), which incorporate policies contained in the Channel Islands Harbor Public Works Plan Amendment and the conditions proposed for a previous NOID (NOID 2-09) that was denied by the Commission for the same public launch ramp project in December 2009. All of these previously approved conditions would remain in effect for NOID 1-10, except for condition 38(a), which would be modified as described herein. The Harbor Department's conditions relate to: biological resources (Condition 26), *Caluherpa taxifolia* (Condition 27), eelgrass (Condition 28), invasive plants (Condition 35) signage for public walkways during construction (Conditions 22, 36, and 37), surveys for a water quality management plan (Condition 30), best management practices (Condition 19), construction and maintenance responsibilities and debris removal (Condition 29), lighting (Condition 11), construction staging (Condition 20 and Condition 33), construction timing restrictions and requirement for the submittal of plan identifying an alternate boat

launching facility that will be open to the public within the Harbor during construction activities (38), and resource agencies approvals (Condition 34).

Background

On September 19, 1986, the Channel Islands Public Works Plan (PWP) was effectively certified by the Commission. The purpose of the PWP, as certified, is to provide “a detailed and specific planning document to guide future Harbor development.” Jurisdiction within the Channel Islands Harbor is shared by both the County of Ventura and the City of Oxnard. Oxnard’s City limits extend to all Harbor land areas. Based on a previous agreement between the two governmental authorities and the Commission’s certification of the Public Works Plan, the County assumed planning and regulatory authority within the Harbor. Under the certified PWP, the County is responsible for approval of all development within the Harbor permitted by the plan. Under the PWP the County must submit a Notice of Impending Development (NOID) describing any proposed development that is listed in the plan, for review and approval by the Commission. For a project contained in the certified PWP, the Commission’s review of a Notice of Impending Development is limited to determining whether the development is and can be made consistent with the PWP, or imposing reasonable terms and conditions to ensure that the development conforms to the PWP.

Requirements for the level of information contained in a Public Works Plan are contained in Section 13353 of Title 14 of the California Code of Regulations, which states that a PWP “shall contain sufficient information regarding the kind, size, intensity and location of development activity intended to be undertaken pursuant to the plan.” Such information includes: 1) the specific type of activity or activities proposed to be undertaken; 2) the maximum and minimum intensity of activity or activities proposed to be undertaken; 3) maximum size of facilities proposed to be constructed pursuant to the plan; and 4) the proposed location or alternative locations considered for any development activity or activities to be undertaken pursuant to the proposed plan. The Coastal Act envisions that a Public Works Plan functions more as a Specific Plan or a master development permit in order for specific projects or activities described in the PWP to be approved quickly through the Notice of Impending Development Process at later dates with minimal review. Activities, projects, or facilities not specifically proposed in a Public Works Plan in the level of detail described above may require an amendment to the certified PWP that must be approved by the Coastal Commission prior to approval and issuance of a Notice of Impending Development for said activity, project, or facility.

The standard of review for the Notice of Impending Development (NOID) is the certified PWP (originally certified in 1986 and more recently amended). The PWP contains policies and provisions that identify areas for harbor development while protecting coastal resources including the marine environment, scenic and visual resources, and public access and recreation.

As there is no amendment process for a PWP NOID specified in the California Code of Regulations or in the Coastal Act, the Harbor has proposed NOID 0202-13 in order to revise the construction timing authorized in NOID 1-10, which has already been approved by the Commission and found consistent with the certified PWP. The staff report for CIH NOID 1-10 is included as Exhibit 3 of this report and all findings and conditions of that NOID are incorporated by reference as part of this NOID, unless specifically modified by this action.

B. COASTAL ACCESS AND RECREATIONAL BOATING

The certified Channel Islands Harbor PWP incorporates by reference Coastal Act Sections 30213, 30220, 30224, and 30234, to protect and promote recreational boating and commercial fishing facilities in the Harbor.

Section 30213 states (in part):

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

Section 30220 states:

Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

Section 30224 states:

Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.

Section 30234 states:

Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.

In addition, the **Recreational Boating** policies in the Public Works Plan protect visitor-serving opportunities.

Policy 2 states:

2. 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 on Parcel P to accommodate a minimum of 400 vessels;*
- c. water storage space shall be provided for at least 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 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) shall not be developed with surface structures of any kind, floating or otherwise, except in cases of emergency here temporary structures are required, or unless authorized pursuant to an amendment to the Public Works Plan certified by the California Coastal Commission.*

The project previously authorized pursuant to NOID 1-10 consists of the reconstruction of the public launch ramp on the east side of the harbor, which includes adjusting the ramp angle, reinforcing the existing support rip-rap, re-paving the site, demolishing and reconstructing one of the public restrooms, constructing a new public walkway along the waterfront and along Victoria Avenue, relocating the entrance along Victoria Avenue, and improving the lighting and landscaping at the Channel Islands Harbor Launching Facility. NOID 1-10 complied with the above PWP policies regarding recreational boating uses in the Harbor and proposed NOID 0202-13, which will allow construction of the subject boat launch ramp to begin approximately two weeks earlier in the summer than previously allowed in NOID-10, will also maintain consistency with the recreational boating policies of the PWP. The uses of the site are not proposed to change as part of the proposed NOID and will be consistent with the uses designated in the Public Works Plan.

The Public Works Plan designates the landside portion of the site as Visitor Serving Harbor Oriented (“V.S.H.O.”) and the waterside portion as Visitor Serving Boating (“V.S.B.”). The permitted uses for V.S.B. on the water include: boat storage, boat and boating equipment rental, sales, display, brokerage and minor repair services. The uses of the waterside will not change, the small boat slips will remain, and the launch ramp will be reconstructed. According to the PWP, the purpose of the landside designation, V.S.H.O. 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.” The permitted uses for the V.S.H.O. designation on the landside portion of the site include: 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 and marine oriented research facilities. The uses of the site will be consistent with this designation, as the site will continue to be used to support boating and recreational uses. The boat launch will remain to serve visitors to the Harbor and the site will be improved with picnic facilities, a new restroom, and public pathways for recreational uses as well as boaters. Further, Table I of the PWP identifies a boat launch as an allowable use for parcel N-2.

In order to ensure that a public boat launch would be available for use by the public during construction of the new launch ramp, condition 38(b) was proposed as part of NOID 1-10. This condition requires the Harbor to submit a plan identifying an alternate public boat launch ramp, which will be temporarily made available on parcel N-2, or another appropriate site within the Harbor subject to review of the Executive Director, for public use during the construction phase of the subject project. This condition will remain in effect for NOID 1-10 and will not be altered or affected from the authorization of proposed NOID 0202-13.

In addition, NOID 2-10 was previously approved by the Commission with Condition 38(a) that prohibited construction activities between Memorial Day and Labor Day in order to minimize impacts to public recreation during the summer season. This proposed NOID would authorize a minor modification of this condition to allow construction to begin approximately two weeks prior Labor day in order to accommodate construction timing and funding constraints. The purpose of the Condition 38(a) was to minimize potential impacts to public access/recreation during the summer months. However, the additional two week period of construction constitutes a relatively minor change in the construction schedule and will not result in new substantial adverse impacts to public coastal access or recreation.

In addition to the recreational provisions mentioned above, the certified Channel Islands Harbor PWP incorporates by reference Coastal Act Sections 30211 and 30212 to ensure that maximum public access and recreational opportunities be provided to allow use of dry sand and rocky coastal beaches and that development not interfere with the public's right to access the water, consistent with the need to protect public safety, private property and natural resources.

Coastal Act Section 30211 states:

Development shall 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.

Coastal Act Section 30212(a) provides that in new shoreline development projects, access to the shoreline and along the coast shall be provided except where:

- (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources,*
- (2) adequate access exists nearby, or,*
- (3) agriculture would be adversely affected.*

Dedicated access shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.

Further, the **Public Access and Recreation** Chapter of the PWP provides protections for public access.

Policy 2 states:

Public access from the closest public roadway to the shoreline 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 the 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.

Policy 5 states:

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.

1. Public Walkways

As the subject site currently exists, there is a public pathway along a majority of the waterfront and an unimproved pathway along Victoria Avenue. NOID1-10 authorized construction of a new approximately 1,100 foot-long public pedestrian walkway along Victoria Avenue and Curlew Way. The entire walkway will be improved with landscaping, including trees, shrubs, and vines. The proposed walkway along Victoria Avenue will connect with Curlew Way, a small cul-de-sac just to the south of this parcel. Pedestrians will be able to walk down Curlew Way to the water's edge. Additionally, NOID 1-10 includes a new approximately 900 foot-long public pathway along the waterfront in compliance with PWP Policy 5, above. The Harbor Department has proposed to construct the proposed public walkway along Victoria Avenue adjacent to the Public Boat Launch Ramp Parcel and along the waterfront portion of the parcel concurrently with the reconstruction of the site and will open the public walkways for public use prior to or concurrently with the authorization to use (final building completion and inspection) the new restroom building on the parcel. Additionally, prior to commencement of development, the Harbor Department has proposed to develop and implement a public walkway signage program, for review and approval of the Executive Director of the Coastal Commission, which declares the public's right to use the public access pathway (Harbor Department Condition of Approval No. 37).

2. Public Access to Launch Ramp During Construction

The Harbor Department proposes to locate the construction staging area for the project within the site itself, secured, and screened. The launch ramp will be kept open to the public for part of the construction period. In order to that assure maximum public access will be provided during construction and to assure that construction will minimize impacts to public access, the Harbor Department originally proposed to construct the boat launch outside of the peak summer season, which is Memorial Day to Labor Day. However, NOID 0202-13 would modify this construction

schedule to allow construction to commence after August, 15th, approximately two weeks prior to Labor Day. This additional two week period of construction on the public boat launch ramp is not expected to result in significant impacts to the public's access of the Harbor as, the Harbor Department is required by NOID 1-10 to submit a plan, prior to commencement of development, for review and approval by the Executive Director, describing alternative boat launching accommodation(s) either on the Public Boat Launch Parcel (N-2) or on another appropriate site within Channel Islands Harbor. The Harbor Department will also post signs that will notify boaters where such accommodations are available during the construction phase of the project.

3. Public Parking and Circulation

The parking area on the boat launch (southern) portion of the site will also be repaved and re-aligned as part of NOID 1-10. The proposed project does not include rehabilitating the northern parking lot and that parking lot will remain accessible for public parking, both during construction and after rehabilitation of the southern parking area. Any changes to the northern parking lot from parking to another use would require a PWP Amendment. Access to that lot from the southern lot will remain as it currently exists. Parking on the southern parking lot will be redesigned to meet new parking standards. All spaces will be at least 10 feet wide, with some 45 feet and 60 feet long with a pull-through design to accommodate large vehicles with boat trailers. Parking will allow for 161 vehicles and boat trailers and will replace the existing spaces for 196 vehicles with trailers and vehicles without trailers. Although parking will be reduced by approximately 34 spaces on the southern parking lot, the spaces will be larger to accommodate vehicles with trailers and have been redesigned to enhance circulation of the parking lot because of the pull-through parking design. Further, the existing parking lot contains no designated ADA spaces and the new parking lot configuration proposes 5 ADA accessible spaces for cars/trailers and 2 ADA spaces for standard sized cars. Finally, the number of parking spaces is further reduced due to the addition of the bioswales to filter runoff from the new parking lot, addition of new boat washout and rigging spaces and the addition of another lane so boaters can "double stack" while waiting to launch their boats.

Currently, there are two entrances to the boat launch parking lot, one from south Victoria Avenue and one on Curlew Way at the south end of the site which contains an entrance and an exit. The intersection of Victoria Avenue and Curlew Way is controlled by a traffic light. The Harbor Department proposes to close the south Victoria Avenue entryway and expand the Curlew Way entrance/exit. A new right turn lane will be added from Victoria Avenue onto the existing signalized intersection at Curlew Way.

The redesign of the parking lot includes the provision of two lanes leading into the boat launch itself, where vehicles with boat trailers can "stack" for boaters to await their turn to use the launch ramp to either launch or remove their boats. Further, two new "washdown" lanes are provided to allow boaters removing their boats to wash the boats before exiting the parking lot. Both the stacking lanes and the washdown lanes will provide for continuing use of the parking lot aisles by vehicles that are not waiting to use the boat launch. The Harbor Department has submitted a letter from a traffic engineering consultant, TranSystems, indicating that their review and approval of the proposed parking configuration and proposed ingress and egress at Curlew Way. TranSystems states that "[t]he new facility will allow sufficient travel, maneuvering, parking areas and turns to accommodate the 60-foot length vehicle and trailer combinations" and that "the use of the Curlew Way location for all vehicles entering and leaving the facility will

provide a safe way to move vehicles into and out of the facility, and onto Victoria Avenue at the signalized intersection.”

Additionally, as part of NOID 1-10 the Harbor Department provided a data table summarizing launch ramp activity at the site from 2003 to 2009. The table shows yearly vessel launches and day and overnight parking counts at the site. Total yearly counts are given in addition to counts for individual months with a holiday that represent the busiest times. The highest use, in July 2007, was an average of 55 launches/day. The highest number of parked cars were counted in July 2003, with an average of 44 parked vehicles. Therefore, given that the average number of vehicles parked at the site, during the highest documented use, was only 44 parked vehicles, the proposal for 161 spaces for vehicles with trailers is sufficient to accommodate public access to the site at present and in the future.

Therefore, the parking and circulation proposal for the site, as previously approved by the Commission pursuant to NOID 1-10, is not expected to adversely affect public access/recreation nor will the proposed change in construction timing result in any adverse impacts to public access or recreation. The new lot may be congested during high demand periods for the boat launch, such as on holidays or on weekends. However, as described above, the design of the parking lot provides area for vehicles with boat trailers to stack and to washdown boats that allows for use of the parking aisles by other vehicles. As such, public access will not be impacted, even on high demand periods.

4. Public Recreation

The Harbor Department did not propose to construct any public parks on the site as part of NOID 1-10. Although a picnic bench will be added adjacent to the restroom building, no other public amenities are proposed to encourage recreational use of the landscaped areas. Instead, the Harbor Department proposes to enhance and re-landscape the site with more climate appropriate native and non-invasive plants and trees. A portion of the new landscaping areas will consist of bioswales to filter runoff from the parking lot. Currently, the site is not used as a public park and is not designated as a public park in the PWP. Although public park use is allowed under the Visitor Serving Harbor Oriented designation in the PWP, the landscaped areas on the site have never been used by the public for park purposes and these areas are not appropriate for use as a public park because they are too small to provide for adequate amenities. Thus, the project, as previously approved by the Commission pursuant to NOID 1-10, is not expected to adversely affect public recreation nor will the proposed change in construction timing result in any adverse impacts to public recreation or to public parks.

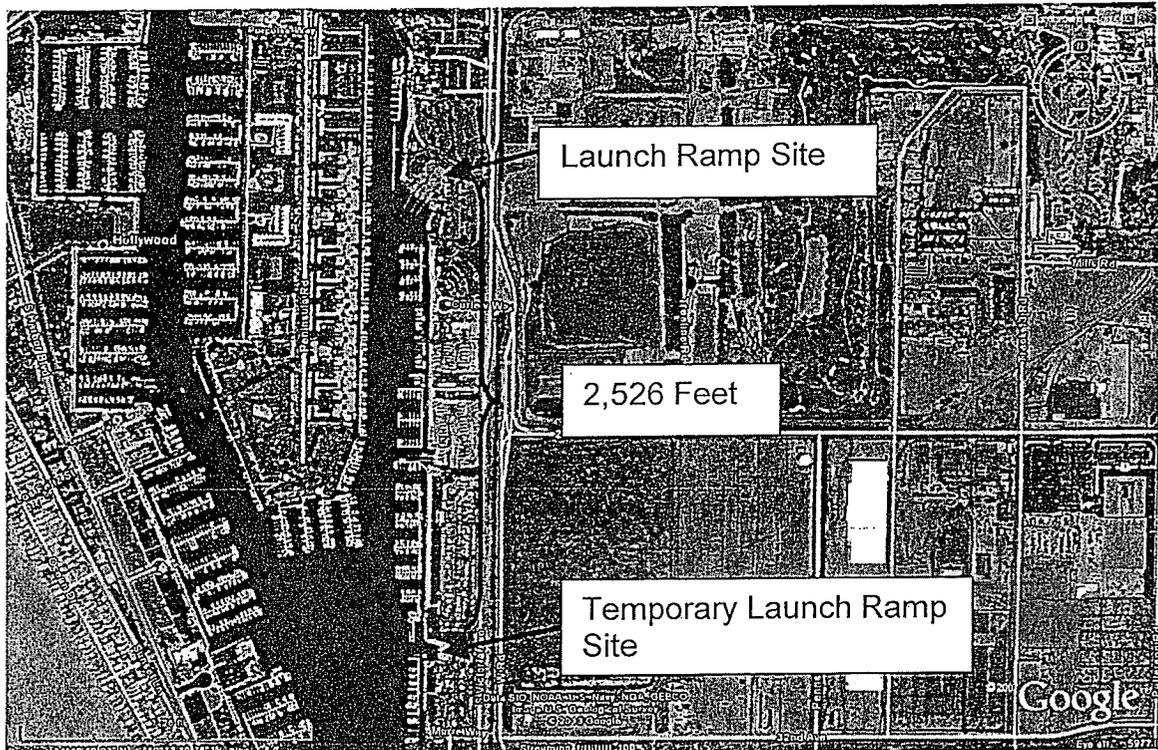
Therefore, the Commission finds that the proposed project, including as proposed to be revised to modify the timing of construction, will not result in any adverse impacts to public access to and along the waterways in the Harbor and that this Notice of Impending Development is consistent with applicable public access policies of the Channel Islands PWP and the Coastal Act.

F. CALIFORNIA ENVIRONMENTAL QUALITY ACT

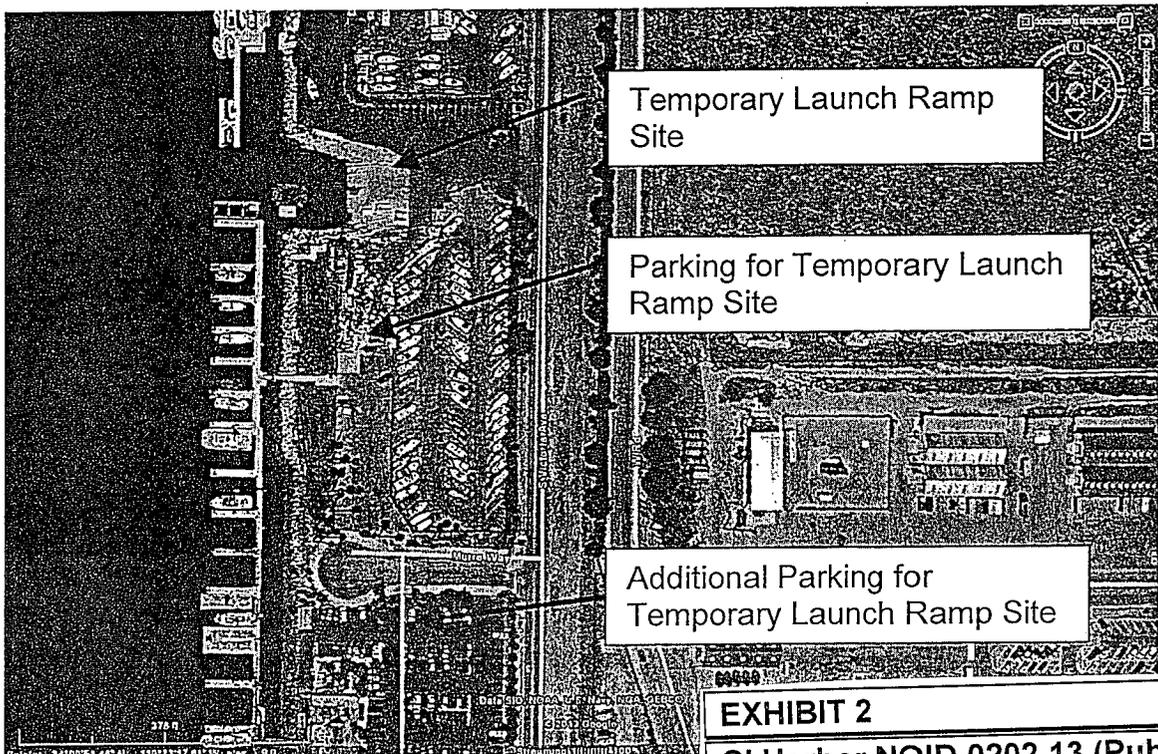
The Harbor Department, in its role as lead agency for the PWP and the NOID for purposes of the California Environmental Quality Act (“CEQA”),¹ has determined that the project is categorically exempt from the provisions of CEQA, under CEQA Guidelines Section 15302.14 C.C.R. § 15302 (“Replacement or Reconstruction”); *see also* CEQA section 21084 (authorizing promulgation of regulations listing categorical exemptions). . In addition, Section 13096 of the Commission's administrative regulations requires Commission approval of Notices of Impending Development to be supported by a finding showing the application, as modified by any conditions of approval, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). The Secretary of Resources Agency has determined that the Commission’s program of reviewing and certifying LRDPs qualifies for certification under Section 21080.5 of CEQA.

Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment. As proposed, there are no feasible alternatives or feasible mitigation measures available, beyond those required, which would substantially lessen any significant adverse impact that the activities may have on the environment. Therefore, the Commission finds that the Notice of Impending Development is consistent with CEQA Section 21080.5(d)(2)(A), and the applicable provisions of the Public Works Plan.

¹ Cal. Pub. Res. Code (“PRC”) §§ 21000 *et seq.* All further references to CEQA sections are to sections of the PRC.



Victoria Avenue with launch ramp project site and temporary launch ramp site.



Temporary launch ramp site with available parking

EXHIBIT 2

CI Harbor NOID 0202-13 (Public Boat Launch Facility Construction Timing)

Proposed Alternative Public Boat Launch Site

CALIFORNIA COASTAL COMMISSION

SOUTH CENTRAL COAST AREA
89 SOUTH CALIFORNIA ST., SUITE 200
VENTURA, CA 93001
(805) 585-1800

**W 10.3a**

DATE: April 28, 2010

TO: Commissioners and Interested Persons

FROM: Jack Ainsworth, Deputy Director
Steve Hudson, South Central Coast District Manager
Barbara Carey, Supervisor, Planning and Regulation
Amber Tysor, Coastal Program Analyst

SUBJECT: **Notice of Impending Development (NOID) 1-10**, for Reconstruction of the Channel Islands Harbor Public Boat Launching Facility, for Public Hearing and Commission Action at the May 12, 2009 Commission Meeting in Santa Cruz.

SUMMARY AND STAFF RECOMMENDATION

The Ventura County Harbor Department proposes to reconstruct the public launch ramp on the east side of the harbor, including adjusting the ramp angle, reinforcing the existing support rip-rap, re-paving the site, demolishing and reconstructing the public restroom, constructing a new public walkway along the waterfront and along Victoria Avenue, relocating the entrance along Victoria Avenue, and improving the lighting and landscaping at the Channel Islands Harbor Launching Facility, Victoria Avenue, Oxnard, Ventura County.

The required items necessary to provide a complete Notice of Impending Development (NOID) were received in the South Central Coast Office on April 22, 2009 and the notice was deemed filed on April 26, 2009.

Staff is recommending that the Commission determine that the impending development **is consistent** with the certified Channel Islands Harbor Public Works Plan (PWP), as submitted. The project is consistent with all resource protection policies and provisions of the Public Works Plan. See associated Motion and Resolution beginning on **Page 2**. The standard of review for the proposed NOID is conformity with the policies of the certified PWP.

I. PROCEDURAL ISSUES

Sections 30605 and 30606 of the Coastal Act and 13359, and 13353-54 of the California Code of Commission's review of subsequent development v

EXHIBIT 3

CI Harbor NOID 0202-13 (Public Boat Launch Facility Construction Timing)

NOID 1-10 Staff Report

Section 13354 requires the Executive Director or his designee to review the Notice of Impending Development (or development announcement) within five working days of receipt and determine whether it provides sufficient information to determine if the proposed development is consistent with the certified PWP. The notice is deemed filed when all necessary supporting information has been received.

Pursuant to Section 13359 of Title 14 of the California Code of Regulations, within thirty working days of the project proponent's filing of the Notice of Impending Development, the Executive Director shall report to the Commission the pendency of the development and make a recommendation regarding the consistency of the proposed development with the certified PWP. After public hearing, by a majority of its members present, the Commission shall determine whether the development is consistent with the certified PWP and whether conditions are required to bring the development into conformance with the PWP. No construction shall commence until after the Commission votes to render the proposed development consistent with the certified PWP.

II. STAFF RECOMMENDATION:

MOTION: *I move that the Commission determine that the development described in Ventura County Harbor Department Notice of Impending Development 1-10 (Channel Islands Harbor Public Boat Launching Facility), as submitted, is consistent with the certified Channel Islands Harbor Public Works Plan.*

STAFF RECOMMENDATION:

Staff recommends a **YES** vote. Passage of this motion will result in a determination that the development described in the Notice of Impending Development 1-10, as submitted, is consistent with the certified Channel Islands Harbor Public Works Plan, and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

RESOLUTION TO DETERMINE DEVELOPMENT IS CONSISTENT WITH PWP:

The Commission hereby determines that the development described in the Notice of Impending Development 1-10, as submitted, is consistent with the certified Channel Islands Harbor Public Works Plan for the reasons discussed in the findings herein.

III. FINDINGS FOR APPROVAL OF THE NOTICE OF IMPENDING DEVELOPMENT, AS SUBMITTED

The following findings support the Commission's approval of the Notice of Impending Development, as submitted. The Commission hereby finds and declares as follows:

A. PROJECT DESCRIPTION AND BACKGROUND

The Ventura County Harbor Department proposes to reconstruct the existing public launch ramp and associated boater amenities located on a 6 acre parcel located along Victoria Avenue on the east side of Channel Islands Harbor. The parcel is located just south of the existing Fisherman's Wharf development. The project site is currently developed with a boat launch constructed in 1978, two parking lots, minimal landscaping, open lawn areas, two restroom buildings, an office building, boat wash facilities and a public walkway along the waterfront.

The two parking lot areas are separated only by an existing driveway that is a second, uncontrolled exit from the site. The proposed project does not include rehabilitating the northern parking lot, or making any modifications to its existing design or use. Access to that lot from the southern lot will remain as it currently exists, although the second driveway will no longer be used to exit the site. Any changes to the northern parking lot, including redesignating a different use than a parking use would require a PWP amendment. Additionally, several small boat slips occupy the waterway adjacent to this parcel, which are not proposed to be redeveloped.

The reconstructed launch ramp will be approximately 110 ft. wide with six 15 ft. wide lanes. The deteriorating concrete floating boards that are currently located on the existing launch ramp will be removed and replaced with three 110 ft. x 6 ft. boarding floats with four concrete piles per float attached to a concrete abutment at the top of the ramp. The ramp will accommodate the same number of boats as the existing ramp, but will be slightly smaller in size due to the angled design adjacent to the revetment. The angle of the ramp will be adjusted to face the channel towards the west instead of facing south towards the small boat marina. The approximately 240 linear feet of existing rock revetment supporting the existing launch ramp will be reconstructed and new rip-rap will be added to support the new launch ramp. However, reconstruction of the launch ramp will not require dredging. The area adjacent to the launch ramp will be re-paved and new lanes ("ready lanes") for launching will be added to reduce vehicle congestion.

The parking area on the boat launch (southern) portion of the site will be repaved and re-aligned. Parking on the boat launch southern lot will be redesigned to meet new parking standards. All spaces will be at least 10 feet wide, with some 45 feet and 60 feet long with a pull-through design to accommodate large vehicles with boat trailers. Parking will allow for 161 vehicles and boat trailers and will replace the existing spaces for 196 vehicles with trailers and vehicles without trailers. Currently, there are two entrances to the boat launch parking lot, one from south Victoria Avenue and one on Curlew Way at the south end of the site which contains an entrance and an exit. The intersection of Victoria Avenue and Curlew Way is controlled by a traffic light. The Harbor Department proposes to close the south Victoria Avenue entryway and expand the Curlew Way entrance/exit. A new right turn lane will be added from Victoria Avenue onto the existing signalized intersection Curlew Way. (Exhibits 1-7) Drainage improvements are proposed to control pollutants associated with stormwater runoff from the launch ramp area. Four self-service boat wash bays and seven rigging stalls are

located adjacent to the ramp. The boat wash down area will either use a filter system to remove contaminants before discharge or will recycle the water for re-use at the boat wash. Sewage pumpout service is located adjacent to the ramp. Stormwater runoff from the parking lot will be directed to two large biofilter areas and catch basins that will filter water before it enters the harbor water.

The site will be re-landscaped and lighting and streetscape will be added along Victoria Avenue. Landscaping on the parcel is in poor condition and consists of ice plant and other non-native plant species and only a small amount of grass. Although these areas are accessible to the public, these areas are not currently used as a park and are not designated as public park in the PWP. Some of these landscaped areas are proposed to be revegetated to serve as bioswales for runoff from the parking lot and some areas are proposed to be landscaped with native or drought tolerant non-invasive plants. There are approximately 245 trees on the site, including Myoporum, Melaleuca, Mexican Fan Palm (approx. 62 trees) and New Zealand Christmas trees. Construction and reconfiguration of the site will require removal of 140 of these trees and 105 trees will remain but will be relocated. The Harbor Department has summarized information from a tree inventory of the site, explaining that the 245 trees range in size from 4 inches in diameter to 36 inches in diameter. The majority of the trees are small in size (76 trees are 10 inches or less in diameter), with just four trees that are 36 inches in diameter, and nine trees that are 30 inches in diameter or more. On-going bird surveys conducted by the County's Biologist, Dr. Froke, have never identified any use of the trees for nesting by heron, egrets, or other sensitive bird species on the site or within 300 feet of the site. The closest tree found to be occupied by a heron nest is on the peninsula, approximately 900 feet across the channel from this site. All trees removed or damaged are proposed to be replaced with native and/or non-invasive species pursuant to the landscape plan submitted by the Harbor Department. (Exhibit 8)

A new approximately 1,100 ft. long, 10 ft.-wide public walkway is proposed along Victoria Avenue and Curlew Way. Additionally, a new approximately 900-ft long public pedestrian walkway along the waterfront is also proposed. (Exhibits 3 & 5). The project also includes removal of one of the existing public restroom buildings and construction of a new 700 sq. ft., 15 ft.-high, public restroom, including accessibility upgrades. A small grassy area near the restroom building will be improved with public picnic tables. Two other existing restroom facilities will remain on the parcel. The construction staging area for the project is proposed to be contained within the site itself, secured, and screened. The launch ramp will be kept open to the public for part of the construction period.

The Harbor Department has included a list of 37 conditions in its NOID submittal of April 22, 2010, "County of Ventura Conditions of Approval: NOID- Repair and Rehabilitation of the Public Boat Launching Facility" (Exhibit 9), some of which incorporate the recently approved policies contained in the Channel Islands Harbor Public Works Plan Amendment 1-07 (revised findings certified by the Commission on October 16, 2008) and the conditions proposed for the previous NOID (NOID 2-09) for the public launch ramp in December 2009. The Harbor Department's conditions relate to: biological resources (Condition 26), *caluerpa taxifolia* (Condition 27), eelgrass (Condition 28),

invasive plants (Condition 35) signage for public walkways during construction (Conditions 22, 36, and 37), surveys for a water quality management plan (Condition 30), best management practices (Condition 19), construction and maintenance responsibilities and debris removal (Condition 29), lighting (Condition 11), construction staging (Condition 20 and Condition 33), and resource agencies approvals (Condition 34).

Background

On September 19, 1986, the Channel Islands Public Works Plan (PWP) was effectively certified by the Commission. The purpose of the PWP, as certified, is to provide "a detailed and specific planning document to guide future Harbor development." Jurisdiction within the Channel Islands Harbor is shared by both the County of Ventura and the City of Oxnard. Oxnard's City limits extend to all Harbor land areas. Based on a previous agreement between the two governmental authorities and the Commission's certification of the Public Works Plan, the County assumed planning and regulatory authority within the Harbor. Under the certified PWP, the County is responsible for approval of all development within the Harbor permitted by the plan. Under the PWP the County must submit a Notice of Impending Development (NOID) describing any proposed development that is listed in the plan, for review and approval by the Commission. For a project contained in the certified PWP, the Commission's review of a Notice of Impending Development is limited to determining whether the development is and can be made consistent with the PWP, or imposing reasonable terms and conditions to ensure that the development conforms to the PWP.

Requirements for the level of information contained in a Public Works Plan are contained in Section 13353 of Title 14 of the California Code of Regulations, which states that a PWP "shall contain sufficient information regarding the kind, size, intensity and location of development activity intended to be undertaken pursuant to the plan." Such information includes: 1) the specific type of activity or activities proposed to be undertaken; 2) the maximum and minimum intensity of activity or activities proposed to be undertaken; 3) maximum size of facilities proposed to be constructed pursuant to the plan; and 4) the proposed location or alternative locations considered for any development activity or activities to be undertaken pursuant to the proposed plan. The Coastal Act envisions that a Public Works Plan functions more as a Specific Plan or a master development permit in order for specific projects or activities described in the PWP to be approved quickly through the Notice of Impending Development Process at later dates with minimal review. Activities, projects, or facilities not specifically proposed in a Public Works Plan in the level of detail described above may require an amendment to the certified PWP that must be approved by the Coastal Commission prior to approval and issuance of a Notice of Impending Development for said activity, project, or facility.

The standard of review for the Notice of Impending Development is the certified PWP (originally certified in 1986 and more recently amended). The PWP contains policies and provisions that identify areas for harbor development while protecting coastal

resources including the marine environment, scenic and visual resources, and public access and recreation.

NOID 1-10 describes the same project proposal as heard by the Commission at the December 9, 2009 Commission hearing for NOID 2-09. At the December 9, 2009 hearing, the Commission found that NOID 2-09 was not a part of the Public Works Plan. The Harbor Department has submitted this new NOID for the public launch ramp with additional information to address concerns over adequacy of parking and circulation issues, as well as issues related to existing landscaped areas on the site.

B. RECREATIONAL BOATING

The certified Channel Islands Harbor PWP incorporates by reference Coastal Act Sections 30213, 30220, 30224, and 30234, to protect and promote recreational boating and commercial fishing facilities in the Harbor.

Section 30213 states (in part):

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

Section 30220 states:

Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

Section 30224 states:

Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.

Section 30234 states:

Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.

In addition, the Recreational Boating policies in the Public Works Plan protect visitor-serving opportunities.

Policy 2 states:

2. 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 on Parcel P to accommodate a minimum of 400 vessels;**
- c. water storage space shall be provided for at least 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 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) shall not be developed with surface structures of any kind, floating or otherwise, except in cases of emergency here temporary structures are required, or unless authorized pursuant to an amendment to the Public Works Plan certified by the California Coastal Commission.**

The project includes reconstruction of the public launch ramp on the east side of the harbor, which includes adjusting the ramp angle, reinforcing the existing support rip-rap, re-paving the site, demolishing and reconstructing one of the public restrooms, constructing a new public walkway along the waterfront and along Victoria Avenue, relocating the entrance along Victoria Avenue, and improving the lighting and landscaping at the Channel Islands Harbor Launching Facility. The NOID complies with the above policies to protect recreational boating uses. The uses of the site are not proposed to change and will be consistent with the uses designated in the Public Works Plan.

The Public Works Plan designates the landside portion of the site as Visitor Serving Harbor Oriented ("V.S.H.O.") and the waterside portion as Visitor Serving Boating ("V.S.B."). The permitted uses for V.S.B. on the water include: boat storage, boat and boating equipment rental, sales, display, brokerage and minor repair services. The uses of the waterside will not change, the small boat slips will remain, and the launch ramp will be reconstructed. According to the PWP, the purpose of the landside designation, V.S.H.O, 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." The permitted uses for

the V.S.H.O. designation on the landside portion of the site include: 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 and marine oriented research facilities. The uses of the site will be consistent with this designation, as the site will continue to be used to support boating and recreational uses. The boat launch will remain to serve visitors to the Harbor and the site will be improved with picnic facilities, a new restroom, and public pathways for recreational uses as well as boaters. Further, Table I of the PWP identifies a boat launch as an allowable use for parcel N-2.

Therefore, as proposed, the Notice of Impending Development is consistent with the recreational boating policies of the certified Public Works Plan.

C. COASTAL ACCESS

In addition to the recreational provisions mentioned above, the certified Channel Islands Harbor PWP incorporates by reference Coastal Act Sections 30211 and 30212 to ensure that maximum public access and recreational opportunities be provided to allow use of dry sand and rocky coastal beaches and that development not interfere with the public's right to access the water, consistent with the need to protect public safety, private property and natural resources.

Coastal Act Section 30211 states:

Development shall 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.

Coastal Act Section 30212(a) provides that in new shoreline development projects, access to the shoreline and along the coast shall be provided except where:

- (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources,***
- (2) adequate access exists nearby, or,***
- (3) agriculture would be adversely affected.***

Dedicated access shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.

Further, the Public Access and Recreation Chapter of the PWP provides protections for public access.

Policy 2 states:

Public access from the closest public roadway to the shoreline 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 the 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.

Policy 5 states:

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.

1. Public Walkways

As the subject site currently exists, there is a public pathway along a majority of the waterfront and an unimproved pathway along Victoria Avenue. The proposed project includes construction of a new approximately 1,100 foot-long public pedestrian walkway along Victoria Avenue and Curlew Way. The entire walkway will be improved with landscaping, including trees, shrubs, and vines. The proposed walkway along Victoria Avenue will connect with Curlew Way, a small cul-de-sac just to the south of this parcel. Pedestrians will be able to walk down Curlew Way to the water's edge. Additionally, the proposed project includes a new approximately 900 foot-long public pathway along the waterfront in compliance with PWP Policy 5, above. The Harbor Department has proposed to construct the proposed public walkway along Victoria Avenue adjacent to the Public Boat Launch Ramp Parcel and along the waterfront portion of the parcel concurrently with the reconstruction of the site and will open the public walkways for public use prior to or concurrently with the authorization to use (final building completion and inspection) the new restroom building on the parcel. Additionally, prior to

commencement of development, the Harbor Department has proposed to develop and implement a public walkway signage program, for review and approval of the Executive Director of the Coastal Commission, which declares the public's right to use the public access pathway (Harbor Department Condition of Approval No. 37).

2. Public Access to Launch Ramp During Construction

The Harbor Department proposes to locate the construction staging area for the project within the site itself, secured, and screened. The launch ramp will be kept open to the public for part of the construction period. In order to that assure maximum public access will be provided during construction and to assure that construction will minimize impacts to public access, the Harbor Department proposes to construct the boat launch outside of the peak summer season, which is Memorial Day to Labor Day. Additionally, the Harbor Department proposes to submit a plan, prior to commencement of development, for review and approval by the Executive Director, describing alternative boat launching accommodation(s) either on the Public Boat Launch Parcel (N-2) or on another appropriate site within Channel Islands Harbor. The Harbor Department will also post signs that will notify boaters where such accommodations are available during the construction phase of the project.

3. Public Parking and Circulation

The parking area on the boat launch (southern) portion of the site will be repaved and re-aligned. The proposed project does not include rehabilitating the northern parking lot and that parking lot will remain accessible for public parking, both during construction and after rehabilitation of the southern parking area. Any changes to the northern parking lot from parking to another use would require a PWP Amendment. Access to that lot from the southern lot will remain as it currently exists. Parking on the southern parking lot will be redesigned to meet new parking standards. All spaces will be at least 10 feet wide, with some 45 feet and 60 feet long with a pull-through design to accommodate large vehicles with boat trailers. Parking will allow for 161 vehicles and boat trailers and will replace the existing spaces for 196 vehicles with trailers and vehicles without trailers. Although parking will be reduced by approximately 34 spaces on the southern parking lot, the spaces will be bigger to accommodate vehicles with trailers and have been redesigned to enhance circulation of the parking lot because of the pull-through parking design. Further, the existing parking lot contains no designated ADA spaces and the new parking lot configuration proposes 5 ADA accessible spaces for cars/trailers and 2 ADA spaces for standard sized cars. Finally, the number of parking spaces is further reduced due to the addition of the bioswales to filter runoff from the new parking lot, addition of new boat washout and rigging spaces and the addition of another lane so boaters can "double stack" while waiting to launch their boats.

Currently, there are two entrances to the boat launch parking lot, one from south Victoria Avenue and one on Curlew Way at the south end of the site which contains an entrance and an exit. The intersection of Victoria Avenue and Curlew Way is controlled by a traffic light. The Harbor Department proposes to close the south Victoria Avenue

entryway and expand the Curlew Way entrance/exit. A new right turn lane will be added from Victoria Avenue onto the existing signalized intersection at Curlew Way.

The redesign of the parking lot includes the provision of two lanes leading into the boat launch itself, where vehicles with boat trailers can "stack" for boaters to await their turn to use the launch ramp to either launch or remove their boats. Further, two new "washdown" lanes are provided to allow boaters removing their boats to wash the boats before exiting the parking lot. Both the stacking lanes and the washdown lanes will provide for continuing use of the parking lot aisles by vehicles that are not waiting to use the boat launch. The Harbor Department has submitted a letter from a traffic engineering consultant, TranSystems, indicating that their review and approval of the proposed parking configuration and proposed ingress and egress at Curlew Way. TranSystems states that "[t]he new facility will allow sufficient travel, maneuvering, parking areas and turns to accommodate the 60-foot length vehicle and trailer combinations" and that "the use of the Curlew Way location for all vehicles entering and leaving the facility will provide a safe way to move vehicles into and out of the facility, and onto Victoria Avenue at the signalized intersection." Exhibit 10 depicts the traffic circulation pattern proposed for the redesigned parking lot.

Additionally, the Harbor Department has provided data table summarizing launch ramp activity at the site from 2003 to 2009. (Exhibit 11) The table shows yearly vessel launches and day and overnight parking counts at the site. Total yearly counts are given in addition to counts for individual months with a holiday that represent the busiest times. The highest use, in July 2007, was an average of 55 launches/day. The highest number of parked cars were counted in July 2003, with an average of 44 parked vehicles. Therefore, given that the average number of vehicles parked at the site, during the highest documented use, was only 44 parked vehicles, the proposal for 161 spaces for vehicles with trailers is sufficient to accommodate public access to the site at present and in the future.

Therefore, the new parking and circulation proposal for the site is not expected to adversely affect public access. The new lot may be congested during high demand periods for the boat launch, such as on holidays or on weekends. However, as described above, the design of the parking lot provides area for vehicles with boat trailers to stack and to washdown boats that allows for use of the parking aisles by other vehicles. As such, public access will not be impacted, even on high demand periods.

4. Public Recreation

The Harbor Department is not proposing to construct any public parks on the site. Although a picnic bench will be added adjacent to the restroom building, no other public amenities are proposed to encourage recreational use of the landscaped areas. Instead, the Harbor Department proposes to enhance and re-landscape the site with more climate appropriate native and non-invasive plants and trees. A portion of the new landscaping areas will consist of bioswales to filter runoff from the parking lot. Currently, the site is not used as a public park and is not designated as a public park in the PWP. Although public park use is allowed under the Visitor Serving Harbor Oriented designation in the PWP, the landscaped areas on the site have never been used by the

public for park purposes and these areas are not appropriate for use as a public park because they are too small to provide for adequate amenities. Thus, the project will not have adverse impacts to public access to public parks.

Therefore, the Commission finds that the proposed project will not result in any adverse impacts to public access to and along the waterways in the Harbor and that this Notice of Impending Development is consistent with applicable public access policies of the Channel Islands PWP and the Coastal Act.

D. VISUAL RESOURCES

The certified Channel Islands Harbor PWP incorporates by reference Coastal Act Section 30251, which seeks to protect the visual and scenic qualities of coastal areas as a resource of public importance.

Coastal Act Section 30251 states:

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

In addition, Policy 22 under Public Access and Recreation, Visual Access in the certified PWP states:

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 form 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 2 stories or 25 feet in height or 35 feet on parcel V-1 at the corner of Victoria and Channel Islands Boulevard. Height shall be measured from the centerline of the frontage road.

The public views of the harbor waterways from Victoria Avenue and other public viewing areas in the harbor will not be adversely affected by the proposed development. The proposed restroom building will only be 15 feet high and 700 square feet and will not block views. Additionally, new landscaping, including replacing all removed trees, will visually enhance the site. (Exhibit 8) To minimize lighting impacts, the Harbor Department has included the following condition as part of its approval of the project to minimize view impacts:

11. Prior to installation of lighting, a lighting plan shall be submitted to the Harbor Department showing type of fixtures, heights, and intensity of illumination. Lighting plan [sic] shall comply with the standards approved by the County of Ventura and included in the Channel Islands Harbor Public Areas Plan & Design Guidelines. Lighting fixtures shall be cut-off type fixtures that divert lighting downward onto the property and shall not cast light onto adjacent property, roadways or waterways. Under canopy lighting shall be concealed or recessed so as not to be directly visible from the street.

Therefore, the Commission finds that, as submitted, the proposed Notice of Impending Development for the Public Boat Launch Facility Reconstruction is consistent with the applicable visual resource protection policies of the certified Public Works Plan.

E. BIOLOGICAL RESOURCES

The certified Channel Islands Harbor PWP incorporates by reference Sections 30240, 30230, and 30231 of the Coastal Act. Section 30240 provides for the protection of Environmentally Sensitive Habitat Areas. Sections 30230 and 30231 of the Coastal Act mandate that marine resources and coastal water quality shall be maintained and where feasible restored.

Section 30240 of the Coastal Act States:

(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

Section 30230 of the Coastal Act states:

Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

Section 30231 of the Coastal Act states:

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

In addition, Policy 2 under Biological Resources in the Public Works Plan states:

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.

The Channel Islands Harbor Public Works Plan contains policies to protect marine and biological resources and environmentally sensitive habitat areas in and around Harbor waters. The Harbor Department proposes to reconstruct the public launch ramp on the east side of the harbor, including adjusting the ramp angle, reinforcing the existing support rip-rap, re-paving the site, demolishing and reconstructing the public restroom, constructing a new public walkway along the waterfront and along Victoria Avenue, relocating the entrance along Victoria Avenue, and improving the lighting and landscaping. This development has the potential to adversely impact marine and biological resources during the construction phase of the project. However, the landscaping and trees on the site, mostly non-native and invasive, do not provide an

ecologically important habitat and there is no evidence to indicate that these trees are sensitive resources. All removed trees are proposed to be replaced with native and/or non-invasive tree species pursuant to a detailed landscape plan. (Exhibit 8) Additionally, the Harbor Department has proposed to comply with all policies in the certified PWP related to marine and biological resources, as well as to comply with approvals and mitigation measures required by other resource agencies

1. Nesting Birds

Section 4.5 (Biological) of the PWP states:

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 as threatened 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.

The presence of these bird species is important because some species of herons and egrets are considered Sensitive Species and play an integral role in the ecosystem as top wetland predators.

The proposed project is located on the east side of Channel Islands Harbor. The 6 acre project site contains approximately 245 trees, including Myoporum, Melaleuca, Mexican Fan Palm and New Zealand Christmas trees. Construction and reconfiguration of the site will require removal of 140 trees and 105 trees will remain but will be relocated. The Harbor Department has provided a summary of a tree inventory conducted on the site explaining that the trees on site range in size from 4 inches in diameter to 36 inches in diameter; four trees are 36 inches in diameter (the largest trees on site); nine trees are 30 inches in diameter or more; seventy-six trees are 10 inches or less in diameter. The Harbor Department has proposed a regionally appropriate plant palette to add trees, shrubs, and groundcover that are ecologically appropriate for the site.

Further, no trees on the property or on the east side of the harbor or on the subject site have been documented to contain nests of sensitive bird species according to surveys conducted by Dr. Jeffrey Froke, the Harbor Department's biologist. Dr. Froke regularly conducts surveys of trees within Channel Islands Harbor to identify locations of great blue heron and black-crowned night heron nests, and nests of other sensitive species. Dr. Froke has never documented nesting trees on the Harbor's east side along Victoria Avenue, where the project site is located. However, great blue herons and black-crowned night herons use various locations throughout the Channel Islands Harbor as nesting sites. These sites have been documented monthly from 2003 to the present by

Dr. Froke. The closest known tree used for nesting (Great Blue Heron nest), a Mexican Fan Palm, is located on the peninsula adjacent to the existing hotel, approximately 900 feet across the channel. Nevertheless, the Harbor Department has proposed to conduct biological surveys in conformity with those required by Policy 10 of the PWP to determine the presence of nesting birds (Harbor Department Condition 26) prior to the removal or relocation of any tree. Further, because no tree on the site has been used for breeding or nesting within the last five years, as documented by Dr. Froke, the 5-Year Tree Trimming and Removal Program approved through NOID 1-09 at the June 10, 2009 Commission hearing will not apply.

Although the landscape plan submitted by the Harbor Department includes native and/or non-invasive species, to ensure that the final landscape plan does not impact marine resources, the Harbor Department has proposed to incorporate a condition that assures that all landscaped areas are vegetated with native plants or non-native drought tolerant plants, and that no plant species listed as problematic and/or invasive by the California Native Plant Society (the California Invasive Plant Council, or as may be identified by the State of California) will be used in any landscaping or planter areas, or allowed to naturalize or persist on the site (Harbor Department Condition of Approval No. 35).

2. Resource Agencies

In addition, in order to ensure that the proposed project is consistent with all California Department of Fish and Game and other agency regulations, the Harbor Department has proposed to comply with all requirements and mitigation measures from the California Department of Fish and Game, United States Army Corps of Engineers, US Fish and Wildlife Service, and the Regional Water Quality Control Board prior to commencement of construction (Harbor Department Condition of Approval No. 34).

Therefore, the Commission finds that the proposed Notice of Impending Development, as submitted, is consistent with the biological policies of the certified PWP.

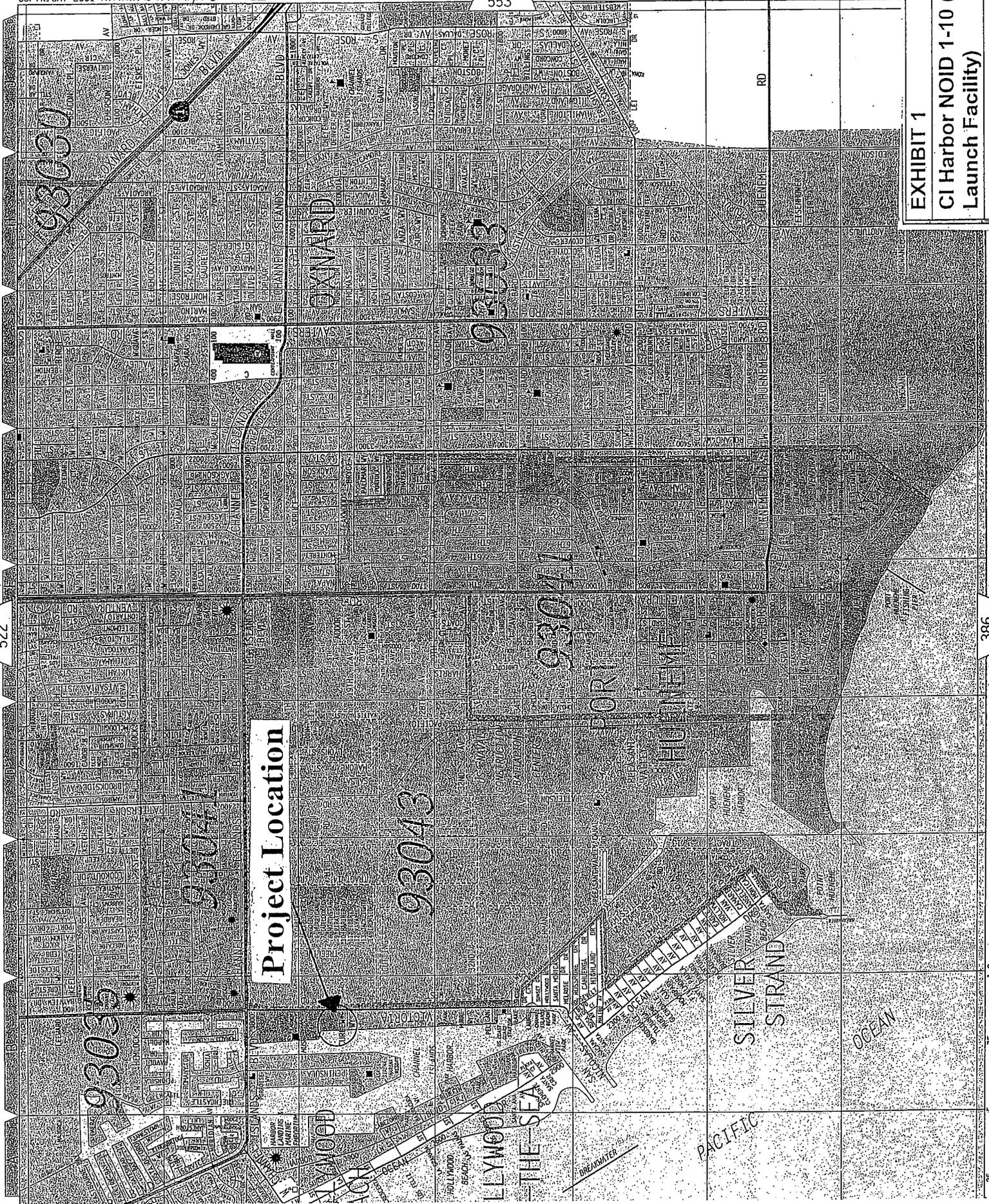
F. CALIFORNIA ENVIRONMENTAL QUALITY ACT

The Harbor Department, in its role as lead agency for the PWP and the NOID for purposes of the California Environmental Quality Act ("CEQA"),¹ has determined that the project is categorically exempt from the provisions of CEQA, under CEQA Guidelines Section 15302. 14 C.C.R. § 15302 ("Replacement or Reconstruction"); see also CEQA section 21084 (authorizing promulgation of regulations listing categorical exemptions). For CEQA purposes, the Commission's role with respect to this project is that of a responsible agency. Despite the lead agency's determination of categorical exemption for the project, the Commission has separately considered the potential environmental impacts of the project as it would be characterized under both CEQA and the Coastal Act. As an agency with a certified regulatory program under CEQA section

¹ Cal. Pub. Res. Code ("PRC") §§ 21000 *et seq.* All further references to CEQA sections are to sections of the PRC.

21080.5, the Commission regularly assesses whether its approval of a project, as modified by any conditions of approval, is consistent with the provisions in CEQA Section 21080.5(d)(2)(A) that a proposed project not be approved if there are feasible alternatives or feasible mitigation measures available that would substantially lessen any significant adverse effect the activity may have on the environment. As in other contexts, the Commission has considered that question here.

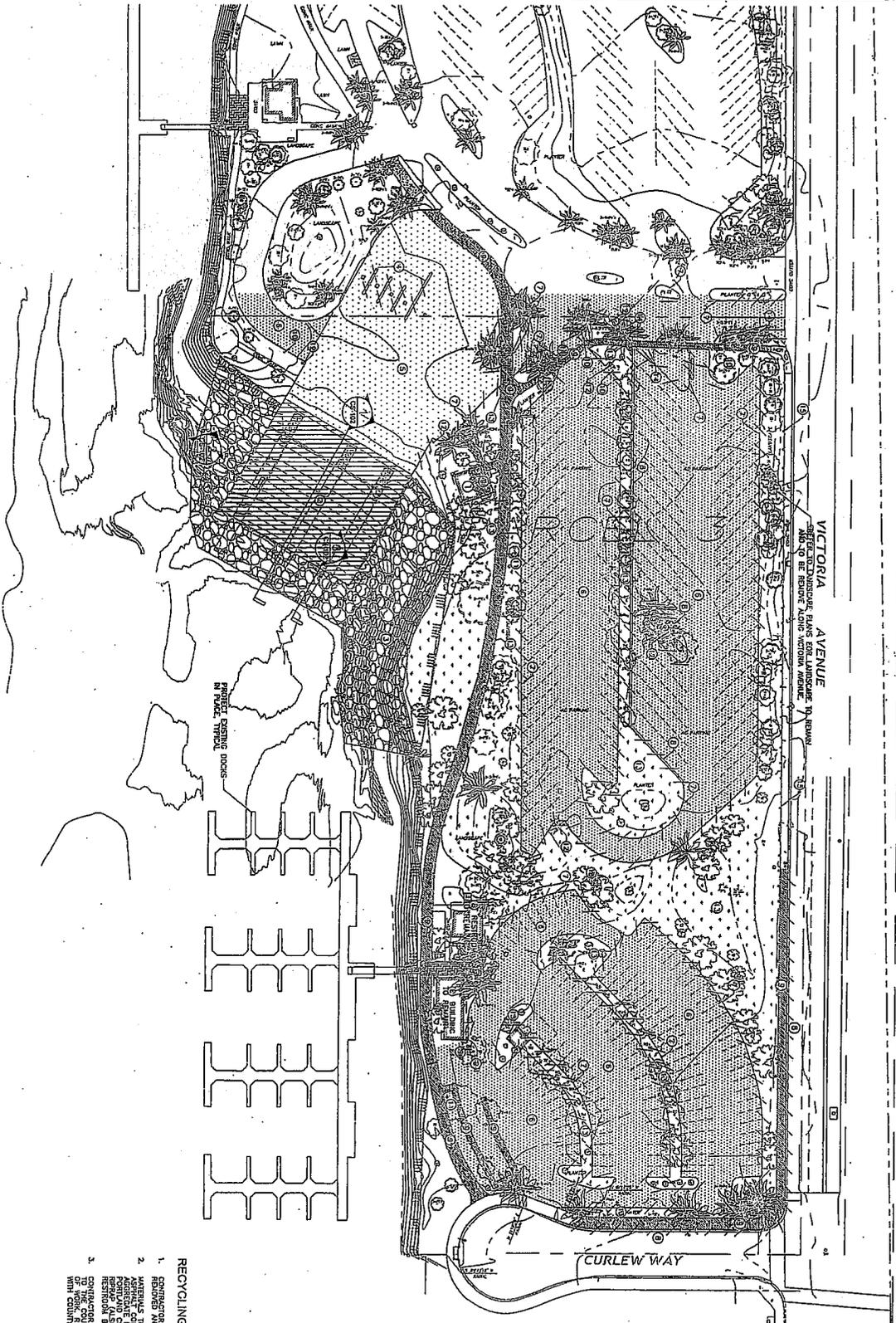
The Commission incorporates its findings on Coastal Act and PWP consistency at this point as if set forth in full. These findings address and respond to all public comments regarding potential significant adverse environmental effects of the project that were received prior to preparation of the staff report. As discussed above, the proposed development approved by this NOID, as submitted, is consistent with the policies of the certified PWP. Feasible mitigation measures that will minimize all adverse environmental impacts have been incorporated into the project. As submitted, there are no feasible alternatives or feasible mitigation measures available that would substantially lessen any significant adverse impact that the activity may have on the environment. Therefore, the Commission finds that the Notice of Impending Development is consistent with CEQA Section 21080.5(d)(2)(A), and the applicable provisions of the Public Works Plan.



Project Location

EXHIBIT 1

CI Harbor NOID 1-10 (Public Boat Launch Facility)



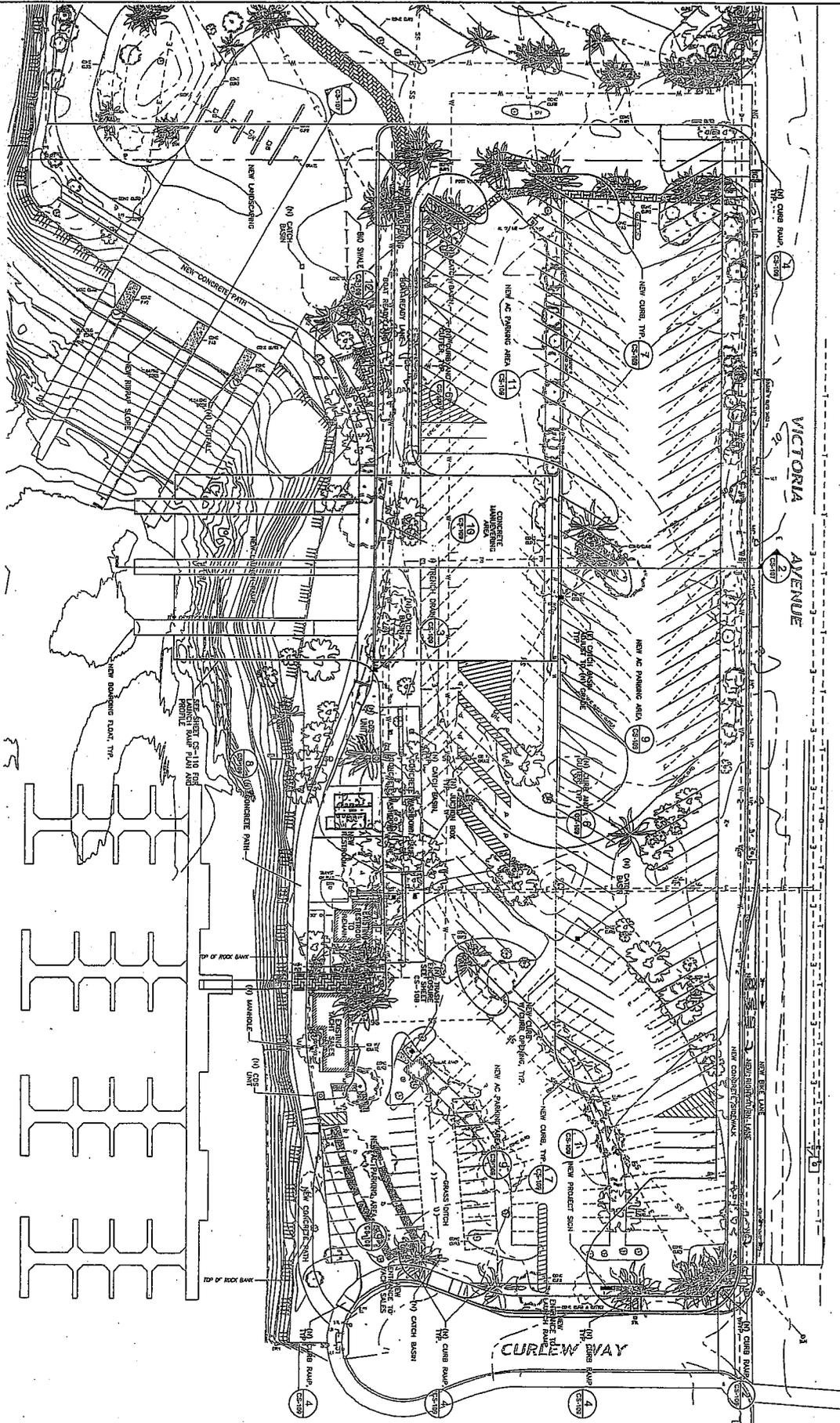
NOTES:

1. (E) ASPHALT TO BE REMOVED AND DISPOSED OF.
2. (E) CONCRETE LAUNCH RAMP, FOUNDATIONS, CURB, PAVEMENT, AND STONE BACK FOR FUTURE USE.
3. REMOVE AND DISPOSE OF (E) FIVE (5) CONCRETE LAUNCH RAMP, FOUNDATIONS, CURB, PAVEMENT AND STONE BACK FOR FUTURE USE.
4. REMOVE AND DISPOSE OF (E) FIVE (5) CONCRETE LAUNCH RAMP, FOUNDATIONS, CURB, PAVEMENT AND STONE BACK FOR FUTURE USE.
5. REMOVE AND DISPOSE OF (E) FIVE (5) CONCRETE LAUNCH RAMP, FOUNDATIONS, CURB, PAVEMENT AND STONE BACK FOR FUTURE USE.
6. REMOVE AND DISPOSE OF (E) FIVE (5) CONCRETE LAUNCH RAMP, FOUNDATIONS, CURB, PAVEMENT AND STONE BACK FOR FUTURE USE.
7. REMOVE AND DISPOSE OF (E) CURB AND GUTTER.
8. REMOVE AND DISPOSE OF (E) CURB AND GUTTER.
9. REMOVE AND DISPOSE OF (E) CURB AND GUTTER.
10. REMOVE STAIRS.
11. REMOVE EXISTING ASPHALT FOUNDATIONS, CURB, PAVEMENT AND STONE BACK FOR FUTURE USE.
12. REMOVE EXISTING ASPHALT FOUNDATIONS (PARKING FOR TURNING).
13. REMOVE AND DISPOSE OF (E) CURB AND GUTTER.
14. REMOVE PAVEMENT (INCLUDES) AND STONE BACK FOR FUTURE USE.
15. REFER TO SITE EXISTENCE DEMOLITION PLAN FOR ELECTRICAL AND MECHANICAL REMOVAL AND TO BE REUSE.
16. REFER TO SITE EXISTENCE DEMOLITION PLAN FOR ELECTRICAL AND MECHANICAL REMOVAL AND TO BE REUSE.

RECYCLING NOTES:

1. CONCRETE SHALL REMOVE ALL MATERIALS NOTED TO BE REMOVED AND DISPOSED.
2. MATERIALS TO BE RECYCLED ARE AS FOLLOWS:
 1. ASPHALT
 2. CONCRETE
 3. CEMENT
 4. METAL
 5. WOOD
 6. STEEL
 7. GLASS
 8. PLASTIC
 9. RUBBER
 10. PAINT
 11. INSULATION
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 803. PLASTIC
 804. RUBBER
 805. PAINT
 806. INSULATION
 807. ROOFING
 808. GUTTER
 809. CURB
 810. PAVEMENT
 811. STONE
 812. BRICK
 813. TILE
 814. CERAMIC
 815. GLASS
 816. METAL
 817. WOOD
 818. PLASTIC
 819. RUBBER
 820. PAINT
 821. INSULATION
 822. ROOFING
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 829. CERAMIC
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 836. INSULATION
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 850. PAINT
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 888. TILE
 889. CERAMIC
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 892. WOOD
 893. PLASTIC
 894. RUBBER
 895. PAINT
 896. INSULATION
 897. ROOFING
 898. GUTTER
 899. CURB
 900. PAVEMENT
 901. STONE
 902. BRICK
 903. TILE
 904. CERAMIC
 905. GLASS
 906. METAL
 907. WOOD
 908. PLASTIC
 909. RUBBER
 910. PAINT
 911. INSULATION
 912. ROOFING
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 914. CURB
 915. PAVEMENT
 916. STONE
 917. BRICK
 918. TILE
 919. CERAMIC
 920. GLASS
 921. METAL
 922. WOOD
 923. PLASTIC
 924. RUBBER
 925. PAINT
 926. INSULATION
 927. ROOFING
 928. GUTTER
 929. CURB
 930. PAVEMENT
 931. STONE
 932. BRICK
 933. TILE
 934. CERAMIC
 935. GLASS
 936. METAL
 937. WOOD
 938. PLASTIC
 939. RUBBER
 940. PAINT
 941. INSULATION
 942. ROOFING
 943. GUTTER
 944. CURB
 945. PAVEMENT
 946. STONE
 947. BRICK
 948. TILE
 949. CERAMIC
 950. GLASS
 951. METAL
 952. WOOD
 953. PLASTIC
 954. RUBBER
 955. PAINT
 956. INSULATION
 957. ROOFING
 958. GUTTER
 959. CURB
 960. PAVEMENT
 961. STONE
 962. BRICK
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 967. WOOD
 968. PLASTIC
 969. RUBBER
 970. PAINT
 971. INSULATION
 972. ROOFING
 973. GUTTER
 974. CURB
 975. PAVEMENT
 976. STONE
 977. BRICK
 978. TILE
 979. CERAMIC
 980. GLASS
 981. METAL
 982. WOOD
 983. PLASTIC
 984. RUBBER
 985. PAINT
 986. INSULATION
 987. ROOFING
 988. GUTTER
 989. CURB
 990. PAVEMENT
 991. STONE
 992. BRICK
 993. TILE
 994. CERAMIC
 995. GLASS
 996. METAL
 997. WOOD
 998. PLASTIC
 999. RUBBER
 1000. PAINT
 1001. INSULATION
 1002. ROOFING
 1003. GUTTER
 1004. CURB
 1005. PAVEMENT
 1006. STONE
 1007. BRICK
 1008. TILE
 1009. CERAMIC
 1010. GLASS
 1011. METAL
 1012. WOOD
 1013. PLASTIC
 1014. RUBBER
 1015. PAINT
 1016. INSULATION
 1017. ROOFING
 1018. GUTTER
 1019. CURB
 1020. P

- NOTES:
1. REFER TO SHEET 23 TO SHEET 20 FOR NEW RESTROOM.
 2. REFER TO SHEET 20 TO SHEET 45 FOR LANDSCAPING.
 3. REFER TO SHEET 23 TO SHEET 24 FOR PUBLIC ROAD.



IF THIS DRAWING IS LESS THAN 24" X 36" IT IS A REDUCED SIZE DRAWING.

Channel Islands Harbor
 NOID-Replacement and
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 Launch Facility
 Submitted November 2, 2009

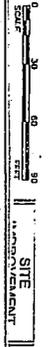
CHANNEL ISLANDS LAUNCH RAMP PROJECT
 OXNARD, CALIFORNIA

CONSULTANTS:

Tran Systems

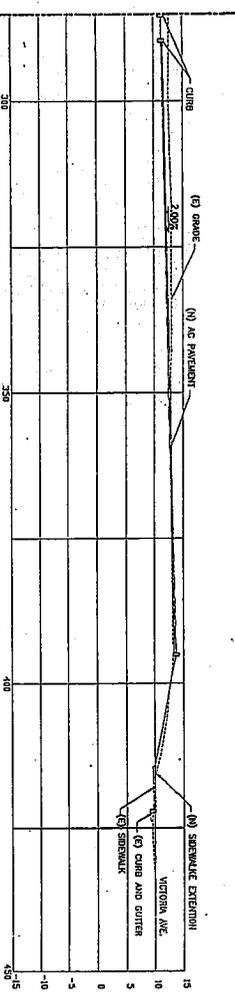
150 Grand Avenue
 Suite 400
 Oxnard, California 94012
 PHONE: 810-855-2781
 FAX: 810-855-9830

EXHIBIT 3
 CI Harbor NOID 1-10 (Public Boat
 Launch Facility)
 Site Plans

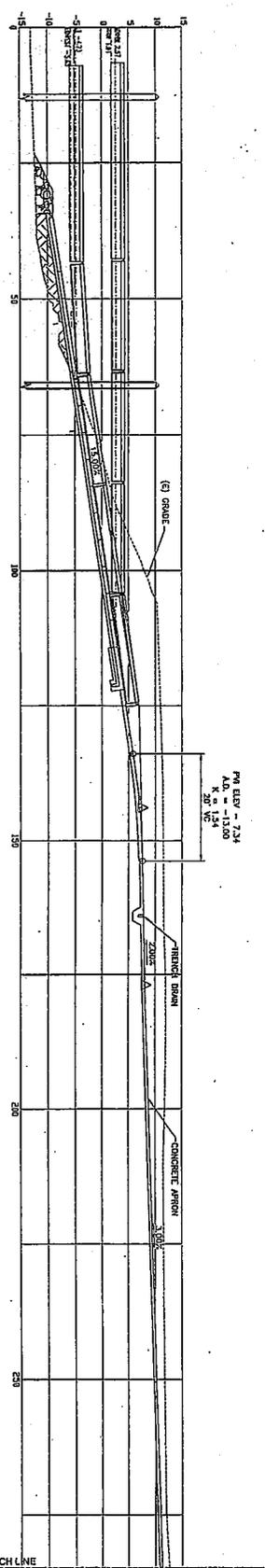


MATCH LINE
SEE ABOVE

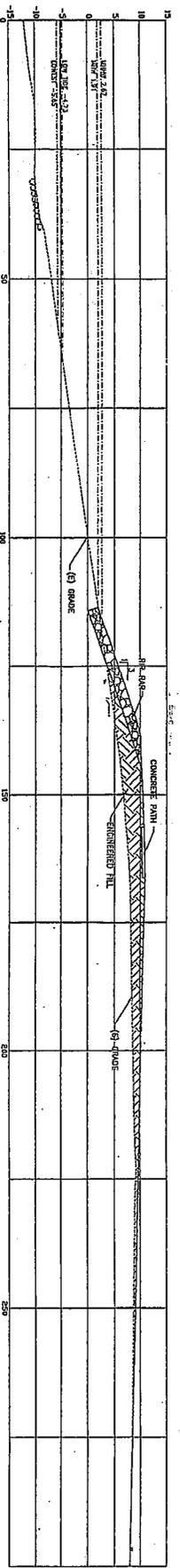
SECTION AT NEW PARKING LOT AND LAUNCH RAMP
SCALE: 1" = 10'



MATCH LINE
SEE BELOW



SECTION AT OLD LAUNCH RAMP
SCALE: 1" = 10'

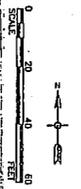
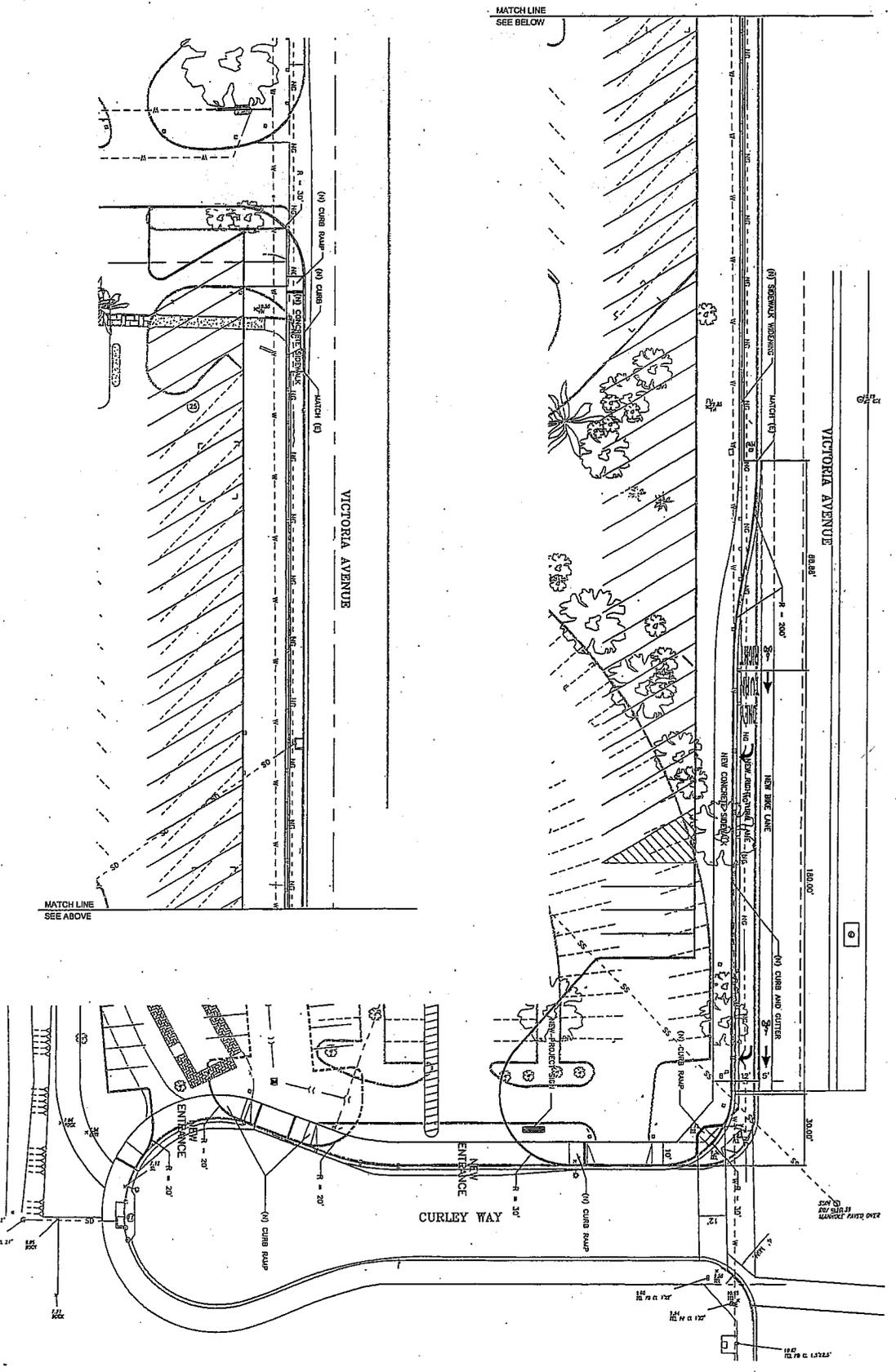


CROSS SECTIONS

Channel Islands Harbor
NOID-Replacement and
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Launch Facility
Submitted November 2, 2009

EXHIBIT 4
CI Harbor NOID 1-10 (Public Boat
Launch Facility)
Launch Ramp Section

CHANNEL ISLANDS LAUNCH RAMP PROJECT	CONSULTANTS:	
OXNARD, CALIFORNIA	100 Grand Avenue Suite 400 Oxnard, California 91312 PHONE: 510-635-2761 FAX: 510-435-9339	



PROJECT NUMBER	0206
DATE	10/08/09
DESIGNED BY	W. J. W.
CHECKED BY	W. J. W.
SHEET TITLE	VICTORIA AVENUE & CURLEY WAY

Channel Islands Harbor
 NOID-Replacement and
 Rehabilitation of Public Boat
 Launch Facility
 Submitted November 2, 2009

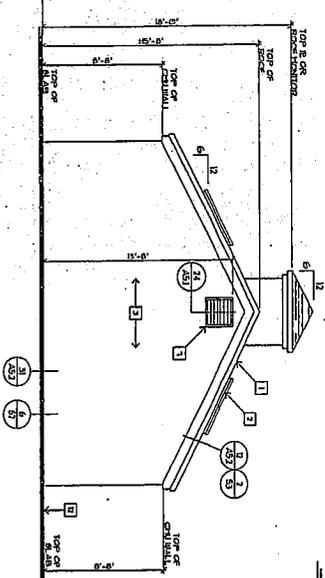
INCH RAMP PROJECT	CONSULTANTS:	
LIFORNIA		
		100 Grand Avenue Suite 400 Oakland, California 94612 PHONE: 510-835-2781 FAX: 510-435-9639

EXHIBIT 5
CI Harbor NOID 1-10 (Public Boat Launch Facility)
Victoria Avenue Improvements

IF THIS DRAWING OR ANY PART THEREOF IS USED FOR ANY OTHER PROJECT WITHOUT THE WRITTEN PERMISSION OF THE CONSULTANT, THE USER ASSUMES ALL LIABILITY.

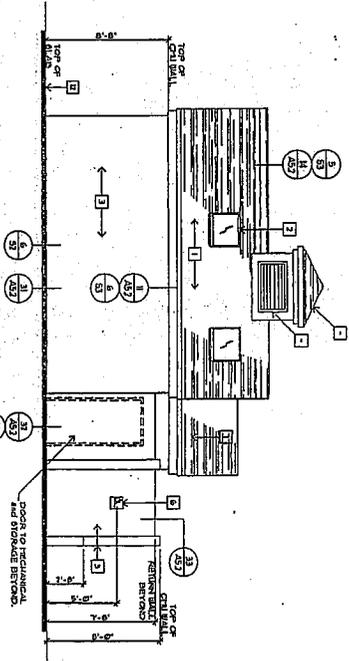
THIS DRAWING, INCLUDING THE DESIGNS INCORPORATED HEREIN, IS AN INSTRUMENT OF PROFESSIONAL SERVICE PREPARED FOR USE IN CONNECTION WITH THE PROJECT IDENTIFIED HEREIN UNDER THE CONDITIONS EXISTING ON DATE. ANY USE, IN WHOLE OR IN PART, FOR ANY OTHER PROJECT WITHOUT WRITTEN AUTHORIZATION OF ARCHITECTS WEST SHALL BE AT USER'S SOLE RISK.

REAR ELEVATION



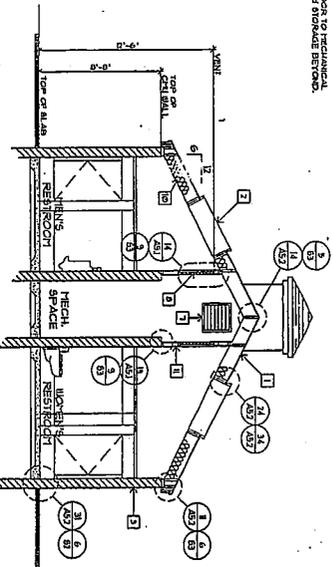
1/4"=1'-0"

SIDE ELEVATION



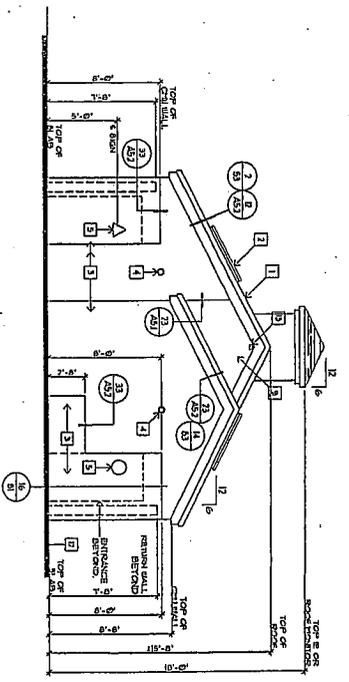
1/4"=1'-0"

SECTION A



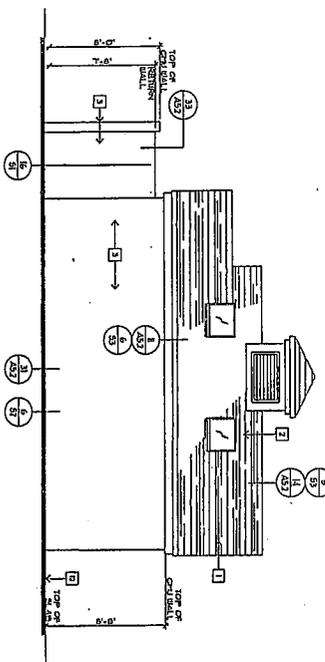
1/4"=1'-0"

FRONT ELEVATION



1/4"=1'-0"

SIDE ELEVATION



1/4"=1'-0"

REFERENCE NOTES

1. REFER TO SHEET 610-1 FOR THE SCOPE OF WORK.
2. 2" x 4" ANCHORED ALUMINUM BRACKET ASSEMBLY DETAIL FOR THE ROOF FLASHING.
3. 2" x 4" ANCHORED ALUMINUM BRACKET ASSEMBLY DETAIL FOR THE ROOF FLASHING.
4. INTERIOR LIGHT FIXTURES PER SPEC.
5. ADA COMPLIANT, LOCKER TYPED ROOF.
6. SEE SHEET 610-1 FOR DETAILS.
7. 2" x 4" ANCHORED ALUMINUM BRACKET ASSEMBLY DETAIL FOR THE ROOF FLASHING.
8. 2" x 4" ANCHORED ALUMINUM BRACKET ASSEMBLY DETAIL FOR THE ROOF FLASHING.
9. 2" x 4" ANCHORED ALUMINUM BRACKET ASSEMBLY DETAIL FOR THE ROOF FLASHING.
10. R-10 INSULATION IN ALL VERTICAL CEILING AREAS.
11. 1/2" ANCHORED ALUMINUM BRACKET ASSEMBLY DETAIL FOR THE ROOF FLASHING.
12. 1/2" ANCHORED ALUMINUM BRACKET ASSEMBLY DETAIL FOR THE ROOF FLASHING.
13. LOCATION OF RAMP CELL TO CONTROL COMPASSOR LIGHTING. SEE ELECTRICAL SHEET 610-1.
- 14.

PROJECT: CHANNEL HARBOR
 SCALE: EXTERIOR ELEVATIONS
 DATE: 11/2/09
 DRAWN BY: J. W. WILSON
 CHECKED BY: J. W. WILSON
 SHEET TITLE: EXTERIOR ELEVATIONS

Channel Islands Harbor
 NOID-Replacement and
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 Submitted November 2, 2009

EXHIBIT 7
 CI Harbor NOID 1-10 (Public Boat
 Launch Facility)
 Restroom Elevations

NCH RAMP PROJECT LIPORNIA	CONSULTANTS: 	
	100 Grand Avenue Suite 400 Oxnard, California 93612 PHONE: 810-435-2761 FAX: 810-435-5833	

PLANT LEGEND

- Ø EXISTING TREES TO REMAIN
- TREE, 15 GALLON SIZE

PLANT LIST

ABBREV. BOTANICAL NAME

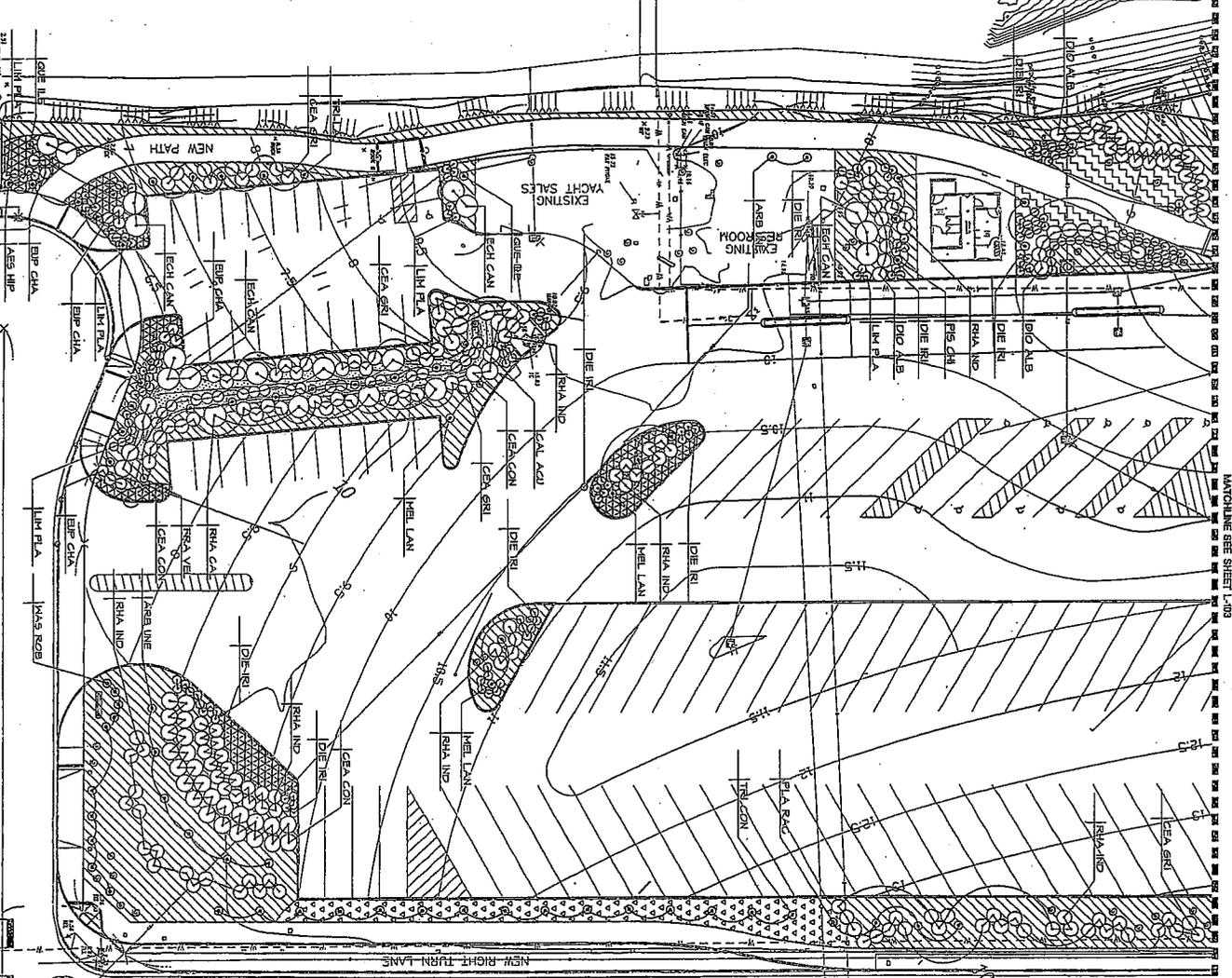
COMMON NAME

SIZE

SPACING

ABBREV.	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
AS5 HIP	ASCULUS HIPOCASTANUM	RED HORSECHESTNUT	15 GALLON	AS SHOWN
ASB LINE	ARGENTUS UNEDO	STRAWBERRY TREE	15 GALLON	AS SHOWN
FR4 VEL	FRAXINE VELUTINA	ARIZONA ASH	15 GALLON	AS SHOWN
MEL LAN	MELALEUCA LANCEOLATA	BLACK TEA TREE	15 GALLON	AS SHOWN
METRO TOM	METROSIDEROS TOMENTOSA	NEW ZEALAND CHRISTMAS TREE	15 GALLON	AS SHOWN
PI5 CHI	PISTACIA CHINENSIS	CHINESE PISTACHE	15 GALLON	AS SHOWN
PLA PAC	PLATANUS RADICOSA	CALIFORNIA STAGNORE	15 GALLON	AS SHOWN
QUE ILE	*QUERCUS ILEX	HOLLY OAK	15 GALLON	AS SHOWN
QUE RUB	QUERCUS RUBRA	RED OAK	15 GALLON	AS SHOWN
SAL BAB	SALIX BABINGTONIA	KEEPING WILLOW	15 GALLON	AS SHOWN
TRI CON	TRISTANIA CONFERTA	BIRCHANE BOX	15 GALLON	AS SHOWN
TRI LAN	TRISTANIA LARINA	WATER BORN	15 GALLON	AS SHOWN
WAS ROB	WASHINGTONIA ROBERTA	MEXICAN FAN PALM	15 GALLON	AS SHOWN
SHRUBS				
CEA GRI	CEANOTHUS GRISEUS	CARNEE CREEPER	3 GALLON	3'-0" O.C.
DIE IRI	DIERIS IRIDIODES	FORTNIGHT LILY	1 GALLON	3'-0" O.C.
DIO ALB	DIOSMA ALBIM	WHITE BRIGHT OF HEAVEN	5 GALLON	3'-0" O.C.
ECH CAN	ECHIN CAUDICANS	FRIBE OF MADEIRA	5 GALLON	3'-0" O.C.
ELP CHA	ELIPORHIA CHAYACIAS	N.C.N.	5 GALLON	4'-0" O.C.
LIM PLA	LIMNODIUM PLATYPHYLLUM	SEA LAVENDER	1 GALLON	3'-0" O.C.
PHO TEN	PHORUM TENAX	NEW ZEALAND FLAX	5 GALLON	6'-0" O.C.
RHA IND	RHAPHIOLEpis INDICA	INDIAN HANTHORN	5 GALLON	5'-0" O.C.
GRASSES				
CAL ACU	CALAMAGROSTIS X ADYPTILOIDA	FEATHER REED GRASS	1 GALLON	4'-0" O.C.
CAR GLA	CAREX GLAUCA	BLUE SEDGE	1 GALLON	2'-0" O.C.
ERIOCOCCUS				
ARCTOTHECA	ARCTOTHECA CALENDULA	CAPE NEED	PLANTS	1'-6" O.C.
CORROSHA	CORROSHA KIRKII	CORROSHA	1 GALLON	4'-0" O.C.
COTONEASTER	COTONEASTER DANHERRI	BEARBERRY	1 GALLON	3'-0" O.C.
GAZANIA	GAZANIA RIGIBIS	TRAILING GAZANIA	PLANTS	1'-0" O.C.
HYPOSPERM	HYPOSPERM PARSIFOLIUM	HYPOSPERM	PLANTS	6'-0" O.C.
TURP	TURP FROM SOOP			
BIORETENTION AREAS				
BAC PIL	*BACCHARIS PILLULARIS	COTYLE BRUSH	1 GALLON	6'-0" O.C.
CEA CON	CEANOTHUS CONCHIN	CALIFORNIA LILAC	5 GALLON	6'-0" O.C.
LAV ASS	LAVAYTERA ASSIREBENTIFLORA	TREE YALLOON	5 GALLON	8'-0" O.C.
MUN RIS	MUNIBERGIA RIGIBIS	DEER GRASS	1 GALLON	4'-0" O.C.
RHA CAL	*RHAPHNIS CALIFORNICA	COFFEBERRY	5 GALLON	8'-0" O.C.
	*RAGOSTAPHYLOS	GREENING MANZANITA	PLANTS	3'-0" O.C.
	*BACCHARIS PILLULARIS	DIYARF COTYLE BRUSH	1 GALLON	6'-0" O.C.
	*CEANOTHUS GRISEUS	ANCHOR BAY CALIFORNIA LILAC	1 GALLON	6'-0" O.C.
	NO HOIN FESCUE			

60% SUBMITTAL
OCTOBER 9, 2009



Channel Islands Harbor
NOID-Replacement and
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Launch Facility
Submitted November 2, 2009

AUNCH RAMP PROJECT
CALIFORNIA

CONSULTANTS:
Callander Associates
Landscape Architects
311 Seventh Ave.
San Mateo, CA 94401
T 650.371.1111
F 650.341.3200



Tran Systems
180 Grand Avenue
Suite 100
Oakland, California 94612
PHONE: 510-835-2161
FAX: 510-835-6633

SHEET NO. L-104
DATE: 09-04
SCALE: AS SHOWN
DESIGNED BY: TAIPE
DRAWN BY: LDTA
CHECKED BY: TAIPE
SHEET TITLE: PRELIMINARY PLANTING PLAN

(2)

TREE INVENTORY TABLE

NO.	DESCRIPTION	DIAMETER	NOTE
1-2	TREE	4"	REMAIN
3	TREE	10"	REMAIN
4-4	PALM	12"	RELOCATE
10	TREE	8"	RELOCATE
11-9	PALM	10"	RELOCATE
14-16	PALM	12"	RELOCATE
17	PALM	12"	RELOCATE
18-24	PALM	10"	RELOCATE
25	TREE	4"	RELOCATE
26	TREE	24"	RELOCATE
27	TREE	10"	RELOCATE
28-30	PALM	10"	RELOCATE
31	TREE	10"	RELOCATE
32-35	PALM	12"	REMAIN
34	TREE	8"	REMAIN
36	PALM	10"	REMAIN
37	TREE	10"	REMAIN
38	TREE	10"	REMAIN
39	TREE	10"	REMAIN
40	TREE	24"	REMAIN
41	TREE	10"	RELOCATE
42	TREE	10"	RELOCATE
43	PALM	10"	RELOCATE
44	TREE	10"	RELOCATE
45	TREE	10"	RELOCATE
46	TREE	10"	RELOCATE
47	TREE	24"	RELOCATE
48	TREE	6"	RELOCATE
49	TREE	10"	RELOCATE
50	TREE	24"	RELOCATE
51	TREE	10"	RELOCATE
52	TREE	24"	RELOCATE
53	TREE	24"	RELOCATE
54-55	TREE	10"	RELOCATE
56	TREE	12"	RELOCATE
57	TREE	16"	RELOCATE
58	TREE	12"	RELOCATE
59	TREE	12"	RELOCATE
60	TREE	10"	RELOCATE
61	TREE	10"	RELOCATE
62	TREE	8"	RELOCATE
63	TREE	24"	RELOCATE
64	TREE	24"	RELOCATE
65	TREE	8"	RELOCATE
66	TREE	12"	RELOCATE
67	TREE	10"	RELOCATE
68	TREE	12"	RELOCATE
69	TREE	8"	RELOCATE
70	TREE	10"	RELOCATE
71	TREE	12"	RELOCATE
72	TREE	10"	RELOCATE
73	TREE	8"	RELOCATE
74	TREE	8"	RELOCATE
75	TREE	12"	RELOCATE

TREE INVENTORY TABLE

NO.	DESCRIPTION	DIAMETER	NOTE
76	TREE	24"	RELOCATE
77	PALM	24"	RELOCATE
78-82	PALM	12"	RELOCATE
83	TREE	6"	RELOCATE
84	PALM	10"	RELOCATE
85	TREE	4"	RELOCATE
86	TREE	16"	RELOCATE
87	TREE	5.5"	RELOCATE
88	TREE	12"	RELOCATE
89	TREE	8"	RELOCATE
90	TREE	12"	RELOCATE
91	TREE	8"	RELOCATE
92	TREE	6"	RELOCATE
93	TREE	10"	RELOCATE
94	TREE	10"	RELOCATE
95	TREE	10"	RELOCATE
96	TREE	10"	RELOCATE
97-103	TREE	12"	RELOCATE
98	TREE	24"	RELOCATE
99	TREE	5"	RELOCATE
100-103	TREE	24"	RELOCATE
104	TREE	6"	RELOCATE
105	TREE	6"	RELOCATE
106	TREE	8"	RELOCATE
107-108	TREE	10"	RELOCATE
109	TREE	24"	RELOCATE
110	TREE	16"	RELOCATE
111	TREE	12"	RELOCATE
112	TREE	6"	RELOCATE
113	TREE	10"	RELOCATE
114	TREE	4"	RELOCATE
115	TREE	6"	RELOCATE
116	TREE	6"	RELOCATE
117	TREE	24"	RELOCATE
118	TREE	16"	RELOCATE
119	TREE	12"	RELOCATE
120	TREE	10"	RELOCATE
121	TREE	24"	RELOCATE
122	TREE	12"	RELOCATE
123	TREE	6"	RELOCATE
124	PALM	24"	RELOCATE
125-127	TREE	10"	RELOCATE
128	TREE	10"	RELOCATE
129	TREE	24"	RELOCATE
130	TREE	12"	RELOCATE
131	TREE	24"	RELOCATE
132	TREE	24"	RELOCATE
133	TREE	24"	RELOCATE
134	TREE	5.5"	RELOCATE
135	TREE	24"	RELOCATE
136	TREE	10"	RELOCATE
137	TREE	10"	RELOCATE
138	TREE	10"	RELOCATE
139	TREE	12"	RELOCATE
140	TREE	6"	RELOCATE
141	TREE	10"	RELOCATE

TREE INVENTORY TABLE

NO.	DESCRIPTION	DIAMETER	NOTE
142	TREE	24"	RELOCATE
143-144	TREE	6"	RELOCATE
145	TREE	24"	RELOCATE
146	TREE	6"	RELOCATE
147	PALM	10"	RELOCATE
148	PALM	12"	RELOCATE
149-154	PALM	10"	RELOCATE
155	TREE	24"	RELOCATE
156	TREE	4"	RELOCATE
157-158	PALM	6"	RELOCATE
159	TREE	4"	RELOCATE
160	TREE	15"	RELOCATE
161	PALM	24"	RELOCATE
162	TREE	6"	RELOCATE
163	TREE	10"	RELOCATE
164-166	TREE	6"	RELOCATE
167	TREE	10"	RELOCATE
168-169	PALM	10"	RELOCATE
170	TREE	10"	RELOCATE
171	TREE	24"	RELOCATE
172	TREE	10"	RELOCATE
173	TREE	10"	RELOCATE
174	TREE	6"	RELOCATE
175	TREE	6"	RELOCATE
176	TREE	24"	RELOCATE
177-178	TREE	10"	RELOCATE
179	TREE	24"	RELOCATE
180	TREE	8"	RELOCATE
181	TREE	14"	RELOCATE
182	TREE	6"	RELOCATE
183	TREE	12"	RELOCATE
184	TREE	10"	RELOCATE
185	TREE	10"	RELOCATE
186-187	PALM	10"	RELOCATE
188	PALM	6"	RELOCATE
189	TREE	6"	RELOCATE
190	TREE	6"	RELOCATE
191	TREE	8"	RELOCATE
192	TREE	24"	RELOCATE
193	TREE	12"	RELOCATE
194	TREE	10"	RELOCATE
195	TREE	20"	RELOCATE
196	TREE	12"	RELOCATE
197	TREE	6"	RELOCATE
198	TREE	4"	RELOCATE
199	PALM	10"	RELOCATE
200	TREE	5"	RELOCATE
201	TREE	30"	RELOCATE
202	TREE	12"	RELOCATE
203	TREE	10"	RELOCATE
204	TREE	10"	RELOCATE
205	PALM	12"	RELOCATE
206	TREE	10"	RELOCATE
207	TREE	10"	RELOCATE
208	TREE	32"	RELOCATE

TREE INVENTORY TABLE

NO.	DESCRIPTION	DIAMETER	NOTE
209	TREE	16"	RELOCATE
210	TREE	50"	RELOCATE
211	TREE	20"	RELOCATE
212	TREE	10"	RELOCATE
213	TREE	24"	RELOCATE
214-215	PALM	16"	RELOCATE
216	TREE	20"	RELOCATE
217	TREE	10"	RELOCATE
218	TREE	10"	RELOCATE
219	TREE	10"	RELOCATE
220-221	TREE	12"	RELOCATE
222	TREE	8"	RELOCATE
223	TREE	10"	RELOCATE
224	TREE	12"	RELOCATE
225	TREE	24"	RELOCATE
226	TREE	20"	RELOCATE
227	TREE	10"	RELOCATE
228-229	PALM	12"	RELOCATE
230	PALM	10"	RELOCATE
231-232	PALM	16"	RELOCATE
233	PALM	10"	RELOCATE
234	PALM	16"	RELOCATE
235	TREE	10"	RELOCATE
236	TREE	10"	RELOCATE
237	TREE	12"	RELOCATE
238	TREE	6"	RELOCATE
239	TREE	8"	RELOCATE
240	TREE	4"	RELOCATE
241	TREE	8"	RELOCATE
242-248	TREE	4"	RELOCATE

TOTALS
 TOTAL TO REMAIN
 (INCLUDING 26 TO BE RELOCATED)
 TOTAL TO TO BE REMOVED

Channel Islands Harbor
 NOID-Replacement and
 Rehabilitation of Public Boat
 Launch Facility
 Submitted November 2, 2009

60% SUBMITTAL
 OCTOBER 9, 2009

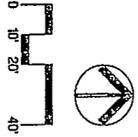
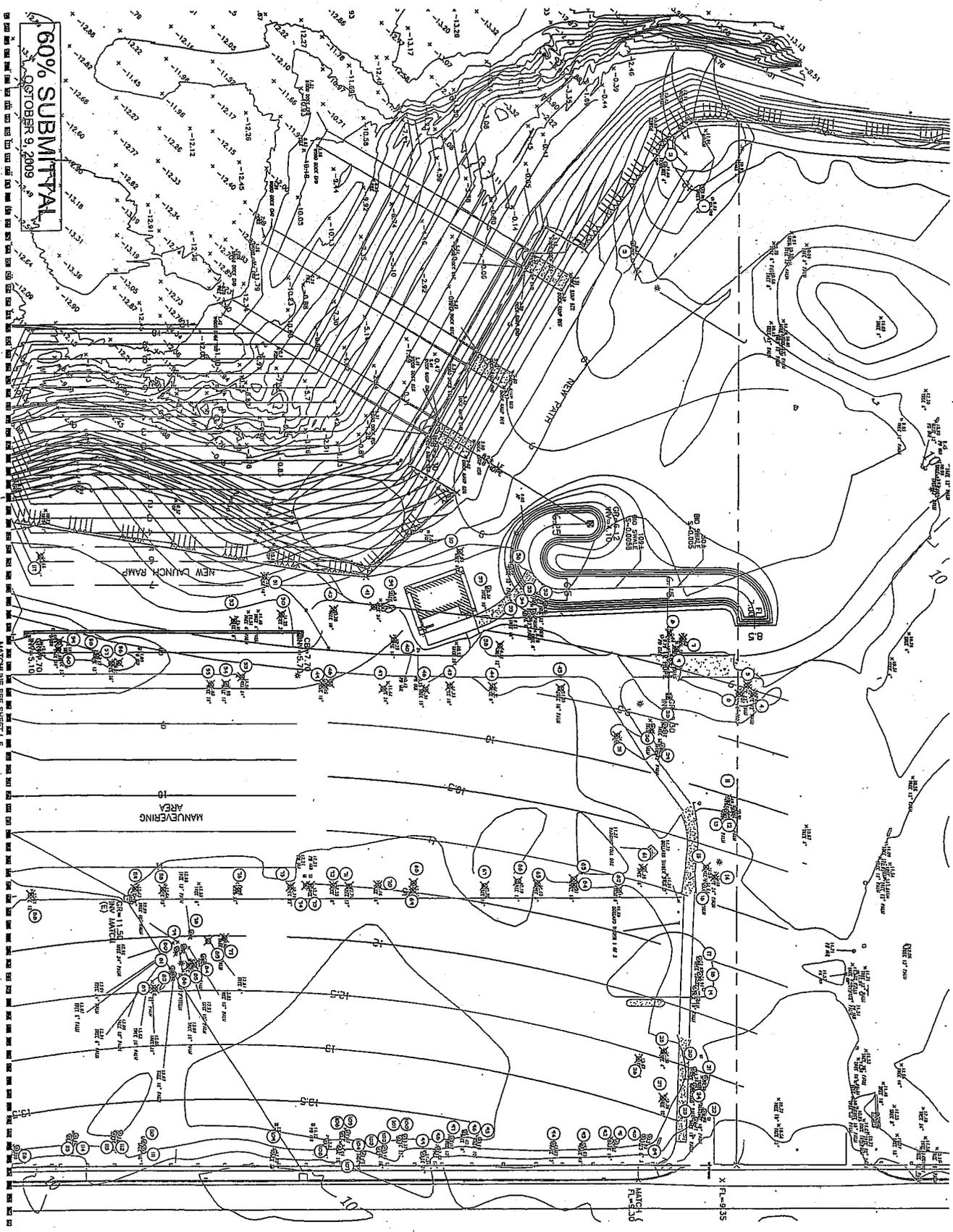
IF THIS DRAWING IS LESS THAN 24" X 36" IT IS A REDUCED SIZE DRAWING.

<p>DATE: NOVEMBER 2, 2009 DRAWN BY: C.T.A. CHECKED BY: W.F.B. SHEET TITLE: TREE INVENTORY PLAN SHEET NO.: L-105 DATE: 11/02/09</p>	<p>LAUNCH RAMP PROJECT ID, CALIFORNIA</p>	<p>CONSULTANTS:  Callander Associates Landscape Architects 311 South Ave. San Mateo, CA 94401 TEL: 650-571-1212 F: 650-571-1310</p>		
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3

60% SUBMITTAL
OCTOBER 9, 2009

THIS DRAWING DEPENDS UPON THE 60% SUBMITTAL SHEET L-106



Channel Islands Harbor NOID-Replacement and Rehabilitation of Public Boat Launch Facility Submitted November 2, 2009

SHEET NO.	L-106
DATE	11-02-09
PROJECT	Channel Islands Harbor NOID-Replacement and Rehabilitation of Public Boat Launch Facility
DRAWN BY	AS/STW
CHECKED BY	AS/STW
DESIGNED BY	AS/STW
DATE	11-02-09
SHEET TITLE	TREE INVENTORY PLAN

INCH RAMP PROJECT
CALIFORNIA

CONSULTANTS:



Callander Associates
Landscape Architects
211 Seventh Ave.
San Mateo, CA 94401
T 650.378.1313
F 650.344.3290




180 Grand Avenue
Suite 400
Oakland, California 94612
PHONE: 510-635-2761

(4)

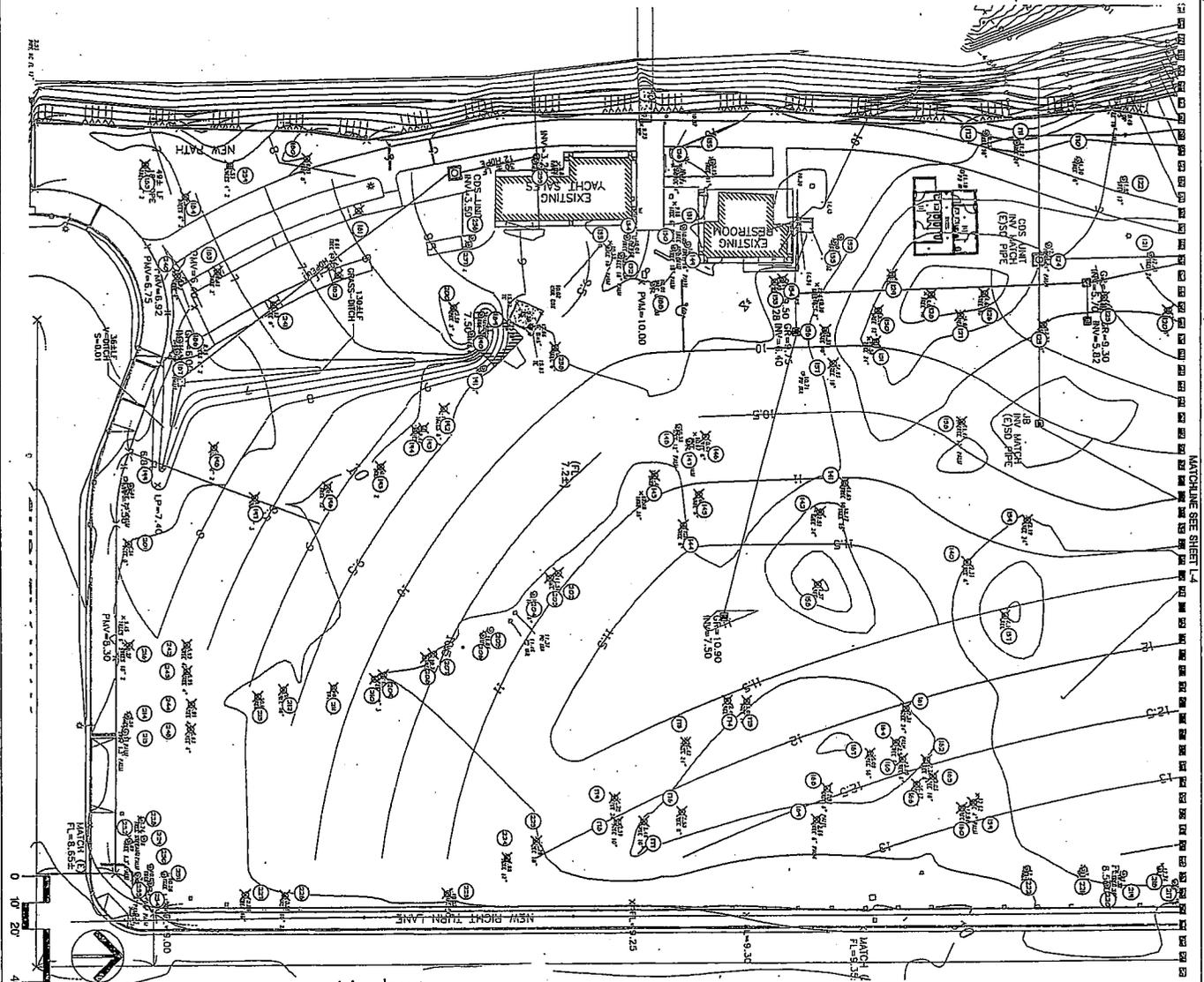
60% SUBMITTAL
OCTOBER 9, 2009

TREE INVENTORY LEGEND

- EXISTING TREE TO REMAIN
- ✕ EXISTING TREE TO BE REMOVED
- ⊗ EXISTING TREE TO BE RELOCATED
- ⊙ EXISTING TREE UNDETERMINED

TREE INVENTORY NOTES

1. TREE PROTECTION AND MAINTENANCE REQUIREMENTS: ALL TREES WITHIN THE DESIGN FOOTPRINT TO BE CUT OR DAMAGED SHOULD BE MARKED WITH A 4" DIA. OR LARGER RED CROSS-SMITH OVER A 1/2" DIA. OR LARGER WHITE PLYWOOD OR STEEL STAKE. TREES TO BE REMOVED SHALL BE RELOCATED TO A NEW LOCATION WITHIN THE DESIGN FOOTPRINT OF THE PROJECT. TREES WITH TEMPORARY FENCING, SUCH AS STEEL STAKES (MAX. 5 FEET HIGH) WITH WIRE MESH FABRIC (6x6 OPEN) CHAIN LINK OR SIMILAR, HEIGHT TO BE 9 FEET MINIMUM.



Channel Islands Harbor
NOID-Replacement and
Rehabilitation of Public Boat
Launch Facility
Submitted November 2, 2009

SHEET NO. L-107
TREE INVENTORY PLAN
DATE: 10.09.09

LANDS LAUNCH RAMP PROJECT
OXNARD, CALIFORNIA

CONSULTANTS:
Callander Associates
Landscape Architecture
311 Seventh Ave.
San Anselmo, CA 94961
415.375.1312
602.774.7700



Drain Systems
180 Grand Avenue
Suite 400
Oxnard, California 93612
PHONE: 810-555-2761

(5)

County of Ventura Conditions of Approval
NOID – Repair and Rehabilitation of the Public Boat Launching Facility

- 1) Prior to obtaining a building permit or grading permit from the City of Oxnard, the Harbor Department shall approve all plans for construction of this project, including grading, building, and landscaping plans. The revised plans submitted for approval by the Harbor Department and for building permit issuance shall demonstrate compliance with the PWP.
- 2) Plans submitted to the City of Oxnard for building permits shall include a copy of these conditions, as well as any additional special conditions added by the California Coastal Commission, on the first few sheets of the plans.
- 3) Any modifications to the plans after approval of the Harbor Department shall also be approved by the Harbor Department.
- 4) All landscaping, lighting, public access and signage plans shall comply with criteria approved by the County of Ventura.
- 5) No materials classified as flammable, combustible, radioactive, carcinogenic or otherwise potentially hazardous to human health shall be handled, stored or used on the project property, except as provided by a permit issued by the City of Oxnard Fire Department.
- 6) Landscaping and irrigation plans shall show proper water meter size, backflow prevention devices and cross-connection control. All irrigation systems shall be designed to be low water using and shall include automatic rain shut-off and water sensor shut off devices as water conservation measures.
- 7) All trees planted or placed on the property shall be at least 24-inch-box size. All shrubs and vines shall be at least five-gallon size, except as otherwise approved on the landscape plans.
- 8) All vehicle access driveways shall be constructed to meet Fire Department conditions. All curbs adjacent to designated fire lanes shall be painted to prohibit parking or stopping in accordance with the California Vehicle Code.
- 9) All roof covering materials shall be of non-combustible or fire retardant materials as approved by the City of Oxnard Fire Department and the City of Oxnard Code.
- 10) All Fire Department approvals to ensure access and the availability of water for fire combat operations to all areas of the project shall be obtained prior to final occupancy.

EXHIBIT 9

CI Harbor NOID 1-10 (Public Boat Launch Facility)

County Conditions (7 pages)

- 11) Prior to installation of lighting, a lighting plan shall be submitted to the Harbor Department showing type of fixtures, heights, and intensity of illumination. Lighting plan shall comply with the standards approved by the County of Ventura and included in the Channel Islands Harbor Public Areas Plan & Design Guidelines. Lighting fixtures shall be cut-off type fixtures that divert lighting downward onto the property and shall not cast light onto adjacent properties, roadways or waterways. Under canopy lighting shall be concealed or recessed so as to not be directly visible from the street.
- 12) All trucks hauling graded or excavated material offsite, if any, shall be required to cover their loads as required by the California Vehicle Code Sec. 23114, with special attention to preventing spilling onto public streets.
- 13) All graded and excavated material, exposed soils areas, and active portions of the construction site, including unpaved onsite roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible.
- 14) Contractor shall ensure that all construction equipment is maintained and tuned to meet applicable Environmental Protection Agency (EPA) and California Air Resources Board (CARB) emission requirements. At such time as new emission control devices or operational modifications are found to be effective, contractor shall immediately implement such devices or operational modifications on all construction equipment.
- 15) Contractor shall minimize the number of vehicles and equipment operating on site at the same time.
- 16) At all times during construction activities, contractor shall minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.
- 17) During periods of high winds (i.e. wind speed sufficient to cause fugitive dust to impact adjacent properties), contractor shall cease all clearing, grading, earth moving, and excavation operations to prevent fugitive dust from being a nuisance or creating a hazard, either onsite or offsite.
- 18) Throughout construction, contractor shall sweep adjacent streets and roads at least once per day, preferably at the end of the day, so that any visible soil material and debris from the construction site is removed from the adjacent roadways.
- 19) Contractor shall employ current Best Management Practices to protect against storm water runoff into storm drains and the Harbor.

- 20) Construction staging areas shall be screened and protected to avoid material being blown or washed into the Harbor. Screening material shall be approved by the Harbor Department. Contractor shall limit outdoor storage of materials to the locations shown and all construction material shall be stored within the staging area. Construction staging area shall remain locked and secure when not in use.
- 21) Hours of construction shall be limited to 7:00 a.m. to 7:00 p.m., Monday through Saturday, and not allowed on Sunday or holidays without prior approval of the Harbor Department.
- 22) Signage shall be provided to notify the public when access to public sidewalk will be blocked because of construction. Signage will indicate alternate routes.
- 23) All roof heating and cooling systems, and other exterior mechanical equipment, shall be screened from view from adjoining properties, waterways or public streets. Plumbing vents, ducts, and other appurtenances protruding from the roof of structure shall be placed so that they will not be visible from the front of the property, from waterways, or other vantage points. Roof vents shall be painted to match the roof material color.
- 24) Exterior utility meter panels shall be painted to match the structure upon which it is located. Such panels shall be located to take advantage of screening (e.g., landscaping or other building elements) from public views, to the maximum extent feasible.
- 25) Adequate trash facilities and pick ups shall be provided to maintain the site free of debris, food waste, and to minimize scavenger birds.
- 26) Policy 10 of the Channel Islands Public Works Plan relating to the presence of black-crowned night herons, great blue herons, or snowy egrets, shall be implemented.
- 27) Policy 11 of the Channel Islands Public Works Plan relating to the disturbance to marine water and the possible presence of *Caulerpa taxifolia* shall be implemented.
- 28) Policy 12 of the Channel Islands Public Works Plan relating to the presence of eelgrass (*Zostera marina*) shall be implemented.
- 29) Construction and Maintenance Responsibilities and Debris Removal
 - a) No Demolition or construction materials, debris, or waste shall be placed or stored where it may enter sensitive habitat, receiving waters or a storm drain, or be subject to wave, wind, rain, or tidal erosion and dispersion.
 - b) No demolition or construction equipment, materials, or activity shall be placed in or occur in any location that would result in impacts to ESHA, wetlands or their buffers.

- c) Any and all debris resulting from demolition or construction activities shall be removed from the project site within 24 hours of completion of the project.
 - d) Demolition or construction debris and sediment shall be removed from work areas each day that demolition or construction occurs to prevent the accumulation of sediment and other debris that may be discharged into coastal waters.
 - e) All trash and debris shall be disposed in the proper trash and recycling receptacles at the end of every construction day.
 - f) The contractor shall provide adequate disposal facilities for solid waste, including excess concrete, produced during demolition or construction.
 - g) Debris shall be disposed of at a legal disposal site or recycled at a recycling facility. If the disposal site is located within the coastal zone, a separate Notice of Impending Development shall be required before disposal can take place.
 - h) All stock piles and construction materials shall be covered, enclosed on all sides, shall be located as far away as possible from drain inlets and any waterway, and shall not be stored in contact with the soil.
 - i) Machinery and equipment shall be maintained and washed in confined areas specifically designed to control runoff. Thinners or solvents shall not be discharged into sanitary or storm sewer systems.
 - j) The discharge of any hazardous materials into any receiving waters shall be prohibited.
 - k) Spill prevention and control measures shall be implemented to ensure the proper handling and storage of petroleum products and other construction materials. Measures shall include a designated fueling and vehicle maintenance area with appropriate berms and protection to prevent any spillage of gasoline or related petroleum products or contact with runoff. The area shall be located as far away from the receiving waters and storm drain inlets as possible.
 - l) The least damaging method shall be used for the construction of pilings and any other activity that will disturb benthic sediments. The suspension of benthic sediments into the water column shall be minimized to the greatest extent practicable.
 - m) Best Management Practices (BMPs) and Good Housekeeping Practices (GHPs) designed to prevent spillage and/or runoff of demolition or construction related materials, and to contain sediment or contaminants associated with demolition or construction activity shall be implemented prior to the onset of such activity.
 - n) All BMPs shall be maintained in a functional condition throughout the duration of the project.
- 30) Water Quality Management Plan – All new development or redevelopment shall include a Water Quality Management Plan (WQMP), prepared by a licensed water quality professional, and shall include plans, descriptions, and supporting calculations. The WQMP shall incorporate structural and non-structural Best Management Practices (BMPs) designed to reduce, to the maximum extent practicable, the volume, velocity and pollutant load of stormwater and dry weather

flows leaving the developed site. In addition to the specifications above, the plan shall be in substantial conformance with the following requirements:

- a) The proposed development shall reduce or maintain pre-development peak runoff rates and average volumes to the maximum extent practicable.
- b) Appropriate structural and non-structural BMPs (site design, source control and treatment control) shall be designed and implemented to minimize water quality impacts to surrounding coastal waters. Structural Treatment Control BMPs shall be implemented when a combination of Site Design and Source Control BMPs are not sufficient to protect water quality.
- c) Impervious surfaces, especially directly connected impervious areas, shall be minimized and alternative types of pervious pavement shall be used where feasible.
- d) Irrigation and the use of fertilizers and other landscaping chemicals shall be minimized.
- e) Trash, recycling and other waste containers shall be provided as necessary. All waste containers anywhere within the development shall be covered, watertight, and designed to resist scavenging animals.
- f) Runoff from all roofs, roads and parking areas shall be collected and directed through a system of structural BMPs including vegetated areas and/or gravel filter strips and other vegetated or media filter devices. The system of BMPs shall be designed to: 1) trap sediment, particulates and other solids; and 2) remove or mitigate contaminants (including trash, debris and vehicular fluids such as oils, grease, heavy metals and hydrocarbons) through infiltration, filtration and/or biological uptake. The drainage system shall be designed to convey and discharge runoff from the developed site in a non-erosive manner.
- g) Parking lots and streets shall be swept on a weekly basis, at a minimum, in order to prevent dispersal of pollutants that might collect on those services, and shall not be sprayed or washed down unless the water used is directed through the sanitary sewer system or a filtered drain.
- h) The detergents and cleaning components used onsite shall comply with the following criteria: they shall be phosphate-free, biodegradable, and non-toxic to marine wildlife; amounts used shall be minimized to the maximum extent practicable; no fluids containing ammonia, sodium hypochlorite, chlorinated solvents, petroleum distillates, or lye shall be used.
- i) Post-construction structural BMPs (or suites of BMPs) shall be designed to treat, infiltrate or filter the amount of stormwater runoff produced by all storms up to and including the 85th percentile, 24-hour storm event for volume based BMPs, and/or the 85th percentile, 1-hour storm event, with an appropriate safety factor (i.e., 2 or greater) for flow-based BMPs.
- j) All BMPs shall be operated, monitored, and maintained for the life of the project and at a minimum, all structural BMPs shall be inspected, cleaned-out, and where necessary, repaired at the following minimum frequencies: 1) prior to October 15th each year; 2) during each month between October 15th and April 15th of each year and, 3) at least twice during the dry season.

- k) Debris and other water pollutants removed from structural BMPs during cleanout shall be contained and disposed of in a proper manner.
 - l) The drainage system and the associated structures and BMPs shall be maintained according to manufacturer's specifications.
31. Access to the north parking lot from the south parking area and launch ramp shall be retained and no change in use of this lot will take place unless approved by the County Board of Supervisors and Coastal Commission through an amendment to the Public Works Plan.
32. Policy 14 in the Channel Islands Harbor Public Works Plan Amendment relating to trimming or removal of trees shall be fully complied with when removing trees from the site.

California Coastal Commission Conditions.

33. Removal of Staging Equipment: The applicant shall remove all staging equipment and all construction related debris from the staging site within sixty (60) days of completion of all development and authorized under Ventura County Harbor Department NOID 2-09.
34. Resource Agencies: The Ventura County Harbor Department shall comply with all requirements, including required mitigation measures, from the California Department of Fish and Game, Regional Water Quality Control Board, U.S. Army Corps of Engineers, and the U.S. Fish and Wildlife Service with respect to preservation and protection of water quality and the marine environment including bird nesting and foraging activity. Any change in the approved project that may be required by the above-stated agencies shall be submitted to the Executive Director in order to determine if the proposed changes shall require a new Notice of Impending Development pursuant to the requirements of the Coastal Act and the California Code of Regulation.
35. Invasive Plants: By acceptance of this Notice of Impending Development, the applicants agree that vegetated landscaped areas shall only consist of native plants or non-native drought tolerant plants, and no plant species listed as problematic and/or invasive by the California Native Plant Society (<http://www.CNPS.org/>), the California Invasive Plant Council (formerly the California Exotic Pest Plant Council) (<http://www.cal-ipc.org/>), or as may be identified by the State of California shall be employed in any landscaping or planter areas, or allowed to naturalize or persist on the site. No plant species listed as a "noxious weed" by the State of California or the U.S. Federal Government shall be utilized within the property.
36. Public Walkway: By acceptance of this authorization for development, the Harbor Department agrees to construct the proposed public walkway along

Victoria Avenue adjacent to the Public Boat Launch Ramp Parcel and along the waterfront portion of the parcel with the reconstruction of the site and shall open the public walkways for public use prior to or concurrently with the authorization to use (final building completion and inspection) the new restroom building on the parcel.

37. Public Walkway Signage Program

- a. Prior to Commencement of development on the subject parcel, the Ventura County Harbor Department shall submit, for review and approval of the Executive Director, a signage plan which declares the public's right to use the pathway along Victoria Avenue. The signage plan shall be implemented prior to authorization to use the new restroom building on the parcel.
- b. The Ventura County Harbor Department shall undertake development in accordance with the approved final signage plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a new notice of impending development unless the Executive Director determines that no new notice is needed.

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TranSystems

180 Grand Avenue
Suite 400
Oakland, CA 94612
Tel 510.835.2761
Fax 510.835.9839

www.transystems.com

April 7, 2010
P501070096

Harbor Department
County of Ventura
3900 Pelican Way, L#5200
Oxnard, CA 93035-4367

ATTN: Jack Peveler, Channel Islands Harbor Master

RE: Channel Islands Launch Ramp Project, Vehicle Turning Access

Dear Jack,

At your request, in order for you to respond to the California Coastal Commission concerns regarding vehicular movement within the proposed launch ramp facility, we have reviewed the Channel Islands Launch Ramp plans with respect to the adequacy of vehicle movements.

Our review included areas within the parking facility that are proposed for the new launch ramp project, as well as ingress and egress movements at the proposed Curlew Way parking lot access point. We have provided an overall plan (copy attached) that shows the proposed launch ramp facility and the existing northerly parking lot that is planned to remain in operation. The plan shows vehicle movement, directional arrows and parking area striping in the new launch ramp area and the existing northerly parking lot. We also show the closure of the existing driveway on Victoria Avenue, and the connection of the new parking facility to the existing northerly parking area.

Upon our review of the proposed launch ramp design, we confirm that our design is adequate to accommodate vehicle and trailer combinations up to 60 feet in length. The new facility will allow sufficient travel, maneuvering, parking areas and turns to accommodate the 60-foot length vehicle and trailer combinations. In addition, the use of the Curlew Way location for all vehicles entering and leaving the facility will provide a safe way to move vehicles into and out of the facility, and onto Victoria Avenue at the signalized intersection. The proposed project eliminates the need for the current driveway on Victoria Avenue which requires vehicles pulling boat trailers to cross the multiple lanes of Victoria Avenue traffic without the benefit of a traffic signal.

Please let me know if you have any questions or if you require additional information.

Sincerely,

A handwritten signature in black ink that reads "Gregory P. Mailho".

Gregory P. Mailho
Senior Project Manager

GPM:ks

Encl Plan
CC: Gilbert Conn

EXHIBIT 10

**CI Harbor NOID 1-10 (Public Boat
Launch Facility)**

TranSystems Letter and Circ. Plan

**Channel Islands Harbor
Launch Ramp Activity 2003-2009**

	Vessels Launched	# Day Parked	# Overnight Parked	Average Launch/Day	Average Parked/Day & Night
2009 Year	9,305	5,279	1,163	25	18
Dec. 2009	701	411	135	23	18
Sept. 2009	1,044	791	177	35	42
July 2009	1,483	765	219	48	32
May 2009	892	498	121	29	20
2008 Year	10,332	5,924	1,414	28	20
Dec. 2008	532	300	197	17	16
Sept. 2008	743	528	160	25	23
July 2008	1,309	698	218	42	30
May 2008	1,060	372	149	34	17
2007 Year	10,614	6,196	1,216	29	20
Dec. 2007	446	246	85	14	11
Sept. 2007	978	732	203	33	31
July 2007	1,708	1,001	246	55	40
May 2007	916	501	72	30	18
2006 Year	11,134	5,481	1,509	31	19
Dec. 2006	692	459	67	22	17
Sept. 2006	1,024	727	574	34	43
July 2006	1,472	968	269	47	40
May 2006	858	431	113	28	18
2005 Year	11,507	5,706	1,006	32	18
Dec. 2005	733	419	88	24	16
Sept. 2005	944	594	77	31	22
July 2005	1,298	810	158	43	31
May 2005	968	619	123	31	24
2004 Year	13,011	7,227	878	36	22
Dec. 2004	646	360	54	21	13
Sept. 2004	1,086	843	64	36	30
July 2004	1,424	1,085	180	46	41
May 2004	1,281	822	113	41	30
2003 Year	16,940	7,292	1,172	46	23
Dec 2003	737	477	67	23	18
Sept. 2003	992	772	158	33	31
July 2003	1,299	1,185	182	42	44
May 2003	1,040	604	169	34	25

The above table represents yearly vessel launches and day and overnight parking counts at the Channel Islands Harbor public launch ramp for the seven year span from 2003 to 2009. Total yearly counts are given as well as four individual months with a

EXHIBIT 11

CI Harbor NOID 1-10 (Public Boat Launch Facility)

Parking Analysis

holiday that represents the busiest boating times. The highest usage of the launch ramp occurred in July of 2007, with an average number of daily launches of 55. The largest amount of parking occurred in July of 2003, with an average of 44 parked vehicles.

There are a total of 223 parking spaces currently available to the launch ramp site, 94 in the south lot and 129 in the north parking lot which is not a part of the NOID. There are an additional 102 spaces available at the small boat marina that are not currently accessible by vehicles using the launch ramp. On the business days in the past seven years, with 55 launches and 44 parked cars, this represents only 25% usage of the site for launches, if they are parking for a partial day, and only 20% usage for parking, both day and overnight.

The site layout for the area to be reconstructed will provide 161 spaces for vehicles and boats, incorporating the 102 spaces (shared use) that are currently separate from the launch ramp and are used by the small boat marina tenants. Allowing for the 43 spaces allocated for the small boat marina parking, there will be 118 spaces available on the new site for launch ramp parking.

Using the 55 and 44 maximum usage numbers above, the occupancy will still be less than 50% of that available. However, the northern lot, which is not a part of the NOID, will still have 129 spaces available, leaving a total number of spaces available to the boat launch ramp of 247, an ample number of spaces to accommodate existing need.