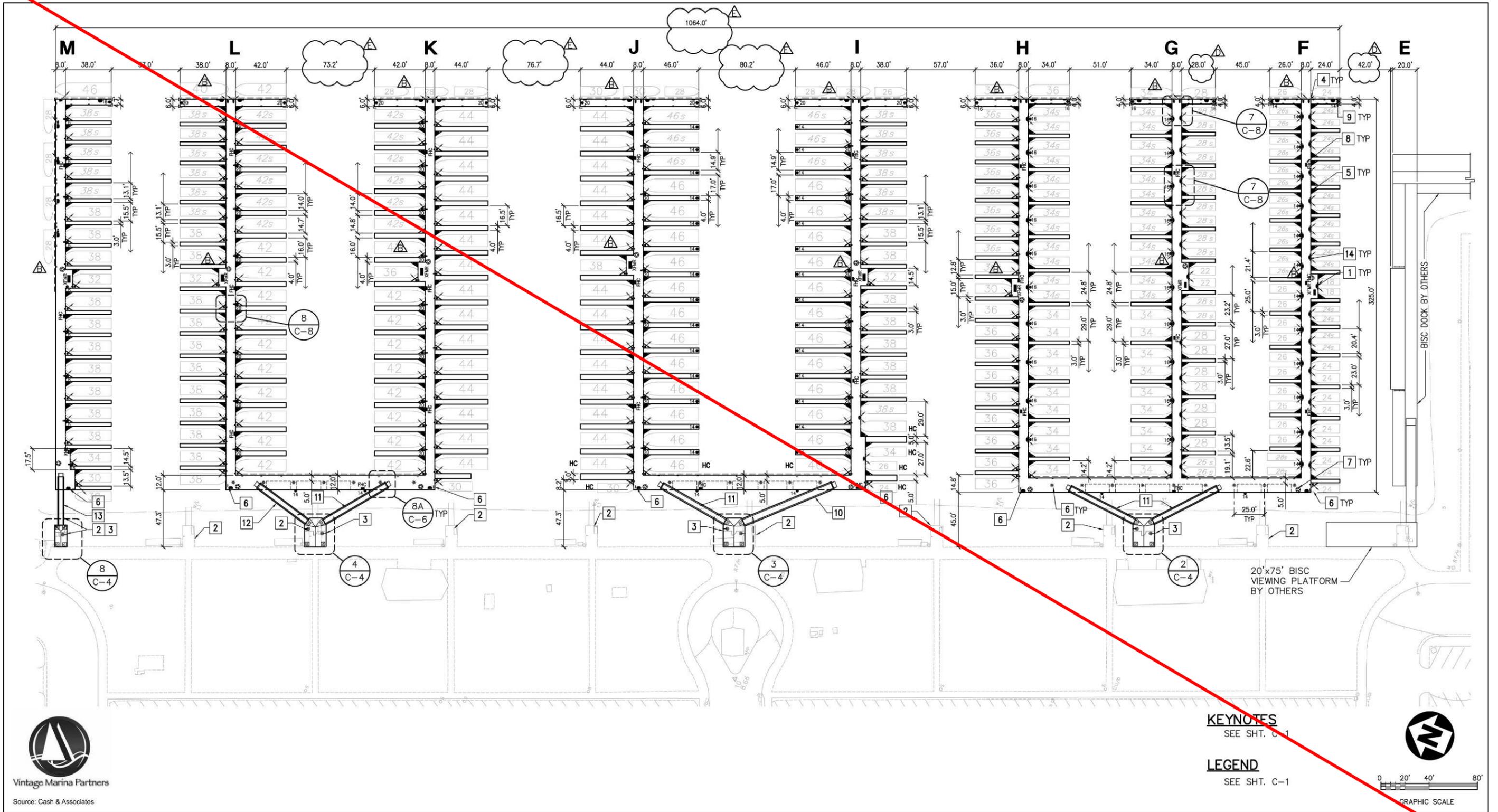


APPENDIX B
Approved BISC Plan

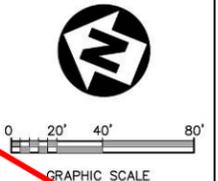
APPENDIX C

Approved Channel Islands Harbor Marina Plan

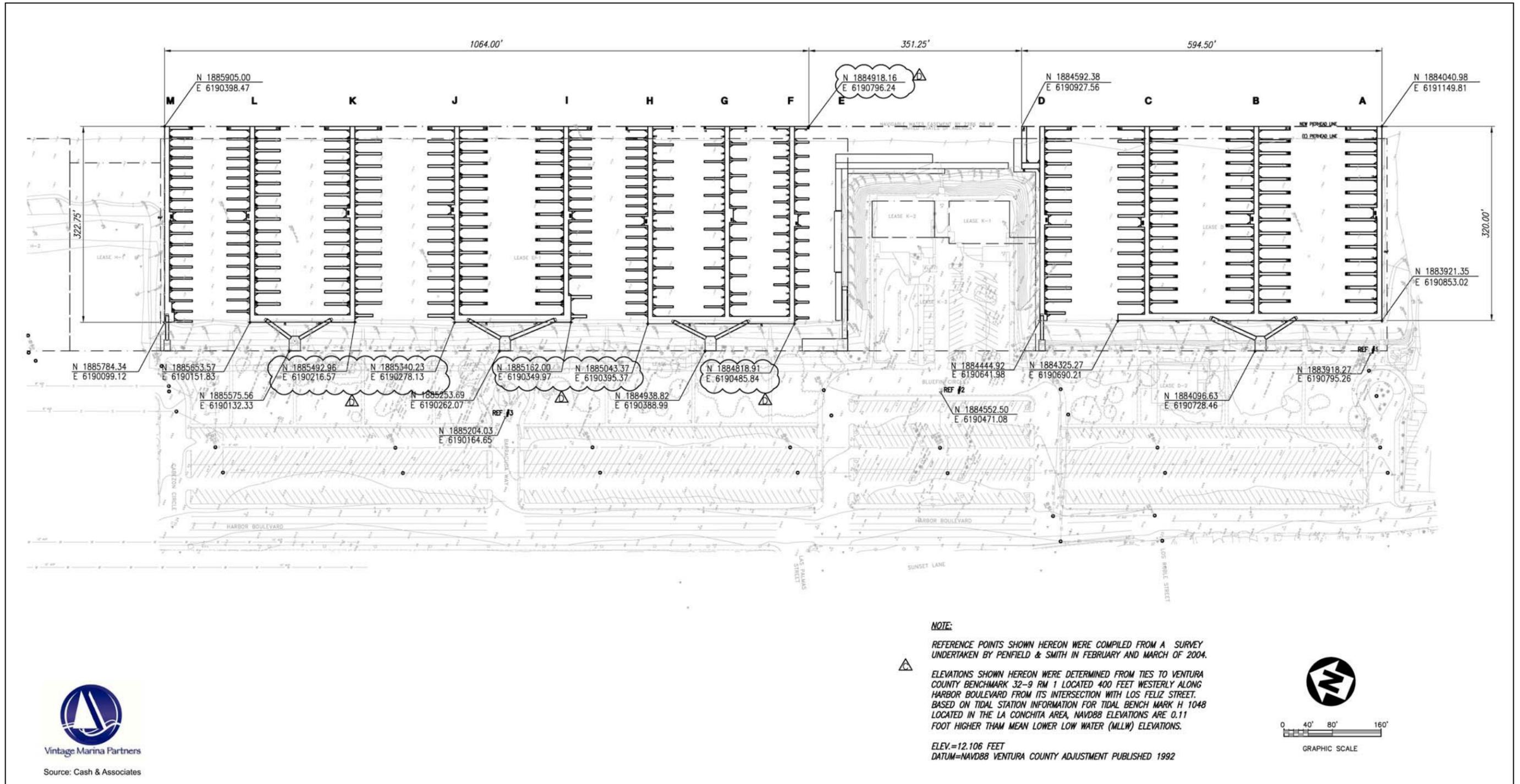



 Vintage Marina Partners
 Source: Cash & Associates

KEYNOTES
 SEE SHT. C-1
LEGEND
 SEE SHT. C-1



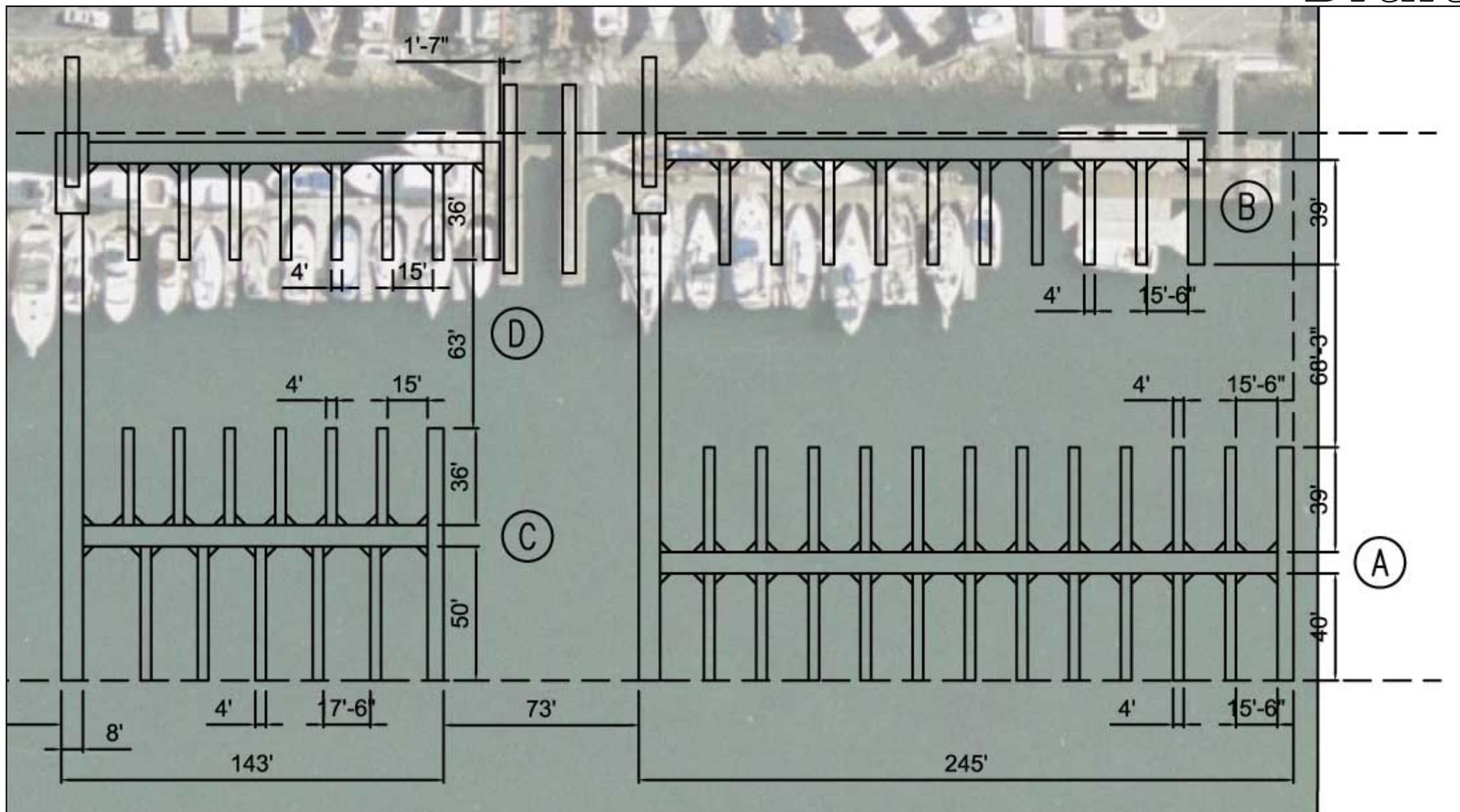
Revised Channel Islands Harbor Marina Plan



Revised Channel Islands Harbor Marina Plan

APPENDIX D

Anacapa Marine Services Plan



Approved Marine Services Plan

APPENDIX E

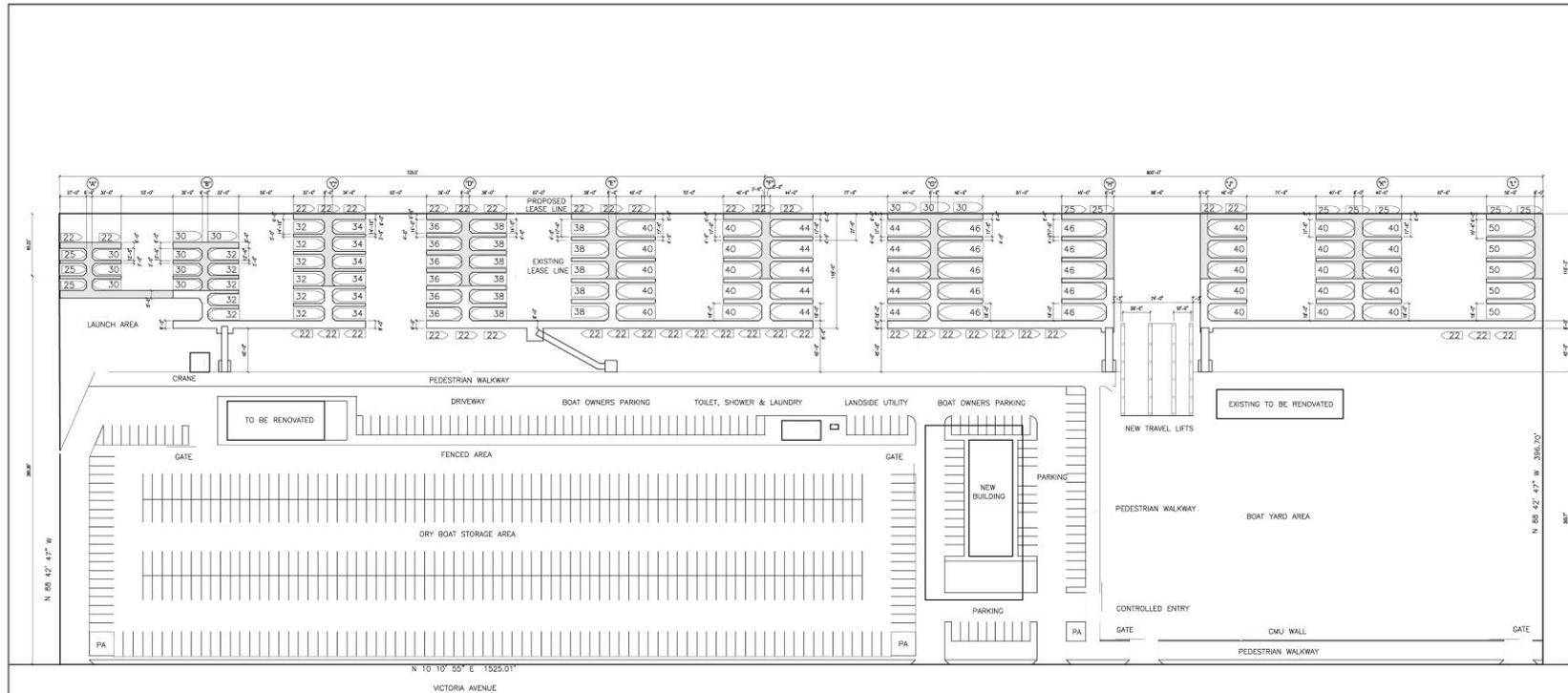
Peninsula Yacht Anchorage Plan



Peninsula Yacht Anchorage Plan

APPENDIX F

Channel Islands Landing/Boatyard



PROPOSED EXPANSION - NEW DOCKS + SITE REDEVELOPMENT "CHANNEL ISLANDS LANDING MARINA" & "BOAT YARD"

CHANNEL ISLANDS HARBOR

SCALE: 1" = 40'

EXISTING BOAT SLIP COUNT		NEW BOAT SLIP COUNT		DRY BOAT STORAGE SPACES	
22FT.....	39	22FT.....	39	TOTAL.....	414 SPACES
25FT.....	7	25FT.....	9		
30FT.....	5	30FT.....	11		
32FT.....	5	32FT.....	11		
34FT.....	2	34FT.....	6		
36FT.....	2	36FT.....	6		
38FT.....	4	38FT.....	11		
40FT.....	10	40FT.....	25		
44FT.....	4	44FT.....	10		
46FT.....	5	46FT.....	10		
		50FT.....	5		
TOTAL.....	85	TOTAL.....	143	TOTAL AUTO PARKING SPACES	
				PARKING.....	124 SPACES

"B"	CHANNEL ISLANDS HARBOR CHANNEL ISLANDS LANDING MARINA & BOAT YARD CITY OF OXNARD, CALIFORNIA	 <p>D. M. BERGERSON INC. ARCHITECTURE & PLANNING 6425 VAREL AVE WOODLAND HILLS, CA 91367 TEL (818) 713-1823 FAX (818) 713-1824</p>	CHANNEL ISLANDS LANDING MARINA 3821 S. VICTORIA AVE CHANNEL ISLANDS BOAT YARD - 3615 S. VICTORIA AVE.	<table border="1"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>REVISION</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>	NO.	DATE	REVISION												
NO.	DATE	REVISION																	

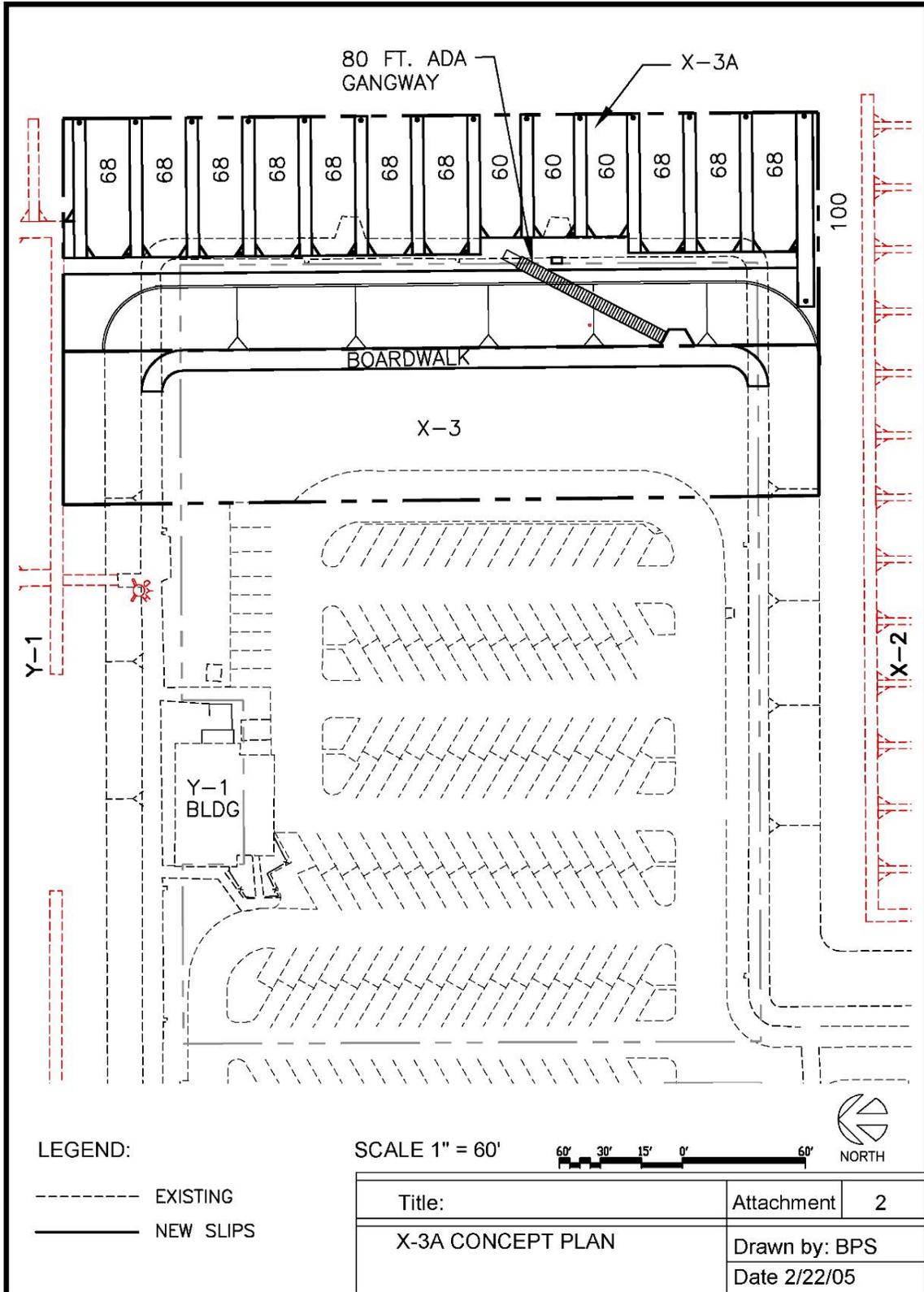
Channel Islands Landing/Boatyard

APPENDIX G

Marina Dry Stack Plan

Appendix G, Marina Dry Stack, intentionally left blank

APPENDIX H
X-3 Marina Plan

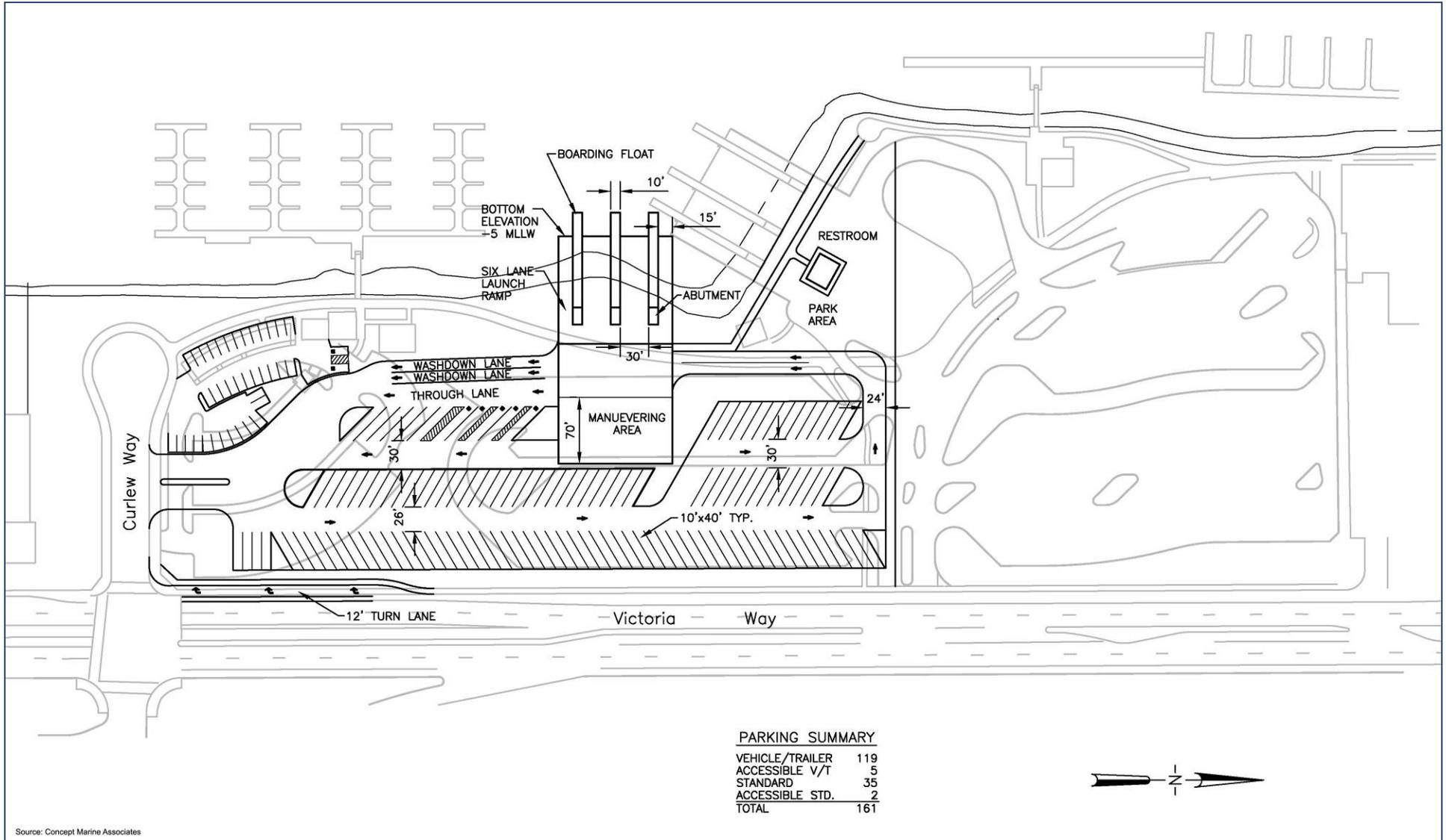


K:\03-0607-014_Vintage Marina Portiers X-3, Y-1\License Exhibit\Scale X-3-1.dwg

X-3 Marina Plan

APPENDIX I

Public Launch Ramp Plan



Source: Concept Marine Associates

Public Launch Ramp Plan

APPENDIX J

Bahia Cabrillo Marina Plan

APPENDIX K

Activities to Be Undertaken Pursuant to an Administrative Process

COUNTY OF VENTURA
CHANNEL ISLANDS HARBOR PUBLIC WORKS PLAN
THIRD AMENDMENT

2.0 APPENDIX K

3.0 Activities to be Undertaken Pursuant to an Administrative Process

The following types of development in the Channel Islands Harbor shall be subject only to an administrative permit issued by the County of Ventura Harbor Department and subject to standard conditions and mitigation measures for noise impacts, air quality impacts during construction, storm water quality, traffic control during construction, public access during construction, and such other conditions as may be necessary. These activities are excerpted from the California Coastal Act, Public Resources Code Section 30610.

1. Maintenance dredging of existing navigation channels or moving dredged material from those channels to a disposal area outside the coastal zone, pursuant to a permit from the United States Army Corps of Engineers.
2. Repair or maintenance activities that do not result in an addition to, or enlargement or expansion of, the object of those repair or maintenance activities; provided, however, that the repair and maintenance does not involve a risk of substantial adverse environmental impact.
3. The installation, testing, and placement in service or the replacement of any necessary utility connection between an existing service facility and any development approved pursuant to this section.
4. The replacement of any structure destroyed by a disaster. The replacement structure shall conform to existing land use requirements, shall be for the same use as the destroyed structure, shall not exceed either the floor area, height, or bulk of the destroyed structure by more than 10 percent, and shall be sited in the same location on the affected property as the destroyed structure. "Disaster" shall mean any situation in which the force or forces, which destroyed the structure to be replaced, were beyond the control of its owner. "Bulk" means total interior cubic volume as measured from the exterior surface of the structure. "Structure" includes landscaping and any erosion control structure or device, which is similar to that which existed prior to the occurrence of the disaster.
5. Any activity that involves the conversion of any existing multiple-unit residential structure to a time-share project, estate, or use, as defined in Section 11003.5 (sic) of the Business and Professions Code. If any improvement to an existing structure is otherwise exempt from the permit requirements of the Coastal Act, no NOID shall be required for that improvement on the basis that it is to be made in connection with any conversion exempt pursuant to this section. The division of a multiple-unit residential structure into condominiums as defined in Section 783 of the Civil Code, shall not be considered a time-share project, estate or use for purposes of this section.
6. Any proposed temporary event, which does not have a significant adverse impact upon coastal resources within the guidelines, adopted by the Coastal Commission.

APPENDIX L

History of the Channel Islands Harbor

History of Channel Islands Harbor

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

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

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

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

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

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

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

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

- To meet the coastal recreational boating needs of the people of Ventura County within reasonable environmental limits by coordinating the development and operation of boating harbors, boat launch facilities and ocean fisheries in the coastal areas of Ventura County.

- To optimize the development and operation of the Channel Islands Harbor and County beach parks in view of the service, health, and safety of those persons using these facilities.

Jurisdictional Authorities

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

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

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

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

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

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

Within the Harbor [on land](#), the City of Oxnard provides the public services of fire, police, traffic control, and refuse collection [from](#) ~~of~~ all public parking lots, parks and the southernmost surge beach. The County provides all necessary public services to water areas within the Harbor and certain public services to various Harbor parking lots and park areas. A listing of the various City

and County public service responsibilities for public areas within and adjacent to the Harbor are listed below (refer to [1.1 Figure III](#) ~~Figure IV~~):

- Parking Lots B-1 and B-2 and adjacent beach areas (outside of Harbor) – County provides all public services including police, fire and refuse collection.
- Southernmost swim beach and adjacent Parking Lot B-3 – City cleans and maintains and County provides parking enforcement.
- Swim beach to the north of Parking Lot B-3 and southernmost swim beach – County cleans and maintains and provides parking enforcement.
- Parking Lot E-2 – City cleans and maintains and County provides parking enforcement.
- Parking Lot E-4 and E-5 – City cleans and maintains and County provides parking enforcement.
- Parking Lot P-1 and adjacent park area - City cleans and maintains and County provides parking enforcement.
- Parking Lot W-1 and adjacent park area – City provides all public services.
- Parking Lots W-2 through W-6 and adjacent park areas - City cleans and maintains and County provides parking enforcement.
- Parking Lot W-7 through 13 – County cleans, maintains and provides parking enforcement.

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

Exhibit 6
Channels Islands Harbor PWPA 1-07
Correspondence from Harbor Lessees
4 Pages



Channel Islands Harbor Lessees

Promoting Harbor Business, Recreation & Education

Commissioners
California Coastal Commission
89 South California Street, Suite 200
Ventura, CA 93001-2801

January 23, 2008

Item 5. a. February 8, 2008, California Coastal Commission Agenda

Dear Commissioners:

On behalf of the Lessees of Channel Islands Harbor, I am writing regarding a significant Harbor project on the California Coastal Commission agenda in February. This project is the Public Works Plan Amendment for the entire water area in Channel Islands Harbor in Ventura County.

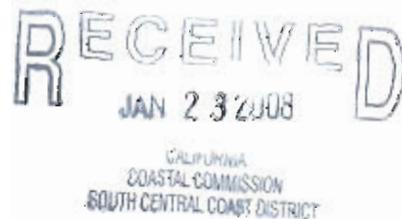
As Lessees, we closely tracked what Commission members said regarding the Channel Islands Harbor Marina replacement project in May 2006. You asked that we find ways, if at all possible, to prevent slip loss upon reconstruction, and to show regard for owners of smaller vessels. We believe that the Public Works Plan Amendment submitted to you by the County of Ventura demonstrates that we listened and responded to what you had to say.

The Public Works Plan Amendment being presented by the County of Ventura for marina redevelopment is unanimously supported by the Lessees. We are prepared to rebuild to its standards. We believe this is a critical amendment for the future of the Harbor. In Channel Islands Harbor we have a very collegial relationship among Lessees, and between the Lessees and the Harbor Department and its Director. We enjoy strong support from the Board of Supervisors. We have worked diligently together to develop an amendment we believe is worthy of your support.

Thank you so much for your consideration.

Sincerely yours,


Randy Short
President



The Channel Islands Harbor Lessees is a non-profit enterprise committed to promoting the Channel Islands Harbor as one of Southern California's premier waterfront destinations through prudent development of its infrastructure, balanced creation of resource opportunities, and preservation of its environmental integrity

3600 So. Harbor Blvd. - Channel Islands Harbor - Oxnard, CA 93035
Telephone - 805.984.3371

Executive Committee: F. Steven Buenger, President
Michael Koutnik - Brian Dunn - Michael Fairchild - Wes Whitman - Randy Short



January 24, 2008

RECEIVED
JAN 24 2008

CALIFORNIA
COASTAL COMMISSION
SOUTH CENTRAL COAST DISTRICT

Chairman Patrick Kruer
California Coastal Commission
45 Fremont St., Suite 2000
San Francisco CA 94105

Re: RE: Ventura County Public Works Plan Amendment No. 1-07 (Waterside Improvements). Friday, February 8, 2006, item 5.a.

Dear Chairman Kruer:

I am the president of Anacapa Marine Services, a boatyard in Channel Islands Harbor. My family has operated this business since 1978. I urge the Commission's approval of the Channel Islands Harbor Public Works Amendment for the Waterside Improvements.

Like other marinas in Channel Islands Harbor, ours has reached the end of its useful life and is in need of replacement. The pierhead expansion will allow us to double the number of slips, better serving the recreational boaters who use Channel Islands Harbor as well as our boatyard services.

Additionally, construction of new slips will include construction of boater amenities that are not available now for our marina, including restroom facilities, as well as improved stormwater management systems, landscaping and an overall improved appearance.

Thank you,

Sincerely,

A handwritten signature in black ink that reads "Michael Fairchild". The signature is written in a cursive, flowing style.

Michael Fairchild
President

3203 S. Victoria Ave.
Oxnard, CA 93035
Tel: (805) 985-1818
Fax: (805) 985-5357
www.amsboatyard.com

CHANNEL ISLANDS LANDING/BOATYARD

January 24, 2008

Chairman Patrick Kruer
California Coastal Commission



RE: Ventura County Public Works Plan Amendment No. 1-07 (Waterside Improvements). Friday, February 8, 2006, item 5.a.

Dear Chairman Kruer:

I am the lessee's representative for Channel Islands Landing and Boatyard within the Channel Islands Harbor. Up until January of 2007 we provided 91 boat slips for boats in the 22-foot to 65 foot range. Eighty eight percent (88%) of these slips were 35 ft and under. My marina was damaged so badly in the high winds that occurred at the end of 2006, that we had to remove 87 slips.

In May of last year you approved a replacement marina and we are moving forward with that construction, however, we want to add slips by expanding the pier head line. This will only be allowed if you approve the amendment before you today. In fact, within this amendment, prepared by the County of Ventura, in cooperation with all marina lessees, we are a key property in preventing the loss of slips during marina replacement. By moving the pier head line, we can add over 60 slips. The Coast Guard has carefully reviewed this request and has no problem with the expansion in this area, as long as we keep it to the north end of the turning basin.

It is not cost or time effective to build one marina and then add to that marina by attaching additional slips. It will save us considerable time and money to build all at once. I can only do that if you approve this amendment.

Once completed, we will have 157 small and mid range boat slips that will be the most reasonably priced in the harbor. It is a service to boaters to get these slips built as soon as possible.

Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Bob Nahm".

Bob Nahm,
VP/General Manager
Channel Islands Landing and Boatyard

3821 So. Victoria Ave,
(805) 985-9100

Channel Islands Harbor, CA 93035
(805) 985-0949 fax

RECEIVED
JAN 24 2008

CALIFORNIA
COASTAL COMMISSION
SOUTH CENTRAL COAST DISTRICT



ALMAR MANAGEMENT, INC.

3001 Peninsula Road
Oxnard, California 93035-4071

Telephone (805) 985-6035
Fax (805) 382-8125
E-Mail short@ix.netcom.com

RANDY SHORT
President

January 24, 2008

Chairman Patrick Kruer
California Coastal Commission
45 Fremont St., Suite 2000
San Francisco CA 94105

Re: RE: Ventura County Public Works Plan Amendment No. 1-07 (Waterside Improvements). Friday, February 8, 2006, item 5.a.

Dear Chairman Kruer:

I am the managing partner of the Peninsula Yacht Anchorage and Bahia Marina located in Channel Islands Harbor. Both of these marinas are in need of replacement do to their age and outdated construction. The new marina will have wider and more accessible docks, improved entry gates and gangways, and improved amenities such as dock boxes, electrical outlets, and other services.

The PWP Waterside Amendment will allow us to rebuild, with minimal intrusion into the existing waterway. Although the pierhead expansion is minor it minimizes the loss of slips to accommodate the new wider dock requirements. The new configuration will provide a wide range of slip sizes, from 22 feet to 80 feet.

At Bahia Marina, the expansion of the pierhead will enable us to provide larger slips close to the harbor entrance. These slips are in great demand in the harbor, and put the large vessels in the area where the harbor is deeper, and minimizing the traffic through the channels.

The existing slip tenants are excited about the new marina configuration and have already reserved the slips they want when the marina is completed. I request that you approve the PWP Amendment.

Thank you.

Sincerely,



Randy Short
Managing Partner