

CALIFORNIA COASTAL COMMISSION

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

Th20a



ADDENDUM

DATE: July 12, 2016 [Click here to go to original staff report](#)
TO: Commissioners and Interested Parties
FROM: South Central Coast District Staff
SUBJECT: Agenda Item 20a on Thursday, July 14, 2016
Channel Islands Harbor PWP Amendment No. PWP-4-CIH-16-0004-1

The purpose of this addendum is to (1) attach and respond to correspondence received from the public since publication of the staff report, (2) attach correspondence received from the County since publication of the staff report, and (3) make a minor clarification in the findings of the staff report.

- 1. Correspondence Received From The Public.** Five letters have been received to-date from residents of the Channel Islands Harbor (Attachment 1). In the letters, the residents state that they are opposed to the proposed Transportation Demand Management Plan (TDMP) policy because the traffic study for the planned Casa Sirena Hotel project that was submitted with the subject PWP Amendment application did not thoroughly analyze impacts to traffic and did not include the expected trips from other proposed projects within the area. They assert that the traffic study is inadequate because it determined no mitigations for traffic were necessary.

In response, Commission staff would note that the planned Casa Sirena Hotel project consists of the replacement of an existing hotel and only a slight increase in the number of rooms (26 rooms) which is not expected to result in a significant increase in traffic that would impact public access in and around the Harbor. The traffic study that was prepared for the planned Casa Sirena Hotel project and submitted with the proposed amendment request was conducted by a licensed traffic engineer pursuant to methodologies appropriate for the modest development authorized by the PWPA, and the study found that the project would not result in significant impacts to traffic. Nonetheless, to ensure that new development within the Harbor—including the hotel project—will not have an individual or cumulative impact to traffic and public access, the County has proposed a TDMP policy as part of the subject amendment request. The proposed policy, as suggested to be modified pursuant to the staff recommendation, would require a TDMP for new projects in order to promote alternative transportation options, reduce traffic, and decrease parking demand. A project-specific TDMP would be reviewed by the Commission as part of the Notice of Impending Development for each new development project producing more than 50 trip ends per day, including the subject hotel project. TDMPs may include, but would not be limited to, shuttle programs, bicycle rentals, electric vehicle charging stations, provision of bus passes for employees, and other mitigation measures. Lastly, it is important to note that, in this case,

while the focus of the subject PWP amendment is to accommodate the planned Casa Sirena Hotel replacement, the final authorization for the hotel project will require approval by the Commission pursuant to a separate Notice of Impending Development. The Commission will analyze the project at that time to ensure that it complies with all applicable policies of the PWP, including the TDMP policy that is the subject of this amendment.

2. **Correspondence Received From The County.** Two letters have been received to-date from the County (Attachment 2). In the first letter, the County expresses approval of the amendment as modified. In the second letter, the County responds to a letter from a resident of the Harbor included in Attachment 1.
3. **Staff Report Clarification.** The following paragraph shall be added at the end of Section IV.C (Lower Cost Visitor Serving Facilities) of the staff report in order to clarify why the proposed policy for protection of low and moderate cost overnight accommodations, as suggested to be modified pursuant to the staff recommendation, addresses only the removal or conversion of existing low or moderate cost accommodations and does not address the addition of new high cost hotel development within the Harbor.

The County's proposed policy, as suggested to be modified pursuant to Suggested Modification 1, does not address how lower cost visitor-serving overnight accommodations would be provided for any entirely new high cost overnight accommodation project because any new overnight accommodations would require an update to the lodging inventory within the Uses and Intensities Table (Appendix A) of the PWP, which would require the Coastal Commission to certify an amendment to the PWP. The Visitor Serving Harbor Oriented (VSHO) land use designation of the certified PWP is the only land use designation within the Harbor that specifically allows lodging as a permitted use. Appendix A of the certified PWP provides an inventory specifying the existing permitted uses and intensities within the Harbor by parcel, and only three VSHO parcels (F, F-1, and F-3) included in the inventory allow lodging. Parcels F and F-1 are the location of Casa Sirena Hotel, and Parcel F-3 is the location of the recently-approved Hampton Inn. In addition to Parcels F, F-1, and F-3, there are several other VSHO parcels. However, should the County propose to develop any new, non-lower cost visitor-serving overnight accommodations on any of those other VSHO parcels, a PWP amendment would be required, and the County and Commission would analyze whether to require lower cost visitor serving overnight accommodations at that time.

From: [D Casey](#)
To: Horn.Wesley@Coastal
Subject: Re: Proposed 6th Amendment to the Public Works Plan: PWP-4 CIH-16-0004-1 (July 14 2016- item #20) Dear Mr. Horne:
Date: Wednesday, July 06, 2016 4:23:53 PM

I am writing in regard to the PWP-4 CIH-16-0004-1. The Casa Sirena Hotel enjoys a wonderful location on the Channel Islands Harbor and has been a great asset to the area. I am in favor of its being rebuilt. The matter that is of concern is the traffic demand management policies. The hotel is situated in a resort area and any traffic study should be performed during peak and holiday seasons, not in October as the Stantac of Santa Barbara study was done. Traffic is extremely different during the summer and holiday season as many visitors come to the Harbor for activities and to enjoy a pleasant day by the water. For many of the thousands of low income families in the immediate area, this is their closest access to the coast.

The other area of concern is the new developments that are approved for this area, a new complex on S. Victoria and Ketch St – The Westerlies, a new development to be built just a few hundred yards from the Westerlies, also on S. Victoria and Channel Islands Blvd and most recently passed by the BOS, a new 390 apartment complex at Fisherman's Wharf, again at Channel Islands Blvd and Victoria. None of these developments were on the traffic study. All of these new residences will bring many more cars and people to this already congested intersection and gateway to the beaches.

I thank you for your time and consideration of this matter.

Sincerely,

Diana Casey, MSN, RN
Silver Strand Beach resident

286 Melrose Drive
Channel Islands Beach, CA 93035-4473
805 616-4067

Sent from [Mail](#) for Windows 10

<p>Attachment 1 PWP-4-CIH-16-0004-1 Channel Islands Harbor Department Public Correspondence</p>

Judith Dugan and Robert Wishart
4037 Sunset Lane, Oxnard 93035

Re: Ventura County/Channel Islands Harbor,
Proposed 6th Amendment to the Public Works Plan:
PWP-4 CIH-16-0004-1

July 11, 2016

(July 14 2016- item #20)

Wesley Horne, Planner
California Coastal Commission
89 S. California St. #200
Ventura, CA 93001

Dear Mr. Horne:

The above item, regarding a rebuilding of the former Casa Sirena Hotel and adjoining restaurant in the Peninsula Road area of Channel Islands Harbor, is widely supported by local residents, including us. Its builders are local and well-regarded. They are essentially bringing back to life a derelict property that will serve visitors first, but also the general public.

We do, however, object to a completely inadequate traffic study conducted by a contractor at the request of the Harbor Department, and presented to you as proof that no traffic mitigation will be required for this and likely other, larger projects under consideration.

The study, conducted on one weekday in October, would perhaps have been sufficient for a neighborhood that is busiest during the week. It could even be sufficient if the Peninsula development was an isolated project, which it decidedly is not. For instance:

- The state's guidelines for traffic studies, published by CalTrans, advise that studies be done only on weekdays, *except* in areas that are tourist-serving, recreational corridors or subject to seasonal surges in agricultural traffic. The area in and around Channel Islands Harbor is all of these. Any traffic study must at the very least include high season weekend figures. A single weekday in October is deeply misleading about the traffic snarls already evident at key intersections, including the corner of Victoria Ave. and Channel Islands Blvd.

- The traffic study, inadequate on its face, also takes account of only a fraction of the new housing developments under construction or well into the planning phase very near the hotel/restaurant development. A well-sourced letter to you from Lauraine Effress details the unacknowledged development, including a 390-unit apartment building on County land within a quarter-mile of the Peninsula project, and 116 units on land owned by Port Hueneme, also within a quarter mile, plus about 55,000 square feet of commercial space.
- The County has also given the developers of the 390-unit apartment building along Victoria Ave. another ERN, on property along Peninsula Road to the north of the proposed hotel, for more apartments.

The County's inadequate traffic study is not surprising, given the piecemeal way they are developing Channel Islands Harbor. The County's PWP still contains and depends on information and statistics from the 1980s, including references to businesses that left the harbor decades ago. This 6th amendment, and a pending 7th amendment, are simply new fragments in an incoherent whole.

Others will no doubt comment on their very real worry that already marginal traffic conditions on Victoria Ave. would cause dangerous delays in emergency response times, and impede any evacuation in the case of natural disasters such as tsunami, for residents of the Silver Strand neighborhood.


We and most of the residents of the Channel Islands area are eager to see redevelopment in the harbor. The proposed hotel and restaurant in the above-named 6th amendment will bring more visitors from other parts of the county and elsewhere, to support local restaurants and tourism-based businesses. But the Harbor Department is using half-baked traffic data and a piecemeal, outdated PWP to persuade the Coastal Commission that no EIR or even further traffic study is necessary, for this or any other development in the Harbor.

Thank you for eliciting public opinion on this issue, and for including this and other public comments in your deliberations.

Regards,

Judith Dugan

Robert Wishart



4037 Sunset Lane, 93035, phone 805 984-7091

Received

JUL 06 2016

California Coastal Commission
South Central Coast District

2831 Harbor Blvd.

Oxnard, CA 93035

July 5, 2016

Re: Proposed 6th Amendment to the Public Works Plan: PWP-4 CIH-
16-0004-1 (July 14 2016- item #20)

Mr. Wesley Horne, Coastal Program Analyst

California Coastal Commission

89 S. California St. #200

Ventura, CA 93001

Dear Mr. Horne:

In regard to the above referenced item #20 on the agenda for July 14, 2016, I support the rebuilding of the (formerly Casa Sirena) hotel and restaurant on Peninsula Rd. (parcels F and Fl) in the Channel Islands Harbor despite the additional height. I believe that this provides the area and the county with a well-planned, residential hotel to compliment the lower priced Hampton Inn down the road. My opinion is based on his other area hotels with which I have had personal experiences, as well as the pains he has taken to add public amenities.

However, in regard to the acceptance of the new harbor department policies on traffic demand management, I am strongly opposed to accepting these policies, despite the staff recommended modification for the following reasons.

A- The recommendations for alternative travel are few in the area. In the past month, the area Dial a Ride has been discontinued and only the disabled shuttle still operates.

The airport shuttle does not stop at this hotel, so it would be only feasible to request the developer to provide a hotel shuttle. Public transit is more than a mile from the site.

- B- The traffic study included as part of the policies was done by Stantec of Santa Barbara, on one day only, and that day was a Thursday in October (October 21, 2015.)
- C- This is a resort area and the hotel will be a resort hotel. This road includes a fire station on the southwest corner, and south of the station is a very popular Topper's restaurant busy all year. There is a popular Hampton Inn south of two large condo buildings on this road and a public park that offers concerts every Saturday during July and August.
- D- The Peninsula Marina with a turning basin that is the focal point of boat travel and boat parades, of which there are presently two annuals (at the holiday season in December and on July 4.) is located at the road terminus.
- E- Therefore, it is my contention that any reasonable traffic study must include traffic analysis in the summer months and most particularly on summer weekends.

The Cal Trans Guide to the preparation of traffic studies indicates that for resort areas, an effort must be made to include traffic numbers on the weekends or during the high season. October 21 falls into neither of these categories.

Along with the Oxnard Police Dept. accident statistics (see "F" below, I am including photographs I have taken of Peninsula Park and Peninsula Rd during the recent 3-day July 4th holiday period to indicate the large numbers of cars and people using the area in the summer. The persons using the area are both locals, other Oxnard residents, (many low income with little access to the water other than the harbor and beach parks, and tourists. The numbers of tourists will, of course, increase with the addition of the hotel and restaurant.

- F- In addition, the cumulative development numbers given to the consultant by the harbor department were only from the Oxnard Planning Department. The harbor director agreed this

was the case during the board of supervisors hearing on this amendment - March 22, 2016.

The traffic study does not include any of the traffic that would be added from the other developments listed below in "G" below. The Ventura County Harbor Dept is known for its piecemeal development in the harbor and its refusal to update the public works plan, as is required of all other LCPS, preferring instead to use a continual amendment process.

G- Additional development: The intersection of Channel Islands Blvd and Victoria Ave, a large north/south road that is the main road to the harbor from the 101 freeway is located about ¼ mile east of Peninsula Rd. This intersection was supposedly studied as part of the traffic analysis, but the following was omitted.

- The city of Port Hueneme has a project approved by the CCC for 116 apartments, 4 live/work units and 20,000 sq ft of commercial space just north of a large Rite Aid on Victoria Ave.
- The county, itself, has a proposed project that will be submitted to the CCC in the next few months as the 7th amendment to the PWP. This project is for 390 high end apartments and about 36,000 sq ft of commercial space at the southwest corner of Channel Islands Blvd and Victoria Ave. It was approved by the Board of Supervisors for submission the Coastal Commission on June 14, 2016.
- The Port of Hueneme is dredging the port to an additional 20 feet in depth to accommodate larger ships with additional cargo. At present, much of the cargo is automobiles that are offloaded, then transported to temporary holding areas at various locations in the county. This port has an easement through Naval Base Ventura County, located on the southeast corner of Channel Islands Blvd. and Victoria Ave., for transport of much cargo. Most of the cargo is automobiles. The autos are transported on double-decker car

ferry trucks, heading both north on Victoria Ave. The larger ships will mean additional car ferries and other trucks. This was not mentioned in the traffic study.

- The county has, since the date of this study, given an Exclusive Right to Negotiate (ERN on May 3 2016) to Channel Islands Harbor Partners, LLC (Mr. Thomas Tellefsen, Mr. Peter Mullin and Mr. Geoffrey Palmer principals) to assess Peninsula Rd for apartments (the number of units is unknown at this time.) This, too, would add traffic on Peninsula Rd. going either east to the large Victoria/Channel Islands intersection or west toward Ventura, in addition to that created by the hotel and restaurant.

H- Furthermore, statistics from the Oxnard Police Department indicate that there were 26 traffic accidents in the area of Peninsula and/or CI and Victoria in the last 12 months (printout included with this submission.) Of these twenty-six (26,) eleven (11) occurred on Peninsula Rd. This is without the hotel or 2nd restaurant planned for this traffic area.

There was no effort to obtain or include these police statistics or analyze the accidents as part of the traffic study. This is almost 50% of the traffic accidents in the harbor area.

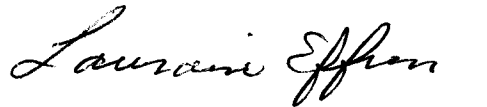
For these reasons, I oppose the acceptance of the new policies unless and until there is a more adequate attempt to do an in depth traffic analysis including analysis of summer and weekend traffic, all the development upcoming for the area, the additional port traffic, the accident analysis and the actual usage of the major intersection at Channel Islands and Victoria.

It is clear to me that traffic demand management that states that no mitigation is required is totally inadequate. Mitigation of the additional traffic and plans for parking will certainly be needed.

Your inclusion of this letter and supporting document with the staff report for this item is greatly appreciated.

Yours truly,

Lauraine Effress
Resident

A handwritten signature in cursive script that reads "Lauraine Effress". The signature is written in dark ink and is positioned to the right of the typed name.

2831 Harbor Blvd
Oxnard, CA 93035
805-444-7843

INCIDENT SEARCH

Print Date/Time: 6/6/2016 3:33:21 PM

Incident Number Incident Type	Call Date/Time	Officers	Dispositions	Location
✓ 2016-00055127 PENINSULA RD, Oxnard TRAFFIC COLLISION	05/31/2016 12:07:34	5065 Jimenez, 4795 Balderrama, 4998 Voss	ASS - 2, RPT - 1	W CHANNEL ISLANDS BLVD / ✓
2016-00051928 Oxnard TRAFFIC COLLISION	05/21/2016 21:12:36	5408 Aguilar, 5160 Blanche	ASS - 1, RPT - 1	PENINSULA RD / PORPOISE WAY, ✓
✓ 2016-00048077 PENINSULA RD, Oxnard TRAFFIC COLLISION	05/11/2016 18:12:36	4674 Knapp, 5471 Howard	ASS - 2	W CHANNEL ISLANDS BLVD / ✓
2016-00047751 TRAFFIC COLLISION	05/10/2016 20:16:00	4721 Roldan, 4674 Knapp, 4558 Cumming, 5210 Garcia	ASS - 1	2720 PENINSULA RD BLK, Oxnard ✓
2016-00045993 TRAFFIC COLLISION	05/05/2016 23:53:32	5418 Boysan	RPT - 1	3020 PENINSULA RD 641, Oxnard ✓
2016-00033328 TRAFFIC COLLISION	04/02/2016 18:31:27		EXC - 1	2701 PENINSULA RD, Oxnard ✓
2016-00023572 PENINSULA RD, Oxnard TRAFFIC COLLISION	03/07/2016 07:02:29	5411 Zamore	UNF - 1	W CHANNEL ISLANDS BLVD / ✓
2016-00013423 BLVD, Oxnard TRAFFIC COLLISION	02/08/2016 06:43:12	5411 Zamore	ADV - 1	PENINSULA RD / W CHANNEL ISLANDS ✓
2016-00010514 TRAFFIC COLLISION	01/31/2016 12:43:00	5469 Carrott	ASS - 1	2411 PENINSULA RD, Oxnard ✓
2016-00006564 TRAFFIC COLLISION	01/21/2016 10:10:49	5367 Martin	ADV - 1	3100 PENINSULA RD, Oxnard ✓
2015-00137614 PENINSULA RD, Oxnard TRAFFIC COLLISION	12/24/2015 20:23:58	4692 York, 5411 Zamore, 5395 Freitas, 4696 Ulrich	GOA - 1, ASS - 1	W CHANNEL ISLANDS BLVD / ✓
2015-00132192 TRAFFIC COLLISION	12/08/2015 09:32:00	5359 Coronel, 5071 Pinkstaff	DNG - 1	3110 PENINSULA RD 626, Oxnard ✓
2015-00114985 BLVD, Oxnard TRAFFIC COLLISION	10/21/2015 09:39:37	5172 Hernandez	ASS - 1	PENINSULA RD / W CHANNEL ISLANDS ✓
2015-00113397 Oxnard TRAFFIC COLLISION	10/16/2015 20:58:55	5096 Thomas	CIT - 1	PENINSULA RD / PORPOISE WAY, ✓
2015-00111299 PENINSULA RD, Oxnard TRAFFIC COLLISION	10/11/2015 06:12:57	5393 Schwabauer	ASS - 1	W CHANNEL ISLANDS BLVD / ✓
2015-00094569 PENINSULA RD, Oxnard TRAFFIC COLLISION	08/30/2015 19:44:32	5452 Turner, 5071 Pinkstaff	EXC - 1	W CHANNEL ISLANDS BLVD / ✓
2015-00084900 TRAFFIC COLLISION	08/05/2015 11:56:46	4442 Bishop	DNG - 1	3231 PENINSULA RD, Oxnard
2015-00072079 TRAFFIC COLLISION	07/04/2015 22:06:28		UTL - 1	3231 PENINSULA RD, Oxnard

Total Rows: 18

OXNARD POLICE DEPARTMENT
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JUL 06 2016

California Coastal Commission
South Central Coast District

1d money - C3 Blvd / Victoria Ave

INCIDENT SEARCH

Print Date/Time: 6/6/2016 3:38:59 PM

Incident Number	Call Date/Time	Officers	Incident Type
Dispositions	Location		
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ASS - 1, 22 - 1, RPT - 1	S VICTORIA AVE / W CHANNEL ISLANDS BLVD, Oxnard	TRAFFIC COLLISION	✓
2016-00026615	03/15/2016 18:58:55	4759 Landsverk, 4674 Knapp	
ASS - 1, RPT - 1	S VICTORIA AVE / W CHANNEL ISLANDS BLVD, Oxnard	TRAFFIC COLLISION	✓
2016-00010148	01/30/2016 11:02:26	5172 Hernandez	
ASS - 1	S VICTORIA AVE / W CHANNEL ISLANDS BLVD, Oxnard	TRAFFIC COLLISION	✓
2015-00131063	12/05/2015 08:02:18	5158 Katzman, 5393 Schwabauer, 5396 Grande	
RPT - 1	S VICTORIA AVE / W CHANNEL ISLANDS BLVD, Oxnard	TRAFFIC COLLISION	✓
2015-00124434	11/15/2015 14:16:00	5433 Brenner, 4942 Moreira, 5455 Jaramillo Garica, 5071 Pinkstaff, 5393 Schwabauer, 5450 Iglehart, 4478	
Flinn ASS - 3, RPT - 1	S VICTORIA AVE / W CHANNEL ISLANDS BLVD, Oxnard	TRAFFIC COLLISION	✓
2015-00084898	08/05/2015 12:08:00	5300 Aldrete, 4442 Bishop, 4555 Holland, 4526 Rangel, 4774 Lacara	
ASS - 2	S VICTORIA AVE / W CHANNEL ISLANDS BLVD, Oxnard	TRAFFIC COLLISION	

Total Rows: 6

OXNARD POLICE DEPARTMENT
COPY NOT TO BE DUPLICATED

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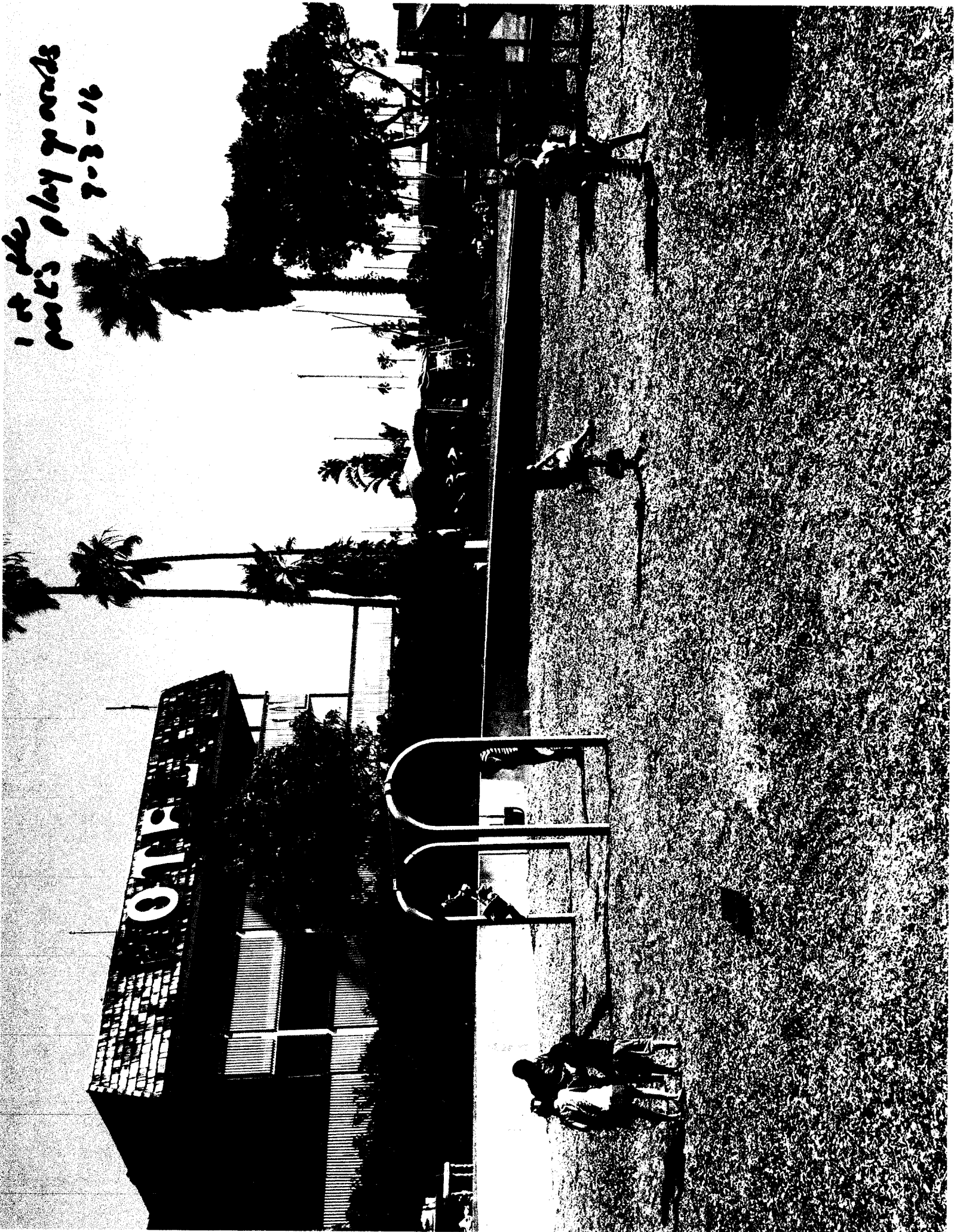
JUL 06 2016

California Coastal Commission
South Central Coast District

Peninsula Park
Parking lot - 81
spaces - filled
to capacity
3-4-16

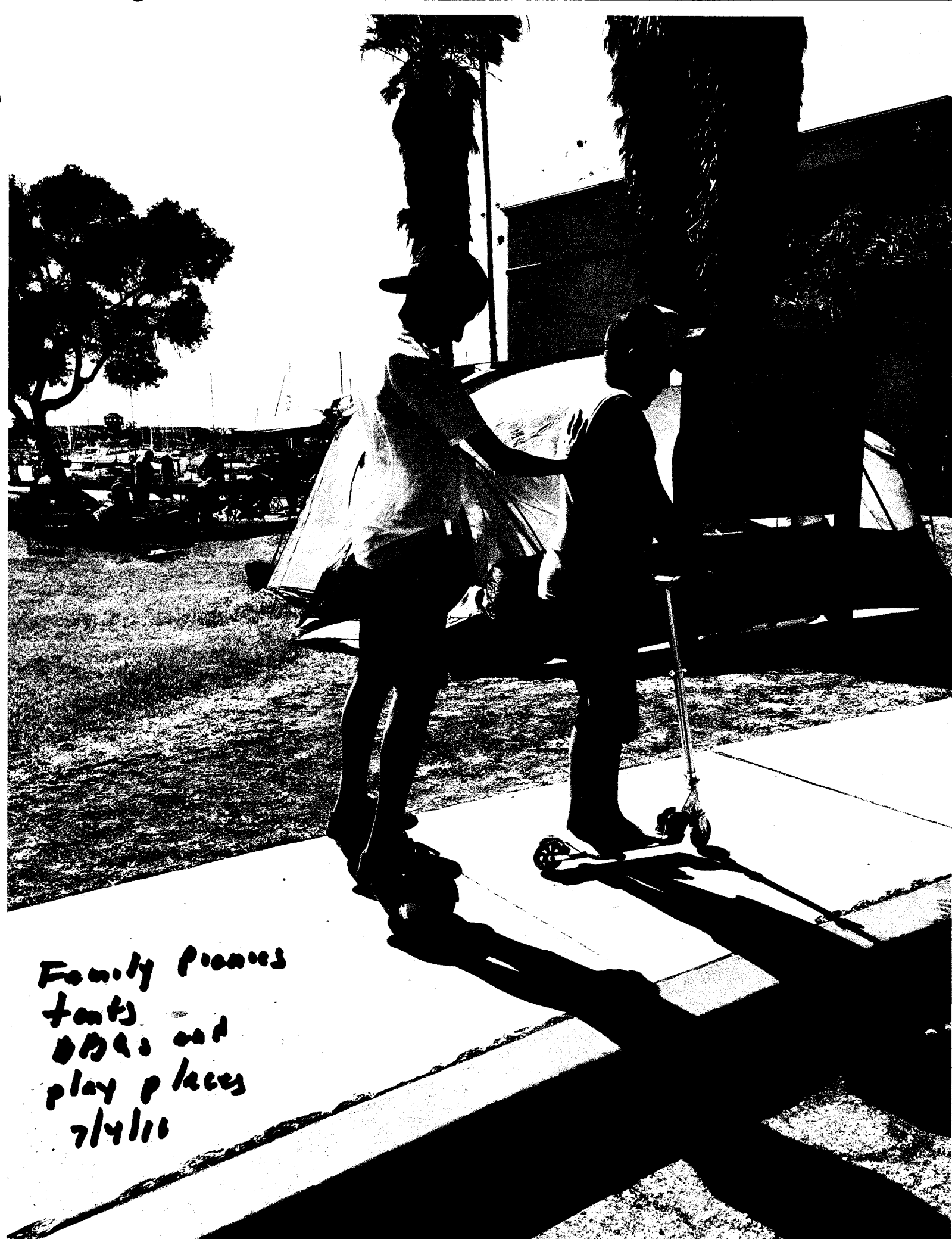


1st of the
post's play yards
7-3-16



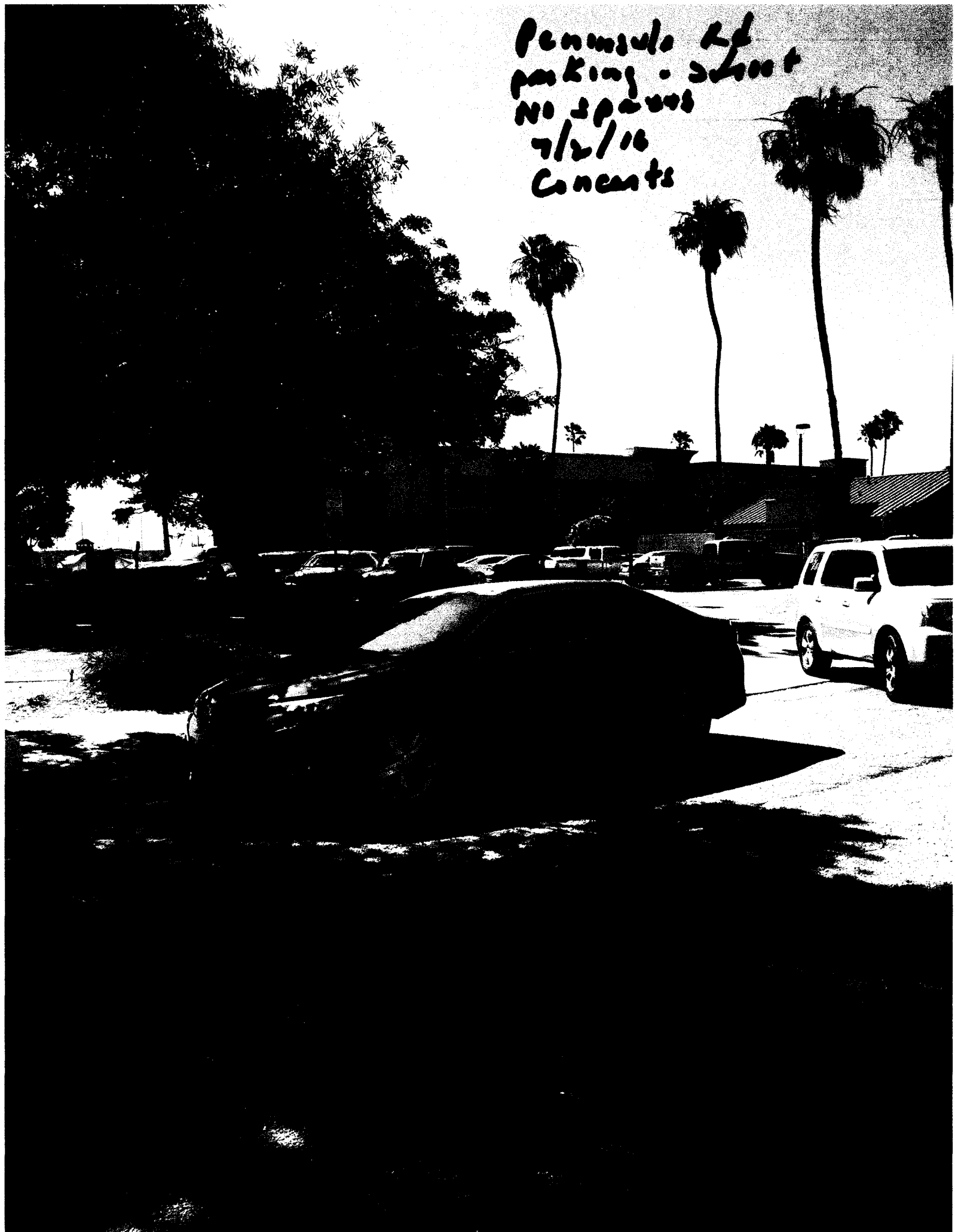
View from
park grounds
7/4/11





Family Picnics
tents and
play places
7/4/16

Peninsula Rd
parking - street
No spaces
7/2/16
Concerts



From: [Marie Mack](#)
To: Horn.Wesley@Coastal
Subject: FW: Proposed 6th Amendment to the Public Works Plan: PWP-4 CIH-16-0004-1 (July 14 2016- item #20)
Date: Sunday, July 10, 2016 1:46:57 PM

From: Marie Mack
Sent: Sunday, July 10, 2016 1:45 PM
To: 'Wesley.horne@coastal.ca.org'
Subject: Proposed 6th Amendment to the Public Works Plan: PWP-4 CIH-16-0004-1 (July 14 2016- item #20)

Re:

Mr. Wesley Horn, Planner
California Coastal Commission
89 S. California St. #200
Ventura, CA 93001

Dear Mr. Horne:

In regard to the above referenced item #20 on the agenda for July 14, 2016, we would like to go on the record as supporting the rebuilding of the hotel and restaurant on Peninsula Rd. in the Channel Islands Harbor. (formerly Casa Sirena)

In regard to the acceptance of the new policies on traffic demand management, however, we are opposed to accepting these policies as written for a number of reasons

1. The traffic study included as part of the policies was done by Stantac of Santa Barbara, on one day only, Thursday in October (October 21, 2015.)
2. This road includes a fire station on the southwest corner, and south of the station is a very popular Topper's restaurant busy all year. It is a resort area and the hotel will add significantly to that mix. There are also a popular Hampton Inn south of two large condo buildings on this road as well as a public park that offers concerts on every Sat during July and August. There is also the Peninsula Marina with a turning basin that is the focal point of boat travel and boat parades, of which there are presently two annuals (at the holiday season in December and on July 4.)
3. Any reasonable traffic study must include traffic analysis in the summer months and most particularly on summer weekends.
 - a. The Cal Trans Guide to the preparation of traffic studies indicates that for resort areas, an effort must be made to include traffic numbers on the weekends or during the high season. October 21 falls into neither of these categories.
4. In addition, the cumulative development numbers given to the consultant by the harbor department were only from the Oxnard Planning Department. The harbor director agreed this was the case during the board of supervisors hearing on this amendment - March 22, 2016.
 - a. The traffic study does not include any of the traffic that would be added from the other developments listed in #5 below.

5. **Additional development:** The intersection of Channel Islands Blvd and Victoria Ave, a large north/south road that is the main road to the harbor from the 101 freeway is located about ¼ mile east of Peninsula Rd. This intersection was supposedly studied as part of the traffic analysis, but the following was omitted.
- The city of Port Hueneme has a project approved by the CCC for 116 apartments, 4 live/work units and 20,000 sq ft of commercial space just north of a large Rite Aid on Victoria Ave.
 - The county, itself, has a proposed project that will be submitted to the CCC in the next few months as the proposed 7th amendment to the PWP. This project is for 390 high end apartments and about 36,000 sq ft of commercial space at the southwest corner of Channel Islands Blvd and Victoria Ave. It was approved by the Board of Supervisors for submission the Coastal Commission on June 14, 2016.
 - The Port of Hueneme is dredging the port to an additional 20 feet in depth to accommodate larger ships with additional cargo. At present, much of the cargo is automobiles that are offloaded, then transported to temporary holding areas at various locations in the county. This port has an easement through Naval Base Ventura County, located on the southeast corner of Channel Islands Blvd. and Victoria Ave., for transport of much cargo. Most of the cargo is automobiles. The autos are transported on double decker car ferry trucks, heading both north on Victoria Ave. The larger ships will mean additional car ferries and other trucks. This was not mentioned in the traffic study.
 - The county has, since the date of this study, given an Exclusive Right to Negotiate (ERN on May 3 2016) to Channel Islands Harbor Partners, LLC (Mr. Thomas Tellefsen, Mr. Peter Mullin and Mr. Geoffrey Palmer principals) to assess Peninsula Rd for apartments (the number of units is unknown at this time.) This, too, would add traffic on Peninsula Rd. going either east to the large Victoria/Channel Islands intersection or west toward Ventura, in addition to that created by the hotel and restaurant.

Furthermore, statistics from the Oxnard Police Department indicate that there were 26 traffic accidents in the area of Peninsula and/or CI and Victoria in the last 12 months (printout included with this submission.) Of these twenty-six (26,) eleven (11) occurred on Peninsula Rd. This is without the hotel or 2nd restaurant planned for this traffic area.

There was no effort to obtain or include these police statistics or analyze the accidents as part of the traffic study. This is almost 50% of the traffic accidents in the harbor area.

In addition, with the potential of 400 new apartments on the next channel over (which we strongly oppose) we oppose the acceptance of the new policies unless and until there is a more adequate attempt to do an in depth traffic analysis including analysis of summer and weekend traffic, all the development upcoming for the area, the additional port traffic, the accident analysis and the actual usage of the major intersection at Channel Islands and Victoria given the planning projects currently on the books.

The statements in the report that traffic demand management requires no mitigation is totally inadequate and very concerning that the report would be accepted as is. Mitigation of the additional traffic and plans for parking will certainly be needed.

Again, we support the building of this hotel and do not wish to hold it up, but the traffic

issue is a very real one that must be addressed before approval.

Your inclusion of our concerns with the staff report for this item is greatly appreciated.

Yours truly,

Marie and Rick Mack
4189 Ocean Drive
Oxnard, CA 93035

Sandra Hayden McLaughlin
284 Melrose Drive
Oxnard, CA 93035
Channel Islands Harbor

July 8, 2016

Re: Public Works Plan Amendment #6 CIH
July 14, 2016 Item #20

Mr. Wesley Horn
California Coastal Commission

Dr. Mr. Horn,

I am a twenty-eight year resident of Channel Islands Harbor Silver Strand Beach and have recently become aware of the massive building influx proposed for our Harbor.

I am specifically writing at this time regarding the proposed amendment #6 to the Public Works Plan scheduled to be addressed on the CCC agenda for July 14, 2016 Item #20.

My concerns relate to the high volume of traffic that already exists in the area and the new traffic demands that I don't believe are truly addressed in the one day, 10/21/15, traffic study.

The road the Hotel is to be built at the end of, Peninsula, and the primary intersections, Peninsula and Channel Islands Blvd. and Channel Islands Blvd. and Victoria Avenue in addition to Peninsula itself have a level of traffic not fully evaluated and acknowledged in the one-day traffic study on October 21, 2015

I encourage the California Coastal Commission to consider my following concerns regarding traffic and request a comprehensive traffic study to address these concerns and consider their impact.

1. Fire Station #6 on the corner of Peninsula and Channel Islands.
Statistics for 2015
781 Engine 66 Calls
71 Rescue 66 Calls
22 Water Related Rescues Channel Islands Harbor and Ocean
246 Auto Aide Calls
2. Hampton Inn Hotel on Peninsula

3. Two large condo buildings on Peninsula
4. Multi building Paz Maz apartments on Peninsula
5. Community Park with weekly Summer Concert Night on Peninsula
6. Popular very busy large Topper's Family Pizza Restaurant on Peninsula

The current traffic study, to my knowledge, does not address any of the anticipated traffic influx increase that will be added by the nearby already approved developments.

1. City of Port Hueneme 116 apartments, live/work units and commercial space just $\frac{1}{4}$ north of the Victoria Ave. Channel Islands Blvd. Intersection.
2. Expansion of the Port of Hueneme Harbor by dredging additional depth to allow larger cargo ships to dock and unload. This is the only deep water commercial port between Los Angeles and San Francisco and access is via Victoria and Channel Islands Blvd. intersection.
3. 116 Multi-Family Condominiums at the corner of Victoria and Hemlock within a mile of the Channel Islands Blvd. and Victoria Ave. intersection.

These are only a few of the scheduled building projects in progress and/or approved within a five mile radius of the proposed hotel and restaurant that will impact the traffic in the area.

In addition, I believe no statistics regarding accident frequency or emergency vehicle utilization from Fire Station #6 on Peninsula Road were taken into consideration. Statistics for 2015 provided by City of Oxnard Fire Captain are indicated in concern #1 within this letter.

As a resident of this costal Channel Island Harbor I request that Amendment #6 to the current Public Works Plan of 1986 not be approved and request a comprehensive traffic evaluation study addressing the concerns indicated previously in the body of my letter and also adjusted for seasonal impact for our small boat harbor.

Please submit my letter to the California Coastal Commission for consideration of my concerns as a resident of the community.

Sincerely,

Sandra Hayden McLaughlin



CHANNEL ISLANDS HARBOR
Ventura County Harbor Department

Lyn Krieger
Director

3900 Pelican Way • Oxnard, CA 93035-4367 • (805) 973-5950 • Fax (805) 382-3015

June 27, 2016

John Ainsworth
Interim Executive Director
California Coastal Commission
45 Fremont Street #2000
San Francisco, CA 94105

**Subject: July 14, 2016, Item 20.a., Channel Islands Harbor Public Works Plan
Amendment No. PWP-4-CIH-16-0004-1**

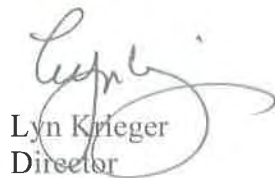
Dear Jack,

The County of Ventura has received the California Coastal Commission staff report regarding the County's proposed Public Works Plan (PWP) Amendment to allow for a replacement for the closed Casa Sirena Hotel. We appreciate the work, cooperation, and efficiency of Coastal Commission staff in processing this request. As you know, the County has been working for a number of years to identify a hotel developer willing to build a moderate cost project. We are eager to move this project forward.

We noted that staff is recommending three modifications to the requested PWP Amendment as approved by the Ventura County Board of Supervisors. After review, County staff sees no issue with the three modifications as proposed by your staff. We offer this letter to document the County staff's willingness to recommend these modifications to the Board of Supervisors.

Thank you again for your assistance, as always.

Sincerely,


Lyn Krieger
Director

**Attachment 2
PWP-4-CIH-16-0004-1
Channel Islands Harbor Department
County Correspondence**



CHANNEL ISLANDS HARBOR
Ventura County Harbor Department

Lyn Krieger
Director

3900 Pelican Way • Oxnard, CA 93035-4367 • (805) 973-5950 • Fax (805) 382-3015

July 7, 2016

Wesley Horn, Coastal Program Analyst
California Coastal Commission
89 S. California St., Suite 200
Ventura, CA 93001

Subject: Public comment letter from Lauraine Effress regarding proposed Channel Islands Harbor Public Works Plan Amendment No. 6, PWP-4 CIH-16-0004-1, scheduled for hearing July 14, 2016

Dear Wes:

I am writing in response to the comment letter you forwarded yesterday afternoon related to item 20a on the Commission's July 14, 2016 agenda.

The County appreciates Ms. Effress' support for the hotel and restaurant replacement project, which she has also expressed to the Board of Supervisors in their hearing on this matter, dated June 14, 2016. She has provided additional comments to you regarding the proposed Transportation Demand Management (TDM) program included in this PWP Amendment. As you no doubt recall, the addition of this TDM policy was specifically requested by Coastal Commission staff in order to simplify the amendment, and the County agreed to do so. The point of this policy is to minimize traffic and related Green House Gases (GHG), and to promote use of public transit, electric vehicles, bicycles, or other non-carbon based fuels as they develop. The hotel developer is in agreement with the policy as developed. Ms. Effress states that the airport shuttle does not stop at this hotel. This is a correct statement, but the hotel is also closed at this time. The airport shuttle does stop at the Sheraton Four Points a few miles away, a hotel owned by the same developer/operator, who plans to offer this service to his guests at the Hampton Inn and the proposed hotel, both in Channel Islands Harbor.

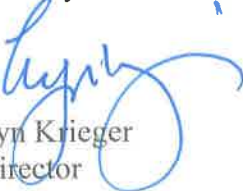
Ms. Effress expresses further concerns that the TDM was based on a flawed traffic study, since it was not the type of traffic study prepared for what is considered a "resort area." Channel Islands Harbor does not meet this definition, and the traffic study prepared by a licensed traffic engineer with Stantec was done according to prescribed standards.

Wesley Horn
July 7, 2016
Page 2

The remaining comments address a project that has not yet been filed and is not before the Commission.

Please let me know if you have additional questions on this matter.

Thank you.



Lyn Krieger
Director

CALIFORNIA COASTAL COMMISSION

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

Th20a



DATE: June 23, 2016

TO: Commissioners and Interested Persons

FROM: Steve Hudson, Deputy Director
Barbara Carey, District Manager
Deanna Christensen, Supervising Coastal Program Analyst
Wesley Horn, Coastal Program Analyst

SUBJECT: **Channel Islands Harbor Public Works Plan Amendment No. PWP-4-CIH-16-0004-1** to increase the maximum building height and number of hotel rooms allowed on Parcels F and F-1 to accommodate demolition and reconstruction of the Casa Sirena Hotel and restaurant, and to add new policies regarding transportation demand management and mitigation for lower cost overnight accommodation conversions, for public hearing and Commission action at the July 14, 2016 Commission Meeting in San Diego.

Motions and Resolutions: Pages 6-7.

SUMMARY OF STAFF RECOMMENDATION

The Ventura County Harbor Department (County) is proposing to amend the certified Channel Islands Harbor (Harbor) Public Works Plan (PWP) to increase the maximum building height and number of hotel rooms allowed on Parcels F and F-1 to accommodate demolition and reconstruction of the Casa Sirena Hotel and restaurant, and to add new policies regarding transportation demand management and mitigation for lower cost overnight accommodation conversions. Staff recommends that the Commission, after public hearing, deny the proposed PWP amendment as submitted, and approve the amendment if modified pursuant to the three suggested modifications.

The existing Casa Sirena Hotel was initially constructed in 1972, prior to certification of the PWP. When the PWP was developed, the site was designated for visitor serving commercial use by the PWP and the City of Oxnard LCP. The hotel has fallen into a state of disrepair and has been closed since 2009. The County assumed ownership of the site in 2014 and began planning to redevelop the site with a new hotel facility. The County intends to demolish the existing, non-operational Casa Sirena Hotel within Parcels F and F-1 and construct a new hotel with a public waterfront promenade. Since the building footprint of the existing hotel encompasses the entire western and southern perimeter of the parcels, there are no views of the water across the site from Peninsula Road, and the existing visual quality of the area is poor. The PWP currently limits building height within the harbor to a maximum of two stories or 25 feet, except for Parcel V-1 where the building height maximum is 35 feet. The proposed amendment will retain these

height requirements, but add an exception for Parcels F and F-1 (where the Casa Sirena Hotel is located) in which the maximum building height may be 55 feet or four stories.

The City of Oxnard LCP provides some flexibility regarding building height on parcels designated Coastal Visitor-Serving Commercial; specifically, it allows exceedance of the 35 foot or three stories structure height standard through a coastal development permit if a proposed structure can be found consistent with other LCP policies. The existing hotel is 43 feet tall, and the County proposes modifying the PWP to allow a 55 foot tall structure at this site in order to allow the hotel redevelopment to be configured within a more compact building footprint. The proposed PWP amendment would also provide for a public waterfront promenade and enhanced public views of the water from Peninsula Road, where there currently are none. The proposed increase in the allowable structure height is not significant and is consistent with scenic resource protection policies of the City's LCP and the Coastal Act because it will not result in adverse impacts to the scenic quality of the area, existing scenic public views, or designated public view corridors. However, staff is recommending **Suggested Modification 2** to the proposed height limitation standard in order to provide greater clarity and to limit architectural projections and roof-top equipment to no more than ten feet above the structure height limitation. The proposed amendment will also allow for a slight increase in the number of hotel rooms at the site from 274 to 300. This increase would accommodate a greater number of visitors in general.

The County is also proposing two new policies to address transportation demand management and protection of existing lower cost visitor serving overnight accommodations throughout the Harbor. The proposed policy to protect existing lower cost overnight accommodations states that any conversion of an existing overnight accommodation to a higher priced facility may be subject to an in-lieu fee. Although the planned Casa Sirena Hotel redevelopment is not contemplated to be a higher priced accommodation, the County is proposing to add this new PWP policy to ensure that the Harbor's existing inventory of low and moderate cost overnight accommodations is protected going forward. However, staff feels that the proposed policy is not specific enough and is not adequate to protect lower cost accommodations within the Harbor consistent with City of Oxnard Land Use Plan Policy 83 and Coastal Act Section 30213. Commission staff worked cooperatively with County staff to refine this policy to reflect that any removal or conversion of an existing low or moderate cost overnight accommodation within the Harbor to a high cost accommodation shall be prohibited unless an equivalent number of low or moderate cost accommodation units are replaced on-site. And if it is not feasible to provide the required replacement units on-site, any proposed project reducing the number of low or moderate cost overnight accommodation cannot be approved unless a PWP amendment is approved to incorporate an alternative mitigation program that may include off-site replacement accommodations elsewhere within the Harbor, or if replacement within the Harbor is not feasible, the use of an in-lieu fee program to provide replacement units in the surrounding area. **Suggested Modification 1** is recommended to reflect these requirements to protect existing lower cost visitor serving overnight accommodations within the Harbor.

Lastly, the proposed policy for transportation demand management will require new development anywhere within the Harbor to implement transportation demand management measures to mitigate traffic impacts, promote alternative transportation methods, and reduce greenhouse gas emissions if the development is projected to produce a certain threshold of traffic

trips per day. This policy to promote alternative transportation options, reduce traffic, and decrease parking demand will enhance public access within the Harbor consistent with Coastal Act Sections 30252 and 30253(d) and City of Oxnard Land Use Plan Policy 74. Commission staff supports the Harbor's policy goals; however, Commission staff worked cooperatively with County staff to refine this policy to provide greater clarity, as reflected in **Suggested Modification 3**.

Additional Information: Please contact Wesley Horn at the South Central Coast District Office of the Coastal Commission at (805) 585-1800 or 89 S. California St., Second Floor, Ventura, CA 93001

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EXHIBITS

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[Exhibit 5: Overlay: Existing vs. New Site Plan](#)

[Exhibit 6: 2015 Statewide Average Daily Rate \(ADR\)](#)

I. PROCEDURAL ISSUES

A. STANDARD OF REVIEW—PUBLIC WORKS PLAN AMENDMENT

Section 30605 of the Coastal Act and Title 14, Section 13356 of California Code of Regulations provides that where a public works plan is submitted prior to certification of the Local Coastal Program (LCP) for the jurisdiction affected by the plan, the Commission's standard of review for certification is Chapter 3 of the Coastal Act. Although the land area within the Harbor is owned by the County, it lies within the jurisdiction of the City of Oxnard. The Commission certified the Public Works Plan in September 1986, prior to certification of the Oxnard LCP, including the Harbor area, which was certified in December 1986. Therefore, the Commission's certification of the PWP was based on consistency with Chapter 3. Section 30605 and Section 13357 of the Code of Regulations also state that where a plan or plan amendment is submitted after the certification of the LCP for the area any such plan shall be approved by the Commission only if it finds, after full consultation with the affected local government(s), that the proposed plan is in conformity with the certified LCP. Therefore, the standard of review for the proposed amendment to the Public Works Plan, pursuant to Section 30605 of the Coastal Act, is that the proposed plan amendment is in conformance with the certified Local Coastal Program for the City of Oxnard. Since the City's certified LCP contains all applicable Coastal Act policies, conformance with applicable Chapter 3 policies of the Coastal Act is also required. Public Resources Code Section 30605 also states that any proposed amendment to the PWP shall be processed in the same manner as prescribed for an amendment to a Local Coastal Program.

B. PUBLIC PARTICIPATION

Sections 30605 and 30503 of the Coastal Act require the provision of maximum opportunities for public input in preparation, approval, certification and amendment of any Public Works Plan. Further, Section 13366 of Title 14 of the California Code of Regulations requires a local public hearing on the proposed amendment prior to submission of the amendment to the Commission. The County of Ventura Board of Supervisors held a public hearing and approved the PWP amendment on March 22, 2016. The hearing was duly noticed to the public consistent with Sections 13552 and 13551 of the California Code of Regulations. Notice of the subject amendment has been distributed to all known interested parties.

C. PROCEDURAL REQUIREMENTS

If the Commission accepts staff's recommendation that the approval of the PWP amendment be subject to suggested modifications, the County will need to act to accept the adopted suggested modifications pursuant to the requirements of Section 13547 of Title 14 of the California Code of Regulations. The County must act within six months from the date of Commission action on this application or the Commission's approval will expire. Subsequently, the Executive Director must determine that the County's action is legally adequate to satisfy any specific requirement of the Commission's certification, and that determination must be reported to the Commission before the PWP amendment shall be effective.

II. STAFF RECOMMENDATION: MOTIONS & RESOLUTIONS

A. PWP AMENDMENT NO. PWP-4-CIH-16-0004-1: DENIAL AS SUBMITTED

MOTION I:

I move that the Commission certify Channel Islands Harbor Public Works Plan Amendment No. PWP-4-CIH-16-0004-1, as submitted.

Staff recommends a **NO** vote. Following this staff recommendation will result in failure of this motion, denial of the Public Works Plan amendment as submitted, and the adoption of the following resolution and findings. The motion to certify passes only by an affirmative vote of a majority of the appointed Commissioners.

RESOLUTION I:

The Commission hereby denies certification of Channel Islands Harbor Public Works Plan Amendment No. PWP-4-CIH-16-0004-1, and adopts the findings stated below on the grounds that the Amendment does not conform with the certified local coastal program in the jurisdiction affected by the proposed public works plan. Certification of the Amendment would not comply with the California Environmental Quality Act because there are feasible mitigation measures or alternatives that would substantially lessen the significant adverse effects that the approval of the Amendment would have on the environment.

B. PWP AMENDMENT NO. PWP-4-CIH-16-0004-1: CERTIFICATION WITH SUGGESTED MODIFICATIONS

MOTION II:

I move that the Commission certify the Channel Islands Harbor Public Works Plan Amendment No. PWP-4-CIH-16-0004-1, if modified as suggested in the staff report.

Staff recommends a **YES** vote. Passage of this motion will result in certification of the Public Works Plan Amendment No. PWP-4-CIH-16-0004-1 as modified. The motion to certify passes only by an affirmative vote of a majority of the appointed Commissioners.

RESOLUTION II:

The Commission hereby certifies the Channel Islands Harbor Public Works Plan Amendment No. PWP-4-CIH-16-0004-1 as modified and adopts the findings stated below on the grounds that the Amendment as modified conforms with the certified local coastal program in the jurisdiction affected by the proposed public works plan. Certification of the Amendment if modified as suggested complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the Amendment on the environment, or 2) there are no further feasible mitigation measures or alternatives

that would substantially lessen any significant adverse impacts of the Amendment on the environment

III. SUGGESTED MODIFICATIONS TO PUBLIC WORKS PLAN AMENDMENT NO. PWP-4-CIH-16-0004-1

The staff recommends that the Commission certify the Public Works Plan (PWP) Amendment only with the modifications as shown or described below. Language presently contained within the certified PWP is shown in straight type. Language proposed by the Harbor Department to be inserted is shown in underline. Language proposed by the Harbor Department to be deleted is shown in ~~line out~~. Language recommended by Commission staff to be inserted is shown in double underline. Language recommended by Commission staff to be deleted is shown in ~~double line out~~.

SUGGESTED MODIFICATION NO. 1

Land and Water Recreation Policy 11 of the PWP shall be modified as follows:

The County of Ventura seeks to provide an array of overnight accommodation opportunities for all visitors to the harbor, taking into account the existing accommodations within the Harbor and surrounding areas as well as the services desired by visitors, ~~taking into account the area outside of the harbor, including a range of opportunities for visitors.~~ In order to insure that the existing, low and moderate cost overnight accommodations ~~opportunities within Channel Islands~~ for visitors to the Harbor are protected, ~~not diminished by future transitions to high priced categories of overnight accommodations, any removal or conversion of an existing current or Commission approved low or moderate cost overnight accommodations within the Harbor product to a more expensive category of products~~ high cost accommodation, as defined by the Commission at the time of the conversion, shall be prohibited unless an equivalent number of low or moderate cost accommodation units are replaced on-site. If it is not feasible to provide the required replacement units on-site, a PWP Amendment shall be required to incorporate an alternative mitigation program that may include off-site replacement accommodations elsewhere within the Harbor, or if replacement within the Harbor is not feasible, the use of an in-lieu fee program to provide replacement units in the surrounding area. ~~may be subject to an in-lieu fee if such fee is adopted Coastal Commission policy at the time. The analysis to determine whether the conversion is to a higher priced product shall take into account the age of the facility and the range of accommodations within the general visitor-serving area both within and surrounding Channel Islands Harbor.~~

SUGGESTED MODIFICATION NO. 2

Visual Access Policy 1.d.2 of the PWP shall be modified as follows:

On Parcels F and F-1 building height shall not exceed 55 feet ~~or~~ and four stories, ~~whichever is higher.~~ Parapets, architectural features, electrical equipment, screening materials, telecommunications equipment, elevator housings and HVAC equipment shall not exceed 10 feet above the highest point of the building ~~be included in the height limit.~~ Height of the

building and the appurtenant equipment and features shall be measured from the centerline of Peninsula the frontage Road.

SUGGESTED MODIFICATION NO. 3

Traffic and Circulation Policy 4 of the PWP shall be modified as follows:

~~Proposed Policy for Transportation Demand Management Plan (TDMP): The streets within and leading to Channel Islands Harbor enjoy traffic conditions at Level of Service A and B, in spite of the Harbor being an attractive coastal visitor destination. In order to minimize significant adverse impacts to the current traffic conditions resulting from that could be caused by future Harbor development, reduce greenhouse gas emissions, and promote energy efficiency, each new project producing over 50 trip ends per day shall submit with the Notice of Impending Development (NOID) a Transportation Demand Management Plan (TDMP) summarizing implementation measures to mitigate impacts to traffic. The project TDMP shall also explore means of reducing greenhouse gases and promoting energy efficiency summary of measures to be implemented to meet these aims. Measures may include, but shall not be limited to, participation in shuttle programs available for Harbor visitors arriving from and departing to, especially to and from transportation centers (such as rail stations and airports) and visitor attractions; bicycle rentals; electric vehicle charging stations; bus passes for project employees and similar TDMP measures.~~

IV. FINDINGS FOR APPROVAL OF THE PUBLIC WORKS PLAN AMENDMENT AS MODIFIED

The following findings support the Commission's denial of the PWP amendment as submitted, and approval of the Public Works Plan Amendment if modified as suggested in Section III above. The Commission hereby finds and declares as follows:

A. BACKGROUND AND AMENDMENT DESCRIPTION (PWP-4-CIH-16-0004-1)

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.

The existing Casa Sirena Hotel was constructed in 1972 as a moderately priced overnight accommodation and consists of a four-building, 274 room complex. In early 2006 the owner of the Casa Sirena complex and the County began collaborating to redevelop the under-utilized 90 room northernmost annex of the Casa Sirena Hotel. The annex was only used during the busiest months, typically summertime, and was closed for the remainder of the year. Later in 2006 the

annex was redeveloped into the 90 room Hampton Inn, which provides a moderate cost visitor serving accommodation within the Harbor. The aging hotel began to fall into a state of disrepair, and the number of guests staying at the original Casa Sirena Hotel began to steadily decline beginning in 2008; the hotel eventually closed in late 2009. After being closed for several years, the County assumed ownership of the site in July 2014.

The Ventura County Harbor Department (County) is proposing to amend the certified Channel Islands Harbor PWP to increase the maximum building height and number of hotel rooms allowed on Parcels F and F-1 to accommodate the demolition of the existing Casa Sirena Hotel and construction of a new hotel ([Exhibit 2](#)). As part of the new hotel project, the existing Lobster Trap restaurant located immediately southeast of the Casa Sirena Hotel will also be demolished and replaced with a new restaurant. No amendments to the PWP are needed to accommodate the restaurant replacement. The County is proposing to increase the maximum building height (from the existing 43 ft. height to a maximum of 55 ft.) and to slightly increase the maximum number of hotel rooms (from the existing 274 rooms to a maximum of 300 rooms) allowed within Parcels F and F-1 to allow the planned hotel redevelopment to be economically sustainable within a smaller building footprint. The existing Casa Sirena Hotel was constructed immediately landward of the harbor shoreline, and the hotel design did not leave any room for public access along the waterfront. The smaller building footprint of the planned hotel will provide new space for a public promenade and access opportunities around the perimeter of the project, such as a public plaza at the end of the peninsula in a central area between the hotel and restaurant. In addition, the planned hotel project will result in the creation of two new public view corridors at the southern end of Peninsula Road where there currently are none.

The County is also proposing two new policies aimed to address transportation demand management and the protection of existing lower cost visitor serving overnight accommodations within the Harbor ([Exhibit 2](#)). The proposed policy to protect existing lower cost overnight accommodations within the Harbor states that any conversion of an existing overnight accommodation to a higher priced facility must replace the lost lower-cost rooms with an equivalent number of new, lower-cost rooms. If onsite replacement is infeasible, the proposed policy would require a PWP amendment to facilitate offsite replacement or payment of an in-lieu fee as mitigation. Although the planned Casa Sirena Hotel redevelopment is not contemplated to be converted to a higher priced accommodation, the County is proposing this new PWP policy to ensure that the existing inventory of low and moderate cost overnight accommodations within the harbor is protected going forward. And finally, the proposed policy for transportation demand management will require new development within the Harbor to implement transportation demand management measures to mitigate traffic impacts, promote alternative transportation methods, and reduce greenhouse gas emissions if the development is projected to produce a certain threshold of traffic trips per day.

B. VISUAL RESOURCES

Section 30251 of the Coastal Act (as incorporated into the City of Oxnard LCP) states, in relevant part:

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...

Policy 37 of the City of Oxnard Land Use Plan states, in relevant part:

All new development in the coastal zone shall be designed to minimize impacts on the visual resources of the area. Particular care should be taken in areas of special quality, such as those identified in the LCP.

Policy 38 of the City of Oxnard Land Use Plan states:

Height restrictions as defined by the City Zoning Ordinance shall be used to avoid blocking views.

Section 17-18(D)(1) of the City of Oxnard Coastal Zoning Ordinance states:

Maximum building height: 3 stories or 35 feet; additional stories or height may be permitted subject to the granting of a coastal development permit.

Section 17-33(B) of the City of Oxnard Coastal Zoning Ordinance states:

All new development in Oxnard's Coastal Zone shall be designed to protect views to and along the ocean and scenic coastal areas. Specific standards are contained in Policy Nos. 37 and 38 of the Oxnard coastal land use plan as well as those contained in the Channel Islands Harbor PWP.

Visual Access Policy 1 of the certified Public Works Plan 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 from the linear distance paralleling the nearest public road.

c. At least 25% of the Harbor shall provide a view corridor that is to be measured from the first main road inland from the water line, which shall be at least 25 feet in width. View corridors shall be landscaped in a manner that screens and softens the view across any parking and pavement areas in the corridor. This landscaping, however, shall be designed to frame and accentuate the view, and shall not significantly block the view corridor. All redevelopment shall provide maximum views. Other than the proposed Boating Instruction and Safety Center (BISC) identified in this plan, no new development within a designated view corridor shall occur without an amendment to the Public Works Plan.

d. Future building or redevelopment in the Harbor shall not exceed 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.

Section 30251 of the Coastal Act requires that the visual qualities of coastal areas be protected, landform alteration be minimized, and where feasible, degraded areas shall be enhanced and restored. Section 30251 requires that development be sited and designed to protect views to and along the ocean and other scenic areas and designed to be visually compatible with the character of surrounding areas. Policies 37 and 38 of the City of Oxnard Land Use Plan (LUP) require that all new development shall be designed to minimize impacts to visual resources within the coastal zone and the height restrictions of the City of Oxnard Coastal Zoning Ordinance (CZO) shall be used to prevent new development from blocking views. Section 17-33(B) of the City of Oxnard Coastal Zoning Ordinance requires that all new development be designed to protect views to and along the ocean and scenic coastal areas. Lastly, Policy 1 under the Visual Access Section of the Channel Islands Harbor (Harbor) Public Works Plan (PWP) establishes designated view corridors to protect public views of the Harbor water areas from the waterfront and roadways and provides further guidance on building height within the Harbor.

The existing Casa Sirena Hotel was constructed in 1972, prior to the certification of the PWP, with a flat roof, three stories, and a maximum height of 43 feet. Pursuant to Policy 1.d under the Visual Access Section of the Harbor PWP, new development or redevelopment within the Harbor is limited to two stories or 25 feet in height, except for parcel V-1, which is limited to 35 feet in height. The proposed amendment would retain these height requirements of the PWP, but add an exception for Parcels F and F-1 (where the existing Casa Sirena Hotel is located) in which the maximum building height may be 55 feet and four stories. The County is proposing to increase the maximum allowable structure height at this site in order to allow redevelopment of the hotel within a more compact building footprint while maintaining a comparable room quantity and enhancing public access and views with the addition of a public waterfront promenade and amenities. The height standard of the City of Oxnard LCP on parcels designated Coastal Visitor-Serving Commercial, which is the standard of review of the proposed amendment, is three stories or 35 feet; however, additional stories or height beyond that height limit may be allowed through a coastal development permit if it can be found consistent with the policies of the LCP, such as the visual resource protection policies discussed above. As such, the City's LCP provides some flexibility regarding building height on parcels designated Coastal Visitor-Serving Commercial.

Policy 37 of the City's LUP requires that new development shall be designed to minimize impacts on the visual resources of the area, and Coastal Act Section 30251 requires that new development shall be visually compatible with the surrounding area and where feasible, restore and enhance the visual quality in visually degraded areas. The existing development along Peninsula Road where the subject site is located consists primarily of three to four story apartment complexes ranging in height from 28 feet to 52 feet, with the majority of structure heights between 40 feet and 52 feet. The buildings with heights in excess of 50 feet consist of two apartment complexes located along the west side of Peninsula Road and the recently developed Hampton Inn immediately north of Parcels F and F-1. Given the pattern of existing development along Peninsula Road, increasing the allowable structure height at the Casa Sirena

Hotel site within Parcels F and F-1 of the harbor will be visually compatible with the surrounding area, consistent with Coastal Act Section 30251 ([Exhibit 3](#)). Further, due to the relatively flat topography and configuration of existing development in the vicinity, the proposed twelve foot maximum increase in structure height for the hotel replacement at the subject site will not result in any adverse impacts to existing scenic public views or designated public view corridors ([Exhibit 4](#)). In fact, the increase of allowable height within Parcels F and F-1 will help facilitate redevelopment of the hotel complex in a manner that will enhance the visual quality of the area by providing greater public access and views of the waterfront ([Exhibit 5](#)). Future redevelopment of the hotel would need to comply with all relevant policies of the PWP including Visual Access Policy 1, which requires that all redevelopment shall provide maximum views, and Public Access Policy 5, which requires maximum pedestrian waterfront access be provided in all redevelopment projects.

For these reasons, the proposed amendment to increase the maximum structure height within Parcels F and F-1 to 55 feet is consistent with the visual resource protection policies of the City of Oxnard LCP, Coastal Act, and the PWP. In addition, the City of Oxnard Development Services Director provided a letter to Commission staff on October 19, 2015 that expresses support for the planned hotel redevelopment and indicates that the coastal development permit that is required for a structure height increase in this case would be satisfied through the processing of this PWP amendment and the subsequent Notice of Impending Development, consistent with Section 17-18(D)(1) of the City's Zoning Ordinance. However, the Commission finds that **Suggested Modification Two** is necessary to ensure that the development within Parcels F and F-1 does not have unforeseen impacts to visual resources. As submitted, the proposed amendment language contained in [Exhibit 2](#) states that building height shall not exceed 55 feet or four stories, whichever is higher. While a typical four story building is less than 55 feet, it is possible that the height of a four story building could exceed 55 feet and thus exceed the intended height limitation. **Suggested Modification Two** will ensure that four story buildings within Parcels F and F-1 will not exceed 55 feet in height. In addition, the proposed amendment language did not consider appurtenant equipment and features for the building in the height limitation. As such, parapets, architectural features, electrical equipment, screening materials, telecommunications equipment, elevator housings, and heating, ventilating and air-conditioning systems (HVAC) equipment could extend far above the allowable height of 55 feet and have visual impacts. **Suggested Modification Two** will limit the appurtenant equipment and features for the building to no more than ten feet above the actual height of the building. Lastly, the proposed amendment language requires that the height of the building and appurtenant equipment within Parcels F and F-1 be measured from the centerline of the frontage road. Modifying the proposed amendment language to specify Peninsula Road instead of a frontage road clarifies the regulations for height limitations and provides a consistent measurement for the future buildings.

C. LOWER COST VISITOR SERVING FACILITIES

Coastal Act Section 30213 (as incorporated in the City of Oxnard's LCP) states, in relevant part:
Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided.

Policy 83 of the City of Oxnard Land Use Plan states, in relevant part:

Uses permitted in areas designated visitor-serving commercial shall be primarily visitor-serving in nature, including hotels, motels, restaurants and specialty retail. ... It is the City's policy to encourage a mix of commercial visitor-serving uses to meet the needs of all economic groups. Thus, facilities that will be affordable to families of low and moderate income will be encouraged.

Coastal Act Section 30213 requires that lower cost visitor and recreational facilities shall be protected, encouraged, and where feasible, provided. The City of Oxnard Land Use Plan Policy 83 encourages affordable commercial visitor serving uses for families of low and moderate incomes.

Past Commission actions have historically supported new hotel developments along the coastline because they are visitor-serving facilities; however, lower cost visitor serving overnight accommodations within the coastal zone are becoming increasingly limited. There is significant pressure to develop new higher cost accommodations, sometimes by replacing existing lower or moderate cost facilities. This is because market demand tends to push prices increasingly higher in the coastal zone, where tourism and overnight accommodations are extremely valuable commodities. As the availability of lower-cost accommodations diminishes, persons of low and moderate incomes will make up fewer of the guests staying within the coastal zone. Without measures to protect affordable overnight accommodations, a significant segment of the population will be limited in its ability to access the coast. By forcing this broad economic group to lodge elsewhere (or to stay at home), there will be an adverse impact on the public's ability to access the beach and coastal recreational areas. In response to the trend of decreasing available low-cost overnight accommodations, there is greater importance to protect and provide lower-cost overnight accommodations pursuant to Section 30213 of the Coastal Act.

In a constantly changing market, it sometimes can be difficult to define what price point constitutes low cost and high cost accommodations for a given area. In its previous actions, the Commission has addressed the issue of defining lower cost and higher cost hotels (Coastal Development Permit Nos. 5-04-291, 5-88-062, 5-84-866, 5-81-554, 5-94-172, 5-06-328, 5 A-253-80, and A-69-76, A-6-IMB-07-131, 3-07-002, 3-07-003). More recent Commission actions have utilized a formula that can be used to determine lower and higher cost overnight accommodations for a specific part of the coast (A-6-ENC-07-51, RDN-MAJ-2-08, SBV-MAJ-2-08; CDP Nos. 5-13-0717, 5-15-0030). The formula is based on California hotel and motel accommodations (single room, up to double occupancy), and does not incorporate hostels, RV parks, campgrounds or other alternative accommodations into the equation, as these facilities do not provide the same level of accommodation as hotels and motels. Hostels, RV parks and campgrounds are inherently lower cost, and are the type of facilities that a mitigation fee for the loss of existing lower cost over-night accommodations or the failure to provide new lower cost facilities would support.

The formula compares the average daily rate of lower cost hotels in a specific coastal zone area (e.g., city or bay) with the annual average daily rates (ADR) of hotels and motels across the entire State of California. Under this formula, lower cost is defined as the average room rate for all hotels within a specific area that have a room rate 25% less than the annual statewide average ADR, and higher cost accommodations are defined as those charging approximately 25% more

than the annual statewide ADR. Moderate-cost accommodations are priced between those two limits. The most recently available data for the statewide ADR lists the 2015 California rate at \$148.70 per night ([Exhibit 6](#)) and applying the formula defines lower-cost accommodations at \$111.53 or less per night and higher-cost accommodations at \$185.88 or more per night.

As part of this amendment request, the County is proposing to add a new policy under the Land and Water Recreation Section of the certified PWP to address the supply of affordable overnight accommodations available within the Harbor and require mitigation in the form of replacement lower-cost units or an in lieu fee when existing overnight accommodations are demolished or converted to higher cost accommodations ([Exhibit 2](#)). As stated in the previous section of this report, the focus of the proposed amendment is to accommodate the demolition of the existing, dilapidated Casa Sirena Hotel within the Harbor and replace it with a new hotel. Before the Casa Sirena Hotel closed in 2009, room rates were approximately \$140 per night, which would classify the hotel as moderately priced pursuant to the aforementioned formula. The County has indicated that the planned redeveloped hotel is also expected to be a moderately priced overnight accommodation, with room rates of \$160 per night (2015 prices) and, in addition to the typical hotel amenities, each room would include a full kitchen, which is attractive for families and those traveling on a budget. The proposed amendment would also allow for an increase in the number of rooms (from 274 to 300) for the redeveloped hotel. As such, the County's proposal is intended to accommodate a greater number of visitors in general and maintain the moderate cost of the hotel. The County submitted an *Evaluation of Low, Moderate and High Cost Overnight Accommodations in the Vicinity of Channel Islands Harbor* (dated January 27, 2016) as part of the subject amendment request, which found that there is a wide range of existing options for overnight accommodations in the vicinity of Channel Islands Harbor in terms of location, amenities, and cost. There are low, moderate, and higher cost accommodations available within a 10 mile radius of the Casa Sirena Hotel site. However, the only other visitor serving overnight accommodation facility within the Harbor PWP area is the Hampton Inn located at 3231 Peninsula Road, adjacent to the Casa Sirena Hotel site. The 90-room Hampton Inn at Channel Islands Harbor opened in 2006 and is also a moderately priced facility at approximately \$132 per night (2015 prices).

The County's proposed policy is intended to protect the existing stock of lower cost visitor serving overnight accommodations within the Harbor from loss or conversion to higher cost facilities. Although the planned Casa Sirena Hotel redevelopment is not contemplated to be converted to a higher priced accommodation, it is important that the PWP address this issue and provide assurance that the existing inventory of lower cost overnight accommodations within the Harbor is protected going forward. However, the policy does not include any details about the calculation of the appropriate in-lieu fee or how and where the fee would be used to provide mitigation. As such, the proposed policy is not specific enough and is not adequate to protect lower cost accommodations within the Harbor consistent with City of Oxnard Land Use Plan Policy 83 and Coastal Act Section 30213. Commission staff worked cooperatively with County staff to refine this policy (and the agreed upon changes are shown in **Suggested Modification 1**) to reflect that any removal or conversion of an existing low or moderate cost overnight accommodation within the Harbor to a high cost accommodation shall be prohibited unless an equivalent number of low or moderate cost accommodation units are replaced on-site. The determination of whether the project results in the conversion of an existing low or moderate cost

overnight accommodation to a high cost accommodation shall be made by the Commission. And if it is not feasible to provide the required replacement units on-site, a PWP amendment shall be required to incorporate an alternative mitigation program that may include off-site replacement accommodations elsewhere within the Harbor, or if replacement within the Harbor is not feasible, the use of an in-lieu fee program to provide replacement units in the surrounding area. The replacement hotel that is currently being considered by the County for the subject site is proposed to be moderately priced at approximately \$160 per night. The proposed policy will apply to that development and ensure that the moderate cost accommodations on the site are protected. The Commission finds that **Suggested Modification 1** is required to reflect these requirements to protect lower cost visitor serving overnight accommodations when new development, redevelopment, or conversions are proposed within the Harbor, consistent with Policy 83 of the City of Oxnard Land Use Plan and Coastal Act Section 30213.

D. PUBLIC ACCESS AND TRANSPORTATION

Section 30252 of the Coastal Act (as incorporated into the City of Oxnard LCP) states, in relevant part:

The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service...(3)providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation...

Section 30253(d) of the Coastal Act states, in relevant part:

New development shall do all of the following;

...

(d) Minimize energy consumption and vehicle miles traveled

Policy 74 of the City of Oxnard Land Use Plan states:

“Bicycle routes shall be required in new development wherever appropriate”

Coastal Act Section 30252 requires that new development shall maintain and enhance public access to the coast by extending transit services or providing public transportation and providing for nonautomotive means of transportation. Coastal Act Section 30253(d) requires that new development shall minimize the amount of energy consumed and vehicle miles traveled. Policy 74 of the City of Oxnard LUP states that bicycle routes shall be required in new development, whenever appropriate. Section 3.5 of the certified PWP addresses traffic and circulation within the Harbor and provides a summary of the existing conditions. The studies and analyses referenced were prepared at the time of the original Harbor PWP certification(1986), and do not reflect the current Harbor traffic conditions. The Existing Conditions description of PWP Section 3.5 concludes that because the Harbor is built out (at the time of original PWP certification in 1986) and will not be expanding, there will be no further impacts to traffic and circulation for the intersections that service the area. Traffic and Circulation Policy 1 of the PWP requires that the County coordinate with the Cities of Oxnard and Port Hueneme to maintain adequate Levels of Service at intersections within the Harbor.

In order to address the public access and nonautomotive or public transit objectives of Coastal Act Sections 30252 and 30253(d) and City of Oxnard LUP Policy 74, the County is proposing a new PWP policy to promote management of transportation for new development within the Harbor. This new policy will require that new development within the Harbor that produces over 50 trip ends per day submit a Transportation Demand Management Plan (TDMP) summarizing implementation measures to mitigate impacts to traffic conditions as a result of the new development. The Institute of Transportation Engineers (ITE) defines a trip end as the origin or destination of a trip; thus, each trip has two ends¹. Mitigation measures may include, but need not be limited to, shuttle programs, especially shuttles to and from transportation centers and visitor attractions, bicycle rentals, electric vehicle charging stations, and bus passes for project employees. Because the new policy does not require specific traffic mitigation for development, the County will have the flexibility to assess the impacts to traffic from each new project and select the appropriate, economically feasible mitigation. This flexibility is necessary to help smaller developments with more limited resources comply with the TDM requirements while also providing an array of solutions and mitigation strategies for larger developments. With this policy, new development shall be required to explore alternative transportation opportunities and enhance access within the Harbor consistent with Sections 30252 and 30253(d) and Policy 74. However, several changes to the policy are necessary to provide clarity and to ensure that new development will incorporate transportation demand management measures to minimize impacts to public access through increased traffic. The Commission finds that the minor modifications in **Suggested Modification Three** will help to clarify the intent of the proposed policy and specify that the TDM shall apply to each new development within the Harbor that will produce over 50 trip ends per day.

E. CALIFORNIA ENVIRONMENTAL QUALITY ACT

Pursuant to Public Resources Code Section 21067 and Sections 15050 and 15051 of Title 14 of the California Code of Regulations, the County of Ventura is the lead agency for CEQA purposes, as it is the public agency with principal responsibility for carrying out the Channel Islands Harbor Public Works Plan (and one of the agencies, if not the agency, with principal responsibility for approving it and supervising it as well), it is a local government with general powers, and it acted first on the subject PWPA.

As an agency with a certified regulatory program under CEQA section 21080.5, the Commission must consider alternatives and mitigation measures that would substantially lessen any significant adverse environmental effects that the proposal would otherwise have on the environment. Sections 13371 and 13356(b)(2) of Title 14 of the California Code of Regulations require that the Commission not approve or adopt a PWPA unless it can find that , "...there are no feasible alternatives, or feasible mitigation measures, . . . available which would substantially lessen any significant adverse impact that the development . . . may have on the environment." 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. For the reasons discussed in this report, Channel Islands Harbor Public Works Plan Amendment PWP-4-CIH-16-0004-1, as suggested to be modified, is consistent with the the

¹ Institute of Transportation Engineers Technical Council Committee 6A6. Trip Generation. Traffic Engineering/October 1976: 42

City of Oxnard Local Coastal Program and Chapter 3 policies of the Coastal Act incorporated in that LCP. There is no less environmentally damaging feasible alternative project and there are no other feasible mitigation measures that would reduce any significant impacts of the proposed amendment.

APPENDIX A

Substantive File Documents

County of Ventura Harbor Department Public Works Plan Amendment #6 (Hotel Complex)
Consideration of Environmental Factors, dated April 12, 2016; 5-15-0030 (Sunshine Enterprise,
LLP); 5-14-1932 (Lambert)



Exhibit 1
PWP-4-CIH-16-0004-1
Channel Islands Harbor Department
Vicinity Map

11. The County of Ventura seeks to provide an array of overnight accommodation opportunities, taking into account the area outside of the harbor, including a range of opportunities for visitors. In order to insure that the opportunities within Channel Islands Harbor are not diminished by future transitions to higher priced categories of overnight accommodations, any conversion of a current or Commission-approved overnight accommodations product to a more expensive category of products, as defined by the Commission at the time of the conversion, may be subject to an in lieu fee if such fee is adopted Coastal Commission policy at the time. The analysis to determine whether the conversion is to a higher-priced product shall take into account the age of the facility and the range of accommodations within the general visitor-serving area both within and surrounding Channel Islands Harbor.

VISUAL ACCESS

1. To enhance visual quality and ensure that new development and redevelopment activity does not impede views to the water area from the roadway to and from the waterfront and inland Harbor area, the following measures shall be implemented by the County:
 - a. A view corridor shall be defined as that area between the roadway and the roadway and the water which is not occupied by buildings, solid walls or fences, or landscaping which might interfere with the view of the water or water surface activity from the roadway.
 - b. A view corridor shall be measured from the linear distance paralleling the nearest public road.
 - c. At least 25% of the Harbor shall provide a view corridor that is to be measured from the first main road inland from the water line, which shall be at least 25 feet in width. View corridors shall be landscaped in a manner that screens and softens the view across any parking and pavement areas in the corridor. This landscaping, however, shall be designed to frame and accentuate the view, and shall not significantly block the view corridor. All redevelopment shall provide maximum views. Other than the proposed Boating Instruction and Safety Center (BISC) identified in this plan, no new development within a designated view corridor shall occur without an amendment to the Public Works Plan.
 - d. Future building or redevelopment ~~in the Harbor shall not exceed two stories or 25 feet in height or 35 feet on Parcel V-1 at the corridor of Victoria Avenue and Channel Islands Boulevard. Except where electrical equipment is placed on a building's rooftop, in which case the equipment and/or screening materials may extend no more than an additional 3 feet in height above the required 25 or 35 foot building height. Height shall be measured from the centerline of the frontage road. of existing buildings in the Harbor shall not exceed two stories or 25 feet in height except as set forth herein.~~

1. On Parcel V-1 at the corner of Victoria Avenue and Channel Islands Boulevard building height shall not exceed 35 feet.
2. On Parcels F and F-1 building height shall not exceed 55 feet or four stories, whichever is higher. Parapets, architectural features, electrical equipment, screening materials, telecommunications equipment, elevator housings and HVAC equipment shall not be included in the height limit. Height shall be measured from the centerline of the frontage road.

3.2 Recreational Boating

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

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

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

Restrictions on Boating

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

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

1. No organized events are allowed in the entrance channel navigation pattern without a permit from the Harbor Department.

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

Results of the study shall be incorporated into the HAATS program outlined in mitigation "I" above.

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

3.4. Proposed Policy for Transportation Demand Management (TDM): The streets within and leading to Channel Islands Harbor enjoy traffic conditions at Level of Service A and B, in spite of the Harbor being an attractive coastal visitor destination. In order to minimize impacts to the current traffic conditions that could be caused by future Harbor development, reduce greenhouse gas emissions, and promote energy efficiency, each project producing over 50 trip ends per day shall submit with the Notice of Impending Development (NOID) a summary of measures to be implemented to meet these aims. Measures may include, but shall not be limited to, participation in shuttle programs, especially to and from transportation centers (such as rail stations and airports) and visitor attractions; bicycle rentals; electric vehicle charging stations; bus passes for employees and similar TDM measures.

3.6 Dredging

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

The dredging of existing navigation channels, vessel berthing, mooring areas and boat ramps is allowed by Section 30233 of the Coastal Act, provided there is no feasible less environmentally

Table I
Inventory of Existing Uses/Intensities by Parcel

Use of Parcel	Parcel Size (acres) Land	No. of Slips or Dry Storage	Intensity (units or floor area)
<u>RESIDENTIAL</u>			
PCL C ^a	7.14 acres		90 apts
PCL F-4, 5	8.75 acres		118 apts
PCL LM-1			243 apts
PCL LM-2			123 apts
PCL LM-3	<u>19.65 (total for 1,2 & 3)</u>		<u>153 apts</u>
Subtotal	35.54 acres		727 apts
<u>LODGING</u>			
PCL F ^a	10.69 acres		<u>210 rooms</u>
PCL F-1	2.90 acres		
PCL F-3	<u>1.89 acres</u>		<u>274-90 rooms</u>
Subtotal	15.48 acres		<u>274-300 rooms</u>
<u>RESTAURANTS</u>			
PCL F ^a			12810 sq. ft.
PCL F-6	1.20 acres		10075 sq. ft.
PCL H ^a			3000 sq. ft.
PCL K-1	.79 acres	PL ^b	10924 sq. ft.
PCL K-2	.79 acres		11100 sq. ft.
PCL RS	3.57 acres		12100 sq. ft.
PCL V & V2 ^a			6266 sq. ft.
PCL X-3	3.03 acres		12000 sq. ft.
PCL Y-2 ^a	<u>-----</u>		<u>10000 sq. ft.</u>
Subtotal	9.78 acres		88275 sq. ft.
<u>RETAIL & MARINE SALES/SERVICE</u>			
PCL H- 1, 2 ^a	2.51 acres		
Boutique			1000 sq. ft
Chandlery			4000 sq. ft
Office for Boat Rent/Sales			1000 sq. ft
Bait & Tackle/Dive Shop			3950 sq. ft
Office & Space for:			4600 sq. ft
- Marine Services			
- Yacht Sales			
- Boat Rentals			
PCL N-1 ^a	3.4 acres		
Chandlery w/Office for:			5250 sq. ft
- Boat Sales/Storage			
- Insurance Brokerage			
PCL T	0.44 acres		
Office for:			540 sq. ft
- Fuel Dock			



Location of Parcels F
and F-1

Exhibit 3
PWP-4-CIH-16-0004-1
Channel Islands Harbor Department
View of Parcels F and F-1 from Channel Islands
Bldg Looking South

Google earth

© 2016 Google



8.33 ft



Existing Casa
Sirena Hotel

Existing Lobster
Trap Restaurant



Google earth

© 2016 Google

Exhibit 4
PWP-4-CIH-16-0004-1
Channel Islands Harbor Department
View of Existing Casa Sirena Hotel and Lobster Trap
Restaurant from Peninsula Road Looking Southwest

7.12 ft

Overlay: Existing vs. New Site Plan

**PROPOSED NEW HOTEL &
RESTAURANT**

**EXISTING HOTEL &
RESTAURANT**

**NEW VIEW CORRIDOR:
APPROX. TOTAL– 155'**

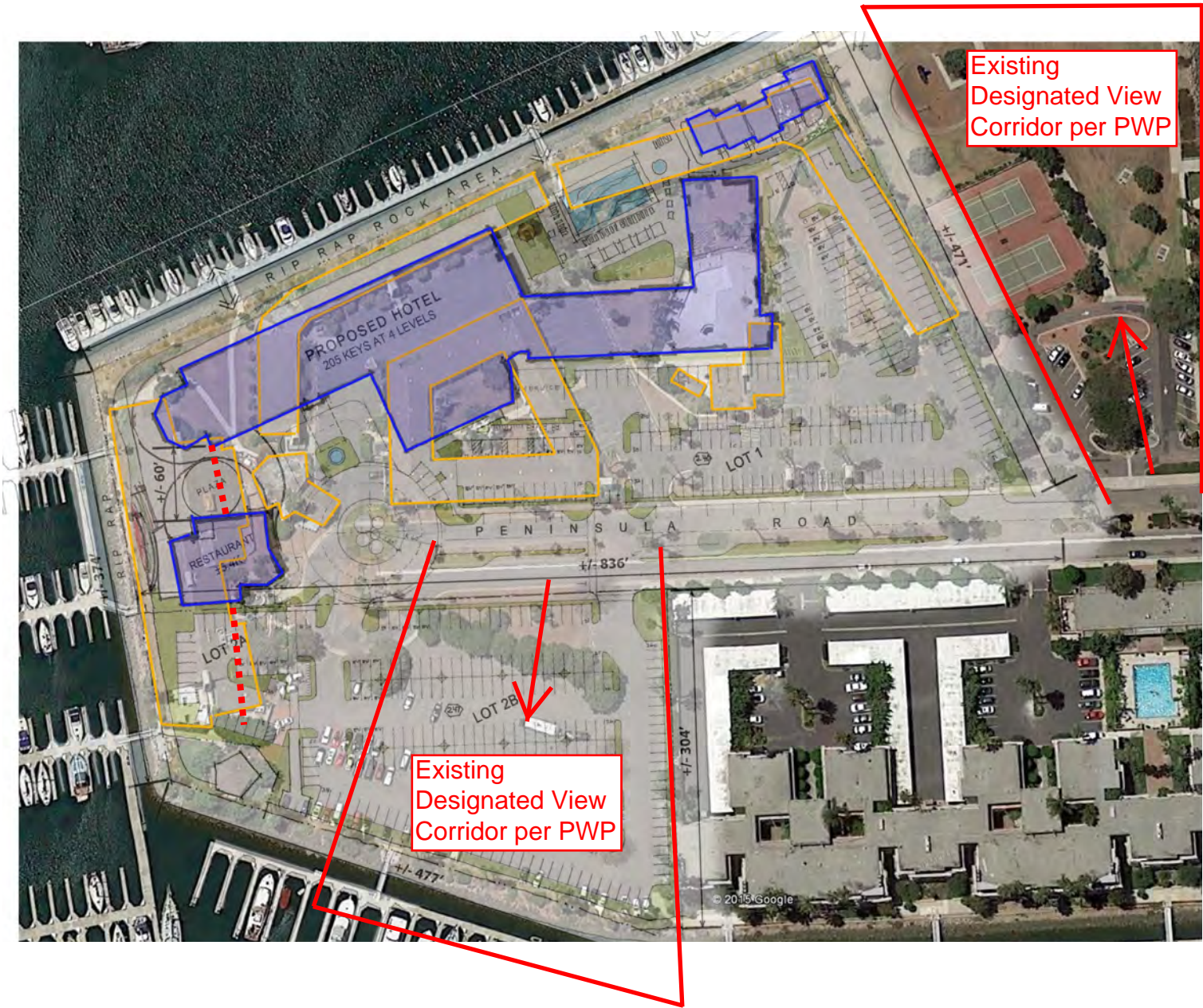


Figure 7: View Corridor

Exhibit 5
PWP-4-CIH-16-0004-1
Channel Islands Harbor Department
Existing and Proposed Development

Tab 3 - Multi-Seg DOW WDWE-ADR

Ventura County Lodging Association
For the Month of July 2015

Currency: USD - US Dollar

	Current Month ADR										Current Month ADR Percent Change (%)									
	Sun	Mon	Tues	Wed	Thur	WD	Fri	Sat	WE	Total	Sun	Mon	Tues	Wed	Thur	WD	Fri	Sat	WE	Total
Santa Barbara County, CA	202.23	191.71	192.87	192.89	200.41	195.89	258.33	273.16	265.07	217.6	3.9	5.3	8.0	5.9	2.3	5.1	7.4	8.9	7.9	6.8
San Luis Obispo County,	154.28	147.72	149.37	149.00	153.80	150.81	211.62	221.14	215.93	171.5	8.1	4.7	9.1	5.3	3.4	6.0	6.7	9.0	7.6	7.9
San Diego Northeast/Escondido, CA	130.31	132.28	136.38	139.06	143.68	137.16	154.51	159.06	156.56	143.4	5.7	5.3	9.4	6.3	5.8	6.6	3.7	5.4	4.4	6.4
Los Angeles North, CA	123.70	127.96	131.88	129.24	126.46	128.02	129.56	130.60	130.02	128.6	10.6	8.9	12.9	11.0	11.5	11.0	12.2	12.1	12.1	11.3
California	154.38	161.35	166.51	164.15	160.83	161.78	167.50	171.04	169.10	164.0	7.3	8.1	11.7	8.6	7.6	8.6	7.5	9.6	8.5	8.7
Ventura, CA+	109.54	109.25	110.81	108.34	112.20	110.09	145.86	152.53	148.91	122.4	6.4	7.2	10.4	4.3	4.4	6.4	12.6	14.7	13.5	10.1
Oxnard, CA+	149.85	147.57	150.73	147.61	149.28	148.93	167.33	168.80	168.01	155.2	6.5	5.5	8.1	6.9	5.1	6.4	12.1	11.5	11.8	8.5
Camarillo, CA+	100.31	100.75	105.27	102.54	99.12	101.65	115.30	120.65	117.73	106.8	3.6	-0.3	5.8	2.2	0.4	2.2	8.0	9.3	8.4	4.6
Thousand Oaks, CA+	106.06	116.59	118.38	113.99	108.03	112.79	111.56	113.30	112.35	112.6	12.8	11.6	13.9	11.1	9.7	11.5	9.7	10.7	10.1	11.1
Ventura County, CA	130.36	128.93	130.60	128.36	131.01	129.82	153.07	157.51	155.09	138.0	7.3	8.9	10.0	6.9	5.4	7.6	9.9	11.0	10.3	9.2

	Year to Date ADR										Year to Date ADR Percent Change (%)									
	Sun	Mon	Tues	Wed	Thur	WD	Fri	Sat	WE	Total	Sun	Mon	Tues	Wed	Thur	WD	Fri	Sat	WE	Total
Santa Barbara County, CA	171.99	156.30	154.79	157.04	164.87	160.68	208.74	216.22	212.56	177.6	4.9	5.0	5.0	4.2	4.3	4.6	7.0	4.7	5.7	5.0
San Luis Obispo County,	128.71	119.97	120.35	121.47	123.71	122.72	166.35	172.48	169.52	138.7	6.7	5.0	5.5	5.3	4.2	5.3	8.5	7.1	7.8	6.6
San Diego Northeast/Escondido, CA	109.44	113.82	116.76	117.48	113.10	114.39	116.72	117.87	117.30	115.3	6.1	5.2	5.8	6.2	4.9	5.6	6.5	6.1	6.3	5.9
Los Angeles North, CA	110.67	117.18	120.21	119.63	114.35	116.67	113.26	114.30	113.79	115.8	7.4	6.7	7.6	7.7	8.2	7.5	9.8	8.6	9.2	8.0
California	142.38	149.17	153.14	153.41	147.10	149.32	146.32	147.98	147.16	148.7	6.8	7.4	7.6	8.0	7.5	7.5	8.2	7.5	7.8	7.6
Ventura, CA+	97.58	96.18	97.54	97.88	98.16	97.49	116.31	120.80	118.63	104.3	7.8	6.8	6.8	6.8	6.9	7.0	11.5	11.1	11.3	8.7
Oxnard, CA+	130.01	128.68	130.53	129.98	129.30	129.71	138.24	138.75	138.50	132.5	9.6	8.7	9.0	9.7	9.4	9.3	12.8	9.9	11.3	10.0
Camarillo, CA+	89.56	93.60	96.44	95.78	90.91	93.54	97.04	100.25	98.69	95.1	3.1	1.3	2.3	2.5	1.3	2.1	6.8	4.6	5.6	3.2
Thousand Oaks, CA+	101.04	110.30	111.79	111.26	102.35	107.77	98.76	100.56	99.68	105.3	10.5	7.8	7.2	8.4	8.8	8.4	10.2	10.0	10.1	8.8
Ventura County, CA	118.97	117.51	118.95	119.11	118.06	118.52	130.84	133.36	132.13	122.8	7.6	7.2	6.8	6.8	7.0	7.0	9.8	7.8	8.8	7.7

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Exhibit 6
PWP-4-CIH-16-0004-1
Channel Islands Harbor Department
2015 Average Daily Rates