

CALIFORNIA COASTAL COMMISSION

SOUTH CENTRAL COAST DISTRICT OFFICE
89 SOUTH CALIFORNIA STREET., SUITE 200
VENTURA, CA 93001
(805) 585-1800



F11a

LCP-4-SBV-23-0059-2 (Advanced Water Purification Facility)**May 10, 2024****EXHIBITS****TABLE OF CONTENTS**

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RESOLUTION NO. 2023-72

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN BUENAVENTURA, CALIFORNIA, AUTHORIZING SUBMITTAL OF A MAJOR AMENDMENT TO THE LAND USE PLAN AND IMPLEMENTATION PLAN OF THE LOCAL COASTAL PROGRAM TO THE CALIFORNIA COASTAL COMMISSION, CONSISTING OF AN AMENDMENT TO SECTION 24.238.020 OF THE SAN BUENAVENTURA MUNICIPAL CODE, AMENDMENT TO THE 1989 COMPREHENSIVE PLAN, AND A ZONE MAP AMENDMENT TO PREZONE A SITE

WHEREAS, the City of San Buenaventura desires to amend its certified Local Coastal Program (LCP) with a major amendment to the Land Use Plan (LUP) and Implementation Plan (IP) to amend the City's Comprehensive Plan within the coastal zone of San Buenaventura to change the development standards for the Harbor Area to accommodate a newly annexed property into the City, which is the future site of an Advanced Water Purification Facility (AWFP); and,

WHEREAS, the LCP amendment to the LUP requests an amendment to the Comprehensive Plan to outline area specific recommendations and reclassify a site's land use designation to Harbor Commercial attached to this resolution as Exhibit 1 and incorporated herein by reference; and,

WHEREAS, the LCP IP Amendment consists of a Zoning Ordinance amendment to Section 24.238.020, "Uses- Permitted," to clarify that "public service facilities, including fire and police stations, libraries, public parking lots, sewer treatment facilities, utility substations" are a permitted use, generally and not erroneously under commercial fishing in the Harbor Commercial Zone, and a Zoning Map Amendment to pre-zone a site prior to annexation to Harbor Commercial district, also attached to this resolution in Exhibit 1 and incorporated herein by reference; and,

WHEREAS, pursuant to Public Resources Code Section 21080.9, the California Environmental Quality Act (Public Resources Code Section 21000 et seq.; CEQA) does not apply to activities and approvals by a local government as necessary for the preparation and adoption of a local coastal program pursuant to the California Coastal Act (Public Resources Code Section 30000 et seq.), and as provided by Section 15265 of the CEQA Guidelines (14 Cal. Code Regs, Section 15000 et seq.), the burden of CEQA compliance for local coastal programs is shifted from the City to the California Coastal Commission; and,

WHEREAS, any proposed changes to the IP must conform with and adequately carry out all applicable policies and standards of the Land Use Plan (LUP), which, either procedurally or substantively, affect or direct the location, type, density, or intensity of such uses through specified due process and/or restrictions, limitations, and performance standards imposed on such uses; and,

WHEREAS, the LCP Amendment to amend the IP as proposed does conform with and is adequate to carry out the policies, objectives, principles, standards, and plan proposals set forth in the applicable provisions of the adopted and certified LUP; and,

WHEREAS, any proposed changes to the LUP must meet the requirements of, and is in conformity with, the policies of Chapter 3 of the Coastal Act; and,

WHEREAS, the LCP Amendment to amend the LUP remains consistent with, and meets the requirements of, the policies of Chapter 3 of the Coastal Act; and,

WHEREAS, adequate and timely public notice for this public hearing has been provided in the following manner, consistent with California Code of Regulations Sections 13552 and 13515, Government Code Section 65352 and City Municipal Code regulations, at a minimum: published notice in the Ventura County Star newspaper a minimum of ten working days prior to the public hearing; mailed a notice a minimum of six weeks in advance of the final local action hearing date (September 25, 2023) to the cities of Port Hueneme and Oxnard, the County of Ventura, affected public agencies, libraries, the media, and interested parties to duly notice availability of the draft LCP Amendment.

NOW, THEREFORE, the City Council of the City of San Buenaventura does hereby resolve, find, determine and order as follows.

Section 1: The preparation and adoption of the LCP Amendment is exempt from the CEQA pursuant to Section 15265 of the State CEQA Guidelines.

Section 2: The Community Development Department is hereby authorized to submit the LCP Amendment, included as Exhibit 1, to the California Coastal Commission for final action and certification.

Section 3: The LCP Amendment shall take effect upon final certification by the California Coastal Commission unless revisions are made by the Coastal Commission.

The foregoing Resolution was adopted by the City Council of San Buenaventura on September 25, 2023, by the following vote:

Ayes: Councilmembers Johnson, Duran, McReynolds, Halter,
Campos, Deputy Mayor Dr. Sánchez-Palacios, and Mayor
Schroeder

Noes: None

Absent: None



Joe Schroeder
Mayor

ATTEST:

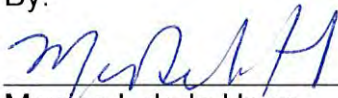


Michael B. MacDonald, CMC
City Clerk

APPROVED AS TO FORM
Andrew Heglund
City Attorney



By:



Monica I. de la Hoya
Assistant City Attorney

EXHIBITS:

Exhibit 1: Resolution with Comprehensive Plan Amendments, Land Use Map
and Zoning Map Amendments

RESOLUTION NO. 2023-71

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN BUENAVENTURA APPROVING A GENERAL PLAN AMENDMENT AND COMPREHENSIVE PLAN AMENDMENT, BOTH PART OF A MAJOR AMENDMENT TO THE LAND USE AND LOCAL IMPLEMENTATION PLANS OF THE LOCAL COASTAL PROGRAM, TO ESTABLISH DEVELOPMENT STANDARDS AND A HARBOR COMMERCIAL LAND USE DESIGNATION, AND PRE-ZONING A 10-ACRE SITE OF UNINCORPORATED TERRITORY TO THE HARBOR COMMERCIAL (H-C) ZONE, LOCATED AT THE SOUTHEAST CORNER OF HARBOR BOULEVARD AND OLIVAS PARK DRIVE, AND SETTING FORTH DETAILS IN REGARD THERETO

**PROJECT NO.: 23-0279
CASE NO.: GPA-03-23-0001**

WHEREAS, an application has been filed by the City of Ventura Water Department, pursuant to the City of San Buenaventura Municipal Code, for a major amendment to the City's general plan, comprehensive plan and Local Coastal Program (LCP) to allow harbor commercial uses at 10-acre site at the southeast corner of Harbor Boulevard and Olivas Park Drive and more specifically to include text and map change amendments to the City's 1989 Comprehensive Plan and Local Implementation Plan which serves as the Local Coastal Program for the Property, and the City's General Plan/Comprehensive Plan maps as shown in Exhibits A and B, attached hereto; and,

WHEREAS, City staff provided adequate and timely public notice for all public hearings in the following manner, consistent with California Coastal Commission regulations Sections 13552 and 13515 and City Municipal Code regulations: publishing a notice in the Ventura Star newspaper a minimum of ten days prior to each public hearing; mailed notice 10 days prior to each public hearing to all property owners within a 300-foot radius and all residents within a 100-foot radius of the subject property; posting two 4' by 8' signs 10 days prior to each public hearing on the subject property containing project description, case numbers, applicant and City contact information, and the date and location of public hearings; and, mailing notice a minimum of six weeks in advance of the Council hearing date (September 25, 2023) to the cities of Oxnard and Port Hueneme, County of Ventura, affected public agencies, libraries, and the Ventura Star newspaper for publishing to duly notice the LCP Amendment; and,

WHEREAS, the project is consistent with the Coastal Act and the City's LCP, and with the City's General Plan. As the proposed project is within the Coastal Zone, the proposed amendment must be consistent with the California Coastal Act. The project is consistent with Coastal Act policies regarding public access, Environmentally Sensitive Habitat (ESHA), prime agriculture, visual resources, circulation and pedestrian access,

and wetlands. The City's General Plan (2005) also satisfies State requirements for the City's LCP in accordance with the California Coastal Act (Public Resources Code § 30000 et seq.). Actions in the General Plan that affect coastal resources are intended to become part of the Land Use Plan of the LCP, which would be accomplished through specific or community plans for those areas; and,

WHEREAS, the Comprehensive Plan Amendment is consistent with and reflective of the goals, policies, and intent to encourage orderly growth and development in a manner that preserves the public's health, safety, and welfare. The proposed development standards for the new "Southeast Harbor" area include development and construction requirements that the development be designed to complement the existing visual character of the harbor, requires not more than 50% lot coverage for buildings and structures, limits buildings on the site to 45 feet in height, and has setback requirements from Harbor Boulevard and Olivas Park Drive. These development standards are consistent with the other approved "Harbor" areas of the Comprehensive Plan. There are proposed new policies for the proposed "Southeast Harbor" area that include policies for land use, automobile, visitor, and bicycle parking, landscaping, bird-safe building standards, biological resources, stormwater management, and potential coastal hazards. These policies are drafted based on area location and specific only to the proposed "Southeast Harbor" area; and,

WHEREAS, the General Plan Amendments are consistent with the approved General Plan. Actions in the General Plan that affect coastal resources are intended to become part of the Land Use Plan of the Local Coastal Program, which will be accomplished through specific or community plans for those areas. The proposed General Plan Amendment will change the current General Plan Land Use Designation from Planned Commercial Tourist Oriented to Harbor Commercial and the Land Use maps associated with the General Plan. As discussed above, the project is consistent with the Coastal Act and the City's Local Coastal Program and therefore is consistent with the City's General Plan. However, the City's General Plan was not certified by the California Coastal Commission, and as a result, the Comprehensive Plan is considered the current General Plan for the Coastal Areas within the City, and is also being updated to ensure consistency; and

WHEREAS, as part of the annexation of the parcel to the City of San Buenaventura, the parcel is required to be pre-zoned. The project proposes a Major Amendment to the Local Implementation Plan portion of the Local Coastal Program, pre-zoning the site to H-C, Harbor Commercial with related text amendments to be adopted by associated ordinance. The City's H-C zoning district describes the uses in the zone that: 1) provide an area in which coastal-dependent, coastal-related, recreational, visitor-serving, recreational boating, and commercial fishing facilities shall be emphasized and located to function safely, efficiently, and harmoniously; 2) regulate, with both general and specific development standards, a high level of site development and operational performance with due consideration to visual impacts, and to public access opportunities; and

3) provide visitor and recreational facilities serving low- and moderate income persons. The zone district allows government and public service facilities such as the proposed Advanced Water Purification Facility.

NOW THEREFORE BE IT RESOLVED the City Council of the City of San Buenaventura does hereby resolve, find, determine, and order as follows.

Section 1: The above recitations are true and correct and are incorporated herein by this reference.

Section 2: CALIFORNIA ENVIRONMENTAL QUALITY ACT. A FEIR Addendum to EIR-9-19-52130 (Addendum #2) was prepared for the project. The California Environmental Quality Act of 1970 (CEQA) Guidelines Section 15164 (Addendum to an EIR or Negative Declaration) provides that an addendum shall be prepared when only minor technical changes, or changes which do not create new significant impacts, would result. This Addendum is for changes to EIR-9-19-52130, which was prepared pursuant to CEQA Guidelines 15162. Based upon the City's analysis of the project and material submitted, there are no substantial changes or changed circumstances under which the environmental review of the proposed projects would require major revisions of the previous EIR. No new significant environmental effects nor substantial increase in the severity of previously identified significant effects under the certified EIR-9-19-52130 have been found with the proposed projects. No new information has surfaced that the proposed project would have one or more significant effects not previously discussed in the approved EIR-9-19-52130; nor would any impacts previously examined become substantially more severe than in the approved EIR-9-19-52130; further, no mitigation measures or alternatives previously identified as infeasible have become feasible or available to substantially reduce one or more significant effects than in the approved EIR-9-19-52130; nor would any mitigation measures or alternatives be considerably different than those analyzed in the approved EIR-9-19-52130. As part of this Addendum, the Summary of Impacts and Mitigation Measures adopted for EIR-9-19-52130 are referenced hereto and included in the Addendum.

Section 3: Based on the above findings, the City Council approves a major amendment to the LCP changing the Land Use Designation for the Ventura Water Harbor Boulevard site to Harbor Commercial (HC) as described in Exhibit "A" and updating the Ventura Harbor Areas Map as shown in Exhibit "B".

Section 4: Based on the above finding, the City Council approves an amendment to the 1989 Comprehensive Plan and LCP to modify the Olivas Community and Ventura Harbor sections of the Comprehensive Plan, as described in Exhibit "A".

Section 5: Based on the above findings, the City Council approves a major amendment changing the Land Use Designation in the General Plan for the Ventura Water Harbor Boulevard site from Commerce to Harbor Commercial (HC) and modify the Land Use Map as shown in Exhibit "B".

Section 6: Based on the above findings, the City Council approves a major amendment to the Local Implementation Plan (LIP) portion of the Local Coastal Program, pre-zoning the site to the Harbor Commercial (H-C) zone, as shown in Exhibit "B".

Section 7: Based on the above findings, the City Council approves a major amendment to Local Implementation Plan zoning regulations in Chapter 24.238 (H-C Harbor Commercial Zone), section 24.238.020 (Uses-Permitted), part B(3)(j), for "public service facilities, including fire and police stations, libraries, public parking lots, sewer treatment facilities, utility substations" out of the "Commercial Fishing" part, and into the general part of 24.238.020 (B).

Section 8: With the approval of the proposed General Plan/Comprehensive Plan Amendment and Major Amendments to the Local Implementation Plan, Case No. GPA-03-23-0001, the City Council hereby confirms its intent that the City's LCP will continue to be carried out in a manner fully consistent with the California Coastal Act.

The foregoing Resolution was adopted by the City Council of San Buenaventura on September 25, 2023, by the following vote:

Ayes:	Councilmembers Johnson, Duran, McReynolds, Halter, Campos, Deputy Mayor Dr. Sánchez-Palacios, and Mayor Schroeder
Noes:	None
Absent:	None



Joe Schroeder
Mayor

ATTEST:



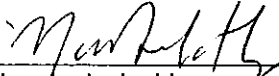
Michael B. MacDonald, CMC
City Clerk

APPROVED AS TO FORM

Andrew Heglund

City Attorney

By:

A handwritten signature in black ink, appearing to read "Monica I. de la Hoya", is written over a horizontal line.

Monica I. de la Hoya

Assistant City Attorney

EXHIBITS:

Exhibit 1 – General Plan and Comprehensive Plan Amendments

Exhibit 2 – Map Changes to General Plan, Comprehensive Plan and Zoning Map

Proposed Local Coastal Program Amendment
LEGISLATIVE FORMAT
VENTURA AWPf PROJECT
San Buenaventura
CC Resolution 2023-71

OLIVAS COMMUNITY

Intent and Rationale for Land Use Designations:

General Character: The majority of the property in the Olivas Community is designated for Agricultural Use (not to be reconsidered until after the Year 2010). It is the intent of this designation to preserve and protect this prime agricultural land and to ensure its agricultural viability. To enhance the scenic quality of this area, existing tree rows adjacent to the agricultural uses shall be retained. East of Victoria Avenue, the main intent is to have this area develop with a mix of high quality industrial and commercial uses in an attractive manner. The major undeveloped portion of this area, located adjacent to the Ventura Auto Center, has characteristics which make it appropriate for business park/industrial and associated commercial development; there is good visibility from and proximity to Highway 101, large landholdings, no barriers to internal circulation systems and visual attractiveness. The only drawbacks to the area's potential are the existence of unattractive development in the Santa Clara River flood plain and public works infrastructure deficiencies, especially in with regards to traffic and the existing Highway 101/Johnson Drive freeway interchange.

~~Commercial Uses: The property at the southeast corner of Olivas Park Drive and Harbor Boulevard is designated for Planned Commercial Tourist Oriented development. The~~

~~PC T development shall be oriented to Ventura Harbor and the Olivas Park Golf Course.~~

~~Prior to development of the PC T area, the presence of any wetlands on or adjacent to the site which could be affected by development shall be determined. If any such wetlands are confirmed to exist, a wetlands study paid for by the developer shall be prepared, and all project design recommendations from this study incorporated into the proposed project.~~

Commercial Uses:

There are two Planned Commercial (PC) designated sites within the Olivas Community, both of which abut Victoria Avenue. The property located at the intersection of Olivas Park Drive and Victoria Avenue is ideally suited for a commercial use. The Planned Commercial designation was placed on this property to ensure that the commercial development will be compatible with the aesthetic qualities of the site's location at a Scenic Approach to the City. The intent for the other PC designated land at the Valentine Road and Victoria Avenue intersections is to upgrade the physical appearance of the existing commercial uses, while controlling the design of future development. This area's high visibility from Highway 101 should be ~~taken into account~~ considered as a part of any development.

VENTURA HARBOR

The Ventura Harbor area of the Comprehensive Plan includes the waters of Ventura Harbor and the land immediately surrounding these waters. The Ventura Harbor area, as defined, is limited to the jurisdictional boundaries of the Ventura Port District. Within the Ventura Port District jurisdictional boundaries, the harbor has been divided into four subareas. These subareas are referred to as the South Peninsula, Southwest Harbor, Central Harbor, and Northeast Harbor. The property at the southeast corner of Olivas Park Drive and Harbor Boulevard is one parcel and is in the Southeast Harbor area, but it is not a part of the Ventura Port District.

Each of the subareas is subject to one or more of three land use designations, which establish basic land use policy for the Harbor. This section of the Comprehensive Plan first describes the land use designations and general provisions, which apply to all development within the harbor, followed by discussions of Harbor subareas and maps.

Intent and Rationale for Land Use Designations:

Land Use Designations: Harbor Commercial (HC), Harbor Related Mixed Use (HRMU), Mobile Home Park (MHP).

Harbor Commercial (HC)

The Harbor Commercial (HC) designation in the Ventura Harbor area is intended to cause any new development in that area to be compatible with existing and proposed uses in the Harbor complex (as described below). Development in this area, which is also designated as a Scenic Approach to the City, should be designed to complement the existing visual and structural character of the Harbor complex, and the development should be oriented toward recreation, visitor-serving, marina, and commercial fishing uses.

To facilitate the recreation, tourist and commercial fishing opportunities within the Harbor complex, the Harbor Commercial (HC) designation shall give priority to visitor-serving commercial recreational uses over general commercial development, but not over commercial fishing, and shall protect coastal recreational land suitable for such uses. Public service facilities may also be allowed within the HC designation when a specific site within the harbor area is found to be suited for public use, and will not displace existing recreation, visitor serving or commercial fishing uses.

Because of the specific function of the Harbor, private residential and general industrial uses are not appropriate in the HC designated area.

Uses within the Harbor Commercial area shall be designated as either priority or non-priority uses. Priority uses include those uses listed in the Harbor Commercial (HC) section of the City's Zoning Ordinance under the headings of: (1) commercial visitor-serving, (2) recreation, boating, fishing, (3) commercial fishing, and (4) public service

facilities. Non-priority uses include general commercial retail and offices. To ensure that a minimum number of priority land uses and coastal facilities are provided in the Harbor complex: (1) non-priority residential uses consistent with the Local Coastal Program and the criteria of the Land Use Plan shall be allowed in the HRMU designated category; (2) non-priority general retail and office uses for the 111.39 acres land in the Harbor shall be limited to 5 acres (this is exclusive of streets (17.29 acres), and the existing mobile home park (41.66 acres); and (3) dependent and harbor-oriented facilities described later in this section shall be required.

As Planned Development Permits are approved, the City shall make findings as to the adequate provision of minimum numbers or types of coastal facilities described later in this section, in terms of their consistency with this Plan.

Harbor Related Mixed Use (HRMU)

The purpose of the Harbor Related Mixed Use (HRMU) designation is to ensure that the City and Port District obtain the best-suited horizontal mixed-use development for the last remaining large parcel in Ventura Harbor. The harbor-front parcel currently lays fallow and unused. While the site presents no obstacles to accessibility of the harbor, its location off of any major thoroughfare and its lack of amenities and visitor-serving facilities leaves the site wholly unattractive to visitors. The HRMU designation shall encourage development of this property with a balance of visitor-serving, recreational and residential uses. The visitor-serving and recreational components shall provide amenities for the public while the residential component should aim to enliven the development and turn it into a destination. The residential component shall provide a critical mass of residents to activate the Harbor but shall not overwhelm the harbor-front to the public's detriment. The purpose of the HRMU designation shall also be to ensure development which can function as a transition between the adjacent residential neighborhoods to the north and east and the primarily commercial and visitor-serving uses (both existing and envisioned) of the rest of the harbor. To encourage continued coastal-dependent recreation and tourist opportunities within the waterfront areas of the harbor, the HRMU designation category requires that public amenities, such as a public accessway, public parking, a public park and restrooms and harbor oriented recreational and visitor-serving facilities are included on the site.

Residential development, which is considered a non-priority use within the harbor, shall be limited to the development of Parcels 15 and 18 and the existing Mobile Home Park (MHP) designation and all other references to non-priority uses elsewhere in the harbor shall mean general commercial and office uses only. Development of Parcels 15, 16, and 18 shall be subject to the preparation and approval of a master site plan for Parcels 15, 16, and 18. The master site plan for Parcels 15, 16, and 18 shall, at a minimum, meet the criteria set forth in the Area Location and Intensity policies for the Northeast Harbor, as well as any pertinent standard set forth in the Zoning Ordinance. All coastal-dependent and visitor-serving development shall be integrated with the overall character of the

harbor and continue to encourage tourist activity consistent with the goals of the City's Local Coastal Program.

Mobile Home Park (MHP)

The existing mobile home park provides affordable housing and is designated MHP for mobile home park use. It is intended that this use be allowed to continue as a mobile home park, and the site be rezoned accordingly. In the event that redevelopment of the mobile home park occurs, an amendment to this Comprehensive Plan and Local Coastal Program will be necessary. Unless adequate, affordable, low and moderate-income housing exists nearby, redevelopment must include one-to-one ratio replacement housing and housing assistance for low and moderate-income tenants. If redevelopment occurs, at least 90% of the land area shall be devoted to priority uses.

To ensure that lower cost recreational and visitor-serving facilities are available to all income groups, picnic tables, public rest rooms, pedestrian and bicycle access ways, pedestrian furniture, bicycle storage racks, small boat sailing, renting and berthing areas, and at least two lower cost eating establishments of at least 2,000 square feet each shall be provided. In addition, the Harbor beach area, which provides a lower cost recreational activity, shall be preserved for general public recreational use.

In order to encourage recreational boating, non-water dependent land uses shall be limited within the Harbor's water area complex so as to not congest access corridors and preclude recreational boating support facilities. In addition, a minimum number of recreational boating facilities available to the general public shall be provided and/or protected, including at least 1,500 recreational boat slips, public launch facilities, dry boat storage and fuel dock facilities.

Recreational boating and commercial fishing shall be located and designed so as to not interfere with one another. Potential impacts from commercial fishing or general boat repair and construction operations shall be mitigated. Mitigation measures shall include locating such facilities away from existing residential areas.

Conversion of existing commercial slips to recreation use shall not be permitted unless the Port District, in conjunction with the City of San Buenaventura, determine that all current and foreseeable future demand has been satisfied. Should any future conversion of commercial slips reduce the minimum berthing space that exists in the Harbor, which is required by the City's Land Use Plan, an amendment to the Land Use Plan will be required. Any future determination of whether conversion of commercial slips to recreational slips will adversely impact the demand of the commercial fishing industry shall be based on the following: future evidentiary data regarding commercial fishing industry needs at the Ventura Harbor presented by the Ventura Port District in consultation with the Ventura County Fisherman's Association and reviewed and approved by the City of Ventura, demonstrating that a minimum number of boat slips are provided to serve the needs of the commercial fishing industry needs. All future

determinations described in the preceding sentence shall take into consideration the cyclical changing conditions of the industry.

A minimum number of facilities serving the commercial fishing industry, adequate to meet the industry demand demonstrated in the Ventura Harbor, shall be provided within the Harbor complex. These include the existing 4,200 slip feet or berthing for at least 90 permanent and 15 transient commercial fishing boats, whichever is greater, a boat repair yard, ice facilities, fuel facilities (24 hours/day), laundry, shower and rest room facilities, two or more fish receiving facilities, a net repair area, hoists, wharf age of additional docking space and, cold storage facilities. In order to meet the changing technological needs of the commercial fishing industry, the following developments shall be given priority in the southwest harbor area and in other harbor areas compatible with commercial fishing as demand is demonstrated: the development of approximately 40 additional commercial boating slips (60-80 foot range and 45-55 foot range) while retaining the existing 4,200 slip feet which serves permanent and transient fishermen. Uses oriented toward commercial fishing, such as fish processing facilities, additional ice and cold storage facilities and additional commercial fishing boat slips shall be given priority over redevelopment of existing visitor-serving commercial projects, consistent with the needs of the commercial fishing industry. Alternatively, such uses may be provided in close proximity to the commercial fishing facilities provided that they are in a location that is easily and readily accessible without adversely impacting other priority activities in the Harbor.

The location and intensity of all land and water uses must be specifically defined to ensure no significant adverse cumulative impacts on coastal resources or access by existing or permitted development.

To ensure that the visual character of the Harbor is maintained, structures located on the South Peninsula shall be limited to two stories, not exceeding 30 feet in height except for such structures as theme towers, observation decks and radio antennas. The South Peninsula is defined as that area located on either side of Spinnaker Drive and north of an imaginary line drawn 2,400 feet south of the terminus of Spinnaker Drive.

To enhance visual quality and ensure that new development does not impede views to the water area from the roadway or to and from the beach and inland harbor area, the policies listed below apply. A view corridor is defined, for purposes of enforcing these policies, as that area between the roadway and water which is not occupied by buildings or solid walls and fences that would impede the view of the water from the roadway. View corridors shall be measured from the linear distance paralleling the nearest public road. (See Maps following this section for delineation of Harbor areas.)

SOUTH PENINSULA

For development on the South Peninsula, the following criteria shall be applied to each lot, except for the National Park Service site.

1. Buildings and other structures shall not occupy more than 25% of the lot area.
2. At least 50% of each lot shall provide a view corridor as measured from Spinnaker Drive.
3. A view corridor shall provide a single unobstructed view, except that on Parcel 5 this requirement may be satisfied by the provision of two corridors, if one corridor has a minimum width of 375 feet and the other corridor a minimum width of 125 feet.
4. All structures shall be limited to two stories, not exceeding 30 feet in height, except for a possible aquarium/research center, which shall be limited to 45 feet in height.

Southwest Harbor

For new development in the Southwest Harbor area, the following criteria shall be applied to the entire area taken as a single unit.

1. Buildings and other structures shall not occupy more than 25% of the total area.
2. At least 30% of the area shall provide view corridors to be measured from Spinnaker Drive.
3. All structures shall be limited to three stories, not exceeding 45 feet in height, except for theme towers and observation decks which shall not exceed 55 feet in height, and antennas and masts which shall not exceed 70 feet in height.

Central Harbor

For development in the Central Harbor area, the following criteria shall be applied to the entire area taken as a single unit.

1. Buildings and other structures shall not occupy more than 25% of the total area.
2. At least 50% of the area shall provide view corridors to be measured from Spinnaker Drive or Navigator Drive as appropriate.
3. Existing vegetation, with the exception of existing palm trees, located at the Harbor entrance at the intersection of Harbor Boulevard and Spinnaker Drive, on parcel 080-0-240-245, shall be removed for the purpose of providing and maintaining open harbor views, prior to or concurrent with the construction of any new development on Parcel One in the Central Harbor area. Low-lying landscaping (plant species with a maximum natural growth of less than 2 feet in height), and the existing Ventura Harbor monument entrance sign may be permitted within this area.
4. All structures shall be limited to three stories, not exceeding 45 feet in height.

For development on Parcel One in the Central Harbor area, the following criteria shall be applied.

1. One continuous view corridor shall be maintained between Harbor Boulevard and harbor waters, beginning approximately 135 feet south of the existing boatel/hotel, continuing north for approximately 420 feet, as depicted on Map 4. 100 % of this view corridor shall preserve views of harbor waters. Parking lot(s) and low-lying landscaping (plant species with a maximum natural growth of less than 2 feet in height) may be permitted within the view corridor, but structures are prohibited.

Existing vegetation within the view corridor that is over 2 feet in height shall be removed.

2. All structures shall be limited to three stories, not exceeding 45 feet in height.

An environmental resource specialist shall conduct bird surveys to observe and/or identify any sensitive species, breeding behavior, and/or active nests prior to the removal of existing vegetation on Parcel One and Parcel 080-0-240-245. In the event that any sensitive species are present, but do not exhibit reproductive behavior and are not within the estimated breeding/reproductive cycle of the subject species, removal may occur. All trees removed shall be replaced in the Ventura Harbor with native, non-invasive species at a ratio of 1:1 prior to completion of the construction activities for expansion of the boatel/hotel on Parcel One (1).

Northeast Harbor

For development in the Northeast Harbor area, the following criteria shall be applied, except for the mobile home park.

1. Buildings and other structures shall not occupy more than 35% of a given project.
2. View corridors of the harbor from Anchors Way Drive shall begin at Schooner Drive and continue for approximately 1,500 feet to the western terminus of the boat launch area. At least 50 percent of this portion of Anchors Way, including the boat launch area, shall preserve views of harbor waters. Additionally, a development shall receive credit toward the fulfillment of the requirement for any internal project roadway with unobstructed views of the harbor. Fragments of roadway less than 100 linear feet shall not count toward the fulfillment of this requirement. The public park at the terminus of Navigator Drive shall be designed so as to maintain open-views of the harbor.

Development of vacant properties south of the boat launch area (Parcels 15 and 18) shall provide public pedestrian access and a bicycle path (waterfront promenade) adjacent to and along the entire length of the waterfront and connecting to the existing bike lanes on Navigator Drive and Anchors Way. These access ways to the water frontage and the development of a public park in concert with any residential land use shall offer additional enhanced views of the harbor.

3. All structures shall be limited to three stories, not exceeding 45 feet in height, except theme towers and observation decks or similar structures which shall not exceed 58 feet, and freestanding antennas, masts and flagpoles which shall not exceed 60 feet, and antennas, masts and flagpoles attached to a structure, which shall not exceed 10 feet above the maximum height of the structure to which it is attached. Up to three flagpoles marking project entry, project center or otherwise creating project identity shall be permitted, no exceeding 85 feet in height.

Harbor activities shall be clustered into locations appropriate to their use to further Coastal Act policies. More intensive and higher density activities shall be concentrated on the inland side of the Harbor. The South Peninsula shall contain less intensive and dense uses, recognizing its unique character between two water bodies, its predominant water oriented public recreational character, its effect on views to and from the beach, channels and towards the ocean and Channel Islands, and the need to ensure that

development and parking do not impact the sandy beach area. The National Park Headquarters has increased the significance of the South Peninsula as a use of greater than local importance and a visitor destination.

To further define location and intensities, the following policies shall be followed in all permit decisions in the Harbor. (See Maps following this section for delineation of Harbor areas.)

Southeast Harbor

The property at the southeast corner of Olivas Park Drive and Harbor Boulevard is one parcel and is in the Southeast Harbor area, but it is not a part of the Ventura Port District. The parcel is designated as Harbor Commercial (HC). For development on this parcel, the following criteria shall be applied:

1. Development on this parcel shall be designed to complement the existing visual character of the Harbor.
 2. Buildings and other structures shall not occupy more than 50% of the total area of the lot.
 3. All buildings and structures shall be limited to 45 feet in height, except as may be authorized under Zoning Regulations Section 24.405.030.
 4. Required setbacks for the buildings and other structures, not including fences or walls shall be a minimum of:
 - a. 20 feet from the western property line (Harbor Boulevard)
 - b. 20 feet from the northern property line (Olivas Park Drive)
 - c. 10 feet from the eastern and southern property lines.
 5. All buildings and structures shall be solar ready and meet all solar ready requirements per the adopted Energy Code.
 6. Parking facilities must include infrastructure to support the immediate and convenient installation of electric vehicle supply equipment, which includes the installation of electrical panels, conduit/raceways, overprotection devices, wires and pull boxes.
-

Area Locational and Intensity Policies

Northeast Harbor Area: This area shall be developed primarily with commercial visitor-serving uses and, for the portion designated HRMU, with a master-planned residential/commercial, visitor-serving and recreational mixed-use development. Uses allowed in this area include the following:

- (1) Commercial visitor-serving uses.
- (2) Recreational boating.
- (3) Non-priority uses limited to public facilities and general retail and offices.
- (4) Non-water oriented commercial.
- (5) Public park and recreation.
- (6) Residential uses limited to a maximum of 300 units as part of a mixed-use development, only if the residential uses are developed concurrently with a minimum of 21,000 sq. ft. of ground-floor commercial visitor-serving space; and
- (7) Mobile homes for the Mobile Home Park area (MHP).

Commercial fishing facilities are not intended uses in the Northeast Harbor Area. Coastal dependent and coastal-related recreation and visitor-serving uses shall be developed adjacent to the harbor front and shall have priority over residential and general commercial development.

A. Parking and Circulation

- 1) All development shall preserve visitor-serving uses and coastal access by providing adequate off-street parking areas in an amount determined pursuant to the off-street parking regulations described in Chapter 24.415 of the Municipal Zoning Code or any modified parking requirements that are certified as an LCP amendment in the future. Every use of property hereafter initiated, reinitiated, expanded, intensified, or changed and every building hereafter erected, enlarged, or structurally altered to accommodate such uses shall be required to provide adequate off-street parking spaces. In instances where it is not practical to provide all required off street parking spaces on the subject site, private offsite parking shall be permitted provided that: (a) the boundaries of the other site containing available parking are located within 500 feet of the boundaries of the site containing the subject land use; (b) The parking spaces available on the other site are not required for another use; and (c) The applicant's right to use the offsite parking spaces is guaranteed in a manner satisfactory to the director and the city attorney through a recorded instrument or executed agreement which is irrevocable throughout the lifetime of the development.

B. HRMU Parcel.

Development on the HRMU designated parcel shall be subject to the preparation of a master site plan for Parcels 15, 16, 18. The master site plan shall include, at a minimum, the following:

1) Land Use and Development Standards

- a) Architectural criteria, landscaping criteria, circulation requirements, and public view protection of the harbor.
- b) Any residential development proposed for the HRMU area shall aim to create a critical mass of residents that will activate the Harbor, without detracting from or interfering with the harbor oriented coastal visitor-serving uses, tourist activity and public recreational boating uses. New residential development within the Ventura Harbor shall be limited to the HRMU designated area and a maximum of 300 dwelling units shall be permitted providing such development is part of a mixed-use development that includes no less than 21,000 sq. ft. of ground floor commercial visitor-serving space and is consistent with all applicable policies of the LCP. Tourist-serving and recreational uses shall be located along the water frontage area. Should any residential units be developed on the HRMU designated site, the 2.44-acre waterfront area identified as Parcel 16 shall be developed as a public park, prior to obtaining Certificates of Occupancy for the structures comprising the adjacent block (as shown on the master site plan) or three years from the commencement of construction of the first residential units, whichever comes first. Two, one-year extensions may be granted by the director if it is determined that circumstances outside the control of the developer led to delays in the commencement of development of Parcel 16. Live/work residential units are encouraged. Efforts shall be made on the part of the developer/property manager to market such units to visitor-serving and/or marina-oriented businesses. The square footage of live/work residential units shall not count towards the minimum 21,000 sq. ft. of ground-floor commercial visitor-serving space.
- c) In addition to the requirement of 1b above (development of the public park), the entire water frontage area, shall include public access and recreation improvement (waterfront promenade) that varies in width, but is no less than 50 feet wide at any given point.
- d) In addition, development within the HRMU designated area shall provide any one or combination of the following uses:
 - a) public amenities;
 - b) commercial visitor serving; and
 - c) water-oriented recreational facilities.
- e) Any residential development proposed within the HRMU area shall provide adequate private recreational facilities so as not to overburden adjacent public recreational facilities.

- f) In order to avoid or minimize potential for bird strikes, all development shall be required to provide bird-safe building treatments for the façade, landscaping, and lighting consistent with the following policies:
 - a) All new buildings, and major renovations of existing buildings, shall be required to provide bird-safe building façade treatments in order to reduce potential for bird strikes.
 - b) Risk of bird strike hazard increases when windows or glass reflect nearby trees, bushes, or other potential habitat. Buildings and landscaped areas shall be designed to avoid or minimize such reflections.
 - c) Buildings shall be designed to use minimal external lighting (limited to pedestrian safety needs) and to minimize direct upward light, spill light, glare, and artificial night sky glow. Buildings shall also be designed to minimized light pollution from interior lighting to the maximum extent feasible.

Any residential development proposed within the HRMU designated area shall provide measures to mitigate the loss of harbor area available for public amenities, visitor-serving commercial and water-oriented recreational facilities. Such measures shall include:

- a) Provision of new gangplank, security gate, storage shed, and dock, consistent with Americans with Disabilities (ADA) requirements, to the City for the Leo Robbins Community Sailing Center;
- b) Construction of a 90 ft long dock for use by personal watercraft;
- c) Provision of a minimum of six (6) transient berthing spaces;
- d) Provision of at least one (1) transient berthing space for use by non-profit boating groups; and
- e) Support of a water-taxi service within the harbor.

2) Land Use Buffer/ Public Use Zone

- a) In conjunction with any residential development that occurs within the HRMU designation, a public park shall be developed on the 2.44-acre harbor-front parcel described as Parcel 16, to provide additional public access opportunities. The park shall be provided with picnic tables, benches, bicycle storage racks and public parking.
- b) Public access and public recreation improvements that vary in width, but are no less than 50 feet wide at any given point, shall be sited along the waterfront (waterfront promenade) and visitor-serving area. The improvements shall include a pedestrian and bicycle accessway. In addition, such improvements shall include, but are not limited to the following: picnic tables, benches, landscaping, bicycle storage racks, drinking fountains, and improvements that would encourage use of this area by the general public. Additionally, the project shall include an internal circulation system which improves harbor-front access and brings viewing opportunities closer to the waterfront. Such circulation system shall be comprised of a minimum of 500 feet of roadway with unobstructed views of the harbor.
- c) Public restrooms shall be provided at a convenient location for users of the public park, the waterfront promenade, the adjacent marina and commercial uses.
- d) To further the City's Comprehensive Plan Circulation Element, a pedestrian and bike path (waterfront promenade), that incorporates public use areas, shall be located along the harbor water frontage. Connection of the pathway to the adjacent public areas shall be provided so that there is a continuous route around the Harbor water channel. An adequate supply of bicycle storage shall be provided at a location(s) convenient to users of the public areas. Directional signage shall be prominently displayed to direct the public to bicycle parking.
- e) Residential areas that abut the pedestrian and bike path shall incorporate design elements such as fencing, landscaping, signage, and elevation changes, to prevent the public area from becoming used exclusively by such development.
- f) A signage program shall be developed and implemented to make the public aware of access and recreational facilities that are available on site and to direct them to such facilities, including but not limited to the public park, waterfront promenade, visitor-serving commercial area, boating facilities, restrooms, bicycle parking, and coastal access parking.

3) Recreations and Visitor Serving

- a) Public access and recreation improvements described in 2b above, shall be constructed concurrent with any development of the site and be available for public use concurrent with occupancy of any residential or commercial development.

- b) A public access and recreation improvement (waterfront promenade) that varies in width but is no less than 50 feet wide at any given point, shall provide continuous access from Anchors Way to Navigator Drive and include access to the waterfront view park. In addition to this waterfront promenade, a multi-modal vertical public accessway shall be provided from the approximate terminus of Schooner Drive through Parcel 18 and connecting to the waterfront promenade. The vertical public accessway shall include a roadway for vehicles and cyclists, parallel parking and a minimum of 10-foot-wide walkways, encompassing landscaping and pedestrian sidewalks on each side of the roadway. Walkways need not be provided where the roadway abuts the waterfront promenade or other public spaces which provide alternative pedestrian accessways. All public accessways shall be conspicuously signed for public use and incorporate design elements such as those specified in 2e above, to clearly delineate public spaces. The existing walkways along the perimeter of this site shall not be used to satisfy this requirement.
- c) Adequate commercial facilities and wet or dry boat storage facilities, necessary to support the needs of any proposed residential development shall be either within the portion of the site developed with residential use or within close and convenient proximity to the HRMU designated area.

4) Parking and Circulation

- a) Public parking or public parking lot(s) shall be provided in locations convenient to key visitor attractions, public access and public park area on the site. If parking fees are charged, parking fees shall be kept low so that the general public may use the Harbor facilities at nominal rates.
- b) All residential and commercial development shall provide adequate on-site resident, visitor and customer parking in addition to the required public parking or public parking lot(s).
- c) All development proposals shall submit for the appropriate planning and approving body, supplemental traffic analysis containing appropriate mitigation measures relative to project specific trip generation estimates. Said supplemental information shall demonstrate that the average daily trips (ADT) do not exceed those estimated for the previously permitted Harbor Commercial shopping center development which are estimated at 9,505 ADT.

All development proposals shall be designed to ensure that traffic generated by the project will not adversely impact the City's street system within the Pierpont/Ventura Keys and Ventura Harbor Community for area residents and members of the public accessing the Ventura Harbor and Surfer's Knoll Beach. As a result, left turn movements from the HRMU area onto Anchors Way shall be permitted only at Navigator Drive and Schooner Drive. In conjunction with the development on Parcel 15, 16 and 18, off-site traffic improvements shall be installed along Anchors Way, Beachmont Street and Seafarer, Seashell, Outrigger and Seaview Avenues to slow traffic speeds and redirect visitor-serving users to the primary access roadway of Anchors Way rather than the secondary local residential access of Beachmont Street. Off-site traffic improvements shall maintain and/or enhance existing

pedestrian and bicycle access along Beachmont Street and Anchors Way. All traffic improvements shall be designed in conformance with City standards as approved by the City Engineer.

Measures necessary to mitigate traffic impacts from development of the site shall be required and completed concurrent with site development.

Restrictions limiting general public use of the street system shall not be permitted. If a reduction in traffic ADT is necessary, non-priority uses shall be removed from the development proposal.

- d) Site development shall provide an internal circulation system that does not rely on the public street system and insures a continuous flow of vehicle and pedestrian traffic throughout the HRMU designated area regardless of development patterns.
- e) Ingress and egress of the site shall not adversely impact the public's ability to access any public facilities, including, but not limited to the existing public boat launch facility that abuts the HRMU designated area.
- f) In conjunction with any residential development that occurs within the HRMU designated area, a Transportation Demand Management (TDM) Program shall be developed and implemented, consistent with a majority of the following policies, as feasible:
 - (a) Development shall be designed to promote maximum the use of public transit systems, public walkways, and bicycle paths. Building entries and exits shall be designed to be convenient to pedestrians and transit riders.
 - (b) Wide pedestrian paths or walkways shall be integrated into the roadways and sidewalks to link to public to waterfront recreation areas. Walkways need not be provided where the roadway abuts the waterfront promenade or other public spaces that provide alternative pedestrian accessways. The waterfront promenade shall link the existing bicycle paths adjacent to the property to provide a continuous bicycle-accessible route along the harbor frontage. Directional signage shall be prominently displayed along the promenade to direct bicyclists and pedestrians.
 - (c) Developers, building managers, and employers shall provide incentives for transit ridership (e.g., subsidies for transit use, shuttles to transit stations), ridesharing and vanpools (including preferential parking privileges), and other transportation demand measures designed to reduce vehicle miles traveled.
 - (d) Shared use programs shall be implemented for bicycles and vehicles (e.g., on-site provision of bicycles and zip cars for tenant and employee use).
 - (e) Secure bicycle parking, lockers, and showers for use by employees and tenants who commute by bicycle shall be provided. In addition, bicycle parking and outdoor public facilities (tables, benches, etc.) shall be provided. Directional signage shall be prominently displayed to direct the public to bicycle parking.

- (f) Coordinate with the local transportation authority to develop a bus stop and/or shuttle stop at the corner of Anchors Way and Navigator Drive; and to establish a new and/or revised route to service the development and surrounding area.

5. Flooding and Sea Level Rise

All new development shall comply with the following standards:

- a) All development shall be analyzed for potential coastal hazards from erosion, flooding, wave attack, scour, and other conditions in conjunction with sea level rise scenarios, depending on the type of development, and shall also consider localized uplift or subsidence, tide range, wave climate, local topography, bathymetry, geologic conditions and potential inundation areas.
- b) A coastal hazards analysis shall be prepared and used to identify current and future site hazards, to help guide site design and hazard mitigation, and identify sea level rise thresholds above which limitations in the development's design and siting would cause the improvements to become significantly less stable.
- c) All input parameters for the coastal hazards analysis shall be clearly described in the analysis and, if judgment was used to choose between a range of values, the basis for the selection should be provided.
- d) The best available scientific information, with respect to the level of future sea level rise and the effects of long-range sea level rise, shall be considered in the preparation of findings and recommendations for all requisite geologic, geotechnical, hydrologic, and engineering investigations.
- e) At a minimum, sea level rise scenarios shall assume the average projections of sea level rise, as identified by the most recent State of California sea level rise guidance (currently this is 16 inches of sea level rise by 2050, 27 inches of sea level rise by 2070, and 55 inches of sea level rise by 2100, as identified by the most recent State of California Sea-Level Rise report, prepared by the California Ocean Protection Council and adopted March 11, 2011). All development in the harbor area shall require erosion and wave uprush studies based upon projections of sea level rise (as identified by the most recent State of California Sea-Level Rise report prepared by the California Ocean Protection Council) which can be expected within the reasonable economic life of the structure or lease term. All structures shall be sited and designed to minimize destruction of life and property during likely inundation events.

6. Tsunami

For all development located within the tsunami inundation zone, as identified by the most recent state or local California Emergency Management Agency maps, or below elevation 15 feet above mean sea level, information concerning the height and force of likely tsunami run-up on the property shall be provided. All development located within a possible tsunami run-up zone shall be required to contact the local office of emergency services concerning tsunami plans and to cooperate and/or participate with local warning programs and evacuation planning efforts. Visitor-serving facilities shall work with the local office of emergency services to prepare an evacuation plan, consistent with other community evacuation efforts.

Central Harbor: This area shall contain uses oriented toward or serving recreational boating. All other uses are prohibited, except that a 133-unit boatel/hotel, and two full-service restaurants may be permitted, provided that adequate on-site parking is provided. Where compatible, coastal dependent or coastal-related commercial fishing uses shall be permitted.

A. Land Use and Development

1. Boatel/hotel development and use shall not detract from or interfere with the harbor oriented coastal visitor-serving uses, tourist activity and public recreational boating uses. Boatel/hotel use shall preserve its visitor serving function by limiting the visitor length of stay. Visitor occupancy of boatel/hotel guestrooms shall be limited to not more than 30 consecutive days and a total of 60 days during one calendar year. Boatel/hotel records shall be maintained in conjunction with the City's Transient Occupancy Tax (TOT/Hotel) collection. These records shall be available for inspection to commission staff and shall include at a minimum the occupant's name, guestroom number, dates of occupancy, and calendar year total.

B. Parking and Circulation

1. All development shall preserve visitor-serving uses and coastal access by providing adequate off-street parking areas in an amount determined pursuant to the off-street parking regulations described in Chapter 24.415 of the Municipal Zoning Code or any modified parking requirements that are certified as an LCP amendment in the future. Every use of property hereafter initiated, reinitiated, expanded, intensified, or changed and every building hereafter erected, enlarged, or structurally altered to accommodate such uses shall be required to provide adequate off-street parking spaces. In instances where it is not practical to provide all required off street parking spaces on the subject site, private offsite parking shall be permitted provided that: (a) the boundaries of the other site containing available parking are located within 500 feet of the boundaries of the site containing the subject land use; (b) The parking spaces available on the other site are not required for another use; and (c) The applicant's right to use the offsite parking spaces is guaranteed in a manner satisfactory to the director and the city attorney through a recorded instrument or executed agreement which is irrevocable throughout the lifetime of the development.

Southwest Harbor Area: This area shall contain uses oriented toward or serving commercial fishing, recreational boating, and visitor serving commercial uses and may include general office uses above the first floor. Water dependent uses shall include at least 4,200 lineal feet of slip and wharf space for commercial vessels such as fishing boats and oil crew boats, and may include fish receiving facilities, ice facilities, fuel facilities, a boat lift, a full-service boat yard and a self-service boat yard. No additional, new, visitor-serving, commercial use projects may be developed in this area. Uses supportive of commercial fishing, such as fish processing facilities, additional ice and cold storage facilities and additional commercial fishing boat slips shall be given priority over re-development of existing visitor-serving commercial projects, consistent with the needs of the commercial fishing industry. Within the existing, visitor-serving, commercial projects, a maximum of 33,000 square feet may be devoted to restaurant

space. Restaurant space includes, but is not limited to, dining, bar and lounge areas, kitchen and related areas, and outdoor seating. At least 2,000 square feet of the authorized restaurant area shall be devoted to lower-cost eating establishments.

South Peninsula Area: This area shall be oriented toward water oriented recreational activities, including recreational and public beach use. General office uses may be permitted above the first floor. An aquarium/research center, the Channel Islands National Park Service Headquarters, tour boat services, recreational marinas and a yacht club are permitted uses. The water area shall also include berthing space for transient as well as permanent commercial fishing vessels. Two full-service restaurants may be permitted and at least one lower-cost eating establishment shall be provided (minimum 2,000 square feet). A lower-cost restaurant is defined as a high or medium turnover sit-down or take-out restaurant with a turnover rate of less than an hour. Examples include delicatessens, fast-service food restaurants, coffee shops or cafeterias. Total restaurant space includes, but is not limited to, dining, bar and lounge areas, kitchens, and related areas and outdoor dining areas. Visitor parking and public restrooms are the only permitted uses on the ocean side of Spinnaker Drive.

Southeast Harbor Area

A. Land Uses

1. The primary land use in this area is public water treatment facility along with ancillary office and meeting spaces, and parking for use by facility employees, visitors, and the general public.
2. Other land uses that may be allowed are visitor serving commercial recreation, public park, and recreation.

B. Automobile and Bicycle Parking

1. Automobile parking requirements shall be as set forth in the Zoning Regulations Chapter 24.415, with the Light Industrial standards applying to the site's water treatment facility uses. For additional parking requirements such as for ADA standards, EV chargers, and motorcycle parking, shall be in compliance with the most current City requirements, California Building and California Green Building Code standards.
2. Additional automobile parking spaces shall be provided beyond the standard requirements to be available for facility visitors and the public. Hours of availability would be subject to facility hours of operation and site security. Signage shall be posted and paving shall be marked for visitor and public parking areas.
3. Bicycle-parking facilities shall be provided onsite, within areas that are available to employees and the general public, in the number of ten percent (10%) of the total off-street parking spaces with no less than ten (10) bicycle spaces being required. Bicycle parking facilities shall include provisions for storage and locking of bicycles, either in lockers or secured racks or equivalent installations in which the user may lock the bicycle frame and wheels. Instructions for the proper use of the racks and/or lockers should be provided. A bike repair center shall be provided on site adjacent to bicycle parking facilities

C. Landscaping

1. A minimum of 15 percent (15%) of the area of the site shall be landscaped.
2. The required setbacks, measuring a minimum of 20 feet, along Olivas Park Drive and Harbor Boulevard shall be landscaped.
3. A public path shall be provided, at a minimum, along the Olivas Park Drive and Harbor Boulevard frontages taking into consideration public safety and pedestrian and bicycle demands.
4. The required landscaping plan shall be prepared and implemented for the site that specifies all landscaped areas shall use plants and shrubs native to the Ventura coastal region. The landscaping plan shall include provisions for the control of invasive plant species to address the potential impacts of non-native plants colonizing the site and adjacent native habitats.
5. Interpretive educational information, such as signage or kiosk(s), shall be placed in appropriate publicly accessible locations around the outside perimeter of the property, and address topics relevant to the site development, such as recycled water and coastal resources.
6. Adequate security fencing, barriers, and/or visual screening shall be provided between publicly accessible areas and treatment facility structures and operations areas.

D. Bird Safe Building Standards

1. Any new building shall be constructed with accepted bird-safe building standards for façade treatments, landscaping, lighting, and building interiors as follows:
 - a) Untreated glass or glazing shall not comprise more than 35 percent of a building facade.
 - b) Acceptable glazing treatments include: Fritting, netting, permanent stencils, frosted, non-reflective, or angled glass, exterior screens, decorative latticework or grills, physical grids placed on the exterior of glazing, UV patterns visible to birds or similar treatments as approved by the local jurisdiction.
 - i. Where applicable, vertical elements within the treatment pattern should be at least one-quarter inch wide, at a maximum spacing of four inches;
 - ii. Where applicable, horizontal elements within the treatment pattern should be at least one-eighth inch wide, at a maximum spacing of two inches; and,
 - iii. No glazing shall have a "reflectivity out" coefficient exceeding 30 percent. That is, the fraction of radiant energy that is reflected from glass or glazed surfaces shall not exceed 30 percent.
 - c) Building edges of exterior courtyards and recessed areas shall be clearly defined, using opaque materials and non-reflective glass.

- d) Trees and other vegetation shall be sited so as to avoid or obscure reflection on building facades. Trees and other vegetation planted adjacent to a reflective wall or window shall be planted no further than three feet from the reflective surface.
- e) Buildings shall be designed to minimize light spillage and maximize light shielding to the maximum feasible extent per the following standards:
 - i. Nighttime lighting shall be minimized to levels necessary to provide pedestrian security.
 - ii. Building lighting shall be shielded and directed downward.
 - iii. No up-lighting and use of event "searchlights" or spotlights shall be used.
 - iv. Landscape lighting shall be limited to low-intensity and low-wattage lights.
 - v. Red lights shall be limited to only that necessary for security and safety warning purposes.
- 2. Artificial night light from interior lighting shall be minimized through the utilization of automated on/off systems and motion detectors in non-residential buildings.
- 3. Avoid the use of "bird traps" such as glass courtyards, interior atriums, windows installed opposite each other, clear glass walls, skywalks, and transparent building corners.

E. Biological Resources Evaluation

- 1. A biological resources evaluation shall be prepared by a qualified biologist or qualified resource specialist that includes, at a minimum, the following components:
 - a) A site description, including the following:
 - i. A map of vegetation on site following the Manual of California Vegetation by Sawyer et. al. 2009 or subsequent editions.;
 - ii. A list of special status species or natural communities on site;
 - iii. A delineation of the extent and condition of any environmentally sensitive habitat area, drainages, wetlands, and other biological resources, including rare or sensitive species; and an analysis of historical aerial photography and other evidence to evaluate the historical presence of wetlands at the site.
 - iv. Impact minimization recommendations including the following:
 - a. Recommendations for avoiding significant disruption of habitat values of environmentally sensitive habitat areas (ESHAs) and for siting and designing development to prevent impacts which would significantly degrade ESHAs -; and

- b. Recommendations on construction timing and methods, habitat restoration and enhancement, and other feasible mitigation measures to avoid impacts of the project.
- 2. Studying potential on/offsite impacts to ESHA/sensitive species from any fuel modification required for the structure.

F. Stormwater

- 1. A Water Quality Control Plan (WQCP) shall be developed and implemented for the project site to ensure that all approved development:
 - a) Minimizes the creation of impervious surfaces.
 - b) Incorporates a combination of Best Management Practices (BMPs) best suited to reduce pollutant loading and minimize runoff and erosion.
 - c) Source control BMPs shall be emphasized over treatment BMPs where feasible.
 - d) The BMPs utilized shall be designed to treat, infiltrate, or filter stormwater runoff to meet the standards of the 85th percentile, 24-hour runoff event for volume-based BMPs and/or the flow of runoff produced from a rain event equal to at least two times the 85th percentile, 1-hour event for flow-based BMPs.
 - e) Include construction phase erosion control and polluted runoff control plans.

G. Flooding, Sea Level Rise, and Tsunami

All new development shall comply with the following standards:

- a) All development shall be analyzed for potential coastal hazards from erosion, flooding, wave attack, tsunami, scour, and other conditions in conjunction with sea level rise scenarios, depending on the type of development, and shall also consider localized uplift or subsidence, tide range, wave climate, local topography, bathymetry, geologic conditions and potential inundation areas.
- b) A coastal hazards analysis shall be prepared and used to identify current and future site hazards, to help guide site design and hazard mitigation, and identify sea level rise thresholds above which limitations in the development's design and siting would cause the improvements to become significantly less stable.
- c) All input parameters for the coastal hazards analysis shall be clearly described in the analysis and, if judgment was used to choose between a range of values, the basis for the selection should be provided.
- d) The best available scientific information, with respect to the level of future sea level rise and the effects of long-range sea level rise, shall be considered in the preparation of findings and recommendations for all requisite geologic, geotechnical, hydrologic, and engineering investigations.

- e) At a minimum, sea level rise scenarios shall assume the average projections of sea level rise, as identified by the most recent State of California sea level rise guidance. All development in the harbor area shall require erosion and wave uprush studies based upon projections of sea level rise (as identified by the most recent State of California Sea-Level Rise report prepared by the California Ocean Protection Council) which can be expected within the reasonable economic life of the structure or lease term. All structures shall be sited and designed to minimize destruction of life and property during likely inundation events.

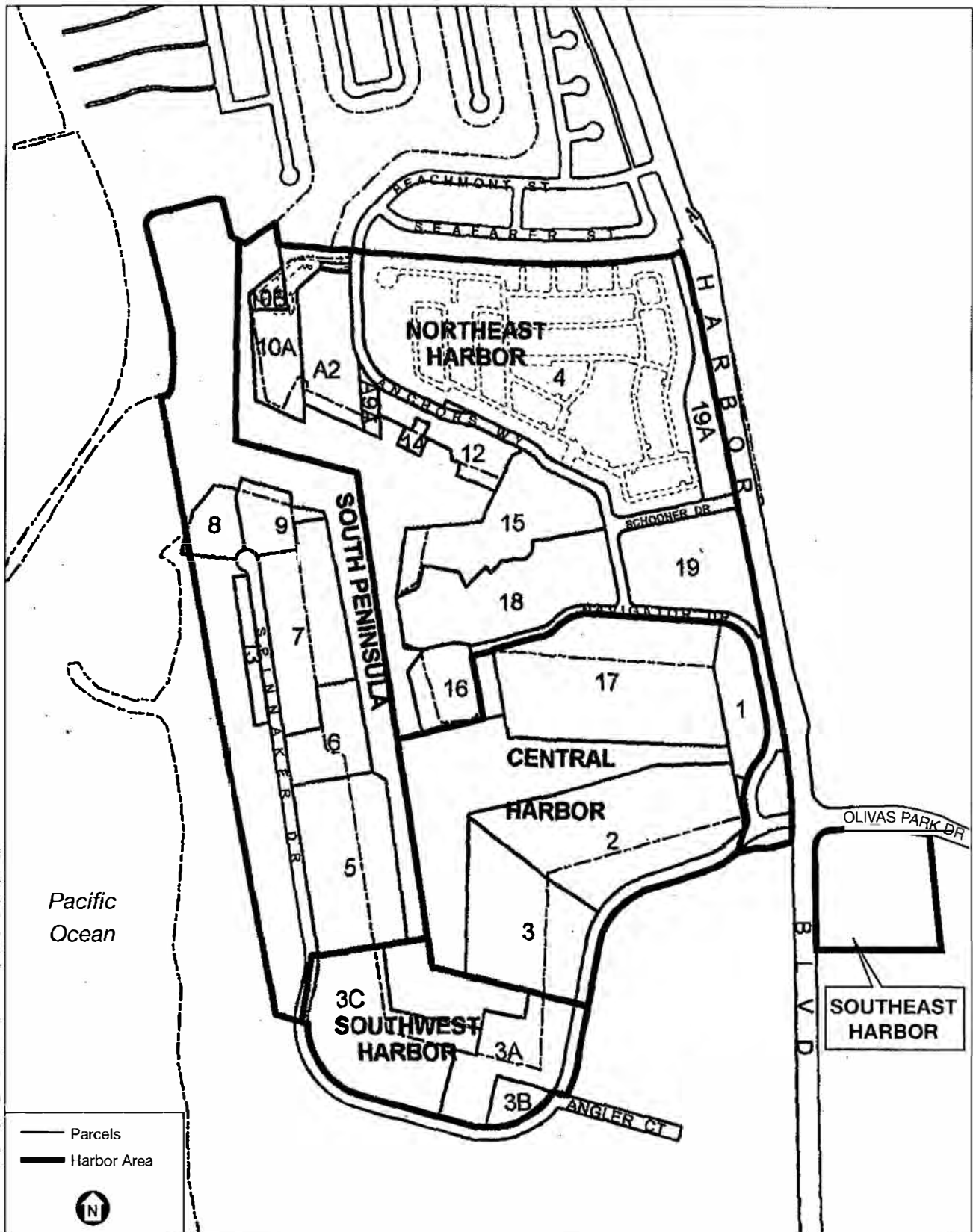
General Location Policies

1. Ancillary buildings such as maintenance buildings and restrooms, serving the general public and Harbor users, may be permitted throughout the Harbor. More intensive public service buildings, such as police and fire stations and utility stations, shall be confined to the Northeast Harbor Area and Southeast Harbor Area.
2. Existing facilities serving recreational boaters and commercial fishermen shall be retained, unless documentation, consistent with that described under the Intent and Rationale Statement demonstrates that there is no longer a demand for facilities is provided or equivalent facilities are constructed elsewhere in the Harbor in conjunction with the redevelopment of existing facilities.
3. Non-conforming uses may be permitted to continue in their present locations in conformance with present lease arrangements. Expansion of a nonconforming use shall be subject to the regulations set forth in the City's Ordinance Code; however, in no case shall expansion be permitted where such expansion has the potential to displace harbor-dependent commercial fishing or recreational-boating uses.
4. Dry boat storage areas shall be located inland of the first public road from the water's edge, because an oceanfront site is not essential for such uses.

Any development proposals for Ventura Harbor shall be designed to ensure that future water development near the north end of the South Peninsula (i.e., Parcels 7 and 9) not interfere with boats that require tacking maneuvers when entering and leaving the Harbor's interior channels. However, such limitations shall not interfere with berthing for visitor-serving uses, such as the Channel Islands National Park Headquarters and commercial tour boats, unless equivalent berthing is provided nearby.

All new development in the Ventura Harbor shall include measures consistent with the policies contained herein, to reduce contaminated runoff into the Harbor waters, including filtration of low flows, control and filtration of runoff from parking lots and roofs, reduction of impervious surfaces, and provision of pump out facilities, and other necessary measures to reduce harmful pollutants from storm drain waters.

The Ventura Harbor Maps, which follow, are intended to supplement the Land Use Plan Map and Circulation Plan Map, which cover the City's entire Planning Area. Because the Ventura Harbor Maps provide greater detail to better interpret and enforce the policies of this Plan, they supersede the Land Use Plan Map and Circulation Plan Map in cases where any uncertainty or apparent discrepancies may exist.



SOURCE: City of San Buenaventura, CA

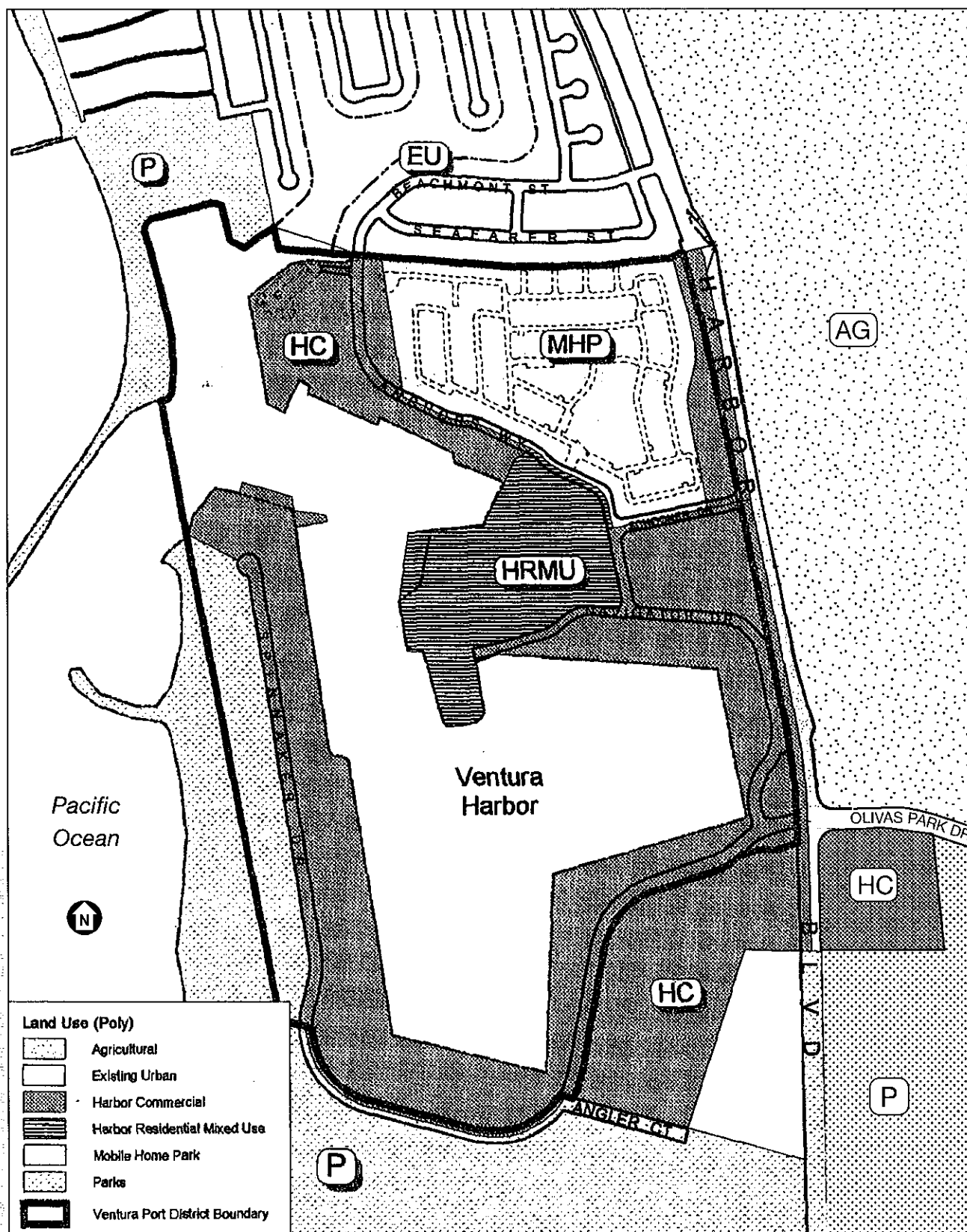
Ventura Water Pure Project Local Coastal Program Amendment

Figure 1 Proposed Modifications to General Plan
Ventura Harbor Areas Map

ESA

EXHIBIT 4
LCP-4-SBV-23-0059-2

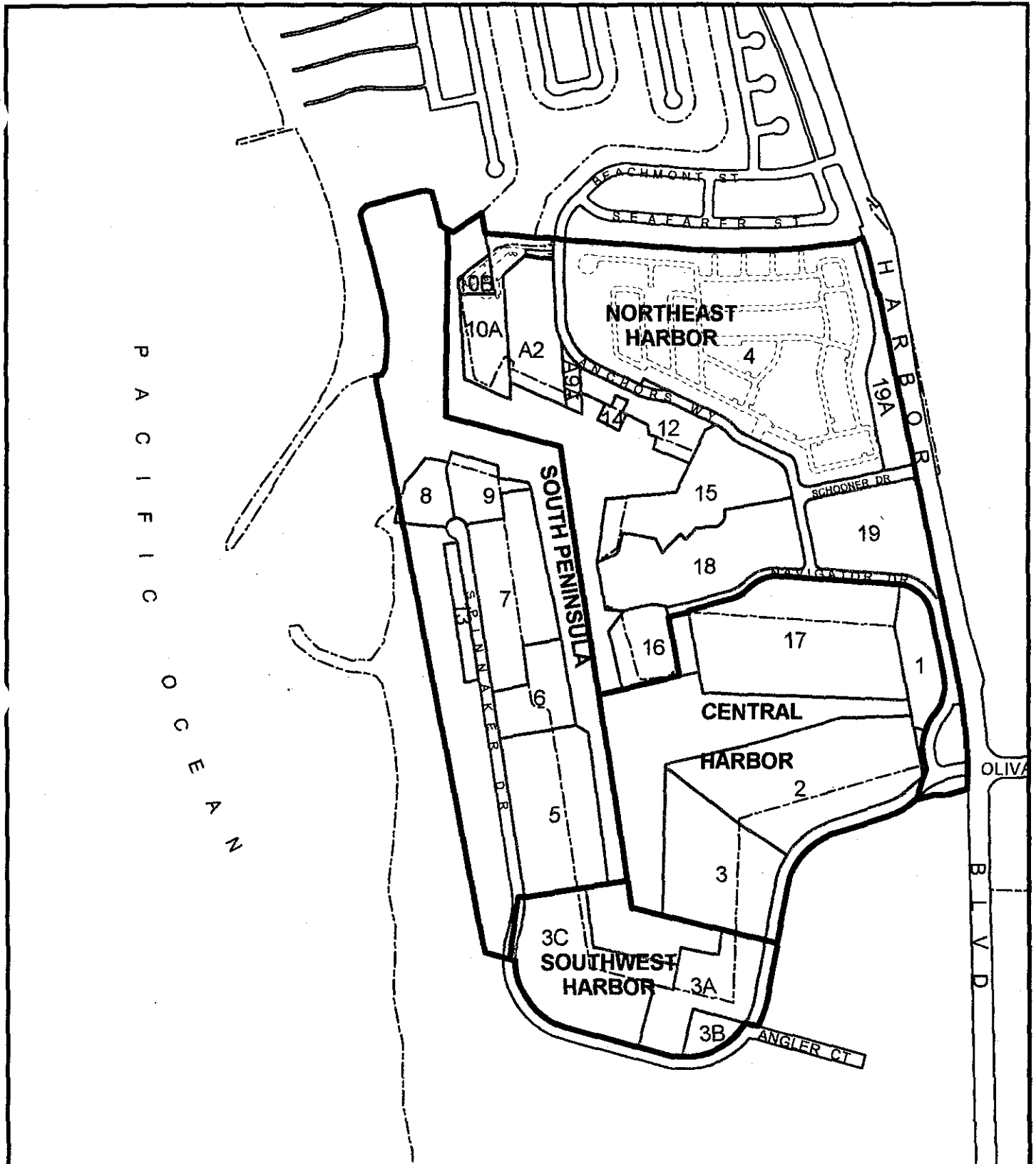
Proposed Amendment to the Comprehensive Plan Ventura Harbors Map (Zoning)



SOURCE: City of San Buenaventura, CA

Ventura Water Pure Project Local Coastal Program Amendment

Figure 2
Proposed Modifications to
Comprehensive Plan Ventura Harbor
Areas Map





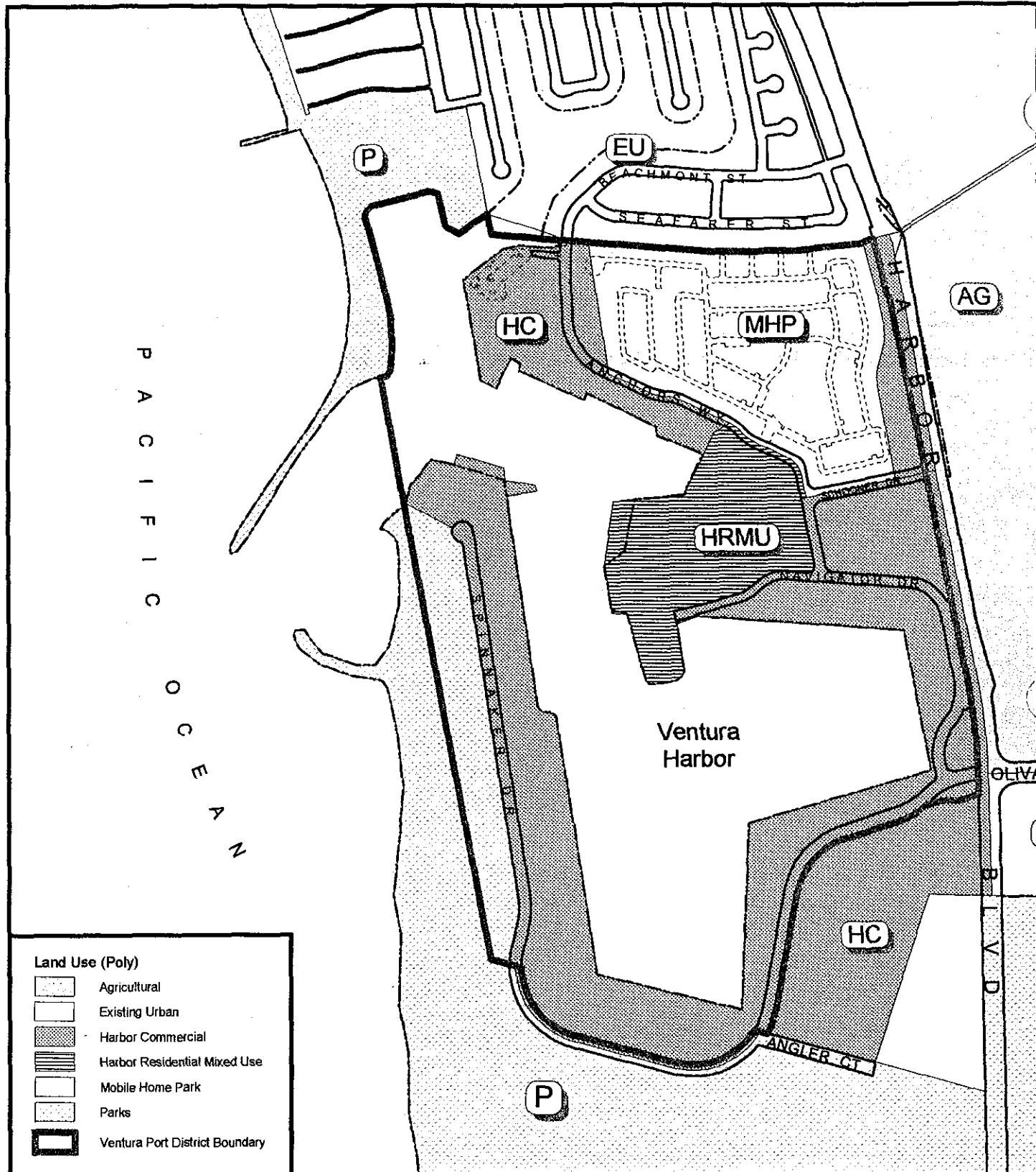







Prepared By: Geographic Information Systems Department: A.S. Division: I.T. Section: I.S.		Title: <h2 style="text-align: center;">VENTURA HARBOR AREAS</h2> Parcels Harbor Areas Prepared For: PLANNING DEPARTMENT	 NORTH 1" = 800'
20 AUG 1999		This map is a product of the City of San Buenaventura, California. Although reasonable efforts have been made to ensure the accuracy of this map, the City of San Buenaventura cannot guarantee its accuracy.	

EXHIBIT 5
 LCP-4-SBV-23-0059-2



Land Use (Poly)

-  Agricultural
-  Existing Urban
-  Harbor Commercial
-  Harbor Residential Mixed Use
-  Mobile Home Park
-  Parks
-  Ventura Port District Boundary

Prepared By:
**Geographic
Information
Systems**

Department: **A.S.**

Division: **I.T.**

Section: **I.S.**



Title:

Ventura Harbor LAND USE PLAN

Prepared For:

Planning Division



NORTH

23 AUG 1999

This map is a product of the City of San Buenaventura, California.
Although reasonable efforts have been made to ensure the accuracy of this map, the City of San Buenaventura cannot guarantee its accuracy.

1" = 800'

Zoning Designations

	R-1 Single Family		C-1 Limited Commercial
	R-1-B Single Family Beach		C-1A Intermediate Commercial
	R-2 Two-Family		C-2 General Commercial
	R-2-B Two-Family Beach		CPD Commercial Planned Dev.
	R-3 Multiple Family		H Hospital
	RPD Residential Planned Dev.		M-1 Limited Industrial
	MHP Mobile Home Park		M-2 General Industrial
	CTO Commercial Tourist Oriented		MPD Manufacturing Planned Dev.
	CMXD Coastal Mixed Use		A Agricultural
	HC Harbor Commercial		P Parks
	HMXD Harbor Mixed Use		Civic
	MXD Mixed Use		HD Historic District
	PO Professional Office		SOAR
	T6 Urban Core		ShopFront Overlays
	T5 Urban Neighborhood Center		Coastal Zone Boundary
	T4 Urban General		City Limits
	T3 Neighborhood General		Sphere of Influence
			Specific Plan Boundaries
			Terminated Vistas



SOURCE: City of San Buenaventura, CA

Ventura Water Pure Project Local Coastal Program Amendment

Figure 3
Proposed Modifications to Zoning Designations Map

EXHIBIT 6
LCP-4-SBV-23-0059-2

ORDINANCE NO. 2023-08

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SAN BUENAVENTURA APPROVING TEXT AMENDMENTS TO THE ZONING ORDINANCE OF THE CITY OF VENTURA MUNICIPAL CODE TO AMEND SECTION 24.238.020, USES PERMITTED, HARBOR COMMERCIAL DISTRICT, TO CLARIFY PUBLIC SERVICE FACILITIES ARE GENERALLY PERMITTED TO FACILITATE THE CONSTRUCTION OF AN ADVANCED WATER PURIFICATION FACILITY, AND TO AMEND THE LOCAL IMPLEMENTATION PLAN OF THE LOCAL COASTAL PROGRAM

WHEREAS, an application has been filed by the City of Ventura Water Department, pursuant to the City of San Buenaventura Municipal Code, for a Zoning Ordinance Amendment to clarify that public service facilities are generally allowed in the Harbor Commercial zone, which is part of an amendment to the Local Implementation Plan and Land Use Plan of the Local Coastal Program, as part of a larger application related to the VenturaWaterPure Advanced Water Purification Facility (AWPF); and,

WHEREAS, on July 10, 2023, the Planning Commission of the City of San Buenaventura held a duly noticed public hearing and at that time considered all testimony, written and oral and forwarded a recommendation to adopt the proposed zone text amendments; and,

WHEREAS, on September 25, 2023, the City Council was presented text amendments to the San Buenaventura Municipal Code Zoning Regulations to amend Section 24 238.020, as depicted in this ordinance; and,

WHEREAS, on September 25, 2023, the City Council of the City of San Buenaventura held a duly noticed public hearing and at that time considered all testimony, written and oral, and approved the proposed text amendments to the Zoning Ordinance; and,

WHEREAS, City staff provided adequate and timely public notice for all public hearings in the following manner, consistent with California Coastal Commission regulations Sections 13552 and 13515 and City Municipal Code regulations, publishing a notice in the Ventura Star newspaper a minimum of ten days prior to each public hearing; mailed notice 10 days prior to each public hearing to all property owners within a 300-foot radius and all residents within a 100-foot radius of the subject property; posting two 4' by 8' signs 10 days prior to each public hearing on the subject property containing project description, case numbers, applicant and City contact information, and the date and location of public hearings; and, mailed notice a minimum of six weeks in advance of the Council hearing date (September 25, 2023) to the cities of Oxnard and Port Hueneme, County of Ventura, affected public agencies, libraries, and the Ventura Star newspaper for publishing to duly notice the LCP Amendment; and,

WHEREAS, the project is consistent with the Coastal Act and the City's LCP, and with the City's General Plan. As the proposed project is within the Coastal Zone, the proposed amendment must be consistent with the California Coastal Act. The project is consistent with Coastal Act policies regarding public access, Environmentally Sensitive Habitat (ESHA), prime agriculture, visual resources, circulation and pedestrian access, and wetlands. The City's General Plan (2005) also satisfies State requirements for the City's LCP in accordance with the California Coastal Act (Public Resources Code § 30000 et seq.). Actions in the General Plan that affect coastal resources are intended to become part of the Land Use Plan of the LCP, which would be accomplished through specific or community plans for those areas; and,

WHEREAS, as part of a clean-up effort to the current San Buenaventura zoning regulations for the Harbor-Commercial (H-C) zone district, Section 24.238, a major amendment to the LIP and text amendments are proposed to correct a typographical error. The proposed text change would be to *remove* Section 24.238.020 (Uses-Permitted), part B(3)(j), "[p]ublic service facilities, including fire and police stations, libraries, public parking lots, sewer treatment facilities, utility substations" out of the "3. Commercial Fishing" section, and into the general part of 24.238.020 (B).

The Council of the City of San Buenaventura does ordain as follows:

Section 1: The above recitations are true and correct and are incorporated herein by this reference.

Section 2: The proposed ordinance text amendments are consistent with and reflective of the General Plan's goals, policies, and intent to encourage orderly growth and development in a manner that preserves the public's health, safety, and welfare because it helps to clarify existing regulations with no substantial changes to the content of the Zoning Regulations.

Section 3: CALIFORNIA ENVIRONMENTAL QUALITY ACT.

The proposed text amendments are clarifications that do not change the substance of the zoning ordinance. As such, they are generally considered categorically exempt from CEQA. However, these amendments are part of a larger project that had an EIR, and now has an EIR Addendum. A FEIR Addendum to EIR-9-19-52130 (Addendum #2) was prepared for the project. The California Environmental Quality Act of 1970 (CEQA) Guidelines Section 15164 (Addendum to an EIR or Negative Declaration) provides that an addendum shall be prepared when only minor technical changes, or changes which do not create new significant impacts, would result. This Addendum is for changes to EIR-9-19-52130, which was prepared pursuant to CEQA Guidelines 15162. Based upon the City's analysis of the project and material submitted, there are no substantial changes or changed circumstances under which the environmental review of the proposed projects would require major revisions of the previous EIR. No new significant environmental effects nor substantial increase in the severity of previously identified significant effects under the certified EIR-9-19-52130 have been found with the proposed projects.

No new information has surfaced that the proposed project would have one or more significant effects not previously discussed in the approved EIR-9-19-52130; nor would any impacts previously examined become substantially more severe than in the approved EIR-9-19-52130; further, no mitigation measures or alternatives previously identified as infeasible have become feasible or available to substantially reduce one or more significant effects than in the approved EIR-9-19-52130; nor would any mitigation measures or alternatives be considerably different than those analyzed in the approved EIR-9-19-52130. As part of this Addendum, the Summary of Impacts and Mitigation Measures adopted for EIR-9-19-52130 are referenced hereto and included in the Addendum.

Section 4: Section 24.238.020 of the Zoning Ordinance of the San Buenaventura Municipal Code, "Uses- Permitted," is hereby amended to read as follows:

"24.238.020: Uses – Permitted.

The following use types are permitted subject to the provisions of this chapter:

A. Residential.

None.

B. General.

Administrative, Business, and Professional Services.

Automotive and Accessories: Parking.

Boating and Harbor Activities: Boat Building or Repair.

Boating and Harbor Activities: Boat Sales and Services.

Boating and Harbor Activities: Boat Slips.

Boating and Harbor Activities: Commercial Boating and Fishing.

Boating and Harbor Activities: Harbor Sales and Services.

Business and Professional Support.

Community Meeting.

Cultural and Library Services.

Day Care Centers.

Dining Establishments: Ancillary Service.

Dining Establishments: Fast Counter Service.

Dining Establishments: Full Service.

Dining Establishments: Take Out.

Drinking Establishments.

Food and Beverage Retail Sales.

Food and Fish Processing: Fish Receiving.

Government Services.

Medical Services: Consulting.

Personal Services.

Recreation Services: Amusement Centers.

Recreation Services: Indoor Entertainment.

Recreation Services: Public Parks and Playgrounds.

Recycling Services: Consumer Recycling Collection Points.

Retail Sales.

Safety Services.

Shopping Centers: Large.

Shopping Centers: Small.

Utility or Equipment Substations.

Wireless Telecommunications Facilities: Mini

Wireless Telecommunications Facilities: Minor

Wireless Telecommunications Facilities: Major

Uses, and development, included within the general use types in this subsection B include the following.

1. Commercial visitor-serving:

- a. Marine and tourist-related retail shops.
- b. Restaurants, including sale of alcoholic beverages.
- c. Fast-food facilities (without drive-up facilities).
- d. Licensed public premises for the sale of alcoholic beverages.
- e. Marine-related museum.

2. Recreation, boating, fishing:

- a. Anchorages, moorings, slips, and landings for pleasure craft.
- b. Live-aboard boat slips and related support facilities.
- c. Boat repair facilities, including removal from water for pleasure craft.
- d. Boat storage, dry.
- e. Boat sales, rental, charter.
- f. Construction of pleasure craft up to a maximum of 30 feet.
- g. Boating and yacht clubs and clubhouses.
- h. Bait sales.
- i. Commercial support facilities incidental to harbor-related uses, such as laundromats, coin-operated fabric cleaners, drugstores, liquor stores, restaurants, barbershops.
- j. Jetties, breakwaters and other harbor components.
- k. Marine engine sales and repairs.
- l. Marine electronic sales and repairs.
- m. Marine hardware and chandlery.
- n. Sport fishing docks and charter offices.

o. Marina or anchorage facility, including administrative offices and support services (including restrooms, showers, laundry, caretaker's quarters).

p. Sailing or scuba school.

3. Commercial fishing:

a. Anchorages, moorings, slips, and landings for commercial fishing craft.

b. Boat repair facilities, including removal from water, for commercial craft.

c. Boat construction for commercial craft, up to a maximum of 30 feet.

d. Commercial and recreational fish-receiving facility, including hoist, ice plant, storage, packaging, sales area and related offices (excluding fish-processing plants).

e. Retail fish sales, including preparation for on-site sales.

f. Fuel dock for commercial fishing.

g. Office related to commercial fishing.

h. Support facilities for commercial fishing, such as meeting rooms, showers, laundry, restrooms.

i. Marine trade school and applied research facilities.

4. General commercial retail and offices, including convenience stores; provided, that the combination of the sale of gasoline and alcoholic beverages from or at convenience stores is prohibited.

5. Public service facilities, including fire and police stations, libraries, public parking lots, sewer treatment facilities, utility substations.

G. Agricultural.

None."

The foregoing Ordinance was adopted by the City Council of San Buenaventura on October 9, 2023 and ordered published by posting the following vote:

Ayes: Councilmembers Duran, McReynolds, Johnson, Campos, Deputy Mayor Dr. Sánchez-Palacios, and Mayor Schroeder


Noes: None

Absent: Councilmember Halter



Joe Schroeder
Mayor

ATTEST



For: Michael B. MacDonald, CMC
City Clerk

APPROVED AS TO FORM
Andrew Heglund
City Attorney

By:



Monica de la Hoya
Assistant City Attorney

10/10/23

Date

RESOLUTION NO. 2023-70

A RESOLUTION OF APPLICATION BY THE CITY COUNCIL OF THE CITY OF SAN BUENAVENTURA INITIATING PROCEEDINGS TO REORGANIZE TERRITORY FOR A 10-ACRE VACANT PARCEL WITHIN THE SPHERE OF INFLUENCE FOR THE CITY OF SAN BUENAVENTURA.

**PROJECT NO.: 23-0279
CASE NO.: ANEX-03-23-0001**

BE IT RESOLVED by the City Council of the City of San Buenaventura as follows:

Section 1: An application has been filed by the City of San Buenaventura to initiate annexation proceedings for a 10-acre unincorporated parcel (known as the Southeast Harbor area site) and identified by Assessor Parcel Number 138-0-050-090 located within the sphere of influence of San Buenaventura. This proposal is made, and it is requested that proceedings be undertaken pursuant to the Cortese/Knox Local Government Reorganization Act of 1985, commencing with Section 56000 of the California Government Code:

- A. Annexation to the City of San Buenaventura of property identified in Exhibit "1".
- B. Annexation to the Ventura Port District property identified in Exhibit "1".
- C. Detachment from the Ventura County Fire Protection District of property identified in Exhibit "1".
- D. Detachment from the Ventura County Resource Conservation District of property identified in Exhibit "1".
- E. Detachment from County Service Area No. 32 of property identified in Exhibit "1".

Section 2: A map of the affected territory is attached hereto, labeled Annexation Case No. ANEX-03-23-0001, Exhibit "1" and by reference incorporated herein.

Section 3: A legal description of the affected territory is attached hereto, labeled Annexation Case No. ANEX-03-23-0001, Exhibit "1" and by reference incorporated herein.

Section 4: The reasons for the proposed reorganization are to provide municipal services and controls, including water supply, fire and police protection services for the affected territory and to remove this area from the special districts listed above.

Section 5: A FEIR Addendum (Addendum #2) to EIR-9-19-52130 was prepared for the project. The California Environmental Quality Act of 1970 (CEQA) Guidelines Section 15164 (Addendum to an EIR or Negative Declaration) provides that an addendum shall be prepared when only minor technical changes, or changes which do not create new significant impacts, would result. This Addendum is for changes to EIR-9-19-52130, which was prepared pursuant to CEQA Guidelines 15162. Based upon the City's analysis of the project and material submitted, there are no substantial changes or changed circumstances under which the environmental review of the proposed projects would require major revisions of the previous EIR. No new significant environmental effects nor substantial increase in the severity of previously identified significant effects under the certified EIR-9-19-52130 have been found with the proposed projects. No new information has surfaced that the proposed project would have one or more significant effects not previously discussed in the approved EIR-9-19-52130; nor would any impacts previously examined become substantially more severe than in the approved EIR-9-19-52130; further, no mitigation measures or alternatives previously identified as infeasible have become feasible or available to substantially reduce one or more significant effects than in the approved EIR-9-19-52130; nor would any mitigation measures or alternatives be considerably different than those analyzed in the approved EIR-9-19-52130. As part of this Addendum, the Summary of Impacts and Mitigation Measures adopted for EIR-9-19-52130 are referenced hereto and included in the Addendum.

Section 6: The City Council finds that the property is located within the City's Sphere of Influence and that the proposal would be a logical and proper expansion of the City boundaries.

Section 7: Based on the above, the City Council intends to make application to the Local Agency Formation Commission to initiate reorganization proceedings as set forth in Sections 1, 2, and 3, above, for Case No. ANEX03-23-0001 for property described in Section 1 above and as shown on the area map attached hereto and labeled Case No. ANEX03-23-0001, Exhibit "1".

The foregoing Resolution was adopted by the City Council of San Buenaventura on September 25, 2023, by the following vote:

Ayes:	Councilmembers Johnson, Duran, McReynolds, Halter, Campos, Deputy Mayor Dr. Sánchez-Palacios, and Mayor Schroeder
Noes:	None
Absent:	None

Joseph Schroeder

Joe Schroeder
Mayor

ATTEST:

Michael B. MacDonald

Michael B. MacDonald, CMC
City Clerk



APPROVED AS TO FORM
Andrew Heglund
City Attorney

By:

Monica I. de la Hoya

Monica I. de la Hoya
Assistant City Attorney

EXHIBITS:

Exhibit 1: Legal Description for Reorganization and Reorganization Map

EXHIBIT 1

CITY OF SAN BUENAVENTURA REORGANIZATION

SOUTHEAST HARBOR

PARCEL A

**ANNEXATION TO THE CITY OF SAN BUENAVENTURA, AND ANNEXATION TO
THE VENTURA PORT DISTRICT, AND DETACHMENT FROM THE VENTURA
COUNTY FIRE PROTECTION DISTRICT, AND DETACHMENT FROM THE
VENTURA COUNTY RESOURCE CONSERVATION DISTRICT, AND DETACHMENT
FROM COUNTY SERVICE AREA NO. 32**

That portion of Subdivision 7 of the West one-half of the Rancho San Miguel, in the County of Ventura, State of California, as shown on the map recorded in Book 5 Page 32 of Miscellaneous Records (Maps), in the Office of the County Recorder of said County, being that certain 10.02 acre parcel shown on the Record of Survey filed May 12, 1970 in Book 37, Pages 48 through 50, inclusive, of Records of Survey in the Office of said County Recorder, more particularly described as follows:

Beginning at the easterly terminus of the 4th course of the Fleischmann Addition No. 3 annexation to the City of San Buenaventura as described and shown in City of San Buenaventura Resolution No. 5691 passed and adopted March 23, 1964, and subsequently filed in the Office of the Secretary of State of the State of California on March 30, 1964, said easterly terminus also being the southeasterly corner of said certain 10.02 acre parcel shown on said Record of Survey; thence, along the boundary of said district the following ten (10) courses:

- 1st: North 88° 33' 55" West 699.32 feet; thence,
- 2nd: North 01° 04' 15" West 553.42 feet to the beginning of a curve concave southeasterly, having a radius of 100.00 feet; thence, along said curve,
- 3rd: Northerly, northeasterly, and easterly 157.09 feet through a central angle of 90° 00' 21"; thence,
- 4th: North 88° 56' 06" East 100.13 feet to the beginning of a curve concave southwesterly, having a radius of 1690.00 feet; thence, along said curve,
- 5th: Easterly and southeasterly 375.11 feet through a central angle of 12° 43' 02"; thence,
- 6th: South 04° 30' 30" West 20.37 feet; thence,
- 7th: South 75° 29' 30" East 25.00 feet; thence,
- 8th: North 24° 30' 30" East 21.69 feet to the beginning of a non-tangent curve concave southwesterly, having a radius of 1690.00 feet, to which a radial line bears North 12° 44' 54" East; thence, along said curve,

9th: Southeasterly 45.88 feet through a central angle of $1^{\circ} 33' 20''$; thence,

10th: South $05^{\circ} 42' 41''$ East 625.55 feet **Point of Beginning.**

Containing 10.02 acres, more or less.

Disclaimer: For assessment purposes only. This description of land is not a legal property description as defined in the Subdivision Map Act and may not be used as the basis for an offer for sale of the land described.



Daniel J. Walsh, PLS 7540
County Surveyor
Ventura County

10-4-2023

Date



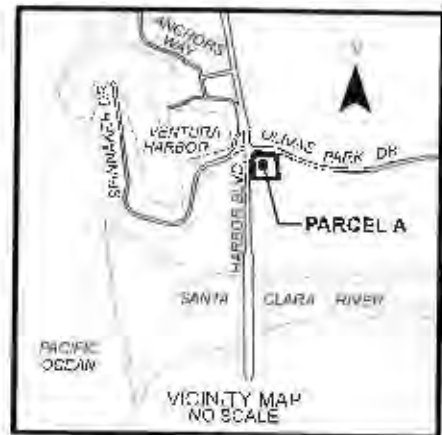
The Ventura County Surveyor's office of the Public Works Agency
certifies this map and legal description to be definite and certain.

Certified by:

Date:

***P.O.B. - PARCEL A:**

THE EASTERLY TERMINUS OF THE 4TH COURSE OF THE FI FISCHMANN ADDITION NO. 3 ANNEXATION TO THE CITY OF SAN BUENAVENTURA PER CITY OF SAN BUENAVENTURA RESOLUTION NO. 5691 PASSED AND ADOPTED MARCH 23, 1964, AND FILED IN THE OFFICE OF THE SECRETARY OF STATE OF THE STATE OF CALIFORNIA ON MARCH 30, 1964.



LEGEND

- EXISTING CITY OF SAN BUENAVENTURA BOUNDARY
- PROPOSED ANNEXATION TO CITY OF SAN BUENAVENTURA
- P.O.B.** - POINT OF BEGINNING
- O.R.** - OFFICIAL RECORDS
- MR** - MISCELLANEOUS RECORDS
- RS** - RECORD OF SURVEY

COURSE DATA

1.	N 88° 33' 55" W	599.32'
2.	N 01° 04' 15" W	563.42'
3.	A - 90° 00' 21" R - 100.00'	
	L = 167.69' (RIGHT)	
4.	N 88° 56' 06" E	100.13'
5.	Δ = 12° 43' 02" H = 1590.00'	
	L = 375.11' (RIGHT)	
6.	S 04° 30' 30" W	25.37'
7.	S 75° 29' 30" E	25.00'
8.	N 24° 30' 30" E	21.69'
9.	Δ = 1° 33' 20" R = 1690.00'	
	L = 45.98' (RIGHT)	
10.	S 05° 42' 41" E	625.55'

RAD. 1 - N 11° 39' 08" E
RAD. 2 - N 12° 44' 51" E
RAD. 3 - N 14° 18' 14" E

Disclaimer: For assessment purposes only. This map is not a legal property description as defined in the Subdivision Map Act and may not be used as the basis for an offer for sale of the land described.

DANIEL J. WALSH, PLS 7540
COUNTY SURVEYOR
VENTURA COUNTY

DATE

The Ventura County Surveyor's office of the Public Works Agency certifies this map and legal description to be definite and certain.

Certified by:

Date:

**CITY OF SAN BUENAVENTURA
REORGANIZATION
SOUTHEAST HARBOR**

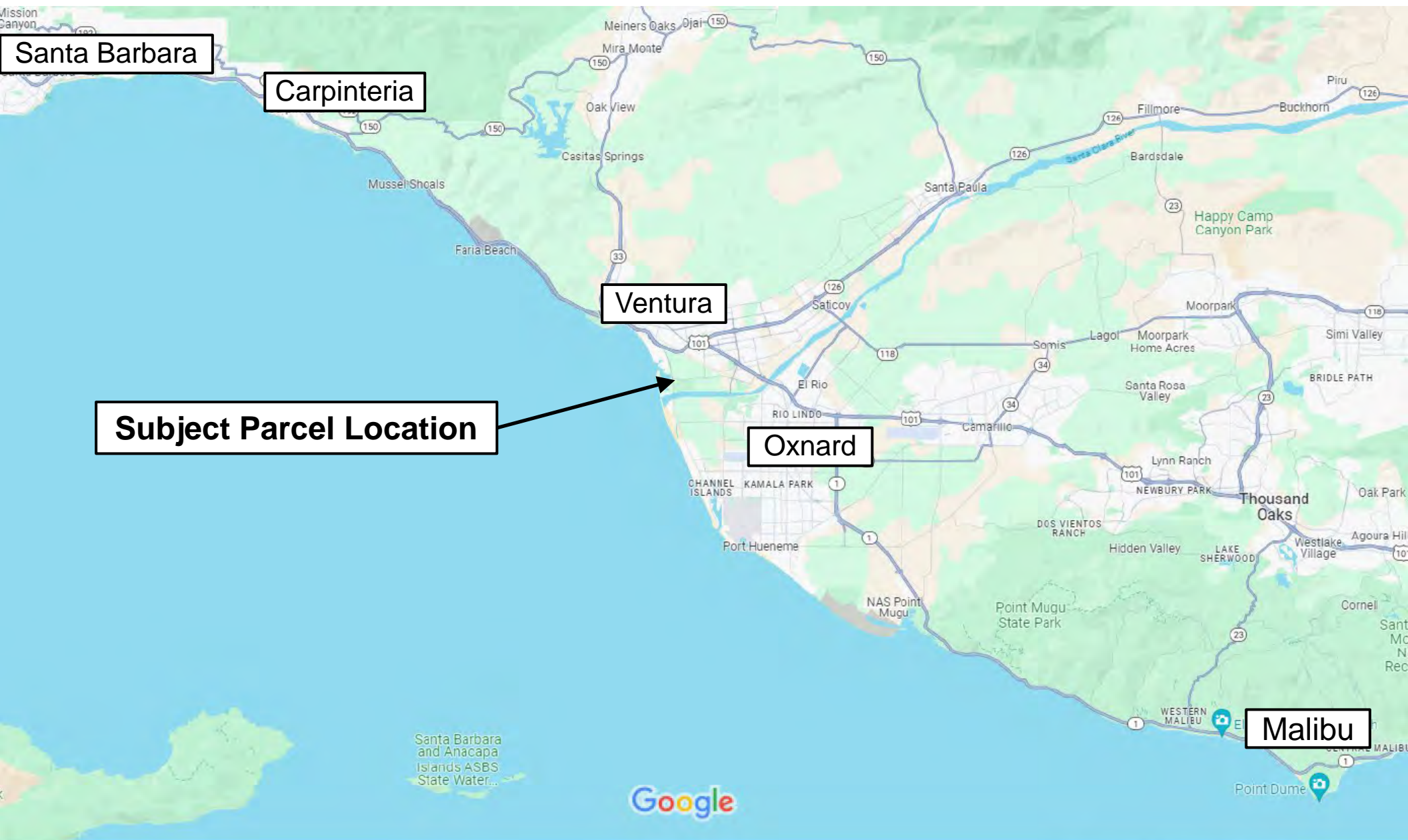
**ANNEXATION TO THE CITY OF
SAN BUENAVENTURA, AND ANNEXATION
TO THE VENTURA PORT DISTRICT, AND
DETACHMENT FROM THE VENTURA
COUNTY FIRE PROTECTION DISTRICT, AND
DETACHMENT FROM THE VENTURA
COUNTY RESOURCE CONSERVATION
DISTRICT, AND DETACHMENT FROM
COUNTY SERVICE AREA NO. 32**

PARCEL A

**A PORTION OF SUBDIVISION 7, RANCHO SAN MIGUEL,
VENTURA COUNTY, CALIFORNIA,
PER 5 MR 32**

SEPTEMBER 12, 2023

SHEET 1 OF 1



Map data ©2023 Google 2 mi

EXHIBIT 9
LCP-4-SBV-23-0059-2



Ventura
Pier

Ventura

Ventura
Harbor

Subject
Parcel
Location

Existing Ventura Water
Reclamation Facility

Santa Clara River

Oxnard

Imagery Date: 5/17/2019

Google Earth

Data SIO, NOAA, U.S. Navy, NGA, GEBCO

Data CSUMB SFML, CA OPC

Image © 2023 TerraMetrics

EXHIBIT 10
LCP-4-SBV-23-0059-2



1 mi



Maxar

N



APN: 138-0-050-090

0 140 280 560 Feet



EXHIBIT 11
LCP-4-SBV-23-0059-2