

CALIFORNIA COASTAL COMMISSION

SOUTH CENTRAL COAST DISTRICT OFFICE
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W11b

LCP-4-VNT-25-0032-2 (Coastal Hazards Update)

February 26, 2026

Exhibits

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Exhibit 1 – County of Ventura Board of Supervisors Resolution No. 25-051

Exhibit 2 – County of Ventura proposed Coastal Area Plan (LUP) and Coastal Zoning Ordinance (IP) amendment text

RESOLUTION NO. 25-051

**RESOLUTION OF THE BOARD OF SUPERVISORS OF THE
COUNTY OF VENTURA ADOPTING AMENDMENTS TO THE CERTIFIED LOCAL
COASTAL PROGRAM AND TRANSMITTING THEM TO THE CALIFORNIA
COASTAL COMMISSION FOR CERTIFICATION (PL20-0039)**

WHEREAS, the County of Ventura (“County”) has prepared and approved the amendments to its certified Local Coastal Program (“LCP”) in the form attached to this Resolution, which are hereinafter referred to as the “LCP Amendments” and include:

- (1) Amendments to the County’s certified Coastal Area Plan, as shown in Exhibit BH-4 in legislative format and Exhibit BH-2 in clean format to the Board of Supervisors of the County of Ventura (“Board”) Board Letter dated May 20, 2025; and,
- (2) Amendments to the Ventura County Municipal Code, Division 8, Chapter 1.1, Coastal Zoning Ordinance as shown in Exhibit BH-5 in legislative format and Exhibit BH-3 in clean format.

WHEREAS, on February 20, 2025, the Ventura County Planning Commission held a legally noticed public hearing regarding the LCP Amendments at which time the Planning Commission heard and received oral and written testimony from the general public and County staff, including the staff report and all exhibits;

WHEREAS, the Planning Commission voted 4-0, with one member absent, to recommend that the Board approve and adopt the LCP Amendments with one modification to Section 4.1.6, Policy 2.17 to add “surf breaks”;

WHEREAS, the Board held a legally noticed public hearing regarding the LCP Amendments in Ventura, California, on May 20, 2025;

WHEREAS, the Board considered the Planning Commission’s recommendation as well as all written and oral testimony from County staff and members of the public regarding the LCP Amendments;

WHEREAS, the Board found the County’s approval of the LCP Amendments to be exempt from the California Environmental Quality Act (CEQA) pursuant to Public Resources Code 21080.9 and CEQA Guidelines sections 15265;

WHEREAS, the Board found the Proposed LCP Amendments to be consistent with the California Coastal Act and all other applicable federal and state laws, to be in the public interest, and to further the goals, policies, and programs of the Ventura County General Plan;

WHEREAS, the Board found the LCP Amendments to be in the public health, safety or general welfare, to be consistent with the California Coastal Act and all other applicable federal and state laws, and constitute good zoning practice; and,

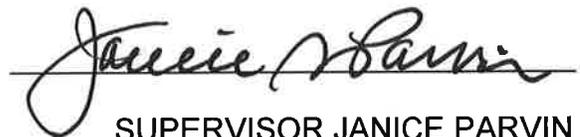
WHEREAS, this Resolution transmitting the LCP Amendments to the California Coastal Commission ("Coastal Commission") for certification is prepared pursuant to and in furtherance of Public Resources Code section 30514 and title 14 of the California Code of Regulations, section 13551.

NOW, THEREFORE, BE IT RESOLVED, that the Board hereby directs staff to transmit the LCP Amendments to the Coastal Commission for certification;

BE IT FURTHER RESOLVED, ORDERED, AND DETERMINED that the Board intends that the LCP Amendments, once certified by the Coastal Commission, shall be carried out in a manner that fully complies with the California Coastal Act and the County's certified Local Coastal Program; and

BE IT FURTHER RESOLVED, ORDERED, AND DETERMINED that the Proposed LCP Amendments shall become effective and operative upon the County's receipt of written notice that the Coastal Commission has approved certification of the amendments and upon public notice of such certification and approval as may be required by applicable law.

Upon a motion by Supervisor Lopez, and seconded by Supervisor Lavere, duly carried, the foregoing Resolution was passed and adopted this 20th day of May, 2025.



SUPERVISOR JANICE PARVIN
Chair, Board of Supervisors
County of Ventura

ATTEST:
DR. SEVET JOHNSON
Clerk of the Board of Supervisors
County of Ventura, State of California

By 
Deputy Clerk of the Board

Exhibit 3.1:

Coastal Area Plan (legislative format with staff explanations)

County-Initiated Amendments to the Local Coastal Program (LCP) Addressing Coastal Hazards, Sea Level Rise and other Minor Amendments

Staff Explanation for CAP Amendments:

This document contains proposed Coastal Area Plan (CAP) amendments that were developed for the VC Resilient Coastal Adaptation Project with grant funds provided by the California Coastal Commission Local Assistance Grant Program. It includes draft amendments that would implement the new and updated goals, policies, and programs for sea level rise and coastal hazards. All proposed text within the CAP is in the following “legislative format:”

- Existing CAP text that will be retained is shown as plain black text (not underlined).
- Newly proposed text is shown as black underlined text.
- Existing, certified text that is proposed for deletion is shown as “~~strikethrough~~” across the word/sentence.
- Double-Underlined text indicates a proposed addition to a policy that is currently in the County’s adopted General Plan.
- *Black italicized text* indicates that the term is defined in Article 2 of the Coastal Zoning Ordinance (CZO).
- Staff explanations are shown as *blue italicized text*.

The base document used for this draft is the “clean copy” version of the CAP that was effective in September 2022. This document only shows sections of the CAP that are proposed to be amended and does not include the entire CAP. After a public comment period, this “legislative format” version and the “clean” version of the amendments will be added as exhibits to the Planning Commission staff report.

List of Amended Sections:

- *Section 4.1 – The Coastal Zone: Amends the narrative to incorporate the previous Coastal Area Plan amendment history and background*
- *Section 4.1.1 – Archaeological Resources: Adds new program addressing sea level rise*
- *Section 4.1.4 – Coastal Trail: Minor amendments and expansion of the Coastal Trail*
- *Section 4.1.6 – Hazards, Sea Level Rise, and Climate Change: Contains a package of new and revised goals, policies, and programs*

- *Section 4.2.2 – Recreation and Access (North Coast): Minor amendments to incorporate sea level rise*
- *Section 4.2.3 – Agriculture (North Coast): Minor amendments*
- *Section 4.2.4 – Energy and Industrial Facilities (North Coast): Minor amendments to incorporate sea level rise and remove outdated references*
- *Section 4.3.2 – Recreation and Access (Central Coast): Minor amendments to incorporate sea level rise*
- *Section 4.3.3 – Agriculture (Central Coast): Minor amendments*
- *Section 4.3.4 – Energy and Industrial Facilities (Central Coast): Minor amendments to incorporate sea level rise and remove outdated references*
- *Section 4.4.2 – Recreation and Access (South Coast): Minor amendments to incorporate sea level rise*
- *Section 4.4.3 – Agriculture (South Coast): Minor amendments*
- *Section 4.4.4 – Energy and Industrial Facilities (South Coast): Minor amendments to incorporate sea level rise and remove outdated references*
- *Section 4.4.5 – Public Works Facilities (South Coast): Minor amendments to revise outdated references*
- *Section 4.4.6 – Locating and Planning New Development (South Coast): Minor amendments*

Four sections that address hazards or beach erosion will be deleted and replaced by Section 4.1.6:

- *Section 4.2.4 (North Coast) – Hazards,*
- *Section 4.3.4 (Central Coast) – Hazards,*
- *Section 4.3.5 (Central Coast) – Beach Erosion,*
- *Section 4.4.4 (South Coast) – Hazards, and*
- *Section 4.4.5 (South Coast) – Beach Erosion.*

As a result of the deleted sections, succeeding sections were renumbered.

Following the Planning Commission hearing on February 20, 2025, Policy 2.17 in section 4.1.6 was modified due to Planning Commission directive to add “surf breaks”.

VENTURA COUNTY GENERAL PLAN COASTAL AREA PLAN



Last Amended - , 2025

Effective - , 2025

Ventura County Planning Division

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[Staff comment: The Table of Contents is shown in legislative format, with the proposed new Section 4.1.6. Since the existing “Hazards” and “Beach Erosion” sections in North, Central and South Coast Subarea chapters are being consolidated into the new Section 4.1.6, sections in 4.2, 4.3, and 4.4 are being renumbered. The page numbers will be updated when the amendments are completed.]

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Coastal Area Plan Appendices

[Staff comment: Appendix 16 is proposed to be added to the list below.]

The following CAP Appendices are contained in a separate document available at:
http://vcrma.org/planning/pdf/plans/CAP_Appendices.pdf

- Appendix 1 Archaeological Guidelines (1980)
- Appendix 2 Paleontological Guidelines (1980)
- Appendix 3 Guidelines for Implementation of the California Land Conservation Act of 1965 (The Williamson Act) (2000)
- Appendix 4 California Department of Navigation and Ocean Development, Survey of Ventura County Beaches (1977)
- Appendix 5 Policy for the Location of Onshore Oil Facilities (1968)

The following Appendices are contained in the Coastal Zoning Ordinance, which is available at:
http://vcrma.org/planning/pdf/ordinances/zoning/coastal_zone_ord.pdf

- Appendix 6 (T1) Tree Removal, Alteration, and Planting Standards (2017)
- Appendix 7 (L1) Landscape and Irrigation Plan Requirements (2017)
- Appendix 8 (L2) Calculating the Water Budget of a Project Site (2017)
- Appendix 9 (L3) Sample Water Efficient Landscape Worksheet (2017)
- Appendix 10 (L4) Estimated Total Water Use (2017)
- Appendix 11 (L5) Examples for Calculating the Water Budget (2017)
- Appendix 12 (L6) Sample Certificate of Completion (2017)
- Appendix 13 (L7) Invasive Plant List (2017)
- Appendix 14 (E1) Site-Specific Environmental Assessments for ESHA (2022)
- Appendix 15 (E2) ESHA Mitigation Plans / Legal Instruments for Conservation (2022)

Ventura County Coastal Area Plan Digital Maps

Some of the maps in the Ventura County Coastal Area Plan (listed below) have been updated in digital format. Because the ~~these~~ digital maps reflect more current data, they may not exactly reflect the corresponding map in the Coastal Area Plan. **These digital maps are not the official maps.** The digital maps are available for viewing at <https://vcrma.org/en/coastal-plan-map-gallery>.

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[Staff comment: Reference to Figure 4.3-9 is proposed to be removed since the figure was removed in a previous amendment.]

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The following maps were not assigned figure numbers but are available for viewing at <https://vcrma.org/en/coastal-plan-map-gallery>.

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- Hazards – Faults
- Hazards – Non-Earthquake Induced Landslides
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- Hazards – Liquefaction Areas
- Hazards – Groundshaking Acceleration

Abstract

Preamble

[Staff comment: No changes are proposed to the Abstract and Preamble.]

History of Ventura County's Local Coastal Program

[Staff comment: This table is being updated to include recent amendments to the Local Coastal Program.]

Federal and State Legislation

Date	Source and Statute	Description
October 27, 1972	U.S. Congress: Title 16 U.S.C. 1451-1464	Established a federal coastal zone management policy and created a federal coastal zone. Congress declares that it is a national policy "to encourage and assist the states to exercise effectively their responsibilities in the coastal zone through the development and implementation of management programs to achieve wise use of the land and water resources of the coastal zone." Coastal states are provided a policy and source of funding for the implementation of federal goals.
November 7, 1972	Voter Initiative: California Coastal Zone Conservation Act (Proposition 20)	A temporary measure that set up six regional Coastal Commissions with permit authority and a directive to prepare the California Coastal Zone Conservation Plan to the California State Legislature for its adoption and implementation.
January 1, 1977,	California State Legislature: California Coastal Act (Public Resources Code Division 20)	Coastal Act establishes a permanent coastal management program for California. Permanent enacting law that establishes a set of policies that regulate land uses in the designated coastal zone. Further, it provides for the transfer of permitting authority, with certain limitations reserved for the State, to local governments through adoption and certification of Local Coastal Programs (LCP) by the Coastal Commission.

Ventura County's Local Coastal Program

Board of Supervisors' Action or Adoption	California Coastal Commission Certification	Amendment Description
November 18, 1980 Resolution 222		Adoption of the Land Use Plan (Coastal Area Plan) of the Local Coastal Program.

Ventura County's Local Coastal Program

Board of Supervisors' Action or Adoption	California Coastal Commission Certification	Amendment Description
December 19, 1980		Ventura County Resource Management Agency (RMA) submits the Local Coastal Program (LCP) Land Use Plan (CAP) to the South Central Regional Commission.
	February 20, 1981 Regional Commission Hearing #1	Regional Commission raises ten specific issues with respect to the adequacy of the County's Plan.
March 3, 1981		Board postpones second Regional Commission hearing in order to provide time for County and Commission staffs to meet and negotiate the ten issues.
April 14, 1981 Resolution 222 Amendment No. 1 to the LCP		Denial of that portion of the plan covering Channel Islands Harbor; Adopted amendments to the previously approved Land Use Plan (CAP) to address comments from Coastal Commission staff regarding housing and agricultural grading, adding energy facilities as a permitted use in Coastal Open Space (COS), deleting the Union Oil storage tank facility from the Central Coast subarea land use map and identification of all access points on the land use maps.
	May 16, 1981 Regional Commission Hearing #2	Disapproval of County's Local Coastal Program (LCP); All ten issues were not resolved, added a new issue, agricultural grading; Upheld County's recommendation to designate the Seacliff agricultural land (Hoffman Property) as Coastal Open Space (COS); the Cliff House as Coastal Commercial (CC) and the Coastal Lemon property Coastal Industrial (CM).
June 2, 1981		Board decides to appeal the Regional Commission's disapproved portions of the Plan to the State Coastal Commission.
	July 16, 1981 State Coastal Commission Hearing #1	Substantial Issues Raised: Planning for federal lands and questions regarding the need for new policies to address Santa Monica Mountains.
	August 20, 1981 State Coastal Commission Hearing #2	Conditional Certification: Requested equivalent language for policies related to agriculture, environmentally sensitive habitats, grading ocean-front visitor-serving recreational facilities, access and recreation, housing and Santa Monica Mountains.
November 10, 1981 Resolution 222		Approval of Coastal Commission's Conditional Certification. Changes made to LCP Land Use Plan (LUP)/Coastal Area Plan (CAP). Two major issues still unresolved: Planning for federal lands and minimum lot size for non-prime agricultural land.
December 1, 1981 Resolution 222	January 19, 1982	Resolution approving Coastal Commission's conditional certification with modifications that required specific policy language and text changes to LCP Land Use Plan (LUP)/Coastal Area Plan (CAP).

Ventura County's Local Coastal Program

Board of Supervisors' Action or Adoption	California Coastal Commission Certification	Amendment Description
March 30, 1982 Resolution 222 Amendment No. 2 to the LCP	Certified June 18, 1982 Certified April 28, 1983	Designate Mussel Shoals Cliff House Coastal Commercial (CC). Deletion of the "housing" sections in the north, central and south coast subareas. Authorize the Director of Resource Management Agency (RMA) to submit Local Coastal Program (LCP) Coastal Area Plan (CAP) to California Coastal Commission (CCC) for certification.
July 26, 1983 Ordinance 3654		Chapter 1 of Division 8 (Planning and Zoning) of the Ventura County Ordinance Code is hereby amended by adding 1.1 (to be known as the Zoning Ordinance for the coastal zone).
September 6, 1983 Ordinance 3656	October 26, 1983	Adoption of Ventura County official zoning maps for the coastal zone and rezoning all property in conformance with LCP Land Use Plan and Coastal Zoning Ordinance (CZO). County assumes permit authority in the coastal zone.
October 15, 1985 Ordinance 3745 GPA 85-3 Z-2755/2756		CZO Amendment. Rezone from Residential Beach Harbor (RBH) zone to Coastal Commercial (CC) zone; 0.43 acres on the east side of Ocean Drive, 70 feet south of the intersection of Los Altos Street and Ocean Drive.
October 29, 1985 Ordinance 3743	LCP No. 1-85 (Major) December 19, 1985 (Minor) February 7, 1986	CZO Amendment. Regulations for satellite dish antennas in the Residential Beach Harbor (RBH) zone in response to Emergency Ord. 3732 which placed a 45-day moratorium on the construction of new satellite antennas in the RBH zone.
May 13, 1986 Ordinance 3772		CZO Amendment. Re-codification of the Coastal Zoning Ordinance (format and structure to be consistent with NCZO, addition of specific uses to certain coastal zones, clarification of permit requirements).
August 26, 1986 Ordinance 3787	LCP No. 1-86 (Major and Minor) July 8, 1986 LCP No. 2-86 (Minor) December 10, 1986 LCP No. 3-86 (Minor) January 14, 1987	CZO Amendment. Add and modify definitions in Article 2, provide detailed regulations for kennels and building height measured in the Residential Beach Harbor (RBH) zone, disallow athletic fields in the Coastal Open Space (COS) zone, clarify discretionary permits are appealable to the Coastal Commission, clarify most repair and maintenance is exempt from coastal development permit requirements, update provisions for lot mergers and the use of non-conforming lots.
December 20, 1988 Ordinance 3883 Z-2822 GPA 88-4	LCP No. 2-88 (Minor) January 11, 1989 LCP No. 1-89 (Major) May 10, 1989	CZO Amendment. Camp Hess Kramer (APN 700-0-060-14 and APN 700-0-060-30) developed camp areas rezoned from Coastal Open Space (COS) Santa Monica Mountains Overlay (M) to Coastal Rural Exclusive CRE-10 acres and CRE 20 acres. Solromar (APN 700-0-070-05) rezone from COS (M) to Coastal Rural Exclusive (CRE) 5-acres.
June 20, 1989 GPA 89-1	LCP No. 2-89-A (Minor) October 10, 1989 LCP No. 2-89-B (Minor)	CAP Amendment. Correct clerical errors, clarifications, add tables that show intensity of land use permitted in each land use designation with total area, building intensity, population and employment capacity, and population and employment density for each subarea of the Coastal Plan as required by

Ventura County's Local Coastal Program

Board of Supervisors' Action or Adoption	California Coastal Commission Certification	Amendment Description
	October 11, 1989 LCP No. 2-89-C (Major) October 10, 1989	State law, add a land use designation/zoning classification compatibility matrix, replace four outdated appendices (The Guidelines for Orderly Development, State of California Interpretive Guidelines for Wetlands and Other Wet, Environmentally Sensitive Habitats, Guidelines for Implementation of the California Land Conservation Act of 1965 (aka Land Conservation Act Guidelines), and Conditional Use Permit Conditions for Oil Operations), and replace out-of-date material in the Local Coastal (Area) Plan. The amendments do not involve changes or redefinitions of coastal land use designations.
July 10, 1990 Ordinance 3946		CAP Amendment. Incorporating State mandated requirements for implementation of Ventura County's Hazardous Waste Management Plan.
Amended Ordinance 3964 December 11, 1990 Z-2843 GPA 90-4	LCP No. 1-90 (Minor) September 11, 1990 LCP No. 1-91 (Major and Minor) March 15, 1991	CZO Amendment. Silver Strand (APN 206-0-171-26) rezoned from Coastal Commercial (CC) to Residential Beach Harbor (RBH).
Adopted October 19, 1993 Ordinance 4042 Z-2857 GPA 93-3	LCP No. 1-93 (Major) February 16, 1994	CZO Amendment. Lazy-J Ranch Camp (APN 701-0-030-100) rezoned from Coastal Open Space (COS) Santa Monica Overlay (M) to Coastal Rural Exclusive (CRE) 40-acres.
Adopted February 1, 1994 Ordinance 4055		CZO Amendment. Clarify zone suffix designation, lot coverage per building, setbacks, off-street parking, recycling facilities, nonconformities and substandard lot, administrative penalties and procedures. Minimum lot sizes per zoning designation, etc.
	LCP No. 1-95 (De-Minimis) December 13, 1995	Ventura County de Minimis LCP Amendment No. 1-95.
Adopted December 10, 1996 Ordinance 4127 Z-2909 GPA 96-3	LCP No. 1-97 (Major) April 10, 1997 LCP No. 2-96 (Major) July 9, 1997	CZO Amendment. (Rural Intensity and La Conchita), La Conchita (APNs 060-0-050-090; -130; -155; -165; -180; -195; -205; -235; -255) rezoned from Coastal Rural (CR) 1-acre to Coastal Open Space (COS) 10-acres.
	LCP No. 2-97 (Major) September 9, 1997	Approved Ventura County LCP Amendment No. 2-97 (Hollywood Beach) Designation of APN 206-0-233-165) from Residential Beach Harbor (RBH) to Coastal Residential, Planned Development (CRPD).

Ventura County's Local Coastal Program

Board of Supervisors' Action or Adoption	California Coastal Commission Certification	Amendment Description
Adopted May 25, 1999 Ordinance 4186	LCP No. 1-99 (Minor) August 13, 1999	CZO Amendment. Addition of Section 8178-3.6 Standards for Off-Site Parking Spaces.
Adopted December 5, 2000 Ordinance 4219		CZO Amendment. Add definitions and establish procedures for emergencies and divided jurisdictional authority, modernize standards relating to oil and energy facilities, change symbols in the use matrix.
	Time Extension March 13, 2001	Extend time for action on Ventura County LCP Amendment No. VNT-MAJ-1-00 Time Extension: Text and appendices to County's LCP to achieve consistency with General Plan and NCZO.
		Approval of Ventura County LCP Amendment No. VNT-MAJ-1-00 (Part A): Amendments to energy development.
Adopted November 20, 2001 Ordinance 4249 GPA 00-3	LCP No. 1-00-A (Major) LCP No. 1-00-B (Major) January 11, 2002	County: CZO Amendment. Add definitions and establish procedures for emergencies and divided jurisdictional authority, modernize standards relating to oil and energy facilities, change symbols in the use matrix. CCC: Approval of Ventura County LCP Amendment No. VNT-MAJ-1-00 A & B Certification review.
Adopted May 14, 2002 Ordinance 4263 Z-2943	LCP No. 1-02 (Minor) LCP No. 2-02 (Minor) July 11, 2002	CZO Amendment. Hollywood Beach (APN 206-0-254-210) rezone from Coastal Residential Planned Development (CRPD) to Residential Beach Harbor (RBH).
Adopted May 14, 2002 Ordinance 4264 Z-2943	LCP No. 1-02 (Minor) LCP No. 2-02 (Minor) July 11, 2002	CZO Amendment. Hollywood Beach (APN 206-0-254-200) rezone from Coastal Residential Planned Development (CRPD) to Residential Beach Harbor (RBH).
Adopted June 3, 2003 Ordinance 4283		CZO Amendment. Amend standards related to second dwelling units.
	LCP No. 1-03 (De Minimis) January 14, 2004	Approved Ventura County LCP Amendment No. 1-03: Permitting secondary housing units.
Adopted October 10, 2006 Ordinance 4351 ZN04-0002 GPA-06-1		CZO Amendment. Crown Pointe Estates Tract 5457: Subdivide Lot 10 of Tract 4483 to create five lots: four lots zoned Coastal Rural (CR) 1-acre and one commercial lot (Neptune's Net) zoned Coastal Commercial (CC).
	Time Extension August 8, 2007	Time Extension: County of Ventura LCP Amendment No. 1-2007 (Crown Pointe Estates) Time Extension: Rezone Residential and Neptune's Net.

Ventura County's Local Coastal Program

Board of Supervisors' Action or Adoption	California Coastal Commission Certification	Amendment Description
Adopted January 29, 2008 Ordinance 4378		LCP Amendment. Convert existing official zoning maps from hard copy to official zoning data, GIS format and to omit hyphens in existing zoning classification abbreviations.
	LCP No. 1-07 (Major) April 9, 2008	Approved with Modifications Ventura County LCP Amendment No. 1-07 (Crown Pointe Estates).
Amended September 16, 2008 LCP 1-2007		CZO Amendment. Crown Pointe Estates Tract 5457 Rezone from Coastal Commercial (CC) to Coastal Rural (CR) 1-acre and a required mitigation fee of \$557,084 to offset the loss of the 2.9 acres of commercial zoned property to residential.
Adopted September 23, 2008 Ordinance 4391	LCP No. 1-07 (Major) October 16, 2008	Approved Ventura County LCP Amendment No. VNT-MAJ-01-07 (Crown Pointe Estates) Certification Review.
Adopted June 28, 2011 Ordinance 4435		CZO Amendment. Amend sections related to special needs housing and reasonable accommodation.
Adopted January 24, 2012 Ordinance 4443		CZO Amendment. Crown Pointe Estates Rezone APN 700-0-260-140 from Coastal Rural Exclusive (CRE); Santa Monica Mountains Overlay (M) to Coastal Rural Exclusive (CRE) 2-acres (M) Overlay.
	LCP No. 1-12 (Major) June 14, 2012	Approved Ventura County LCP Amendment No. MAJ-1-12: Crown Pointe Estates.
	LCP No. 2-12 (Major) November 15, 2012	Approved with Modifications Ventura County LCPP Amendment No. MAJ-2-12 (Phase I Update): Amend CZO with code updates, land use clarifications, permit processing procedures, spelling and grammar corrections
Adopted December 11, 2012 Ordinance 4451		CZO Amendment. Adoption of a resolution to accept California Coastal Commission Modifications to County Coastal Zoning Ordinance ZN12-0002, Text Amendments
	LCP No. 2-12 (Major) February 7, 2013	Approved Ventura County LCP Amendment No. VNT-MAJ-2-12 (Phase I Update) Certification Review.
<u>Adopted</u> <u>June 21, 2016</u> <u>PL12-0158</u>	<u>May 11, 2017</u>	<u>Phase 2A Amendment. Policy modifications to the Coastal Area Plan and Coastal Zoning ordinance in topic areas including: archaeological and paleontological resources, filming, parking, public noticing, signs, tree protection and water efficient landscaping</u>
<u>Adopted</u> <u>December 6, 2017</u> <u>LCP-4-VNT-16-0069-2</u>	<u>June 7, 2017</u>	<u>Phase 2B Amendment. Policy and implementation measures regarding California Coastal Trail, Wireless Communication Facilities, and Civil and Administrative Penalties</u>

Ventura County's Local Coastal Program

Board of Supervisors' Action or Adoption	California Coastal Commission Certification	Amendment Description
<u>Adopted</u> <u>October 19, 2021</u> <u>PL17-0083</u>	<u>April 6, 2022</u>	<u>(ESHA) Environmentally Sensitive Habitat Areas and minor amendments to remove an obsolete zone (Harbor Planned Development).</u>

Chapter 1

INTRODUCTION

CHAPTER 2

SUMMARY OF COASTAL ACT POLICIES

Chapter 3

LAND USE PLAN

[Staff comment: No changes are proposed to Chapters 1, 2, and 3.]

[Staff comment: Chapter 4, Sections 4.1 (The Coastal Zone), 4.2 (The North Coast), 4.3 (The Central Coast), and 4.4 (The South Coast) of the County of Ventura Coastal Area Plan are hereby amended to read as shown below.]

CHAPTER 4

Goals, Policies and Programs

Chapter 4 – Goals, Policies, and Programs, Section 4.1 – the Coastal Zone, of the Ventura County Coastal Area Plan is hereby amended to read as follows:

4.1 THE COASTAL ZONE

The section below, titled “Coastal Zone – Goals, Policies and Programs,” was added to the Coastal Area Plan (CAP) in 2016. This section contains information organized by topic, and the coastal resource-based topics contained within this section include:

- Archaeological and Paleontological Resources
- Environmentally Sensitive Habitat Areas
- Coastal Trail
- ~~Coastal~~ Tree Protection
- Sea Level Rise and Coastal Hazards
- Visual Resources
- Water Efficient Landscaping
- ~~Wireless Communication Facilities.~~

[Staff comment: The topics of sea level rise and coastal hazards would be included. Previous amendments for environmentally sensitive habitat areas should have been included on the list. Wireless Communication Facilities is an outdated reference and should be removed.]

The original CAP, adopted in 1980, was organized by geographic area (north, central and south) rather than by topic. However, that organizational structure frequently resulted in the same objectives, policies and programs repeated within each of the three geographic areas. In 2017, a new section was The format established within titled the “Coastal Zone Objectives, Policies and Programs.” ~~This new section focuses on topical areas of coastal resources instead of geographic area. “Coastal Zone Objectives, Policies and Programs” section was added to the CAP in 2017. Previously the Coastal Area Plan (CAP) was organized by geographic areas, specifically the north, central and south coasts. The abstracts, objectives and policies developed for coastal resources are repeated in each geographic area creating redundancy to the plan. As periodic updates are completed, The 2017 LCP amendments initiated a new format for the CAP, consolidating the abstracts summary text, objectives goals, and policies, and programs are added and updated in this new section and will also be moved from the sections about the three geographic areas by coastal resource instead of by geographic area. Archaeological and Paleontological Resources,~~ introduced this new

~~format under the heading Coastal Resource Policies. Coastal *Environmentally Sensitive Habitat Areas*, *Coastal Trail*, Tree Protection, Visual Resources, and Water Efficient Landscaping and *Environmentally Sensitive Habitat Areas* were also added under this new section. The most recent amendment was to include *Sea Level Rise and Coastal Hazards* were added to this section.~~ As funds become available, the remaining *coastal resources sections* will be consolidated and revised following the new format that will improve the Plan's readability.

Chapter 4 – Goals, Policies, and Programs, Section 4.1.1 – Archaeological Resources, of the Ventura County Coastal Area Plan is hereby amended to read as follows:

4.1.1 Archaeological Resources

The Ventura County coast is archaeologically and culturally significant to a variety of different groups. Earlier, it was the site of one of the densest Native American populations in North America. The native people of the Central Coast from Malibu to just west of Ventura were the Ventureño Chumash (Grant 1978a; King 1984; Landberg 1965). The archaeological record in Chumash territory reflects cultural continuity over a long span of time, possibly indicating that people ancestral to the Chumash arrived in the area as early as 13,000-10,000 years ago.

Chumash subsistence relied primarily on fishing, hunting, and gathering vegetal foods, notably acorns. In the spring, groups harvested grasses, roots, tubers, and bulbs. Hunting marine mammals became important during the times when seals and sea lions congregated at their rookeries. In late summer, coastal groups harvested large schooling fish such as tuna. During the fall, acorns were harvested and pine nuts were collected in the mountains. Winter months were spent in villages, where residents relied primarily on stored foodstuffs as well as occasional fresh fish (Landberg 1965:102-104; Grant 1978b, 1978c, 1978d; Hudson and Blackburn 1982, 1983).

Later came active maritime and mission periods. Contact with early Spanish and Portuguese explorers began with the expedition of Cabrillo and Ferrello in A.D. 1542-1543. Old World diseases such as small pox, measles, typhoid fever, malaria, dysentery, and many others, ravaged native populations in Southern California during two centuries or more before Spanish occupation began in the 1770s (Erlandson and Bartoy, 1995, 1996; Preston, 1996). Drastic changes to Chumash lifeways resulted from the Spanish occupation that began with the Sacred Expedition, led by Gaspar de Portolà and Junípero Serra, in A.D. 1769-1770. Mission history was established between 1772 through 1804 with nearly the entire Chumash population incorporated into the mission system (Grant 1978c). Beginning in 1782, coastal Ventureño Chumash from Malibu to Carpinteria were removed from their traditional settlements and relocated to the San Buenaventura mission facilities. In 1821, the Mexican Revolution brought an end to Spanish rule and the emerging government moved immediately to establish control in the provinces, including the modern American states of California, Nevada, Arizona, Utah, western Colorado and southwestern Wyoming. The territory passed to American control after the Mexican–American War and ceased to exist with the creation of the State of California in 1850.

In the 21st century, Native American communities exhibited continual growth and revival, playing a larger role in the American economy. *Tribal cultural resources* are an important

part of the lives of Native Americans. The County recognizes that tribes that are traditionally and culturally affiliated with Ventura County have expertise with regard to their tribal history and practices. Early consultation on discretionary projects with Native American representatives should occur with regard to scope of required environmental review, the status of *tribal cultural resources*, the potential of a project to impact tribal cultural resources, and the identification of project alternatives and mitigation measures that may be recommended by the tribe.

Much of the County's *coastal zone*, while archaeologically sensitive, has not been well surveyed (S. Callison, pers. Comm.). Research indicates that knowledge of the distribution and location of earlier human habitation sites will add yet another dimension to our understanding of climatic and environmental cycles (Euler et al. 1979) since villages throughout the southwest were closely associated with water sources, many of which are now dry (Euler et al. 1979).

Archaeological Resource Goal 1

To recognize archaeological sites in the County's *coastal zone* as important to an understanding of human history and prehistoric societies and to protect *archaeological resources* from disturbance by human activities.

Policies

1. Discretionary *development* shall be reviewed to identify potential locations for sensitive *archaeological resources*.
2. New *development* shall be sited and designed to avoid adverse impacts to *archaeological resources* to the maximum extent *feasible*. If there is no *feasible* alternative that can eliminate all impacts to *archaeological resources*, then the alternative that would result in the fewest or least significant impacts to *archaeological resources* shall be selected. Impacts to *archaeological resources* that cannot be avoided through siting and design alternatives shall be mitigated. When impacts to *archaeological resources* cannot be avoided, mitigation shall be required and shall be designed in accordance with established federal, state and/or County standards and shall be consistent with the policies and provisions of the LCP.
3. Archaeological, historical and ethnographic interpretation of native peoples in Ventura County should be incorporated into existing interpretive programs at public recreation facilities as *feasible* and into future interpretive programs as funds become available.
4. The location of all *coastal zone* archaeological sites shall be kept confidential to avert disturbance or destruction of the resource.
5. Native American tribal groups approved by the Native American Heritage Commission for the area shall be consulted when *development* has the potential to adversely impact *archaeological resources*.
6. Protect and preserve *archaeological resources* from destruction, and avoid impacts to such resources where *feasible*.
7. The unauthorized collection of archaeological artifacts is prohibited.

Programs

1. The County should encourage and seek grants for sea level rise monitoring projects, and during the discretionary review process for proposed development, evaluate and monitor shoreline areas with high rates of coastal erosion that also have a high likelihood of the presence of archaeological resources. The Planning Division will

coordinate with other agencies and Native American tribal representatives for monitoring potential exposure of archeological resources due to coastal erosion and sea level rise.

[Staff comment: No further changes are proposed to this section.]

Chapter 4 – Goals, Policies, and Programs, Section 4.1.4 – Coastal Trail, Section C – Coastal Trail Maps, Section D - Coastal Trail Implementation, and Section E – Coastal Trails Goals and Policies, of the Ventura County Coastal Area Plan are hereby amended to read as follows:

4.1.4 Coastal Trail

A. Introduction

B. Coastal Trail Classifications

[Staff comment: No changes are proposed to Sections 4.1.4, Subsections A and B. As a follow-up item to the Coastal Trail amendments completed in 2017, Subsection C is proposed to be amended to show the Coastal Trail extending onto the south jetty at Silver Strand Beach, where there are the remnants of a ship called the La Jenelle.]

C. Coastal Trail Maps

Maps for the Coastal Trail are shown on Figures 4.1-1 through 4.1-7. An overview map of the existing Multi-Modal Route in Ventura County is provided in Figure 4.1-1. This map also serves as a guide for the detailed maps of the North, Central and South Coast segments of the trail, which are provided in Figures 4.1-2 through 4.1-7. The Coastal trail map tables provide more detailed information on each segment of the Coastal Trail – such as access points, existing trail conditions, and areas where trail improvements are needed. The Coastal Trail maps and tables describe the general condition of each trail segment as of 2017. The degree to which improvements are required to officially designate and open each segment of the Coastal Trail will vary considerably. For example, signage may be the only improvement required for an existing *Class 1 Pathway* identified as a multi-modal segment of the Coastal Trail. For a different Coastal Trail segment, required trail improvements may include a *Class 2 Bike Lane* and a separate pedestrian trail route.

The network of Coastal Trail routes generally consists of a continuous, Multi-Modal Route combined with alternative, Single-Mode Routes. These routes, described below, form an interconnected and complementary Coastal Trail network within Ventura County's coastal zone. The continuous Multi-Modal Route is primarily located within public rights-of-way due to the unique conditions and physical constraints described below:

- Access to the coastline within the North Coast subarea is limited by the close proximity of U.S. Route 101 and the Union Pacific rail line to the ocean. Intermittent strips of land lie between U.S. Route 101 and the coastline, but that land is occupied by existing residential development, small County beach parks, and short intermittent segments of the Pacific Coast Highway. A steep cliff *abuts* the narrow strip of coastline that is highly susceptible to landslides.

- The central portion of Ventura County’s coastline is generally occupied by the cities of Ventura, Oxnard, and Port Hueneme. Unincorporated areas within the Central Coast subarea primarily consist of active agricultural fields located away from the coastline. Unincorporated areas *adjacent* to the shoreline is limited to a state beach park, two existing residential neighborhoods, and a secure naval base.
- The South Coast subarea consists of mountainous terrain (the Santa Monica Mountains). A narrow strip of land lies between the Santa Monica Mountains and the ocean, land that is primarily occupied by the Pacific Coast Highway.

Due in large part to these physical constraints, currently identified trail routes are limited to publicly owned lands (e.g., public parks, public beaches), land with an existing public access easement, and public rights-of-way.

Multi-Modal Route

The Multi-Modal Route accommodates hikers/walkers and bicyclists. When all multi-modal segments are combined, they traverse the entire *coastal zone* of unincorporated Ventura County and form the backbone of the Coastal Trail. The Multi-Modal Route also provides key connections to Single-Mode Routes to ensure a continuous, interconnected trail system for pedestrian use. In addition, the Multi-Modal Route is designed to provide connections to coastal access points, such as bus stops or parking lots. Although the Multi-Modal trail route is typically a shared route for both walkers/hikers and bicyclists, two separate but parallel Single-Mode Routes may, when combined, be used to form a multi-modal segment of the Coastal Trail.

As shown in Figure 4.1-1, the Multi-Modal Route is divided into eight segments located within the North, Central and South Coast subareas. Each segment is unique and is illustrated within the following illustrative maps:

- North Coast (N): Figures 4.1-2 through 4.1-3
- Central Coast (C): Figures 4.1-4 through 4.1-6
- South Coast (S): Figure 4.1-7.

In order to enhance the trail experience for hikers and walkers on shared trail routes (Multi-Modal Route, Type A-1), several segments of the Multi-Modal Route should be upgraded to more clearly and safely accommodate hikers/walkers. For instance, in the Central and South Coast subareas, roadway enhancements are planned for bicyclists (bike lane striping and signage projects) and additional improvements are needed to accommodate hikers/walkers of the Coastal Trail.

Single-Mode Routes

Figures 4.1-2 through 4.1-7 illustrate the location of all Single-Mode Routes. These routes are limited in length and include a connection to the continuous, Multi-Modal Route. Ultimately, Single-Mode Routes may be the preferred route for persons hiking or walking the Coastal Trail because they provide views of or access to the ocean and a more pleasant trail experience. However, as described previously, Coastal Trail maps do not include a Single-Mode Route for walkers/hikers that traverses the entire *coastal zone* due to physical constraints.

Single-Mode Routes typically include trail alignments for hikers/walkers along beaches or public hiking trails (e.g., La Conchita Beach, public trails in Point Mugu State Park). The locations of Single-Mode Routes are designed to emphasize ocean views and access to beaches, bluffs, or other coastal open spaces and *habitats*. Single-Mode Routes run parallel to the Multi-Modal Route, are connected to it, and provide a through route or a return to source-of-origin route for designated segments of the Coastal Trail. The accessibility of

some shoreline Single-Mode routes will vary with seasonal fluctuations in beach sand. Single-Mode Routes may also provide specialized trail facilities and access to public parking, transportation, and recreation.

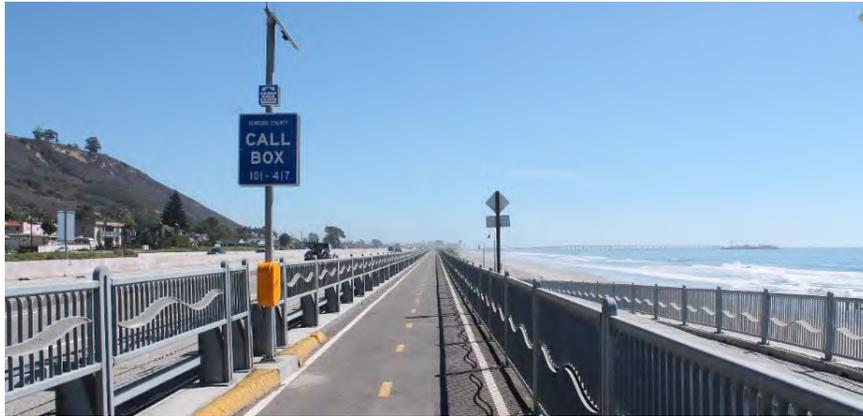
Coastal Trail Maps

Detailed Coastal Trail maps for unincorporated Ventura County (Figures 4.1-2 – 4.1-7) depict seven segments of the trail located in the North Coast, Central Coast, and Southern Coast geographic subareas.

North Coast Subarea: The Multi-Modal Route through this subarea (Figures 4.1-1, 4.1-2, and 4.1-3) is approximately 12 miles in length. It extends from Rincon Point on the north (at the Santa Barbara County line) to Emma Wood State Beach on the south (at the City of Ventura boundary). Half of this trail segment is a stand-alone bike path (Segments N1 and N3), and the remainder (Segment N2) is located within the public right-of-way for Old Pacific Coast Highway. This subarea includes Single-Mode Routes for hikers and walkers along La Conchita Beach, Punta Gorda Beach, and the path on the rock revetment at Seacliff Beach (a return to source-of-origin route). Additional Single-Mode Routes would provide a more suitable and enjoyable trail experience for walkers and hikers than is provided by the Multi-Modal Route.

The Multi-Modal Routes in the North Coast Subarea (see Figures 4.1-1, 4.1-2, and 4.1-3) are labeled N1, N2 and N3 as follows:

- **N1** - Segment N1 is a 4.0-mile-long improved, multi-modal pathway constructed by Caltrans as part of the Ventura to Santa Barbara Highway 101 HOV Lane project (see illustration above). This trail segment is a stand-alone bike path that can accommodate hikers/walkers. No needed improvements were identified for this segment of the Coastal Trail as of 2017. Existing or planned walking/hiking routes for this trail segment include La Conchita Beach and Punta Gorda Beach.
- **N2** - Segment N2 is currently limited to a 7.1-mile-long Class 2 striped bike lane along Old Pacific Coast Highway, which is maintained by Caltrans. Because the existing bike lane is not ideal for hikers/walkers, a parallel trail route better suited for hikers/walkers should be constructed for this trail segment. (Also see Program 1 for an optional N2 Primary Route along Hobson Road and Frontage Road). Existing Single-Mode Routes for walking/hiking include the return to source-of-origin route on the rock revetment at Seacliff Beach and seasonally accessible beaches such as Faria Beach and Solimar Beach.
- **N3** - Segment N3 is a 1.0-mile-long improved multi-modal pathway operated by the California State Department of Parks and Recreation. Maintenance may be needed for this trail segment but no substantial improvements were identified as of 2016. The only Single-Mode Route along this trail segment is the seasonally accessible shoreline at Emma Wood State Beach



This Multi-Modal Route (N1) includes a path constructed by Caltrans as part of the Ventura to Santa Barbara Highway 101 HOV project.

Central Coast Subarea: The Multi-Modal Route through this subarea is nearly 9 miles in length. It includes three trail segments (C1, C2 and C3), shown on Figures 4.1-4, 4.1-5 and 4.1-6. Central Coast trail segments will connect to trails in the cities of Ventura, Oxnard and Port Hueneme. Existing roadways within these urban areas are used to provide Multi-Modal Route linkages that circumvent a military installation and traverse existing development, rivers, and harbors. As a result, a portion of the Coastal Trail lies outside the coastal zone. However, broad beaches are common in the Central Coast Subarea, and existing or potential Single-Mode Routes are available so that hikers/walkers can utilize beaches within the County (e.g., Hollywood Beach, Silverstrand Beach) or near jurisdictional boundaries (e.g., McGrath State Beach, Mandalay Beach).



Hollywood Beach, shown here, and other broad beaches provide excellent opportunities for Coastal Trail routes within the Central Coast Subarea.

Coastal Trail segments in the Central Coast Subarea are described below:

- **C1** - Segment C1 (see Figure 4.1-4 and 4.1-5) is a 3.1-mile-long, partially completed Class 2 striped bike lane along Harbor Boulevard that can accommodate hikers/walkers, which is maintained by the County. A Single-Mode Route is also available for hikers/walkers along McGrath State Beach. Hollywood Beach and Silver Strand Beach have wide beaches suitable for hikers/walkers. In Silver Strand, subsegment C1-E includes a trail onto the southern jetty that is built with remnants of a ship called the La Jenelle. Future trail planning efforts (see Program 1) should include a more detailed analysis of the *feasibility* of pedestrian improvements along Harbor Boulevard, as McGrath State Beach may provide a reasonable option for providing facilities for walkers/hikers on segment C1.

[Staff comment: Subsection C is proposed to be amended to show the Coastal Trail extending onto the south jetty at Silver Strand Beach, where there are the remnants of a ship called the La Jenelle.]

- **C2** - Segment C2 (see Figure 4.1-5) is a 3.1-mile-long multi-modal segment along Hueneme Road, which is maintained by the County. Future plans for this roadway include widening to four lanes with *Class 2 bike lanes*. Limited areas in Ormond Beach are publicly accessible from Arnold Road and Perkins Road. Access to Ormond Beach is restricted from the southeast by the Naval Base Ventura County - Point Mugu (NBVC-Point Mugu). However, a Single Use Route for hikers/walkers will be included in the final restoration and access plans for the Ormond Beach Restoration Area. Until that route is accessible, a through pathway designed for long-distance hikers is planned along Hueneme Road.
- **C3** – Segment C3 (see Figure 4.1-6) is a 2.1 mile-long multi-modal segment along Naval Air Road. It includes a *Class 2 bike lane* on Naval Air Road, a frontage road owned and used by the U.S. Navy that lies outside of, and parallel to, the NBVC – Point Mugu fence line.¹ However, the bike lane ends where Naval Air Road intersects with Main Road Gate, and an existing pedestrian bridge at Main Road Gate provides access from Naval Air Road to the north side of the Pacific Coast Highway. At this point, the Coastal Trail alignment shifts from Naval Air Road to Pacific Coast Highway (see Segment C4).
- **C4** – Segment C4 (see Figure 4.1-6) is a 0.5 mile-long trail segment with substantial trail planning challenges. It could provide a shared, multi-modal trail route next to Pacific Coast Highway, which functions as a four-lane freeway in this location. Alternatively, it could be located further from the freeway, along the boundary of privately-owned land used for agriculture (row crops). While locating this particular trail segment away from Pacific Coast Highway would provide a more pleasant trail experience, it would also require a voluntary public access easement on private land and may not be feasible. Additional trail planning challenges occur at the highway interchange at Las Posas Road and Pacific Coast Highway, where improvements to the bridge over Calleguas Creek will be required. Determining the alignment for trail Segment C4 will therefore be subject to a more extensive, future trail planning effort (see Program 1).

South Coast Subarea: The Multi-Modal Route in this subarea is approximately 10.7 miles long. It includes one trail segment (S1) that follows the Pacific Coast Highway from Las Posas Road to the Los Angeles County line. Within the South Coast Subarea, the Pacific Coast Highway is primarily a two-lane roadway that runs parallel to the Pacific Ocean and provides shoreline views. This Coastal Trail segment includes a connection to the Coastal Slope Trail, an existing hiking trail that traverses portions of the Santa Monica Mountains and provides scenic views of the ocean as well as a nature-based trail experience within the Santa Monica Mountains National Recreation Area. Additional Single-Mode Routes for Walker/Hikers are provided along local beaches - including Thornhill Broome Beach, Sycamore Canyon Beach, and Yerba Buena Beach. Other beaches along this trail segment are seasonally accessible.

¹ The proposed Coastal Trail route along Naval Air Road is permissible within the existing striped bike lane in its current configuration and usage. However, the U.S. Navy's long-range plans may require usage and reconfiguration of Naval Air Road to achieve compliance with Antiterrorism/Force Protection Standards.



The Pacific Coast Highway should be upgraded to provide a multimodal trail route for bicyclists and walkers/hikers.



This trail route through Point Mugu State Park, which constitutes a portion of the planned Coastal Slope Trail, provides an excellent trail experience for experienced hikers.

The Coastal Trail segment in the South Coast Subarea (see Figure 4.1-7) is described below:

- **S1** –Segment S1 (see Figure 4.1-7) is a planned, multi-modal trail segment, approximately 10.3 miles long, along Pacific Coast Highway, which is maintained by Caltrans. This trail segment will include *Class 2 bike lanes* and a *Class 1 pathway* or natural surface trail for hikers/walkers. Due to the high anticipated demand for most of this segment of the Coastal Trail, future planning efforts (see Program 1) should consider accommodations for the broad range of user groups who visit this area. For example, ADA access improvements could be provided at coastal access points to popular beaches and at scenic resources, such as Point Mugu Rock. Segment S1 also includes several Walking/Hiking Routes, such as an existing hiking trail in Point Mugu State Park and beaches located within the South Coast Subarea.

Coastal Trail Access and Destination Points

The Coastal Trail maps in Figures 4.1-2 through 4.1-7 identify existing coastal access points, coastal access parking locations, and prominent destinations that would be accessible from either the Multi-Modal or Single-Mode Routes. Accessibility to and along the coastline is required by the California Coastal Act, and the various shoreline connections shown on these maps will encourage trail usage by visitors and local residents. Coastal Trail maps also illustrate the location of existing trails and depict how the Coastal Trail network could connect to other trails or to shoreline beaches. In particular, the maps illustrate connections between the Coastal Trail and hiking trails in local state parks, bike paths in the Countywide Bicycle Master Plan, and connections to shoreline access points.

Listed below are notable access points and connections to the Coastal Trail:

- **Campsites:** Hobson County Beach Park, Faria County Beach Park, the Rincon Parkway, McGrath State Beach, and Point Mugu State Park provide overnight accommodations along the Coastal Trail for campers;
- **Rincon Point:** The City of Carpinteria plans to connect a segment of its Coastal Trail located at the North end of Rincon Point to Segment N1. At the south end of Rincon Point, State Parks is the process of redesigning the beach access trail to improve ADA access;
- **Shoreline Beaches:** Ten beaches, which are generally accessible year-round, include two or more points of access that allow these beaches to function as a pass-through walking/hiking trail rather than a return to source-of-origin trail route;

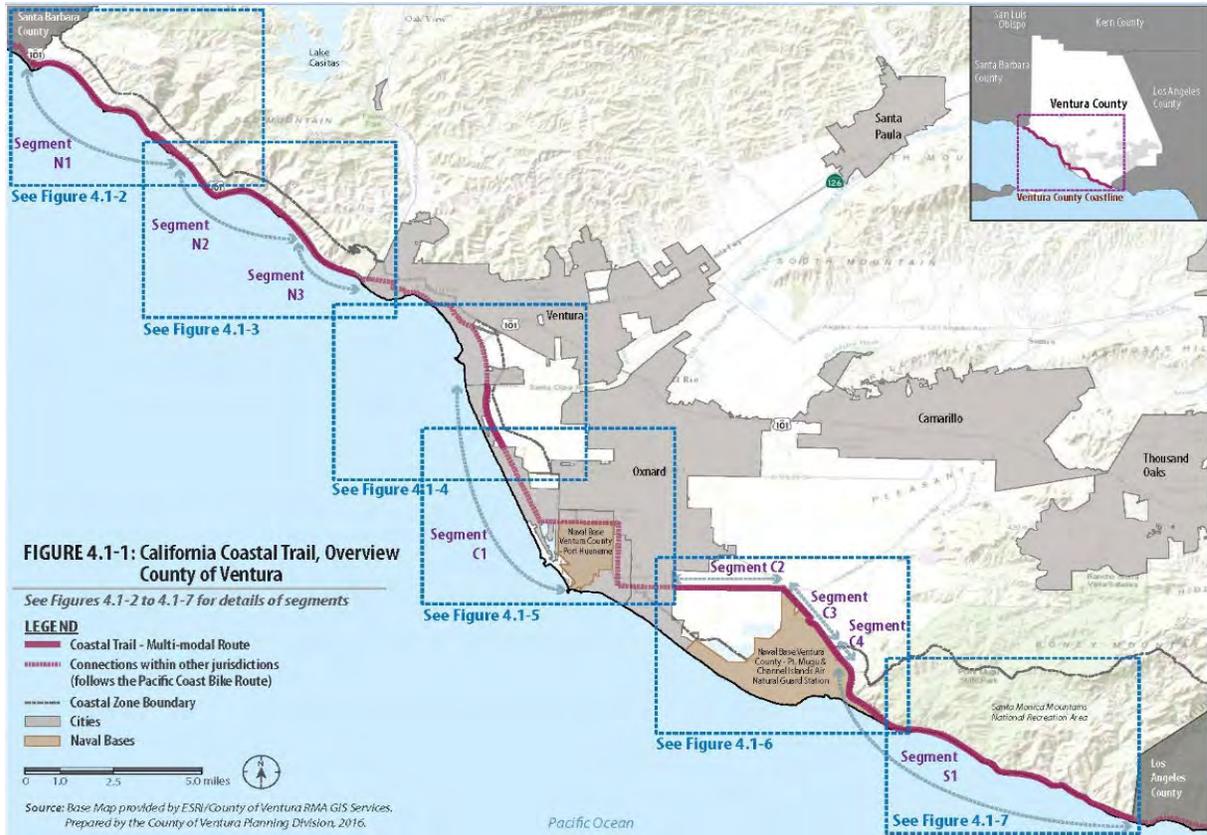
- **Nature Viewing Areas:** McGrath State Beach, Ormond Beach, and the Santa Monica Mountains National Recreation Area all provide nature viewing areas;
- **Bicycle and Pedestrian Paths:** The Coastal Trail is connected to existing bike and pedestrian paths in the cities of Ventura, Oxnard, and Port Hueneme – which in turn include connections to inland extensions of the bicycle trails and sidewalks;
- **Inland Hiking Trails:** The Coastal Trail is connected to existing hiking trails and pathways within inland areas, such as the Ventura River Trail (which extends to the Ojai Valley) and the Santa Monica Mountains Backbone Trail (which extends from inland areas and into the City of Los Angeles); and
- **Harbors:** The Coastal Trail includes a connection to Channel Islands Harbor, which provides parking, restaurants, and recreational resources such as beaches, and a waterfront promenade.

D. Coastal Trail Implementation

Coastal Trail maps will periodically be updated (through a Local Coastal Program amendment) to reflect changes or improvements to the Multi-Modal Route or the addition of new Single-Mode Routes. In addition, a more definitive trail alignment, implementation procedures, trail funding or management strategies, and *development* standards will be established for the Coastal Trail as part of a future trail planning effort (see Program 1). That planning effort should also include an evaluation of the following routes and trail connections:

1. **North Coast Subarea:** Currently, only Multi-Modal Route segments N1 and N3 (Figures 4.1-2 and 4.1-3) are complete *Class 1 Pathways*. Future efforts should consider the use of underutilized Hobson Road and Frontage Road as a *Class 1 Pathway* that would replace segment N2 along Old Pacific Coast Highway and provide a seamless, shared pathway through the North Coast Subarea.
2. **Central Coast Subarea:** Routes which accommodate physically disabled persons should be considered for McGrath State Beach (see segment C1 in Figure 4.1-4) and the restoration of Ormond Beach (see segment C2 in Figure 4.1-6). These routes would increase access for disabled individuals to the shoreline and nature preserves. Also, a Single-Mode Route for hikers/walkers should be evaluated for segment C-3, along with all trail connections that occur between segment C3 and S1 at the intersection of Los Posas Road and Pacific Coast Highway.
3. **South Coast Subarea:** The completion of a missing connection should be considered within the Coastal Slope Trail between Point Mugu State Park and Leo Carrillo State Park (see segment S1 and “Yellow Hill Trail” on Figure 4.1-7). The Coastal Slope Trail is shown on existing land use maps, is addressed by existing CAP policies, and included in National Park Service plans. The Coastal Slope Trail could potentially serve a broad range of users groups – including hikers, equestrians, and mountain bikers. Also, a more detailed look at the location and design of segment S1 of the Coastal Trail, which is aligned along Pacific Coast Highway, is warranted (see Figure 4.1-6 and Program 1).

The potential Coastal Trail modifications identified above would provide an improved trail experience for walkers/hikers on certain segments of the Coastal Trail.





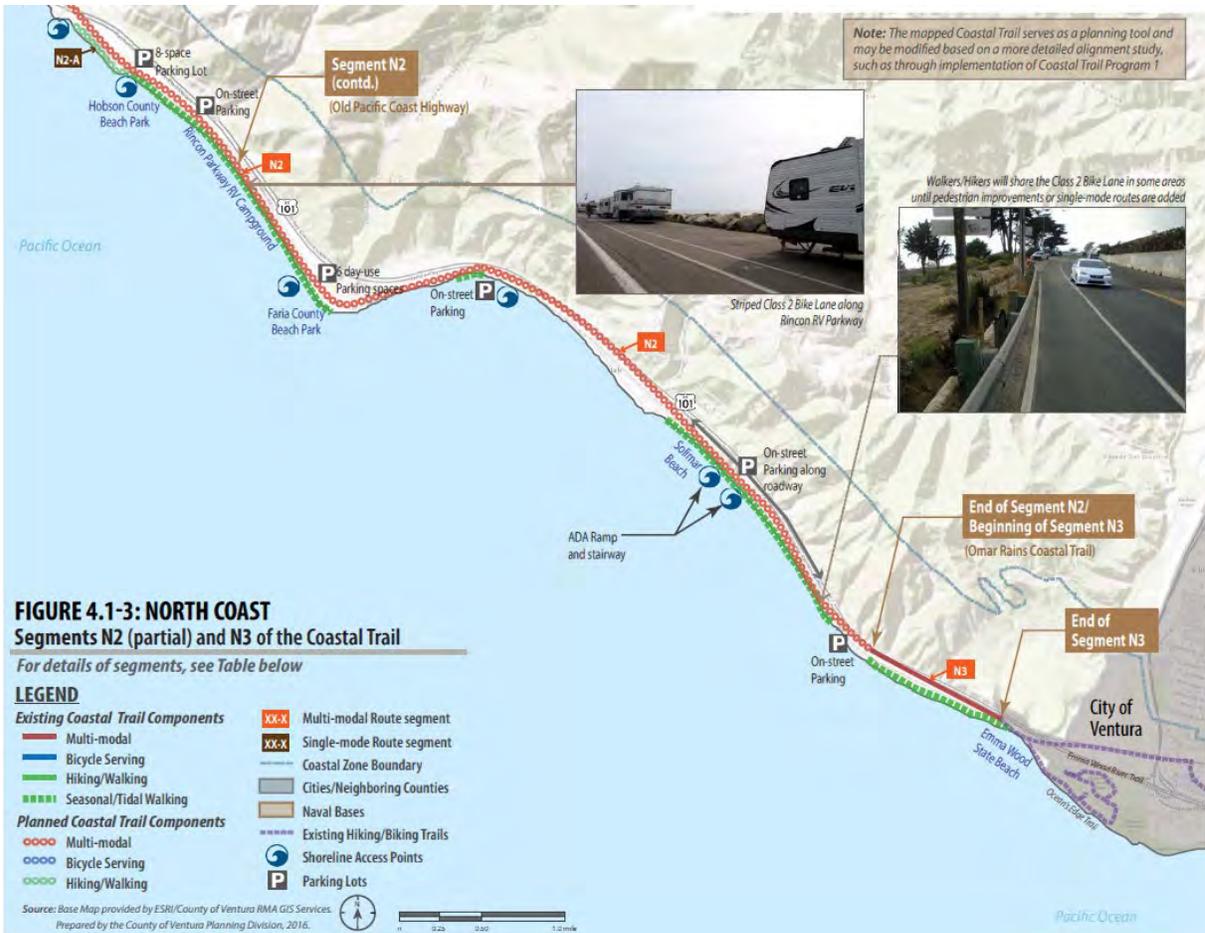
Tabular Summary for North Coast Subarea Trail (Figure 4.1-2)							
SEGMENT NUMBER	TYPE OF ROUTE	TRAVEL MODE ¹	LENGTH (MILES)	NAME AND LOCATION OF TRAIL SEGMENT	EXISTING CONDITIONS ^{2,3}	PRELIMINARY LIST OF IMPROVEMENTS NEEDED	NOTES
N1	Multi-Modal (Type A-1)		3.5	Ventura-Santa Barbara Highway 101 HOV Project <i>Location: Rincon Beach Parking Lot to Mobile Pier Rd.</i>	Class 1 pathway is shielded from Highway 101. Accessible.	None – accommodates hikers, walkers, and bicyclists.	Additional future secondary routes should be considered.
N1-A	Single-Use (Type B-1)		0.8	La Conchita Beach	Shoreline beach access for walkers/hikers. Through-Access. ⁴	No additional improvements identified. Beach is generally suitable for walkers/hikers.	
N1-B	Single-Use (Type B-1)		0.9	Beacon's Beach	Shoreline beach access for walkers/hikers. Through-Access. ⁴	Trail improvements are needed to improve beach access from Mobile Pier Road.	
N2	Multi-Modal (Type A-2)		7.1	Old Pacific Coast Highway <i>Location: Ventura-Santa Barbara Highway 101 HOV Project to the Omar Rains Trail</i>	Class 2 bike lane. Accessible.	Trail improvements are needed to accommodate walkers/hikers.	Specific improvements, and potential replacement route for walkers/hikers, to be determined during future planning process (see Program 1).
N2-A	Single-Use (Type B-1)		0.3 <u>0.4</u>	Existing public access is a return to source-of-origin pathway on a rock revetment at Seaciff Beach <i>Location: Highway 101 Southbound Seaciff off-ramp</i>	Walkway is located on a rock revetment accessible from the north through a parcel owned by Caltrans. Through access to Hobson County Beach Park is periodically available by stairs leading to a seasonally accessible beach (at low tide).	No additional improvements identified. Trail improvements are needed to extend the trail on the south end of the rock revetment.	

¹ ADA accessible trails and equestrian trails will be defined during future planning process.

² All trails listed in this column are accessible (i.e. open to the public).

³ Class 1 pathways and Class 2 bike lanes may not meet all Caltrans specifications. Class 1 pathways are multi-modal unless otherwise noted. Class 2 is a striped and signed/stenciled bike lane.

⁴ Coastal Trail segments listed as "through-access" are Single-Mode Routes which provide access to or from the Multi-Modal Route at both ends of the trail segment.

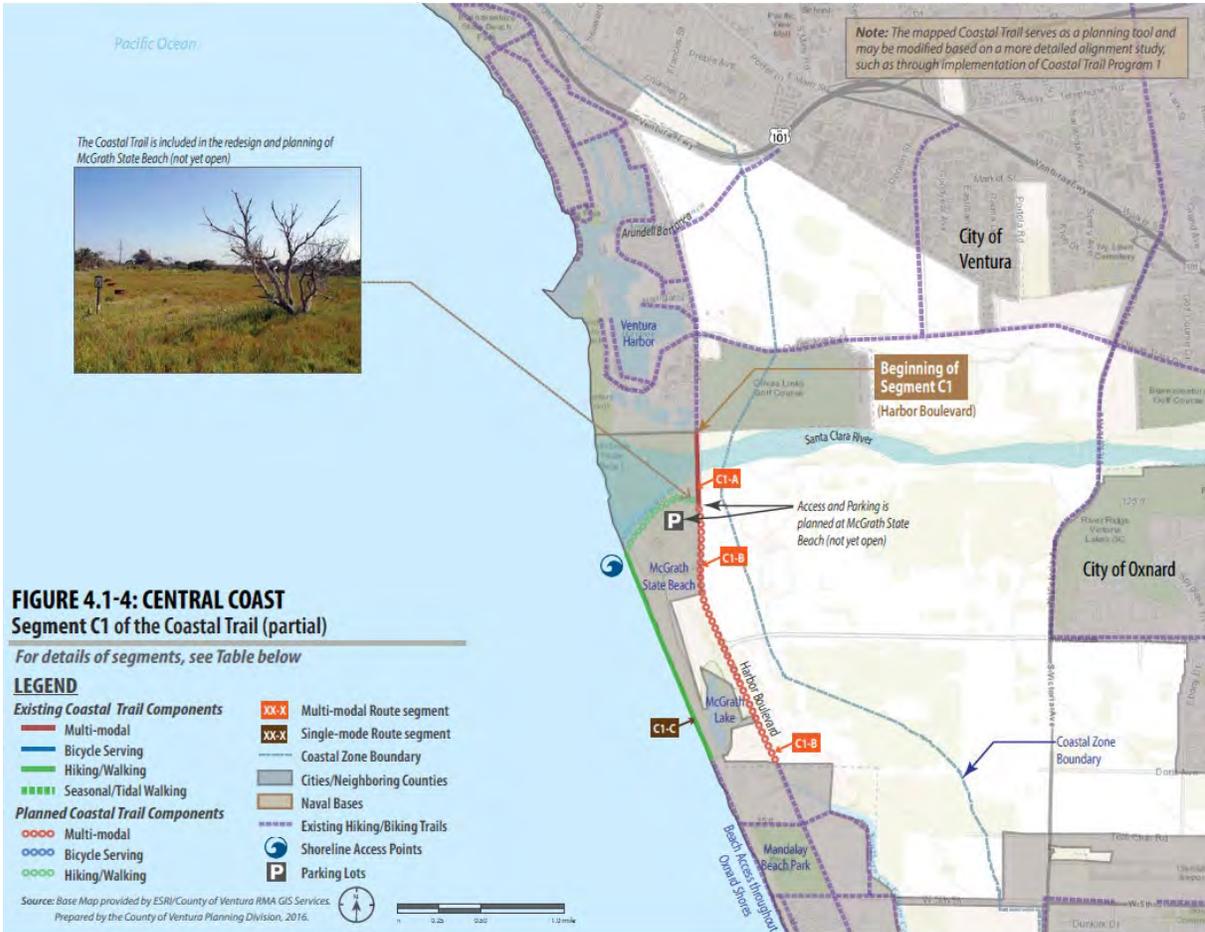


Tabular Summary for North Coast Subarea Trail (Figure 4.1-3)							
SEGMENT NUMBER	TYPE OF ROUTE	TRAVEL MODE ²	LENGTH (MILES)	NAME AND LOCATION OF TRAIL SEGMENT	EXISTING CONDITIONS ^{6,7}	PRELIMINARY LIST OF IMPROVEMENTS NEEDED	NOTES
N2	Multi-Modal (Type A-2)		7.1	Old Pacific Coast Highway <i>Location: Ventura-Santa Barbara Highway 101 HOV Project to the Omar Rains Trail</i>	Class 2 bike lane Accessible.	Trail improvements are needed to accommodate walkers/hikers.	Specific improvements, and potential replacement route for walkers/hikers, to be determined during future planning process (see Program 1).
N3	Multi-Modal (Type A-1)		1.0	Omar Rains Trail <i>Location: Terminus of Pacific Coast Highway at State Beaches Ramp to City of Ventura</i>	Class 1 pathway. Accessible.	Minor improvements needed, such as resurfacing, striping, and signage.	Additional future alternate routes should be considered.

² ADA accessible trails and equestrian trails will be defined during future planning process (see Program 1).

⁶ All trails listed in this column are accessible (i.e. open to the public)

⁷ Class 1 pathways and Class 2 bike lanes may not meet all Caltrans specifications. Class 1 pathways are multi-modal unless otherwise noted. Class 2 is a striped and signed/stenciled bike lane.



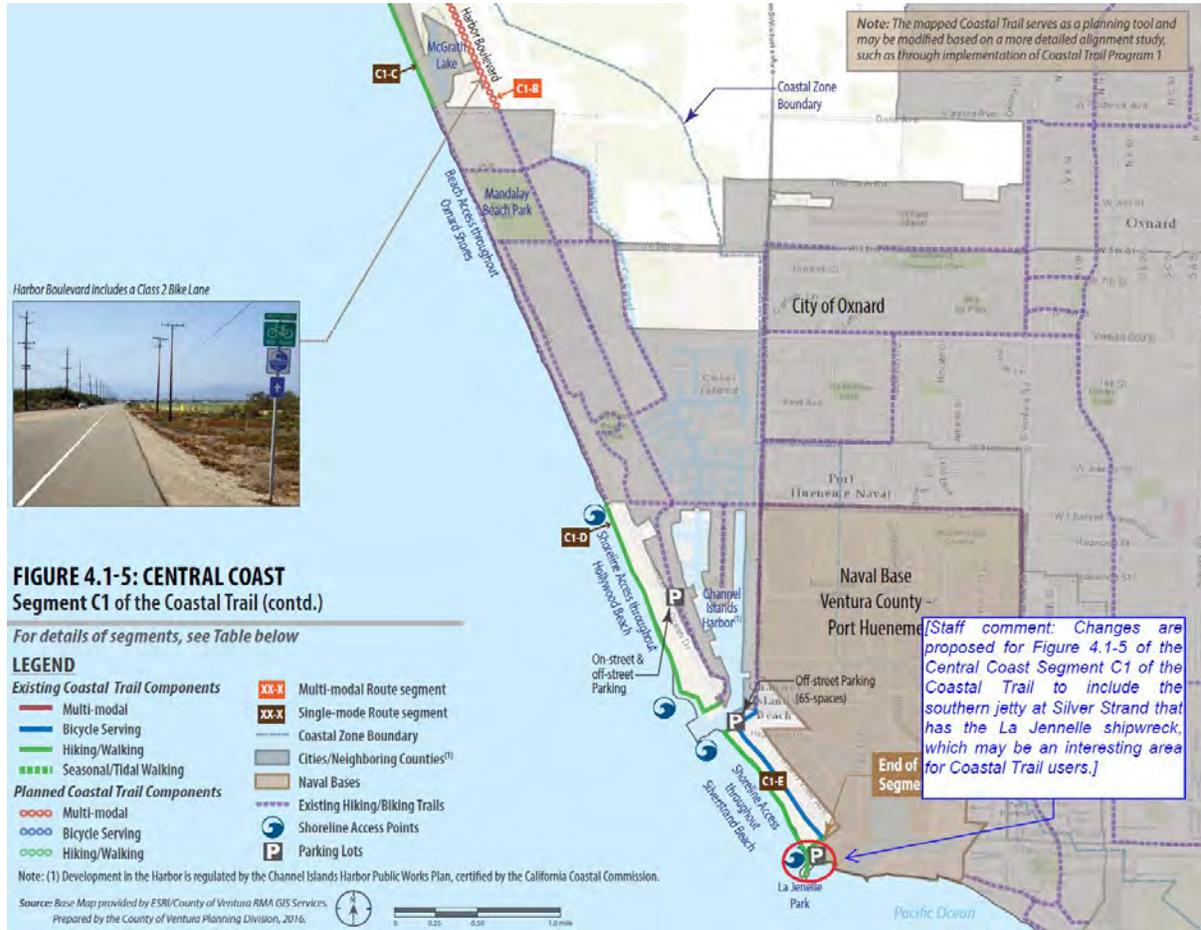
Tabular Summary for Central Coast Sunares Trail (Figure 4.1-4)

SEGMENT NUMBER	TYPE OF ROUTE	TRAVEL MODE ^a	LENGTH (MILES)	NAME AND LOCATION OF TRAIL SEGMENT	EXISTING CONDITIONS ^b	PRELIMINARY LIST OF IMPROVEMENTS NEEDED	NOTES
C1	Multi-Modal (Type A-2)		2.0	Harbor Boulevard <i>Location: Santa Clara River Bridge to the Reliant Energy Plant</i>	Class 2 and 3 bicycle facilities. Accessible.	Varies (see below)	Each segment shares an interjurisdictional boundary with the Cities of Ventura and Oxnard.
C1-A	Multi-Modal (Type A-1)		0.4	Santa Clara River Bridge <i>Location: Harbor Boulevard, straddling the cities of Oxnard and Ventura</i>	Class 1 Pathway Accessible.	Minor improvements may be needed, such as resurfacing and signage.	Pathways are provided on both sides of the bridge.
C1-B	Multi-Modal (Type A-2)		1.5	Harbor Boulevard <i>Location: South Side of Santa Clara River Bridge McGrath State Beach to the Reliant Energy Plant</i>	Class 2 and 3 bicycle facilities. Accessible. Potentially locate hiking / walking portion within McGrath State Beach Park. This is a County-maintained road.	Additional Class 2 bike lane improvements and sidewalks or pathways for walkers/hikers are needed.	Pedestrians can use McGrath State Beach to access alternative shoreline route trail segment C-1C.
C1-C	Single-Use (Type B-1)		1.8	McGrath State Beach Park	Shoreline beach access for walkers/hikers. Not currently accessible. Potentially combine with bike lane (segment C1-B) to form a multi-modal trail segment.	McGrath State Beach is closed and is currently being redesigned.	Beach path through McGrath State Beach continues through Mandalay Beach, in Oxnard, to Hollywood Beach.

^a ADA accessible trails and equestrian trails will be defined during future planning process.

^b Class 1 pathways and Class 2 bike lanes may not meet all Caltrans specifications. Class 1 pathways are multi-modal unless otherwise noted. Class 2 is a striped and signed/stenciled bike lane.

[Staff comment: The following map in Figure 4.1-5 Central Coast Segment C1 of the Coastal Trail is proposed to be amended to illustrate the Coastal Trail includes the jetty at the South End of Silver Strand, as shown circled with a staff comment in blue font.]



[Staff comment: Below is an excerpt of the Tabular Summary for Central Coast Subarea Trail (Figure 4.1-5) with proposed amendments to the row for segment C1-E.]

Tabular Summary for Central Coast Subarea Trail (Figure 4.1-5)							
SEGMENT NUMBER	TYPE OF ROUTE	TRAVEL MODE ¹⁰	LENGTH (MILES)	NAME AND LOCATION OF TRAIL SEGMENT	EXISTING CONDITIONS ^{11,12}	PRELIMINARY LIST OF IMPROVEMENTS NEEDED	NOTES
C1-D	Single-Use (Type B 1)		1.3	Hollywood Beach	Shoreline beach and harbor access for walkers/hikers. Accessible.	No additional improvements identified. Generally suitable for walkers/hikers.	Not a through route, but provides access to Channel Islands Harbor. In northerly direction, could provide access through Mandalay Beach to McGrath State Beach.
C1-E	Single-Use (Type B-1)		1.1	Silver Strand Beach and Ocean Drive	Shoreline beach access for walkers/hikers. Ocean Drive includes a Class 2 bike lane and partial sidewalks. Accessible. Ocean Drive is a County-maintained road.	No additional improvements identified. Generally suitable for walkers/hikers and bicyclists.	Not a through route, but provides access to Silver Strand Beach, a swimming area in the harbor known as Kiddie Beach Park, La Jennelle Park where the historic shipwreck of the La Jennelle cruise ship is visible, and other beach/harbor-related uses.

[Staff comment: Changes are proposed for Figure 4.1-5 of the Central Coast Segment C1 of the Coastal Trail and Tabular Summary for Central Coast Subarea Trail in Figure 4.1-5 to include the southern jetty at Silver Strand that has the La Jenelle shipwreck, which may be an interesting area for Coastal Trail users.]



Tabular Summary for Central Coast Stuedes Trail (Figure 4.1-3)							
SEGMENT NUMBER	TYPE OF ROUTE	TRAVEL MODE ¹³	LENGTH (MILES)	NAME AND LOCATION OF TRAIL SEGMENT	EXISTING CONDITIONS ^{14,15}	PRELIMINARY LIST OF IMPROVEMENTS NEEDED	NOTES
C2	Multi-Modal (Type A-2)		3.1	Hueneme Road <i>Location: Edison Drive to Pacific Coast Highway</i>	Partially complete Class 2 bike lanes. Accessible.	Class 2 bike lane and pedestrian pathway improvements needed.	Primarily a through route for hikers, with low expected demand by walkers.
C2-A	Single-Use (Type B-1)		1.7	Ormond Beach Restoration Area ¹⁶ <i>Location: Trail would connect Ormond Beach to Hueneme Road</i>	Limited areas of Ormond Beach are publicly accessible. No pedestrian connection exists from Ormond Beach to Arnold Road.	Walking/hiking pathway or trail should connect Ormond Beach with Coastal Trail Segment C2 on Hueneme Road. Trail connection would generally run parallel to Arnold Road.	The Coastal Trail will be integrated into the Ormond Beach restoration and public access plan in a manner that minimizes adverse impacts to sensitive habitat areas.
C3	Multi-Modal (Type A-2, modified)		2.1	Naval Air Road <i>Location: Hueneme Road to Main Road Gate/Pedestrian Bridge at NBVC-Point Mugu</i>	Class 2 bike lane for 2.1 miles to Main Road Gate. Accessible. Portions of road are County-maintained.	Class 2 bike lane improvements needed. If feasible, establish pedestrian pathway for hikers.	Accessibility of Naval Air Road subject to future changes by U.S. Navy. Alternative routes should be considered during future planning efforts (Program 1).
C4	Multi-Modal (Type A-2)		0.5	Pacific Coast Highway <i>Location: Main Road Gate/Pedestrian Bridge at NBVC-Point Mugu to Bridge over Calleguas Creek</i>	Highway. Pedestrians and cyclists are not permitted on the Highway under existing conditions.	Provide Class 1, multi-modal pathway adjacent to Pacific Coast Highway or provide alternate alignment on private land through a voluntary public access easement.	Trail alignment, and connection between trail segments C3 and S1, requires future, detailed evaluation (Program 1).
S1	Multi-Modal (Type A-1 or A-2)		9.9	Pacific Coast Highway <i>Location: Bridge over Calleguas Creek to Los Angeles County Line</i>	No existing bicycle facilities (Class 1, 2). No existing pedestrian trail.	Provide Class 2 bike lanes along PCH. Also provide a Class 1 walking / hiking pathway along one side of PCH. (Type A-2)	Alternatively, construct a shared, Class 1 trail facility (Type A-1) on one side of PCH to accommodate all user groups (similar to Segment N-1).
S-1A	Single-Use (Type B-1)		0.1	Point Mugu Beach	Shoreline beach for walkers/hikers. Through-access. ¹⁷	Stairways, and other access improvements needed for walkers/hikers at SE end.	Requires coordination with State Parks.

¹³ ADA accessible trails and equestrian trails will be defined during future planning process (see Program 1)

¹⁴ All trails listed in this column are accessible (i.e. open to the public).

¹⁵ Class 1 pathways and Class 2 bike lanes may not meet all Caltrans specifications. Class 1 pathways are multi-modal unless otherwise noted. Class 2 is a striped and signed/stenciled bike lane.

¹⁶ The Coastal Trail segment that connects Ormond Beach to Hueneme Road (Segment C2-A) will be subject to a restoration and public access plan. This plan will require a coordinated effort between Ventura County, the California Coastal Conservancy, The Nature Conservancy, and the City of Oxnard.

¹⁷ Coastal Trail segments listed as "through-access" are Single-Mode Routes which provide access to or from the Multi-Modal Route at both ends of the trail segment.



Tabular Summary for South Coast Subarea Trail (Figure 4.1-7)							
SEGMENT NUMBER	TYPE OF ROUTE	TRAVEL MODE ¹⁸	LENGTH (MILES)	NAME AND LOCATION OF TRAIL SEGMENT	EXISTING CONDITIONS ¹⁹	PRELIMINARY LIST OF IMPROVEMENTS NEEDED	NOTES
S-1B	Single-Use (Type E-1) and Multi-Modal (Type A-3)	  	9.6	Coastal Slope Trail <i>Location: Existing Trails in Point Mugu State Park extend from Chumash Trailhead to Sycamore Canyon Campground</i>	Walking/hiking is allowed on most portions of this trail segment. Equestrians and mountain bikers are allowed on specific segments of the trail. This trail provides through-access. ²⁰	La Jolla Canyon Trail is currently closed due to unsafe conditions. No additional improvements identified for the existing segment of the Coastal Slope Trail.	Substantially higher degree of difficulty for hikers due to length and terrain than the planned trail route along Pacific Coast Highway. Requires coordination with State Parks.
S-1C	Single-Use (Type E-1)		1.0	Tronohill Broom Beach	Shoreline beach for walkers/hikers. Through-access. ²⁰	Stairways, and other access improvements needed for walkers/hikers at SE end.	Requires coordination with State Parks.
S-1D	Single-Use (Type E-1)		0.3	Sycamore Cove Beach	Shoreline beach for walkers/hikers. Through-access. ²⁰	Stairways, and other access improvements needed for walkers/hikers at SE end.	Requires coordination with State Parks.
S-1E	Single-Use (Type E-1)		0.4	Yerba Buena Beach	Shoreline beach for walkers/hikers. Through-access. ²⁰	Stairways, and other access improvements needed for walkers/hikers at NW end of trail segment.	Requires coordination with State Parks.

¹⁸ ADA accessible trails and equestrian trails will be defined during future planning process (see Program 1).

¹⁹ All trails listed in this column are accessible (i.e. open to the public).

²⁰ Hiking only is allowed on the Chumash Trail, Mugu Peak Trail, and La Jolla Canyon Trail. Hikers and equestrians are allowed on the Ray Miller Trailhead, the Backbone Trail, Overlook Trail and the Fireline Trail. Mountain Bikes are allowed on the Overlook Trail and in Sycamore Canyon. Coastal Trail segments listed as "through-access" are Single-Mode Routes which provide access to or from the Multi-Modal Route at both ends of the trail segment.

E. Coastal Trail Goals and Policies

Coastal Trail Goal 1 – Trail Alignment and Access

To provide a continuous trail route along coastal areas of Ventura County that forms a part of the statewide California Coastal Trail system and provides *access* to other trails, the shoreline, public recreational opportunities, and coastal points of interest.

Policies

- 1.1 The California Coastal Trail (Coastal Trail) shall be provided through unincorporated Ventura County, and shall be located as close to the ocean as *feasible*, preferably along the shoreline or within sight or sound of the sea.
- 1.2 The County's Coastal Trail includes both Multi-Modal and Single-Mode Routes, and the Multi-Modal Route (Figure 4.1-1) shall connect to Coastal Trails segments in Santa Barbara County, Los Angeles County, and the cities of Ventura, Oxnard and Port Hueneme. Additional routes may be identified that are parallel to specific segments of the Multi-Modal Route to improve *access* and connectivity.
- 1.3 The Coastal Trail maps (Figures 4.1-1 – 4.1-7) shall be used to determine the general alignment of the Coastal Trail through unincorporated Ventura County. However, the provision of additional trail routes shall not be precluded on the basis that the trail route is not shown on the Coastal Trail maps. In addition to the Coastal

Trail routes shown on Figures 4.1-1 – 4.1-7, the Coastal Trail may include, but is not limited to, the following:

- Alternative alignments established through public trail easements acquired through voluntary conveyance, acquisition, conveyance to satisfy conditions of approval of a *coastal development permit*, or other means; and
- Historic use trails where prescriptive rights exist, that provide a new or alternate Coastal Trail segment, or easements that provide a link between the mapped Coastal Trail and shoreline beaches or recreation areas – such as recorded *vertical access* easements, easements established via prescriptive rights, and public *access* rights reserved as offers to dedicate.

- 1.4 Mapped Coastal Trail routes shall be located on public land or within existing or acquired easements authorizing public use.
- 1.5 The Coastal Trail shall provide access to the County's recreational, natural, scenic, and historic resources or sites. Wherever feasible, ensure that trail segments are accessible to all members of the public, including citizens with disabilities.
- 1.6 Wherever possible, provide connections between the mapped Coastal Trail (Multi-Modal and Single-Mode Routes) and other existing or planned trail systems, *vertical shoreline access* points, transit stops, and *coastal access* parking or trail staging areas. (See Figures 4.1-1 – 4.1-7)-
- 1.7 Sea level rise scenarios shall be ~~considered~~ evaluated according to Section 4.1.6, Goal 1, and Policy 1.3 when establishing the alignment of, and design standards for, any segments of the Coastal Trail located within an area with coastal hazards, except the evaluation is not required if a segment is proposed on a sandy beach area.

[Staff comment: The Coastal Trail, with the exception of segments on beaches, is development that should include planning for sea level rise. The two main components used to plan for sea level rise are the scenarios and the expected life of development described in the new section, Section 4.1.6.B.]
- 1.8 Additional routes may be located further from the ocean where such routes provide ocean views, offer recreational opportunities, serve specific user groups, connect to other trail networks or public lands, or allow the trail to be moved landward in response to sea level rise.
- 1.9 Coastal Trail routes shall avoid *Environmentally Sensitive Habitats (ESHA)* to the maximum extent *feasible*. However, routes for hikers/walkers are considered a resource dependent use and may be located in *ESHA* and *ESHA buffer* zones where sited and designed to protect *ESHA* against any significant disruption of *habitat* values.
- 1.10 Coastal Trail routes should provide specialized trail segments for specific user groups or an alternative trail experience and enhanced access to the County's coastal beaches, coastal upland areas, public parks, or natural and scenic features.
- 1.11 Coastal Trail routes shall remain free from impediments such as gates, guardhouses, and other *structures* that block access to or along the Coastal Trail.
- 1.12 Organized group events, such as a bicycle race, on segment C-3 (Naval Air Road) shall not restrict ~~NBVC~~ Naval Base Ventura County-Point Mugu gate access or otherwise impede military training and operational missions. Such events require prior authorization from the U.S. Navy.

- 1.13 Coastal Trail segments may be allowed within areas with current or future coastal hazards, including sea level rise, provided that such uses are consistent with all other applicable policies and provisions of the LCP. Consideration shall be provided for the maximum connectivity and continued functionality and utility of Coastal Trail segments.
- 1.14 Segments of the Coastal Trail shall be designed to be resilient to coastal hazards and sea level rise through integration of siting and design features that enable retrofits or relocation if they become damaged from erosion, flooding, or inundation and it is no longer feasible to repair or maintain them. Where feasible, any trail segment that is closed, removed, or reduced in size shall be replaced at an appropriate location to ensure public access and recreational resources are protected, maintained, and enhanced. Adaptive management measures specifying when maintenance, retrofits, and/or relocation will occur shall be required as a condition of permit approval.
- 1.15 When railroad rights-of-way are abandoned, the County shall evaluate the feasibility of acquiring the land for public use as public coastal access, transportation, bicycle, pedestrian, or equestrian paths.

[Staff comment: This policy is based on a General Plan Climate Action Policy CTM-2.26. Additions to these “existing” General Plan policies are shown with double-underline, and removals are shown in ~~strike~~through to illustrate the extent of amendments to these policies, which are currently applicable to the coastal zone.]

[Staff comment: No further changes are proposed to this Section]

Coastal Trail Goal 2 – Trail Design

To ensure the design and construction of a Coastal Trail that provides a safe, pleasant and memorable user experience and that allows recreational travel to occur by various modes of non-motorized transportation.

Policies

- 2.1 The Coastal Trail shall be designed to maximize ocean views and scenic coastal vistas.
- 2.2 The Multi-Modal Route shall be designed, at a minimum, to provide access to both hikers/walkers and bicyclists, unless equivalent replacement segments are established that, at a minimum, provide the following:
- A Single-Mode trail segment for hikers/walkers that includes a walkable surface at all times of the day/year as well as a trail alignment that provides a more pleasant trail experience;¹ and
 - A Single-Mode trail segment for bicyclists that is a *Class 1 Pathway* or a *Class 2 bike lane*.
- 2.3 Segregated Multi-Modal Routes (Type A-2) shall be provided, whenever feasible, but where there are siting and design constraints, a shared Multi-Modal Route (Type A-1) may be provided.
- 2.4 Coastal Trail segments located in areas with high user demand (e.g. near public parking lots, staging areas, popular beaches, or nature viewing areas) should be

¹ Unless a boardwalk is provided, beaches are not considered walkable at all times of the day/year.

designed for both active and passive use (e.g. casual walkers, beach cruiser bikes, long-distance hikers or bicyclists) and, where feasible, shall be compliant with the requirements of the Americans with Disabilities Act of 1990 (ADA).

- 2.5 Coastal Trail routes may be designed to accommodate specific user groups such as hikers, equestrians, and mountain bikers. The design of such routes should be tailored to suit the terrain or natural features of the area in which the trail is located as well as the needs of each targeted user group.
- 2.6 Trail classifications illustrated in Figures 4.1-1 through 4.1-7 shall be utilized during the preparation of detailed design and construction plans for the Coastal Trail. (See Program 1.)
- 2.7 All segments of the Coastal Trail shall be designed for user safety, including but not limited to the following standards:
 - a. Coastal Trail segments planned for Multi-Modal use that currently provide existing, Class 2 bike lanes shall be enhanced to provide a *Class 1 Pathway* or a separate walking/hiking trail. An exception to this policy may be provided for the trail segment C3 and C4 located on Naval Air Road, where a separate, natural surface trail for walkers/hikers may not be feasible due to its location on a federal military installation.
 - b. Trees, landscaping, benches, restrooms, trash cans, lighting and/or other amenities shall be used, where appropriate, as design features to improve the safety and comfort of individuals using the Coastal Trail.
- 2.8 When the Multi-Modal Route is located within a public road right-of-way, its design features should include the following:
 - a. *Walkers/Hikers*: Coastal Trail facilities for hikers/walkers should be *Class 1 Pathways*, sidewalks, or natural surface trails that are separated from vehicular traffic. In areas with high user demand (e.g. near public parking areas, popular beaches, or nature viewing areas), hiking/walking trails should be physically separated from bicycle traffic where feasible. In areas with limited user demand, trail facilities may be limited to the side of the roadway closest to the ocean.
 - b. *Bicyclists*: Coastal Trail facilities for bicyclists should be a trail segment located outside the road travel way on one (or both) sides of the roadway (i.e. a *Class 1 Pathway*) or should be a dedicated bicycle lane (*Class 2 bike lane*), located on both sides of the roadway with striping and signage. Facilities located on only one side of the roadway shall be located on the side of the roadway closest to the ocean whenever feasible.
- 2.9 Provide directional and educational signage along Coastal Trail Routes. At a minimum, directional signs shall be located where the Coastal Trail connects to other trails, public recreation areas, and coastal access points. Educational and access signs should be located at historical sites, within ESHA, and at visual vantage points as needed.
- 2.10 Where the Coastal Trail traverses ESHA, raised trail segments, wildlife permeable fencing, and other design methods to keep walkers/hikers on the pathway and minimize impacts on ESHA may be required.
- 2.11 When appropriate or when required, utilize permeable surfaces that minimize impacts on the environment due to storm-water runoff and erosion.
- 2.12 Coastal Trail alignments and designs shall minimize changes in existing natural landforms and blend into the natural environment.

- 2.13 Coastal Trail segments should be designed to accommodate the travel modes allowed on adjoining trails in neighboring jurisdictions.
- 2.14 When private land is located next to the Coastal Trail, low-profile trail design features – such as rocks, low fencing, or a low landscape hedge – should be employed to identify the trail boundary and minimize conflicts between private property owners and trail users. However, such features shall not adversely impact coastal resources, public views to and along the shoreline, or other scenic resources, and shall be consistent with the policies and provisions of the LCP.
- 2.15 Single-Mode Routes – such as shorter trail loops that traverse public parks or coastal beaches – should be designed to provide a variety of linear distances and elevation changes for trail users with different activity levels, except where the Single-Mode Route serves as a replacement segment for the hiking/walking portion of a Multi-Modal Route (see Policy 2.2).
- 2.16 Coastal Trail routes located outside urbanized areas shall either exclude artificial lighting or use the minimum amount necessary for wayfinding or to ensure public safety at coastal access parking locations. When such lighting is required, artificial light shall be directed away from ESHA and neighboring development.
- 2.17 Coastal Trail improvements shall be designed to minimize adverse impacts on views of *scenic resources* (e.g. coastline, mountains) from *public viewing areas*.
- 2.18 The Coastal Trail shall be located, designed, and maintained in a manner that will avoid or minimize impacts to Native American cultural resources.

Goal 3 - Coastal Trail Implementation and Management

Construct and maintain the Coastal Trail in a manner consistent with all policies and provisions of this LCP while maintaining respect for public rights and the rights of private landowners.

Policies

- 3.1 Segments of the Coastal Trail shall be acquired and developed as follows:
 - a. Whenever feasible, the Coastal Trail will be located on public land or land with a public access easement acquired through voluntary transactions with willing landowners.
 - b. Where existing public roads or public easements must be widened to accommodate improvements associated with the Coastal Trail, the lead *agency* should utilize methods at its disposal (e.g. purchase easements, discretionary permit approvals, etc.) to expand an existing public corridor.
 - c. When necessary, Coastal Trail easements may be established through the discretionary *development* process when the easement dedication is voluntary or when a legal basis exists to require the easement dedication as a condition of approval. Dedicated easements may be used to implement a mapped segment of the Coastal Trail (see Figures 4.1-1 through 4.1-7), an alternate trail segment, or a link between the mapped Coastal Trail and a public beach, park or recreation area. If no responsible *agency* is available to accept the grant of easement at the time of recordation, then an offer to dedicate an easement shall be recorded. (See Coastal Zoning Ordinance Sec. 8181-12.)
- 3.2 When an existing (i.e. express or adjudicated) implied dedication or prescriptive easement provides public access that may provide new segments that support or connect to the Coastal Trail network, such as vertical access between the Coastal

Trail and the shoreline, the discretionary permitting process shall be used to provide, maintain or protect public access. For any area that may provide new segments that support or connect to the Coastal Trail network, new *development* shall be sited and designed to not interfere with the public's right of access to and along the shoreline where there is substantial evidence provided that implied dedication or prescriptive rights may exist, unless it is not feasible and adequate mitigation is provided.

- 3.3 Individual trails segments may be developed, constructed, and opened without concurrently amending the Coastal Trail Map.
- 3.4 In order to minimize costs associated with the Coastal Trail, utilize private and non-profit organizations and volunteers, whenever possible, to assist with trail acquisition, construction, maintenance and operation.
- 3.5 The Coastal Trail is a permitted use in all zones, and land mapped as a Coastal Trail Route shall be protected from conflicting *development* or uses that would adversely impact or preclude its future *development* and use as an operational segment of the Coastal Trail. An exception to this policy may be permitted when a replacement Coastal Trail alignment is established that is deemed equivalent to the originally planned trail alignment and that meets all other policies and provisions of the LCP.
- 3.6 The County shall evaluate and, where appropriate, pursue the following opportunities to extend Coastal Trail routes or provide new access points to the Coastal Trail: (a) abandoned roadways and (b) unaccepted offers to dedicate an easement. In addition, the County should not permanently close, abandon, or render unusable by the public any existing public road which would improve Coastal Trail access or provide an alternate Coastal Trail alignment. When pursued, such opportunities shall be carried out in compliance with Policy 3.1. All new trail segments shall be subsequently added to the Coastal Trail map.
- 3.7 The County shall not approve a *coastal development permit* to close, abandon, or render unusable by the public any existing coastal accessway that serves as or supports connections to the Coastal Trail network, except where there is no feasible alternative to protect public safety. Where feasible, the closure shall be temporary, alternate access provided in the interim period, and the accessway reopened once the public safety issue is resolved. Should the closure become permanent, the impact to coastal access shall be mitigated.

Chapter 4 – Goals, Policies, and Programs, Section 4.1.6 – Sea Level Rise, of the Ventura County Coastal Area Plan is hereby renamed “**Hazards, Sea Level Rise, and Climate Change**” and otherwise amended to read as follows:

4.1.6 Hazards, Sea Level Rise, and Climate Change

[Staff comment: Sections A and B are new text that address sea level rise planning.]

A. Introduction

[Staff comment: This introduction is new text.]

The County's year 2018 Sea Level Rise Vulnerability Assessment ("2018 Vulnerability Assessment") revealed that Ventura County will face considerable challenges adapting to sea level rise. Residential properties, critical transportation infrastructure, as well as high-value coastal recreation areas are vulnerable to a variety of hazards including geologic hazards (e.g., seismic hazards, landslides, expansive soils, and/or subsidence), fires, erosion, flooding, tidal inundation, wave events, and, as time progresses, sea level rise. Agricultural lands and environmentally sensitive habitat areas, such as sand dunes and estuaries, are also expected to increasingly be affected by coastal hazards and sea level rise.

Ventura County is no stranger to addressing coastal hazards. On average, floods that cause major damage within Ventura County occur every five years.¹ The "Great Flood" of 1969 washed out bridges, caused oil spills, and resulted in tragedy when the Ventura and Santa Clara Rivers jumped their banks to reach the sea. Large swells wrought by coastal storms in 1983 caused 15-foot waves combined with 6-foot-high tides to crash into beach-front residences. The El Nino climate event in 1998 damaged over \$1 million of crop value near Calleguas Creek, and again in 2005 resulted in the La Conchita hillside slope failure which damaged dozens of homes and resulted in 10 deaths. In 2017 and 2018, the Thomas, Hill, and Woolsey wildfires burned through coastal areas. In 2023, the Pierpont area in the City of Ventura made national news when 20-foot waves injured eight people, surged onto the streets, and damaged a seawall.

Global climate change is anticipated to exacerbate these natural events, melt polar ice sheets, and fuel thermal expansion of the oceans, causing sea level rise to increase the frequency, duration, and extent of existing coastal hazards. Without any adaptation measures or actions, oceanfront residential property is potentially vulnerable to erosion and coastal flooding with less than one foot of sea level rise. Small, narrow beaches on the North and South Coasts will be constrained between rising tides and collectively up to 18 miles of beaches and shoreline protective devices could be lost within the next few decades. Adaptation strategies will be needed to reduce hazards and conserve vulnerable beaches that support a thriving coastal recreational and tourism industry. Similarly, Environmental Sensitive Habitat Areas (ESHAs) such as the estuary at the mouth of Rincon Creek, Snowy Plover nesting habitat at Hollywood Beach, and the Ormond Beach wetlands, will experience sea level-induced higher tides, flooding, and more extreme erosion that can adversely affect coastal habitat and ecosystem functions.

Consistent with California Coastal Commission guidance, the County's Local Coastal Program includes goals, policies, and programs that require use of the best available science to reduce hazards and protect coastal resources. The policies in this section support design for adaptation and mitigation of impacts from coastal hazards while helping to safeguard development from sea level rise. Technical analyses for coastal hazards and reporting are described in Appendix 16.

The required technical coastal hazards analyses includes both sea level rise and Federal Emergency Management Agency (FEMA) requirements. While planning for sea level rise accounts for future scenarios, FEMA standards are based on historic flood data. Both sea level rise planning and FEMA requirements typically include 100-year wave events. The most recent FEMA flood maps for coastal Ventura County were released in 2021 and, when property is redeveloped, require substantial increases in the required design elevation when compared to previous versions of the maps. Consequently, when principal structures are substantially redeveloped, they are required to elevate in accordance with the sea level rise policies in this section and FEMA requirements, and to design for whichever elevation

¹ 2015 Multi-Jurisdictional Hazard Mitigation Plan

is greater. Generally, in the North and South coast subarea, FEMA requires more elevation than the LCP sea level rise policies prescribed in this section.

B. Hazards, Rising Tides, and Beach Erosion

[Staff comment: This section includes new policies and introductory text derived from the County's Sea Level Rise Adaptation Report, and it also integrates existing policies and text for hazards and beach erosion from the sub-areas Sections 4.2.4, 4.3.4, 4.3.5, 4.4.4 and 4.4.5.]

Scientific scenarios of future coastal hazards indicate that by 2100, statewide average sea levels are expected to rise between 1.6 ft and 3.1 ft, although higher amounts are possible- depending on the rate of ice sheet loss. Sea levels may rise from 2.6 ft to 11.9 ft by 2150, and even higher amounts cannot be ruled out. With around 5 feet of sea level rise the County's Central Coast beaches would be about half of today's width, and narrow beaches and coves on the North and South Coasts would be inundated daily at high tide. Even with lower amounts of sea level rise, the impacts occur when combined with coastal erosion and damaging coastal storms.

I. North Coast Sub-Area

A. Hazards

The North Coast skirts the edge of a geologically complex and active area. Within the coastal zone boundaries is a portion of the Santa Ynez Mountains, formed by thrust faulting and east-west fold. Sedimentary Miocene marine terraces reach from the mountains to the ocean, where they have been eroded to prominent sea cliffs.

Underlying the area is the Red Mountain Thrust Fault and its branches, including the Padre Juan Fault (Figure 4.2-6). There has been seismic activity in this fault zone within the past 20,000 years. Under the Alquist-Priolo Act of 1972, the California Division of Mines and Geology designated the Red Mountain Fault as a "special studies zone" (Figure 4.2-7). This means that engineering geology reports may be required for some new coastal zone development within the designated area. Included within the special studies zone is a portion of the La Conchita Community, the La Conchita oil and gas processing facility, and the Rincon oil and gas processing facility. Ventura County has adopted an ordinance that implements the Act.

Short periods of low to moderate groundshaking ~~are~~ create a potential North Coast hazards. Low coastal terraces could be subject to liquefaction where groundwater is less than 15 feet from the surface. Tsunamis could occur along the North Coast where elevations are less than 30 feet above mean sea level. Landslides and mass earth movement pose severe hazard potential where slopes are greater than 25 percent (Figure 4.2-6). Construction, grading, seismicity, irrigation, ~~septic onsite wastewater treatment~~ tanks and intense rainfall all contribute to erosion and slope failure. Moderate to highly expansive soils interlaced throughout the area also contribute to slope instability. Submarine landslides occurred in nearby Goleta in 1812, when several earthquakes rattled the area. Reports of sea waves and flooding indicated that rancheria-living locals retreated inland to avoid the hazard. Earthquakes with a magnitude of approximately seven have occurred within the Santa Barbara Channel and resulted in a sudden sea level rise of about six vertical feet (CGS 2014). The Pitas Point and Lower Red Mountain Faults have generated measurable earthquakes and these faults located in and near the North Coast have the potential to generate tsunamis in the range of 13 to 23 feet (Ryan et al. 2015). Mud slides and flooding closed the North Coast northbound segments of U.S. Highway 101 during the winter storms of in 1978, and 1980, and 2018.

Five creeks wind through the steep canyons and empty into the ocean on the North Coast. Rincon Creek is the only perennial *stream*. Madriano, Javon, Padre Juan and Line Creeks are *intermittent*. The flood plain of the Ventura River forms the eastern boundary of the area. The Ventura County ~~Flood Control District~~ Public Works Agency does not have any proposals for flood control projects in this portion of the *coastal zone*. Caltrans periodically replaces culverts and bridges along segments of Pacific Coast Highway and plans to replace the bridge by 2027 that spans above the north entrance to Emma Wood State Beach. Nevertheless, the drainages present some hazards, including erosion and *slope* failure along *stream* banks, rapid *runoff* and sheet flooding, and seepage along lower coastal terraces.

Also of concern as a hazard is the fire-adapted chaparral vegetation of some steep *slopes*. Particularly during the summer droughts, many of the plants dry out and become dormant. If the dead plant material is allowed to accumulate over a number of years the stage is set for explosive wildfire (~~Barbour and Major 1977~~). *Emergency access* to the more mountainous areas is extremely limited. A major portion of the area around the North Coast's Rincon and Red Mountains is recognized as an "extreme" fire hazard area in the County's General Plan Hazards Appendix.

The General Plan ~~Hazards Appendix~~ provides extensive information including development policies and programs to address on various hazards, including fault zones, fire hazard areas, landslides, and flood plains. It is one of the principal documents that the Planning Division and Public Works Agency consulted by Planning and the Public Works Agency when formulating an Initial Study on evaluating a proposed project to determine the need for an EIR. ~~Should an EIR be required, the General Plan Goals, Policies and Programs (Chapter 2) and Hazards Appendix are used in evaluating the various impacts of the projects.~~

B. Rising Tides and Beach Erosion

The constraints on adaptation planning are many and alternatives are few as the North Coast is nestled in a narrow stretch of land between the ocean and steep bluffs. Many areas on the oceanside of Old Coast Highway will be exposed to tidal flooding with 5 feet of sea level rise. Except for Rincon Point, all 12 miles of the North Coast are presently armored with rock revetments and vertical seawalls. The beaches located between the sea and these armoring structures will be the North Coast's most vulnerable resource over the next few decades and most of the beaches will be submerged with less than 2 feet of sea level rise, eventually becoming inaccessible for recreational activities, foraging shorebirds, and spawning grunion unless adaptation measures are implemented.

Tidal inundation at Rincon Point has the potential to directly affect nearby residences and the sensitive habitat areas within the small estuary located at the mouth of Rincon Creek with about 16 inches of sea level rise. Hobson County Park could have one of the first shoreline protective devices to be overtopped by rising tides with 3.3 feet of sea level rise. With about 5 feet of sea level rise, the shoreline protective devices at the Seacliff, Solimar, Faria, and Mussel Shoals neighborhoods could become regularly exposed to tidal flooding. The sea level rise models indicate that County-owned Faria Beach Park will not be exposed to tidal flooding as soon as Hobson Park. The overall protective utility of shoreline protective devices will be diminished as coastal storms increase in severity and waves more frequently overtop the structures.

Individual beaches vary in their abilities to maintain beach widths over time. Over a 70-year period concluding in 2007, two types of beaches were identified on the North Coast—that of "storage" beaches and "stable" beaches. A stable beach maintains a wide minimum beach width and a storage beach is one that exhibits extreme natural variability and at times has no measurable beach width (Griggs 2007).

The North Coast beaches are highly vulnerable to *erosion* and wave damage. Dredging operations in Santa Barbara Harbor alter sand transport down coast. The effects of sediment impoundment from dams, maintenance of shoreline protective devices, and the trucking of sediment from landslides to inland locations have resulted in an approximately 40% reduction in sand supplied to the coast (Willis and Griggs 2003, and Runyan and Griggs 2003). Without adequate replacement sand and other beach management strategies, high tides, and swaves, and sea level rise will continue to erode the beaches. Beachside designated "Existing Communities" are losing sandy shorelines during these times, and seawalls shoreline protective devices are being undermined, critically endangering residences. ~~Affected areas are:~~

Extending south from the northern County boundary, the following developed areas are vulnerable to hazards:

- Rincon Point: This existing community lies along the only North Coast beach without extensive shoreline protective devices. Seasonal fluctuations in sand often reveal a cobble berm beach. Rincon Creek flooding damaged residences in 2016. Rincon Point is classified as a stable beach with high variability in its average beach width. Seasonal beach widths can fall 50 meters below average maximum widths.
- ~~Mussel Shoals: Exhibits seasonal fluctuations in the amount of sand. A seawall had to be constructed during the 1978 winter storms. Erosion is gradual now, but may accelerate later. The California Department of Navigation and Ocean Development (DNOD) has noted the area to be "Present Use Critical," which means that existing shoreline facilities are subject to erosion from wave action (Appendix 4). This small existing community includes approximately 48 residential units, a hotel, and a shuttered pier and causeway for an offshore oil well. The Rincon Island oil drilling and production facility is being decommissioned by the California State Lands Commission. Where the community fronts the beach, rock revetments meet coastal waters and a seasonal dry sandy beach. The angled shoreline of the community helps dissipate wave energy- (Final Report Technical Review of FEMA CCAMP for Ventura County 2017). Privately owned rock revetments have been constructed since the 1978 winter storms.~~
- ~~Seacliff: Homes flood during storms and high tides. Construction of the U.S. Highway 101 overpass north of the colony obstructed sand transport and beach replenishment. To retard erosion at Seacliff and Hobson County Park, Caltrans built a seawall that is now deteriorating. Current zoning allows for the construction of further beach residential units. However, unless the seawall is reviewed for structural adequacy, more flooding may occur. This is another small existing community with approximately 49 residential units that are protected by a community-owned rock revetment. The southern end of the community is adjacent to Hobson County Park. The community is vulnerable to flooding during storms and high tides. Historically, construction of the U.S. Highway 101 overpass north of the community obstructed sand transport and beach replenishment. To protect Seacliff and Hobson County Park, Caltrans built a revetment in 1972 in response to increased erosion that resulted from the construction of U.S. Highway 101, and again in 1983 as part of Caltrans development plans. This revetment was modified in 2014 for maintenance and to improve public accessways. Seacliff is identified as a storage beach with beach widths reaching a maximum of 50 meters at the highest average peak width.~~
- ~~Hobson County Beach Park: Severe beach erosion prompted Caltrans to build a revetment. The intensity of wave action in the area has led to concerns about the wall's structural adequacy -- it may need additional improvements. Along with its~~

northern neighbor of Seacliff, Hobson Beach Park is protected by the Caltrans-built rock revetment. The intensity of wave action in the area has resulted in periodic flooding and temporary park closures. The shoreline protective device may need enhancements as the sea level rises. The County's General Service Agency operates and maintains the park for camping. Seacliff and Hobson Beach Park benefit from being somewhat protected by small offshore reefs and sandbars, where waves break and then reform as smaller waves that break again on the revetment or sandy beach (Final Report Technical Review of FEMA CCAMP for Ventura County 2017).

- Faria Beach Park: Faria Beach Park has been severely damaged by storms and erosion at the rate of about 1.3 feet of shoreline per year, and the park has been closed several times because of storm debris (U.S. Army Corps of Engineers 1978). Shoreline protective devices are used to protect the recreation area. The County's General Service Agency manages the park. Faria Beach was identified as a wet beach with sand, cobble, and rock with an offshore reef apparent in aerial imagery. The beach is backed by a combination of non-continuous revetments and seawalls protecting the park and homes located south of the park (Final Report Technical Review of FEMA CCAMP for Ventura County 2017). The Department of Navigation and Ocean Development has also classified this area as "Present Use Critical". At the current rate of erosion, protective structures will be needed to preserve the recreation area. The County's Property Administration Agency is in the process of initiating these improvements.
- Faria Beach Colony: Erosion and flooding at high tide are continuing problems for the Faria Beach Colony existing community. Shoreline protective devices, mostly seawalls, are being undermined. The Department of Navigation and Ocean Development sees this area as "Future Use Critical". Each beach-front lot is protected by a shoreline protective device, and this has resulted in various designs and existing configurations. This community is affected by large waves that have led to increased flooding, historically reaching up to 20 feet at maximum height during El Nino events.
- Solimar Beach Colony: Erosion at the Solimar Beach Colony is weakening the existing seawalls shoreline protective device, in this case, it is a rock revetment. If homes are to be protected, then improvements will have to be made. This area is "Present Use Critical".
- Old Coast Highway—Rincon Parkway: Waves top the revetment and create intermittent hazards for motorists. The County General Services Agency maintains the Rincon Parkway in partnership with Caltrans. The parkway runs approximately 8.5 miles along this stretch of coast between Emma Wood State Beach and Hobson Beach Park, and includes RV camping and day use parking with coastal access. Waves top the revetments and create intermittent hazards for motorists. The sandy beach area fluctuates seasonally and can be inaccessible during high tides. Between 2003 and 2007, a survey conducted by the Beach Erosion Authority for Clean Oceans and Nourishment (BEACON) found significant erosion in the vicinity of the Rincon Parkway (USGS Beacon Final Report 2009).
- Emma Wood State Beach: The beach is eroding 0.6 feet annually, and recent winter storms have caused extensive damage and led to closure. The Department of Navigation and Ocean Development recognizes a portion of the park as "Future Use Critical" and another segment as "Present Use Critical". Winter storms have caused extensive damage and led to temporary closures at Emma Wood State Beach. For example, in 2010 and 2014 the northern entry access road was subject to large waves that eroded the slope and removed support for the roadway which

undermined and damaged the road surface. Since then, segments of the shoreline protective device have been repaired and the overpass bridge is being replaced. Emma Wood State Beach is identified as a storage beach with maximum beach widths periodically falling meters below the highest average peak width.

II. Central Coast Sub-Area

A. Hazards

The Central Coast *coastal zone* is part of the Oxnard Plain, an alluvial fan created by the disposition of the sediments from the Ventura River to the north, the Santa Clara River and Calleguas Creek to the south.

The Oak Ridge Fault System extends beneath the Central Coast's unincorporated lands. The Oak Ridge Fault is a steep reverse, or thrust, fault with a trace that extends westward along the Santa Susana Mountains, and toward the ocean on the southern side of the Santa Clara River.

The Fault System probably contains many branching faults and is believed to be associated with one or more faults of similar trend present in the Santa Barbara Channel west of the Oxnard Plain. The System is over 50 miles long on the mainland and may extend for an equal or greater distance offshore. It is considered active.

The McGrath Fault branches off the Oak Ridge Fault zone to extend westward into the ocean near the McGrath lands south of the Santa Clara River.

The *coastal zone* area of the Oxnard Plain may be particularly prone to liquefaction. A special study completed after the February 21, 1978, Point Mugu earthquake indicates that the areas south of the Ventura River, generally between Gonzales Road and Oxnard Shores, have a moderate to low liquefaction potential, while the Preble and Olivas communities, the Santa Clara River area, and Channel Islands Harbor, extending southward to Arnold Road, have a moderate to high liquefaction potential. Liquefaction-induced ground failure has historically been a major cause of earthquake damage in southern California. During the 1971 San Fernando and 1994 Northridge earthquakes, significant damage to roads, utility pipelines, buildings, and other structures in the Los Angeles area was caused by liquefaction-induced ground displacement (2002 USGS).

The Central Coast is the most heavily populated area of the Ventura County coastal zone. Several large industries and utilities are located there, including the now or nearly shuttered Southern California Edison Company's Mandalay and Ormond Beach power plants, Oxnard and San Buenaventura wastewater treatment plants, and three two harbors, and a port; however, none of these facilities are in the unincorporated coastal zone that is regulated by this plan. Nonetheless, liquefaction from severe ground shaking could cause major damage and disruption of services in the unincorporated coastal zone.

~~According to the County General Plan's Hazards Appendix, the area in the Central Coast Coastal Zone has a subsidence rate of between 0.01 and 0.05 feet per year. A single point located at Hueneme Road and Highway 1 has dropped about one and a half 1.5 feet in twenty-one 21 years. Records up until 1968 show a dozen bench marks that have settled a foot in a fifteen to twenty-year period. Subsidence occurs in the Santa Clara-Calleguas basin due to a combination of tectonic movement, hydrocarbon extraction, and groundwater pumping (California Department of Water Resources 2014).~~

The Santa Clara River is a flood hazard to some human activities in the Central Coast. Major floods occurred along the Santa Clara River in 1938, 1943, 1958, 1965, 1969, 1978 and 1980. Floods could inundate the Olivas Golf Course, portions of the City of Ventura Sanitation Plant, McGrath State Beach, Harbor Boulevard, and a major portion of the McGrath agricultural lands.

The Coastal Act specifies that new *development* is to be located away from hazardous areas. New flood control projects shall be limited to those necessary to protect existing *development* or for public safety (Section 30236). Flood plain management, rather than structural solutions alone in this sub-area may be required.

Existing *uses* in the *coastal zone* portion of the Santa Clara River conform to the "Open Space" designation of the County's General Plan and this Coastal Area Plan. No *structures* are located on the coastal portion of the flood plain, with the exception of the City of San Buenaventura Sanitation Plant facilities, and recreational *structures* at McGrath State Beach. The California Department of Parks and Recreation General Development Plan for McGrath State Beach recommends relocating the State Beach *structures* to avoid flood impacts.

Maintenance of *agriculture* and open space (parks, recreation and *habitat preservation*) would promote proper flood plain management, and would further reduce potential flood damage to structural *development*.

~~The General Plan Hazards Appendix provides extensive information on various hazards, including fault zones, fire hazard areas, landslides, and flood plains. It is one of the principal documents consulted by Planning and the Public Works Agency when formulating an initial study on a proposed project to determine the need for an EIR. Should an EIR be required, the General Plan Goals, Policies and Programs (Chapter 2) and Hazards Appendix are used in evaluating the various impacts of projects.~~

~~In addition to the environmental hazards on the Central Coast there is another unique hazard associated with *development* adjacent to certain areas of the Point Mugu Naval Air Station. Bunkers are located at certain areas on the base where magazines store explosive materials. Depending on the quantity of material, the Navy has computed a hazardous distance (QD radius) around the magazine where no *development* should take place. In addition, the runways contain "overrun areas" where no *development* should take place. Figure 4.3-7 depicts this area, found within the Ventura County Game Preserve property.~~

B. Rising Tides and Beach Erosion

Compared to the North and South Coasts, the unincorporated coastal areas in the Central Coast are projected to be the more extensively affected by tidal inundation, including the Hollywood Beach and Silver Strand communities that are immediately adjacent to the ocean. These two communities boast the widest beaches on the unincorporated coast, approaching 1,000 feet in width near the dunes at Hollywood Beach, yet this is an area that is vulnerable to tidal flooding with only 8 inches of sea level rise, and the flooding associated with that amount of sea level rise may reach about 10 shoreline homes along Ocean Drive. There are no stormwater pumps and annual nuisance storm flooding occurs on Ocean Drive. The rising tides, especially when combined with coastal storms, would impact breeding habitat for birds such as the Western snowy plover and California least tern, which select wide sandy beaches to nest. Other species of plants and animals found in sand dunes, such as the red sand verbena, beach evening primrose, and the globose dune beetle, will also be impacted by the reduction of foredune habitat. Focused adaptation planning that considers the needs of visitors, residents, as well as natural resources is a particular challenge for this small geographical area.

With about 5 feet of sea level rise, tidal flooding from the Channel Islands Harbor begins to spill into the residential and commercial areas of Hollywood Beach and Silver Strand. At Hollywood Beach, sea level rise models show extensive tidal flooding at the end of the peninsula, Ocean Drive, Sunset Lane, connector streets, the elementary school, and some residential development located along those roads. At Silver Strand, rising tides will breach

the shores of Hobie and Kiddie Beaches in the Channel Islands Harbor and begin to inundate residential areas as well as Port Hueneme. Unlike Hollywood Beach, Silver Strand has some stormwater pumps to assist with drainage. However, the County's storm water system does not address the Silver Strand tsunami evacuation route at Hobie Beach where significant flooding (e.g., up to 8 inches of sea level rise during a 1% annual chance storm) could occur. This is where improvements may be needed the most and multi-jurisdictional coordination will be required.

~~Unincorporated areas of the Central Coast with beaches include Hollywood Beach and Silver Strand. According to the Department of Navigation and Ocean Development (1979), erosion at Hollywood Beach is significantly minimized by the jetty at the north entrance of Channel Islands Harbor (Appendix 5). Erosion at Silver Strand is also slight. While the middle section of the beach is subject to erosion during periods of high tides and wave action, homes on the shoreline are have been protected from damage by the wide beach, bulldozed sand dikes, and deposition of harbor dredge sediment.~~

Beach sections that become eroded are stabilized with sand replenishment by the Army Corps of Engineers as requested by the Ventura County Flood Control District as funds are available.

III. South Coast Sub-Area

A. Hazards

The severe and rugged terrain of the Santa Monica Mountains present considerable hazards and constraints to new *development*. A 50-year and 100-year flood hazard area is located along the Calleguas Creek flood plain. Severe *slopes* not only have the potential for instability and erosion, but may also serve as constraints to the proper functioning of water and ~~septic onsite wastewater treatment~~ systems. An additional concern in this area is *access*, especially *emergency access* in case of fire or other disasters.

The most important earthquake faults in the Santa Monica Mountains portion of the *coastal zone* are the Bailey Fault near Calleguas Creek, and the Sycamore Canyon, Boney Mountain, and Malibu Coastal Faults in the mountainous areas (Figure 4.4-4). Historic records indicate that only six earthquakes larger than 4.0 magnitude on the Richter Scale have originated within 15 miles of the South Coast area since 1934. All were less than 5.3 magnitude and four of the epicenters were located off the coast.

The Bailey Fault marks the boundary between the western Santa Monica Mountains and the Oxnard Plain. It extends from Mugu Lagoon northerly to an intersection with the Camarillo Fault near Calleguas Creek and U.S. Highway 101. The existence of the fault is verified by water well data. The fault is designated as potentially active until more information becomes available for evaluation.

The Sycamore Canyon and Boney Mountain faults are the most prominent of the series of north-east trending breaks extending from Point Mugu to Thousand Oaks. These faults are designated as potentially active until more information is available.

The Malibu Coastal Fault, the Santa Monica Fault, and Raymond Hill Faults are thought to be a series of major north-dipping thrust faults that extend along the coast, onshore and offshore for many miles. Faults within this system are considered active. As much as 50 miles of left slip has occurred since Eocene times, about 50 million years ago (Norris and Webb 1976). The 1973 Point Mugu earthquake is believed to have originated on the Malibu Coastal Fault.

The South Coast immediately along the coast shows high potential for liquefaction in the area of Calleguas Creek and Mugu Lagoon.

- **Landslides and Slope Stability** – In general, the Santa Monica Mountains contain highly expansive soils. The soils, together with the steep topography, tend to increase the frequency of *slope* failure and erosion. According to the Ventura County Public Works Agency, grading, increased irrigation or ~~septic~~ onsite wastewater treatment system runoff, and seismic activity may also trigger *slope* movement or erosion.
- **Flood Hazards** – Calleguas Creek is a major flood corridor in the South Coast. It flows along the northern *slopes* of the Santa Monica Mountains to the Mugu Lagoon. Severe flooding has occurred along the coastal zone portion of this corridor, resulting in damage to adjacent agricultural crops, transportation facilities, and the military base. Except for Naval Base Ventura County, the lower reaches of the creek are generally undeveloped. The Ventura County Public Works Agency does maintain a system of channels and levees and maintains flood control.

~~There are also a number of creek corridors within the Santa Monica Mountains (e.g., Big Sycamore, Little Sycamore, Deer Creek, etc.) that could pose extreme flood and erosion hazards to Pacific Coast Highway and new development.~~

- **Fire** – Fire is significant natural hazard in the Santa Monica Mountains. ~~The Ventura County Hazards Appendix classifies the entire Santa Monica Mountains area as "extreme" for fire hazard. Cal Fire classifies the Santa Monica Mountains as a very high fire hazard severity zone.~~ While many of the *slopes* contain safe coastal vegetation, the fire-adapted *chaparral* of drier *slopes* along with steepness, lack of moisture and rainfall conditions, Santa Ana wind events, and severe *emergency access constraints*, can combine to create a dangerous situation, such as the Woolsey Fire that started in the Santa Susana Mountains near Simi Valley and burned to the sea and closed Pacific Coast Highway in 2018. This event destroyed over 1,600 structures, and burned over 96,000 acres of land. Periodic burns are considered a natural event in *chaparral* communities, and fires should be anticipated as a regular occurrence; however, climate change will increase the intensity and frequency of fires. Secondary impacts of fires in this area include mudflows, landslides, and erosion due to loss of ground cover.

The Santa Monica Mountains are currently designated "Open Space" (one *dwelling unit* per 10 acres minimum) and "Recreation" (state park lands). In some areas of the Santa Monica Mountains, however, 40-100 acre minimum *lot* sizes are justified based on water availability, *access, slope,* geologic and fire hazards. For these reasons, it is necessary to maintain the Santa Monica Mountains as "Open Space," and also to investigate the application of 40-100 acre sub-zones where *access* to County-maintained roads is inadequate, and where severe *slopes* increase the potential for geological instability.

~~The General Plan's Hazards Appendix (e.g., Chapter 7, Hazards and Safety Element) includes a number of land use policies, as well as County programs, to address natural hazards including (but not limited to) wildfires, coastal flooding and flood hazards, and debris flows. The General Plan policies and programs account for flood, wildfire, and sea level rise events that are predicted to be more frequent and severe due to climate change in order to adapt to climate change impacts and increase the County's resilience. provides extensive information on various hazards, including fault zones, fire hazard areas, landslides, and flood plains. It is one of the principal documents consulted by Planning and the Public Works Agency when formulating an initial study on a proposed project to determine the need for an EIR. Should an EIR be required, the General Plan Goals, Policies~~

and Programs (Chapter 2) and Hazards Appendix are used in evaluating the various impacts of the projects.

B. Rising Tides and Beach Erosion

The lagoons and estuaries at Ormond Beach and Point Mugu, as well as the inland agriculture in these areas, are the most extensive unincorporated areas vulnerable to tidal inundation. Predicting habitat changes within the lagoons and estuary ecosystems in response to sea level rise is difficult and depends upon several variables. While the wetlands at Point Mugu are in the unincorporated area, they remain under federal jurisdiction and are managed by the U.S. Navy. As Ormond Beach is part of the interconnected network of tidally influenced ponds, channels, and canals in these areas the extent of exposure will depend upon strategies undertaken by the City of Oxnard, the U.S. Navy, and the Ventura County Game Preserve Association to manage flooding of the estuaries and wetlands. Additionally, over 1,000 acres of agriculture in this area could be vulnerable when sea level rises by 5 feet.

The beaches in small coves along the South Coast are equally as vulnerable as the North Coast, with about 16 inches of sea level rise causing significant exposure at Thornhill-Broome Beach, Sycamore Cove, and Yerba-Buena Beach. These beaches are projected to be completely tidally inundated with about 5 feet of sea level rise. As with the North Coast, tidal inundation is expected to adversely affect public access and recreational opportunities, as well as sensitive habitats used by foraging shorebirds and historic spawning beaches of the California grunion.

Near the Ventura-Los Angeles County line, coastal homes north of Yerba Buena Beach within the Solromar Existing Community have foundations and onsite wastewater treatment systems that are located on the seaward side of the property, making them more exposed to tidal inundation. New development on these lots requires special review to ensure that it does not experience substantial wave and erosion damage, nor require new shoreline protective devices.

Beach erosion on the South Coast is most severe during the winter and in certain locations like occurs at Point Mugu State Park along Sycamore Beach and the beaches in the Solromar "Existing Community" area (such as Yerba Buena Beach). At the County line, approximately 24 acres of State Parks-owned property on coastal bluffs, with coastal access and public parking at Staircase Beach, are expected to experience more erosion with as little as 8 inches of sea level rise. Furthermore, Caltrans District 7 and the 2024 Ocean Protection Counsel Guidance estimate that between 2080 and 2100 portions of the coastline adjacent to State Highway 1 could experience up to approximately two feet of sea level rise that could undercut the highway with rising tides and large storms. To address these hazards, Caltrans has begun planning for prioritization of capital improvement projects that will address the most severe vulnerabilities to critical infrastructure, using risk-based design strategies (Caltrans 2007 and 2018).

Major erosion occurs during the winter months. The U.S. Army Corps of Engineers indicates a 1.9 foot per year erosion rate for Sycamore Beach, and a 0.9 foot per year erosion rate for Solromar Beach. The problem is severe in these areas.

Construction of new residential units on existing legal lots within the "Existing Community" area may require special review to ensure that new development does not bring about substantial wave and erosion damage, nor require new shoreline protection structures.

Hazards, Sea Level Rise, and Climate Change Goal 1 - Reduce Risks

Reduce risks to life and property from hazards while increasing community, infrastructure, and ecosystem resilience to climate change, sea level rise, and other naturally occurring and human-induced hazards.

[Staff comment: This goal is new text, derived from the County's Sea Level Rise Adaptation Report, that also combines existing text from Hazards Goal 1 that is currently in the North and South Coast sub-area sections of the Coastal Area Plan.]

Development Policies

- 1.1 The County shall strive to minimize the risk from the damaging effects of coastal wave hazards and beach erosion and reduce the ~~rate of impacts associated that cause with beach erosion, when feasible.~~

[Staff comment: Policy 1.1 is General Plan Policy COS 2.1. Given that this policy addresses coastal hazards, it is being added to this Coastal Land Use Plan. Additions to these "existing" General Plan policies are shown with double-underline, and removals are shown in ~~strikethrough~~]

- 1.2 New *development* and *development* that qualifies as *substantial redevelopment* (see Policy 1.9) shall be sited and designed to meet the following requirements over the expected life of the *development* and factoring in the effects of climate change, including sea level rise: (1) minimize risks to life and property in areas of high geologic, flood, erosion, sea level rise, *groundwater inundation*, and fire hazards; (2) assure stability and structural integrity of *development* and, except for *coastal-dependent development*, do so without reliance on *shoreline protective devices* that substantially alter natural landforms or otherwise harm *coastal resources* in a manner inconsistent with LCP policies or Coastal Act public *access* policies; and (3) neither create nor contribute significantly to *erosion*, geologic instability, or destruction of the site or surrounding area.

[Staff comment: This policy was edited to clarify that it applies to new development that qualifies as substantial redevelopment, as well as consolidated from North Coast Section 4.2.4.A-2, Central Coast Section 4.3.4-3, and South Coast Section 4.4.4-2.]

- 1.3 Continue to use the best available science on coastal hazards and sea level rise, including the best available scientific data for the Santa Barbara Tide Gauge for projects north of the Port Hueneme Channel and the Santa Monica Tide Gauge for projects south of the Port Hueneme Channel, to review new *development* and *development* that qualifies as *substantial redevelopment* located in hazardous coastal areas and for sea level rise adaptation strategy *development*. Best available scientific information at the time of review shall be reflective of the most current available State guidance on sea level rise, including any updated guidance as published and adopted by the Ocean Protection Council or *Coastal Commission*.

- 1.4 When new *development* and *development* that qualifies as *substantial redevelopment* (see Policy 1.9) is proposed in Coastal Hazards Screening Area A (see Appendix 16), coastal hazards shall be identified according to the sea level rise scenarios for the duration of the expected life of the *development* and based on the level of risk associated with the *development* type, as shown in Table 1 below. A Coastal Hazards Analysis Report that analyzes the applicable sea level rise scenario at the project site shall be prepared consistent with Policies 1.5 and 1.6 to disclose potential impacts that could result from the new *development* and *development* that

qualifies as *substantial redevelopment*. Future LCP updates to account for evolving best available science may be necessary.

Table 1 - Expected Life and Sea Level Rise Scenarios for Coastal Development, Identified by Proposed Use		
<u>Proposed Use</u>	<u>Expected Life (Years)</u>	<u>Sea Level Rise Scenario</u>
<u>Natural Surface Trails/ /Coastal Trail/Easily Removable Development</u>	<u>5</u>	<u>Intermediate</u>
<u>Public: Restrooms, Visitor Facilities, Concession Stands, and Ancillary Structures</u>	<u>20</u>	<u>Intermediate</u>
<u>Industrial Uses</u>	<u>100</u>	<u>Intermediate-High</u>
<u>Wetlands/Riparian Habitats</u>	<u>20</u>	<u>Low</u>
<u>Roads/Parking Lots Sidewalks</u>	<u>40</u>	<u>Intermediate-High</u>
<u>Infrastructure/Utilities that are not initiated by Public Works</u>	<u>Between 50-100 years with Planning Director Discretion</u>	<u>Intermediate-High</u>
<u>Wireless Communication Facilities (freestanding)</u>	<u>20</u>	<u>Intermediate-High</u>
<u>Residential/Commercial</u>	<u>100</u>	<u>Intermediate-High</u>
<u>Manufactured Homes</u>	<u>40</u>	<u>Intermediate-High</u>
<u>Public Works Initiated Projects other than Roads/Parking Lots/ Sidewalks. Includes, but is not limited to, Bridges, Levees, and Stream Alterations (Channels, Dams)</u>	<u>As determined by the Public Works Director in coordination with Planning Director; minimum of 75 years</u>	<u>Intermediate-High or as determined by the Public Works Director in coordination with Planning Director (see Policy 1.41 below)</u>
<u>Habitat Mitigation Plan/Restoration Plan</u>	<u>5</u>	<u>Low</u>
<u>Other Use</u>	<u>Planning Director Discretion or as specified in a neighborhood/corridor scale plan</u>	<u>Planning Director Discretion or as specified in a neighborhood/corridor scale plan</u>

[Staff comment: This policy and accompanying table define the expected life of development and which sea level rise scenario to use for siting and designing new development and development that qualifies as substantial redevelopment.]

- 1.5 For new *development* and *development* that qualifies as *substantial redevelopment* (see Policy 1.9), the County shall require the preparation of a Coastal Hazards Analysis Report by a licensed and qualified professional at the applicant's expense if the site is located in Coastal Hazards Screening Area A, as depicted in Appendix 16 to the CZO (hereinafter referred to as "Appendix 16"). Coastal Hazards Analysis

Reports may not be required at the discretion of the *Planning Director* for *minor development*, such as *minor at-grade, easily removable development* associated with *passive public recreational uses* (e.g., *signs, benches, or trails*), *other development* that can be easily removed without the use of mechanized equipment, and *habitat restoration/enhancement* projects. The *Planning Director* may also require a *Coastal Hazards Analysis Report* for projects outside *Coastal Hazard Screening Areas* that may be subject to coastal hazards including *beach or coastal bluff erosion, coastal bluff slope failure, groundwater inundation, and/or wave impacts*.

- a. The report shall be prepared consistent with Table 1 above and the Coastal Hazards Analysis Report requirements in Appendix 16. The analysis shall: (1) identify and describe hazards affecting the proposed project pursuant to Policies 1.3 and 1.4, above; (2) recommend potential adaptation measures; and (3) set forth substantial evidence that the site, with design features and adaptation measures, is suitable for the proposed development and that the development will minimize impacts to coastal resources and risks to life and property. The report will remain valid and active for development application and environmental review purposes for a period of 2.5 years from the date of application completeness.
- b. In consultation with the Director of the Public Works Agency, the *Planning Director* has the discretion to waive the requirement for a *Coastal Hazards Analysis Report* if the applicant can demonstrate that the project site is located in an area that is subject to a neighborhood-scale, or, in the case of transportation infrastructure, a corridor-scale, *Coastal Hazards Analysis Report* that: 1) includes the subject project site; 2) contains all of the data, analysis, and recommendations required in Appendix 16 in sufficient detail to contain substantial site-specific evidence that the site, with design features and adaptation measures, is suitable for the proposed development and that the development will adequately minimize impacts to coastal resources and risks to life and property; and 3) was completed or updated within five years of the subject application being deemed complete.

A neighborhood-scale *Coastal Hazards Analysis Report* shall include an evaluation of neighborhood-scale adaptation strategies that are not under control of the applicant, but that can be used by the applicant to demonstrate the site will not be subject to coastal flooding, beach or coastal bluff erosion, coastal bluff slope failure, and/or wave impacts or will appropriately minimize potential impacts for the expected life of the development factoring in the effects of the sea level rise scenarios in Policies 1.3 and 1.4 (Table 1), and existing or planned neighborhood-scale adaptation strategies.

- 1.6 For new development and development that qualifies as *substantial redevelopment* (see Policy 1.9), the County shall require a stillwater flood analysis report by a licensed professional at the applicant's expense if the site is located in the *Coastal Hazards Screening Area B*, defined in Appendix 16 in the *CZO*. The report shall be prepared consistent with Table 1 in Policy 1.4 above and the *Coastal Hazards Analysis Report* requirements in Appendix 16. *Coastal Hazards Analysis Reports* may not be required at the discretion of the *Planning Director* for *minor development*, such as *minor, at-grade, easily removable development* associated with *passive public recreational uses* (e.g., *signs, benches, or trails*), *other development* that can be easily removed without the use of mechanized equipment, and *habitat restoration/enhancement* projects. The *Planning Director* may also require a *Coastal Hazards Analysis Report* for projects outside *Coastal Hazard Screening Areas* that

may be subject to coastal hazards including beach or coastal bluff erosion, coastal bluff slope failure, groundwater inundation, and/or wave impacts.

- 1.7 If it is not feasible for new development and development that qualifies as substantial redevelopment (See Policy 1.9) in Coastal Hazards Screening Area A, as defined in Appendix 16 in the CZO, to be sited to avoid coastal hazards, including flooding and erosion hazards, the development shall be sited and designed to minimize risks from coastal hazards over the expected life of the development, factoring in the effects of the sea level rise scenarios in Policy 1.4, Table 1. Siting and design techniques may include but are not limited to: elevating the finished floor (e.g., above the estimated combined 100-year storm flood elevation considering sea level rise and wave uprush scenario); locating only non-habitable space below the flood hazard elevation; elevating and storing hazardous materials out of the flood hazard area; elevating mechanical and utility installations; exclusion of basements; setting accessory structures as far back as possible; use of flood vents and anchoring structures where appropriate. However, elevation should be limited to ensure consistency with visual resource protection policies, and to ensure that access to infrastructure (utilities, including water, sewer, and roads) can continue over the expected life of the development.
- 1.8 When a principal structure or accessory dwelling unit qualifies as new development or development that qualifies as substantial redevelopment (see Policy 1.9) that is proposed to be located in a Coastal Hazards Screening Area defined in Appendix 16 in the CZO or in an area designated as Zone V1-V30, VE, or V according to the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Maps, it shall either be sited to avoid coastal hazards or designed with sufficient elevation that the lowest horizontal structural member is 1 foot above the calculated design flood elevation that is projected for the expected life of the development factoring in the effects of the sea level rise scenarios in Policy 1.4, Table 1.
- 1.9 The term "substantial redevelopment" means a proposed development project located in Coastal Hazards Screening Area A or B consisting of: (1) additions to any existing structure; (2) interior and/or exterior renovations to roofs, framing, walls (or vertical supports when there are no walls), and foundations; (3) demolition or replacement of an existing structure, or portions thereof, in which the project as a whole meets one or more of the thresholds in subsections a through e below, and/or (4) development of a principal structure on a vacant lot. (Also see subsection f, subsection g, and Policy 1.10.)
- a. Replacement (including demolition, renovation, reinforcement, or other type of alteration): (1) of 50 percent or more of any major structural component, including floor, walls, roof structure or foundation, as calculated by linear feet, surface area, or volume; or (2) involving a 50 percent increase in gross floor area, taking into account previous replacement work undertaken on or after [insert certification date of LCP amendments].
- b. Replacement (including demolition, renovation, reinforcement, or other type of alteration) of less than 50 percent of a major structural component where the proposed replacement would result in cumulative alterations exceeding 50 percent or more of that major structural component, taking into account previous replacement work undertaken on or after [insert certification date of LCP amendments].
- c. An addition or alteration that would cumulatively result in 50 percent or greater gross floor area, taking into account previous additions undertaken on or after [insert certification date of LCP amendments].

- d. An alteration of an existing structure where the market value cost of proposed work equals or exceeds 50 percent of the appraised market value of the existing structure before the start of construction, based on a construction estimate by a licensed contractor and an appraisal conducted by a licensed real estate appraiser and submitted with the development application.
- e. In areas where FEMA Flood Insurance Rate Maps designate Zones V1-V30, VE, or V, the FEMA methods to measure substantial improvement shall be used to determine if alteration of an existing structure exceeds the 50 percent threshold of substantial redevelopment, if the calculation results are greater than any of the resulting calculations determined pursuant to any of the subsections (a) through (d) above. If application of said FEMA methods to measure substantial improvement results in 50 percent greater substantial improvement, the proposed development shall be considered "substantial redevelopment" under this policy regardless of the requirement of subsections (a) through (d) above.
- f. For Public Works facilities in Coastal Hazards Screening Area A or B, the above thresholds and calculations, subsection (b) above, shall apply to discrete projects such as pump stations and bridge replacements, but when there are ambiguities as to the extent of a facility replacement, such as road repaving or levee repairs, the Planning Director in consultation with the Public Works Agency Director shall determine how to measure cumulative alterations exceeding 50 percent or more of that major structural component, taking into account previous replacement work undertaken on or after [insert certification date of LCP amendments].
- g. Development that is subject to a general exemption and/or exclusion set forth in Section in 8174-6.3 of the Coastal Zoning Ordinance does not qualify as and is not subject to the LCP policies and other requirements that apply to, "substantial redevelopment" and this Policy 1.9.

For the purposes of this policy, "existing structure" means a principal structure, including but not limited to a main dwelling and any internal accessory dwelling unit, that was a legally established structure and that has not subsequently undergone substantial redevelopment.

- 1.10 As part of the coastal development permitting process, the entire existing structure proposed for substantial redevelopment (see Policy 1.9) that is demolished and rebuilt must be brought into conformance with all applicable LCP policies and CZO regulations as if it were an entirely new development.
- 1.11 New development and development that qualifies as substantial redevelopment (see Policy 1.9) in the Coastal Hazards Screening Areas shall be sited and designed to ensure that, for the expected life of the development factoring in the effects of the sea level rise scenarios in Policy 1.4, Table 1, it will: (1) not require protection from a shoreline protective device, (2) be consistent with all applicable LCP resource protection policies and the public access and recreation policies of the Coastal Act, and (3) be structurally safe from coastal hazards including erosion or scour, flooding, and wave run-up. These criteria apply even if new development or development that qualifies as substantial redevelopment is protected by a legally permitted shoreline protective device, in which case the development shall be designed and sited in a manner to ensure geologic stability and protection from hazards without reliance on a shoreline protective device.
- 1.12 Proposed shoreline protective devices shall be permitted in conformance with the LCP and Coastal Act Sections 30235 and 30253. Shoreline protective devices or other such construction that alters natural shoreline processes shall be permitted

when required to serve *coastal-dependent uses* or to protect existing *structures* or public beaches in danger from *erosion*, when designed to eliminate or mitigate adverse impacts on local shoreline sand supply, and when no less environmentally damaging alternative is *feasible*. New, enlarged, or extended *shoreline protective devices* shall not be permitted unless alternatives that are required to be analyzed by Policy 1.17 are determined to be not *feasible* or to be more environmentally damaging. For the purposes of this policy, “existing *structure*” means a legally permitted *principal structure*, including but not limited to a main *dwelling* and any internal *accessory dwelling unit*, that qualifies as “existing” within the meaning of Section 30235 and that has not subsequently undergone *substantial redevelopment* (see Policy 1.9). *Shoreline protective devices* shall not be allowed for the sole purpose of protecting *accessory structures* or landscape features (e.g., storage sheds, decks, patios, private walkways, landscaping).

[Staff comment: This policy was moved as well as consolidated from North Coast Section 4.2.4.B-1, Central Coast Section 4.3.5.1, and South Coast Section 4.4.2. This policy was revised to be consistent with Coastal Act Sections 30235 and 30253 and describes conditions under which legally established shoreline protective devices would be allowed.]

- 1.13 As a condition of approval of a *coastal development permit* authorizing the demolition or *substantial redevelopment* (see Policy 1.9) of an existing residential, commercial, or industrial *principal structure* that is protected by an existing, *legally permitted shoreline protective device*, the permittee shall thereafter be prohibited from enlargement or extension of the *shoreline protective device*. An applicant may request authorization to repair and maintain the device if it is part of a community-wide *shoreline protective device* required to protect existing *development* entitled to shoreline armoring in a designated Existing Community, and removal is not feasible. When the *shoreline protective device* is located on the project site, a condition of approval shall require the permittee to remove the *shoreline protective device* when it is no longer necessary. When the *shoreline protective device* is located on a property owned by another entity (e.g., homeowner’s association), the permittee shall coordinate with that entity and abide by a neighborhood scale plan that is developed by that entity to remove the *shoreline protective device* when it is no longer necessary.

[Staff comment: Even though a principal structure that undergoes substantial redevelopment will be resilient to sea level rise without reliance on the shoreline protective device (see Coastal Area Plan Policy 1.11), removal of the shoreline protective device would not be necessary. This is in order to avoid creating gaps in the existing armor for “existing communities” because gaps in the armor will impact nearby neighboring development that has not yet been designed to be resilient to sea level rise.]

- 1.14 *Shoreline protective devices*, when permitted in accordance with Policy 1.12 above, shall be sited and designed to avoid or eliminate adverse impacts on *beach area* and local shoreline sediment supply, *coastal resources*, and unauthorized encroachment onto public trust lands. When such siting or design is infeasible, adverse impacts to lateral beach access, biological, water quality, visual, and other *coastal resources* and coastal processes shall be minimized and mitigated consistent with the policies of the LCP and Coastal Act. Mitigation measures may include, but are not limited to, providing equivalent new public access or recreational facilities or undertaking restoration of nearby *beach area habitat*. If such measures are not *feasible* to eliminate or substantially reduce a significant impact, payment of

proportional *in-lieu fees* may be used to mitigate impacts in the permit area if such fees are available through an adopted program or if there is a permitted off-site public *access* improvement or *habitat restoration* project (as applicable) that can serve as equivalent impact mitigation and the proportional *in-lieu fee* is determined by the County based on relevant circumstances including, but not limited to, area of impacts, necessary mitigation ratios, and costs of mitigation. The applicant will be required to identify mitigation measures in the Coastal Hazards Analysis Report consistent with the requirements in Policies 1.3 and 1.4, as well as Appendix 16.

[Staff comment: This policy includes updates to an existing policy that was moved as well as consolidated from North Coast Section 4.2.4.B-5, Central Coast Section 4.3.5-5, and South Coast Section 4.4.5-6.]

- 1.15 New *development* and *development* that qualifies as *substantial redevelopment* (see Policy 1.9) on a *beach area* or *shoreline area*, including *shoreline protective devices* and major modifications to existing *shoreline protective devices*, shall not be sited on or encroach on public trust lands unless as part of the *coastal development permit* application, the applicant demonstrates that they own adequate legal title to the underlying property or there is an effective lease with the California State Lands Commission or other legal authorization to use said public trust lands. (Also see Policies 1.16 and 1.21 below.)
- 1.16 As a part of any *coastal development permit* application submittal for new *development* or *development* that qualifies as *substantial redevelopment* (see Policy 1.9) on a *beach area* or *shoreline area*, including for *shoreline protective devices*, the applicant shall submit a *Mean High Tide Line* (MHTL) survey prepared by a licensed professional land surveyor of the subject *lot(s)* based on data collected within 12 months of the date the permit application is submitted. The survey shall be conducted at the applicant's expense and in consultation with the California State Lands Commission staff. Prior to submitting this survey to the County, it must be approved as compliant with California State Lands Commission survey standards.
- 1.17 *Coastal development permit* applications for a *shoreline protective device* shall include a *Coastal Hazards Analysis Report* for the *coastal development permit* that evaluates the *feasibility* of the following alternatives (also see *Coastal Hazards Analysis Report* requirements in Appendix 16): (1) non-structural solutions to shoreline *erosion* (such as beach replenishment, hazard *setbacks*, or relocation of *development* to alternative sites), (2) non-structural *multi-lot* scale—rather than single *lot* scale—solutions to shoreline hazards (such as dune *restoration* and/or living shoreline designs), and (3) hybrid solutions that combine structural and non-structural solutions to shoreline *erosion* (such as sand dunes or cobble berms combined with dune *restoration*).
- 1.18 The following apply to all *legally established structures* that are *shoreline protective devices*:
- a. A *shoreline protective device* that is deemed to be a public nuisance because of health or safety conditions or because it unlawfully obstructs public *access* (e.g., a portion has broken off and is blocking a beach or public *access point*), as determined by the Building Official, shall be repaired or removed with a *coastal development permit* to abate the nuisance.
 - b. Extension or enlargement of a *legally established structure* that is a *shoreline protective device* shall not be processed or approved concurrently with applications for approval of other new *development* or *substantial redevelopment* (see Policy 1.9) on the same *lot*.

- 1.19 Repair and maintenance of an existing, legally established structure that is a shoreline protective device that is not exempt from the coastal development permit requirements may be permitted consistent with Policy 1.20 only if the project is required to protect coastal dependent uses, existing structures, public roads, or public beaches in danger from erosion, when designed to eliminate or mitigate adverse impacts on local shoreline sand supply.
- 1.20 Repair and maintenance of an existing, legally established structure that is a shoreline protective device, to the extent permitted, shall: (1) not enlarge or extend the shoreline protective device or allow for the permitted footprint to move further seaward, (2) protect public trust resources (see Policy 1.15), and (3) include measures to mitigate all coastal resource impacts including to beach areas and public access.
- 1.21 Applicants proposing new development or development that qualifies as substantial redevelopment (see Policy 1.9) that could be entirely or partially located on tidelands, public trust lands, or other land within the original jurisdiction of the California Coastal Commission shall be referred to the Coastal Commission for processing. A consolidated coastal development permit may be processed pursuant to Section 30601.3 of the Public Resources Code.
- 1.22 Geotechnical design features including but not limited to shoreline slope stabilization measures, caissons, deep foundations and slope stabilization devices that modify landforms or impact natural shoreline processes shall only be permitted for the parcel's principal structure and any internal accessory dwelling unit, as well as the onsite wastewater treatment system that serves the principal structure and any internal accessory dwelling unit, when there is no feasible siting or design alternative that would allow these two types of development on the parcel without such features. The geotechnical design features listed above shall not be permitted to the extent needed to protect any other accessory structure. When permitted, such design features shall meet all of the following criteria:
- a. The design features are necessary to minimize the risk of a geologic or coastal hazard(s) (also see Policy 1.29 below).
 - b. The development is the least environmentally damaging alternative and all other project alternatives, except those involving shoreline protective devices (see Policy 1.17 above), that would avoid the use of the geotechnical design feature(s) have been determined to be infeasible.
 - c. The development is set back from the hazard to the maximum extent feasible.
 - d. Any proposed development will meet the minimum slope stability factor of safety.
 - e. The development does not create or contribute to a public nuisance as defined by Civil Code section 3480.
 - f. The development minimizes landform alteration and is visually compatible with the surrounding natural environment to the maximum extent feasible.
 - g. The development will not significantly interfere with public access or other public trust uses.
 - h. All coastal resource impacts are mitigated to the extent feasible.
- 1.23 A coastal development permit and building permit will shall be required for any discretionary authorization of construction or non-exempt repair, and or

maintenance of *shoreline protective devices structures*, such as seawalls, jetties, revetment, groins, breakwaters and related arrangements.

[Staff comment: There are changes proposed to this existing policy to include repairs and update the terminology. It was moved as well as consolidated from North Coast Section 4.2.4.B-3, Central Coast Section 4.3.5-3, and South Coast Section 4.4.5-4.]

1.24 New development and development that qualifies as substantial redevelopment (see Policy 1.9) on shoreline blufftops shall be sited a sufficient distance from the bluff edge to remain safe from coastal erosion without the need for a shoreline protective device over the expected life of the development, factoring in the effects of the sea level rise scenarios in Policy 1.4, Table 1, as determined by the information contained within the Coastal Hazards Analysis Report. Minor, at-grade, easily removable development associated with passive public recreational uses (e.g., signs, benches, or trails) may be located within the coastal bluff edge setback. No development shall be permitted on a bluff face, except for public access improvements and drainage systems. New drainage systems shall be designed to be the minimum extent necessary as described in the Coastal Hazards Analysis Report and in consultation with the Public Works Agency.

1.25 ~~All~~ New development including development that qualifies as substantial redevelopment will (see Policy 1.9), shall be evaluated for its impacts to, and from, geologic hazards (e.g., including seismic safety, landslides, expansive soils, subsidence, bluff erosion, and bluff slope failure, etc.), flood hazards, and fire hazards. Feasible mitigation measures shall be required where necessary.

[Staff comment: There are changes proposed to this existing policy. This policy was moved as well as consolidated from North Coast Section 4.2.4.A-3, Central Coast Section 4.3.4-4, and South Coast Section 4.4.4-3.]

1.26 The County may require the preparation of a geologic technical report at the applicant's expense. Such report shall include feasible mitigation measures and design features which will be used in the proposed development. This report may be included in addition to a Coastal Hazards Analysis Report if the development is located in a Coastal Hazards Screening Area A or B (see Appendix 16). Geotechnical reports shall be signed, dated, and stamped with a seal from a professional geologist.

[Staff comment: There are changes proposed to this existing policy. This policy was moved as well as consolidated from North Coast Section 4.2.4.A-4, Central Coast Section 4.3.4-5, and South Coast Section 4.4.4-4.]

1.27 ~~The County's Building and Safety Department Planning Division will~~ shall routinely refer all permits and Coastal Hazards Analysis Reports and other technical documents that support coastal development permit applications for shoreline protective devices such as (e.g., seawalls, revetments, groins, retaining walls, and berms), pipelines, and outfalls, to the Flood Control and Water Resources Division of the Public Works Agency to be evaluated not only for structural engineering soundness, but environmental soundness as well whenever necessary and potential environmental impacts within the Agency's purview. This includes a survey of potential environmental impacts, including (but not limited to) the project's effects on adjacent and downstream structures upcoast and downcoast shoreline protective devices, coastal resources, net littoral drift, and downcoast beach area profiles.

[Staff comment: There are changes proposed to update this existing policy for new terminology and a reference to Coastal Hazards Analysis Reports. This policy was

moved as well as consolidated from North Coast Section 4.2.4.B-4, Central Coast Section 4.3.5-4, and South Coast Section 4.4.5-5.]

- 1.28 ~~Structures for human habitation (regularly, habitually, or primarily occupied by humans) Dwellings, and other structures intended for human habitation shall be set back a minimum of 50 feet from an active fault. This setback may be increased when geologic conditions warrant.~~

[Staff comment: There are minor changes proposed to this existing policy to include the defined term “dwellings”, but it was moved as well as consolidated from North Coast Section 4.2.4-5, Central Coast 4.3.4-6, and South Coast Section 4.4.4-5.]

- 1.29 New development and development that qualifies as substantial redevelopment (see Policy 1.9) that is sited on a bluff or sandy beach area shall be designed (e.g., foundation designs) for future relocation and/or structure removal. Such relocation and/or removal measures shall be described in the project description and may be phased over time. A principal structure or internal accessory dwelling unit that uses caissons or similar structures shall be designed for removal of the support structures. If removal of the entire support structure is not feasible, it may be truncated to a depth where the caisson will not protrude above the beach sediment. The caisson is required to be removed to the bedrock or a minimum of ten feet below the lowest elevation of the beach area sediment, given current conditions and projected conditions at the site, including long-term erosion and sea level rise as evaluated in the Coastal Hazards Analysis Report.

- 1.30 Non-habitable accessory structures, including uncovered porches and decks, which are constructed in Coastal Hazards Screening Area A (see Appendix 16) and located seaward of the principal structure, shall at a minimum employ structurally independent design without the use of a caisson foundation or shoreline protective device. In Screening Area A, non-habitable accessory structures such as decks, air conditioning units, spas, and sheds, shall be structurally disconnected from the principal structure and designed to be removed voluntarily or upon lawful order or directive if imminently threatened or damaged beyond repair by coastal hazards (e.g., erosion, bluff failure, or wave hazards). Also see Coastal Zoning Ordinance Section 8175-3.6 for more specific development standards.

- 1.31 The owner of private development, all or a portion of which, due to natural forces, falls onto a beach or other shoreline area, into the ocean, or is impacted by slope failure from a bluff, is responsible for lawful recovery, removal, and disposal of the debris associated with the development.

- 1.32 In the event of an emergency in hazardous coastal areas, tarps, sandbags, and other similar structures may be permitted for protection pursuant to the Coastal Zoning Ordinance Section 8181-3.7. Tarps, sandbags, and other similar structures will be permitted using the minimum number of improvements and measures necessary, be installed in the least environmentally damaging manner, and permitted and/or removed once the emergency conditions cease.

- 1.33 Land divisions and lot line adjustments in Coastal Hazards Screening Area A and B shall only be permitted if the development of each resulting parcel can comply with all applicable hazard policies and standards of the LCP, will not require new shoreline protective devices or enlargement or expansion to existing shoreline protective devices, and will not adversely impact coastal resources or public access. A lot line adjustment may also be approved between existing legally created parcels where development on the adjusted parcels can more closely conform to applicable LCP hazard policies and does not result in an increase in the density of permitted

development. Land divisions shall use the “intermediate-high” sea level rise scenario for the amount of sea level rise projected to occur 100 years from the date a coastal development permit application for a land division is deemed complete to analyze potential hazards to the parcels that are proposed to be created. This policy does not apply to resulting parcels that are proposed to be created for the sole purpose of habitat conservation or providing public access.

1.34 Hazards potentially affecting residential, industrial, or commercial development in hazardous coastal areas shall be disclosed with respect to projected sea level rise and any hazards identified in County hazards maps and Coastal Hazards Analysis Reports, as follows:

a. The County shall condition discretionary permits for residential, industrial, and commercial development that requires a Coastal Hazards Analysis Report (see Policies 1.4 through 1.6) to record a notice with the Ventura County Recorder to appear in the chain of title for all project parcels disclosing that the project is located within a Coastal Hazards Screening Area or other area with the potential for coastal hazards, and to disclose all known geologic hazards and coastal hazards (including hazards associated with projected sea level rise, groundwater inundation, coastal bluff retreat, coastal flooding, and shoreline erosion). The contents of the notice shall include, but may not be limited to, that the permittee agrees to the following provisions, which agreement shall be affirmatively required by permit condition: 1) assumes the risks of injury and damage from such hazards in connection with the permitted development; 2) unconditionally waives any claim of damage or liability against the County of Ventura, and Coastal Commission, if the permit is appealed, its officers, agents, and employees for injury or damage from such hazards; 3) indemnifies and holds harmless the County of Ventura and Coastal Commission, if the permit is appealed, its officers, agents, and employees with respect to approval of the project against any and all liability, claims, demands, damages, costs (including costs and fees incurred in defense of such claims), expenses, and amounts paid in settlement arising from any injury or damage due to such hazards; 4) acknowledges that except for coastal-dependent development, shoreline protective devices are prohibited from being constructed, enlarged, or extended in a manner inconsistent with LCP policies or Coastal Act public access policies but maintenance of existing, legally established structures that are shoreline protective devices may be permitted consistent with Policies 1.19 and 1.20; 5) acknowledges that sea level rise could render it infeasible to provide services to the permitted development (e.g., roadways, utilities, sewage or water systems), thereby constraining allowed uses of the site or rendering it uninhabitable; 6) acknowledges that the boundary between public land (tidelands) and private land may shift with rising seas so that the structure(s) may eventually be located on public trust lands, and State policies regarding development on public trust lands may be amended by the State; and 7) acknowledges that the structure(s) and development may become uninhabitable and required to be removed or relocated and the site restored if it becomes unsafe or if removal is required by the County of Ventura or any other government agency with legal jurisdiction that has issued a final order, not overturned through any appeal or writ proceedings, determining that the structures are currently and permanently unsafe for occupancy or use due to damage or destruction from hazards related to coastal processes, and that there are no feasible measures that could make the structures suitable for habitation or use without the use of shoreline protective devices. The applicable hazards, as summarized based on the most-recent Coastal Hazards Analysis Report conducted for the subject property, shall be recorded. If applicable, the condition

shall also include information about whether the principal structure and any internal accessory dwelling unit have cumulatively exceeded the threshold for substantial redevelopment (see Policy 1.9).

b. The County shall require disclosure statements related to any future sale of property subject to coastal hazards within Coastal Hazards Screening Areas A and B. Such disclosures shall notify future property owners that the property is located within a Coastal Hazards Screening Area and may be impacted by flooding and other hazards.

1.35 Where full adherence to all LCP policies and development standards regarding coastal hazards and sea level rise would effectuate an unconstitutional taking of private property without just compensation, the County shall allow the minimum economic or productive use of the property as necessary to avoid such an unconstitutional taking of private property without just compensation. An applicant who requests approval of discretionary development on this basis must provide, as part of its coastal development permit application, substantial evidence sufficient to support its request and to make the additional findings required pursuant to Policy 1.36 (below). If development is allowed pursuant to this policy, it must be consistent with all applicable LCP policies and development standards to the maximum extent feasible. This policy is not intended to increase or decrease the rights of any property owner under the U.S. or California Constitution.

1.36 Additional findings are required to approve a coastal development permit to avoid an unconstitutional taking of private property pursuant to Policy 1.35. A coastal development permit that allows a deviation from a policy or standard of the LCP in order to avoid an unconstitutional taking of private property in a Coastal Hazards Screening Area may be approved or conditionally approved only if the County makes the following findings:

- a. Based on detailed economic, ownership, and land use information provided by the applicant, as well as any other relevant evidence, application of the LCP policies and development standards would effectuate an unconstitutional taking of private property without just compensation;
- b. The use and project design, siting, and size are the minimum necessary to avoid an unconstitutional taking of property without just compensation;
- c. The project is the least environmentally damaging feasible alternative and is consistent with all provisions of the certified LCP other than the provision(s) for which the deviation is requested; and
- d. The development will not constitute a public nuisance or violate other background principles of property law such as the public trust doctrine.

1.37 New development, including development that qualifies as substantial redevelopment (see Policy 1.9), shall be sited and designed so as not to ~~cause or contribute to flood hazards~~ increase exposure of public facilities to sea level rise, nor lead to the expenditure of public funds for stormwater management for flood control works.

[Staff comment: There are changes proposed to this existing policy. This policy was moved as well as consolidated from North Coast Section 4.2.4.A-6, Central Coast Section 4.3.4-7, and South Coast Section 4.4.4-6.]

1.38 The North Coast portion of the Santa Ynez Mountains and the South Coast portion of the Santa Monica Mountains requires special attention, and the following formula

and minimum *lot* sizes will be utilized as new *land divisions* are proposed in the "Open Space" or "Agricultural" designations:

- a. The following *slope/density formula* will be used to compute the *average slope* of property proposed to be subdivided:

$$S = \frac{(100)(I)(L)}{A}$$

where:

S	=	average slope (%)
I	=	contour interval (ft.)
L	=	total length of all contour lines (ft.)
A	=	total area of the <i>lot</i> (sq. ft.)

- b. Once the *average slope* has been computed, the following table will be used to determine a minimum *lot* size for newly proposed *lots*:

0% - 15%	=	10 acres
15.1% - 20%	=	20 acres
20.1% - 25%	=	30 acres
25.1% - 35%	=	40 acres
35.1% & above	=	100 acres

[Staff comment: There are minor changes proposed to this existing policy to require the analysis for development in both the North Coast and South Coast areas. This policy was moved as well as consolidated from North Coast Section 4.2.4.A-7 and South Coast Section 4.4.4-7.]

- 1.39 A landscaping plan for fire and erosion control ~~will~~ shall be submitted for any new *development* located in *high fire hazard areas*. As many drought tolerant and fire resistant native plants as *feasible* should be used. Information on kinds and sources of these plants are available through the County. Fuel modification and brush clearance techniques shall minimize impacts to native vegetation, protect ESHA, and minimize erosion, runoff, and sedimentation, to the maximum extent feasible. (See the goals, policies, and programs of Chapter 4.1.3.)

[Staff comment: The existing policy from which this one is derived, was located in North Coast Section 4.2.4.A-8 and South Coast Section 4.4.4-8.]

~~The majority of the Santa Monica Mountains are designated "Open Space" or "Recreation" in this Coastal Area Plan. This is consistent with the County General Plan, the Santa Monica Mountains Comprehensive Plan (1979) and the U.S. National Park Services National Recreation area designations.~~

[Staff comment: This information is dated and unnecessary and therefore proposed for deletion. It is an existing policy in South Coast Section 4.4.4-9.]

- 1.40 The floodplain of the Santa Clara River will be limited to open space ~~of~~ and *agricultural uses* to minimize flood hazard risk.

[Staff comment: The existing policy from which this one is derived, was located in Central Coast Section 4.3.4-2.]

- 1.41 Coastal development permit applications for discretionary development where full adherence to all LCP policies and development standards regarding coastal hazards and sea level rise would render not feasible a public works project, an ESHA

Mitigation Plan, or a public coastal dependent use recreational area project, must include substantial evidence sufficient to support the request and make the additional findings required pursuant to Policy 1.42 (below). A public entity must be the applicant for such a project, or the development must either be undertaken with public funding and/or be required to implement a public entity-approved coastal development permit mitigation measure or condition of approval. If development is allowed pursuant to this policy, it must be consistent with all other applicable LCP policies and development standards besides those coastal hazards and sea level rise policies for which deviations are requested; as to those policies, the development must be consistent with them to the maximum extent feasible.

- 1.42 A coastal development permit authorizing public works project, an ESHA Mitigation Plan, or public coastal dependent use recreational area projects pursuant to Policy 1.41 may only be approved or conditionally approved upon the making of the following findings supported by substantial evidence in the record:
- a. Application of the LCP policies or development standards for which deviation is requested would:
 1. Render the project economically infeasible, including due to limitations in funding sources acquired through competitive grants, or
 2. Prevent or unduly restrict the project's provision of public coastal recreational areas or ESHA mitigation, or
 3. Prevent or unduly restrict the project's protection of public health/safety or provision of essential public services for legally permitted development; and,
 - b. The project is the least environmentally damaging feasible alternative and is consistent with all provisions of the certified LCP other than the provision(s) for which the deviation is requested; and,
 - c. The subject coastal development permit includes phased adaptation strategies that are applicable when sea level rise amounts combined with a 100-year storm will adversely affect the project.

[Staff comment: The two new policies above would allow habitat restoration, public access/trails, and Public Works projects to be designed for lower SLR scenarios when it is infeasible to design for higher sea level rise forecasts.]

Long-Range Policies

- 1.43 New County-initiated infrastructure projects (e.g., bridges and levees) that are located in hazardous coastal areas and will provide 100 years or more of service, shall be planned with the potential to be modified to accommodate projected sea level rise consistent with the sea level rise scenarios in Policy 1.4, Table 1.

[Staff comment: This policy is based on a General Plan Climate Action Policy HAZ 3.2.]

- 1.44 County agencies shall plan for the effects of sea level rise and future adaptation in new or expanded public works facilities consistent with the expected life of development and the sea level rise scenarios in Policy 1.4, Table 1 during long-range planning.
- 1.45 The County shall review plans for constructing new essential public facilities ~~such as a hospital,~~ (e.g., fire stations, health care facilities, emergency shelters, emergency command centers, and ~~or~~ emergency communications facilities); ~~so that these facilities are located outside of at-risk areas at risk of coastal hazards and other~~

hazards (e.g., landslides, liquefaction, flooding, wildfire, etc.) whenever *feasible*. If such a location is infeasible, then the County shall require the use of construction methods and design features to minimize potential damage to these facilities from coastal hazards.

[Staff comment: This policy is based on a General Plan Climate Action Policy PFS-1.3. It is edited for applicability to the coastal zone. Additions to these “existing” General Plan policies are shown with double-underline, and removals are shown in ~~strikethrough~~.]

- 1.46 The County shall support efforts of agencies and organizations that provide effective education and outreach to Designated Disadvantaged Communities on the benefits of the coastline, coastal ecosystems, and potential impacts to the coastline due to the effects of climate change, including increasing temperatures, wildfires, flooding, sea level rise, groundwater inundation, poor air quality, extreme weather events, disease prevention, and other public health effects.

[Staff comment: This policy is based on a General Plan policy and it is edited for applicability to the coastal zone. Additions to these “existing” General Plan policies are shown with double-underline, and removals are shown in ~~strikethrough~~. This policy is based on a General Plan Climate Action Policy HAZ-11.4]

- 1.47 The County shall ~~conduct~~ and periodically update Climate Change Impacts Monitoring reports the Sea Level Rise Vulnerability Assessment to map locations of wireless communication facilities communication, energy production and delivery facilities, County-owned assets ~~public service~~, transportation facilities, and public-serving infrastructure that are vulnerable to rising sea levels and coastal flooding. Increases in hazards as a result of climate change may necessitate more frequent updates than required in Program 4.2.

[Staff comment: This policy is based on a General Plan Climate Action Policy PFS-C. It is edited for applicability to the coastal zone. Additions to these “existing” General Plan policies are shown with double-underline, and removals are shown in ~~strikethrough~~.]

- 1.48 Based on findings from the Climate Change Impacts Monitoring reports Sea Level Rise Vulnerability Assessment, in cases where existing County facilities are found to be vulnerable to sea-level rise or coastal flooding hazards, the County shall identify seek funding and to create an action plan to protect, accommodate, or manage the retreat of County facilities to areas of higher elevation or with reduced flood exposure to hazards. For facilities operated by other public and private entities, the County shall work encourage with these entities to create an action plan to protect, accommodate, or manage the retreat of their facilities to areas of higher elevation or reduced flood with reduced exposure to hazards.

[Staff comment: This policy is based on General Plan Climate Action Program PFS-D. It is edited for applicability to the coastal zone. Additions to these “existing” General Plan policies are shown with double-underline, and removals are shown in ~~strikethrough~~.]

- 1.49 The County shall promote equitable civic engagement and social inclusion for Designated Disadvantaged Communities in public decision-making regarding LCP amendments for sea level rise and coastal hazards, consistent with General Plan Land Use Policies 18.2 (Input on Proposed Planning Activities) and 18.5 (Participation in Climate Change Planning).

[Staff comment: This policy will implement General Plan Land Use and Community Character Policies 18.2 and 18.5.]

Hazards, Sea Level Rise, and Climate Change Goal 2 - Natural Adaptation

To conserve and protect agricultural lands, public beaches, dunes, estuaries, and other sensitive coastal habitats from harm and degradation, the County shall implement adaptation policies, programs, and standards to increase resiliency from hazards and the effects of sea level rise.

[Staff comment: This section includes new policies, revision to one existing policy, and some General Plan climate action policies that were edited for applicability to the coastal zone. Additions to these “existing” policies are shown with double-underline, and removals are shown in strikethrough.]

Policies

2.1 The best available science (see Policies 1.2 through 1.4) shall be used to inform asset management and land use permitting decisions by County and public agencies to protect coastal resources including vulnerable species and their habitats, public access, and recreational uses.

2.2 The County shall encourage evaluations of activities that trap or add sand through beach nourishment, dune restoration, and other nature-based adaptation strategies to enhance or create beaches in areas susceptible to sea level rise and coastal flooding.

[Staff comment: Policy 2.2 is General Plan Policy COS 2.2. Given that this Policy addresses coastal resiliency adaptation strategies, it is being added to this Coastal Land Use Plan.]

2.3 To maintain and improve the function of existing sand dune and wetland ecosystems, the County shall encourage the protection, restoration, enhancement, and acquisition of dune and wetland habitat whenever feasible. Allowing for the inland migration of such habitats is encouraged.

2.4 When development is proposed, and if feasible, coordinated adaptation measures that mimic natural landforms and support habitat should be used where contiguous properties are vulnerable to similar coastal hazards.

2.5 Strategies for “soft” shoreline protection (e.g., beach nourishment, sand dune restoration, vegetated dune enhancement, cobble berms, dredged sediment management, construction of seasonal sand berms to protect shorelines from erosion) shall be prioritized over shoreline protective devices where feasible.

2.6 When discretionary development, maintenance, or other activities affect sediment on sand dunes, on beaches, on bluffs, in creeks, and/or in river systems, the sediment should be managed, when feasible, to remain in and feed into the Santa Barbara Littoral Cell or portions of the Zuma Littoral Cell located within Ventura County.

2.7 ~~During their scheduled~~ While dredging of Channel Islands Harbor, the Army Corps of Engineers is encouraged to replenish beaches with severe erosional losses, consistent with environmental restraints on the deposition of dredge spoils. Dredged materials suitable for beach nourishment ~~are encouraged to~~ should be deposited at appropriate locations on beaches or nearshore at times that ensure the materials will replenish local beaches. If feasible, beach nourishment activities should be

integrated into existing beach nourishment and/or management programs (e.g., BEACON beach nourishment programs).

[Staff comment: The policy from which this policy is derived was located in Central Coast Section 4.3.5-7. Deletions to the policy are shown in ~~strikeout~~ and additions are shown in double underline.]

2.8 The placement of sediments at appropriate points along the shoreline may be permitted for the purpose of beach replenishment if the source material proposed for deposition contains the physical (e.g., grain size and type), chemical, color, particle shape, debris, and other compatibility characteristics that are appropriate for beach replenishment and mimic native, naturally occurring sediment characteristics at the site. All beach nourishment projects shall be designed to: minimize adverse impacts to beach, intertidal, and offshore resources; incorporate appropriate mitigation measures; and consider the method, location, and timing of placement.

2.9 To increase resiliency to sea level rise and provide beneficial uses, the sand dunes designated as *Environmentally Sensitive Habitat Area* (ESHA) or areas that include special status species of plants and animals, and are located outside of the US Army Corps dredging area at Hollywood Beach, shall be maintained and enhanced as funding permits to protect coastal access, recreational uses, and sensitive coastal resources.

2.10 During and after the decommissioning of the Rincon Island oil drilling and production facility on the North Coast, the County supports planning for sea level rise adaptation on the subject property (e.g., implementing a sea level rise adaptation project).

2.11 The County shall engage the agricultural sector to encourage practices that enhance carbon sequestration, and to understand the tolerance of current crop mixes to withstand the impacts of climate change and sea level rise, including increased temperatures, exposure to ocean tides, saltwater intrusion, disease, and pests, and explore options to diversify crops.

[Staff comment: This policy is based on a General Plan Climate Action Policy AG-6.2. It is edited for applicability to the coastal zone. Additions to these “existing” General Plan policies are shown with double-underline, and removals are shown in ~~strikethrough~~.]

2.12 The County shall encourage landowners to participate in voluntary programs that reduce soil erosion, coastal erosion and increase, and protect and maintain soil productivity that could be vulnerable to sea level rise and/or other coastal hazards. To this end, the County shall promote coordination between the Natural Resources Conservation Service, Ventura County Resource Conservation District, University of California Cooperative Extension, and other similar agencies and organizations.

[Staff comment: This policy is based on a General Plan Climate Action Policy COS-5.3. It is edited for applicability to the coastal zone. Additions to these “existing” General Plan policies are shown with double-underline, and removals are shown in ~~strikethrough~~.]

2.13 The County encourages coordinate—with regional stakeholders to assess vulnerabilities from the effects of, and enhance coordinated the resiliency to, sea level rise on for estuaries, wetlands, and groundwater basins. This assessment should consider factors that influence the conditions of an estuary or wetland, including sea level rise, rainfall, surface heat budget, wind, and ocean acidification.

[Staff comment: This policy is based on a General Plan Climate Action Policy HAZ-I. It is edited for applicability to the coastal zone. Additions to these “existing” General Plan policies are shown with double-underline, and removals are shown in ~~strikethrough~~.]

- 2.14 ~~The County shall place a high priority~~ize on preserving designated Open Space lands in the coastal zone for recreation, habitat protection and inland migration, wildlife movement, flood hazard management, public safety, water resource protection, and overall community benefit.

[Staff comment: This policy is based on a General Plan Climate Action Policy COS-9.3. It is edited for applicability to the coastal zone. Additions to these “existing” General Plan policies are shown with double-underline, and removals are shown in ~~strikethrough~~.]

- 2.15 The County should work with the Beach Erosion Authority for Clean Oceans and Nourishment (BEACON), Caltrans, the Port of Hueneme, Ventura Port District, Channel Islands Harbor, cities, and Naval Base Ventura County to identify issues and establish common goals and objectives regarding sea level rise, sediment management, as well as to identify resources to meet defined goals.

- 2.16 The County shall continue to plan for the preservation, conservation, efficient use of, enjoyment of, and access to coastal resources, as appropriate, within Ventura County for present and future generations.

- 2.17 The County shall work with federal, state, and local jurisdictions, agencies, and organizations to assess the vulnerability of public coastal access points, surf breaks, and recreation areas and evaluate ways to ensure that these areas are provided for present and future generations.

- 2.18 The County encourages community programs that are designed to improve the quality of coastal fisheries and marine resources. Examples of community programs include the establishment of artificial reefs, seafloor kelp/eelgrass restoration, and resting/nesting areas for marine mammals, birds and other marine life.

- 2.19 The County supports efforts by other agencies and organizations to maintain and enhance estuarine systems in order to protect and enhance coastal fisheries and other marine resources.

[Staff comment: Policies 2.15, 2.16, 2.17, 2.18, and 2.19 are derived from General Plan Policies COS 2.3, 2.6, 2.7, 2.8 and 2.9 (respectively), with minor edits to COS 2.6, 2.8 2.9., 2.15, and a sentence listing examples was added to Policy 2.18.]

C. Climate Change

Climate change is a global problem caused by the cumulative warming effects of greenhouse gas emissions. Sea level rise, floods, and catastrophic wildfires are exacerbated by the effects of climate change. The County of Ventura is planning for greenhouse gas emissions reductions to help offset or avoid the most catastrophic effects of climate change, but global-scale emissions reductions are needed to efficiently reverse warming trends and reduce impacts. This section of the Coastal Area Plan includes some integrated greenhouse gas reduction strategies that are specific to the unincorporated coastal zone. The Coastal Trail chapter in Section 4.1.4 also includes multi-modal policies that support alternative modes of transportation and would reduce vehicle miles traveled.

Hazards, Sea Level Rise, and Climate Change Goal 3 – Reduce Greenhouse Gas

Emissions

Reduce greenhouse gas emissions from land uses and development in the coastal zone.

- 3.1 ~~The County shall encourage d~~Discretionary development on commercial- and industrial-designated land to shall incorporate sustainable technologies, including energy- and water-efficient practices and low- or zero-carbon practices where feasible.

[Staff comment: This policy is based on a General Plan Climate Action Policy LU-11.4. It is edited for applicability to the coastal zone. Additions to these “existing” General Plan policies are shown with double-underline, and removals are shown in ~~strikethrough~~.]

- 3.2 When feasible, As part of new roadway planning and design as part of for discretionary development, the County shall promote should include the use of permeable paving and other passive drainage features such as bio-swales to prevent flooding, particularly in urban areas Hollywood Beach and Silver Strand Existing Communities and Coastal Hazard Screening Areas vulnerable to sea level rise.

[Staff comment: This policy is based on a General Plan Climate Action Policy CTM-6.3. It is edited for applicability to the coastal zone. Additions to these “existing” General Plan policies are shown with double-underline, and removals are shown in ~~strikethrough~~.]

- 3.3 ~~The County shall encourages~~ development and street systems that support the on-road use of properly licensed Neighborhood Electric Vehicles (NEV) at Hollywood Beach and Silver Strand Existing Communities where appropriate.

[Staff comment: This policy is based on a General Plan Climate Action Policy CTM-6.6. It is edited for applicability to the coastal zone. Additions to these “existing” General Plan policies are shown with double-underline, and removals are shown in ~~strikethrough~~.]

- 3.4 ~~The County shall supports~~ the installation of electric vehicle charging stations, where feasible, at County facilities, coastal access points and in parking lots, park and ride lots, truck stops and in new public works projects.

[Staff comment: This policy is based on a General Plan Climate Action Policy CTM-6.5. It is edited for applicability to the coastal zone. Additions to these “existing” General Plan policies are shown with double-underline, and removals are shown in ~~strikethrough~~.]

- 3.5 The County encourages the integration of features that support the generation, transmission, efficient use, and storage of renewable energy sources in discretionary development.

[Staff comment: This policy is based on a General Plan Climate Action Policy COS-8.8.]

- 3.6 The County shall work with utility companies and Caltrans to modernize and upgrade transmission lines, water lines, gas lines, and associated equipment to reduce the risk of flood, groundwater inundation, coastal erosion, and fire in areas with of high wildfire hazard, sea level rise, and coastal hazards risk.

[Staff comment: This policy is based on a General Plan Climate Action Policy PFS-7.2. It is edited for applicability to the coastal zone. Additions to these “existing” General Plan policies are shown with double-underline, and removals are shown in ~~strikethrough~~.]

- 3.7 The County shall work with transit agencies to provide more connections to the coastal areas, particularly in areas near Oxnard.

D. Hazards, Sea Level Rise, and Climate Change Programs

[Staff comment: This section is all new proposed text.]

The following programs identify actions that are required to implement sea level rise and coastal hazards goals and polices. The timing for all programs is dependent upon available staff resources and funding.

- 4.1 The County shall reduce the risk from the damaging effects of coastal wave hazards and beach erosion through the review of coastal development permits and long-term planning projects that include, if funding is available, LCP updates and neighborhood scale plans.
- 4.2 Every 10 years at a minimum, or sooner if feasible as new science and/or state guidance becomes available, the County shall update its Vulnerability Assessment, adaptation plans, and LCP (including the Coastal Hazards Screening Area Maps in Appendix 16) as necessary to incorporate new sea level rise science, monitoring results, and information on coastal conditions.
- 4.3 During any updates to the Vulnerability Assessment, or as part of public outreach for an LCP amendment focused on coastal hazards, sea level rise, or climate change, the County shall support efforts of agencies and organizations that provide effective education and outreach to Designated Disadvantaged Communities on the benefits of coastal systems and potential impacts to the coastline due to climate change, effects of climate change, including increasing temperatures, wildfires, flooding, groundwater inundation, sea level rise, poor air quality, extreme weather events, disease prevention, and other public health effects.

[Staff comment: This program is based on a General Plan Climate Action Policy HAZ 11.4. Additions to these “existing” General Plan policies are shown with double-underline, and removals are shown in ~~strikethrough~~.]

- 4.4 The County Office of Emergency Services should coordinate across County departments, as well as among State and Federal Agencies, to align the Local Hazard Mitigation Plan with the LCP to prepare proactive adaptation efforts in conjunction with emergency response planning for coastal hazards and sea level rise.
- 4.5 The County Executive Office should update the Board of Supervisors at least once every five years on the rate of sea level rise from the most up-to-date available data sources. The County Executive Office, Sustainability Division, in partnership with the Planning Division, should seek funding to conduct these updates and include monitoring of the elevation and rate of sea level rise, as well as provide informed recommendations on adaptation opportunities, sea level rise hazards thresholds, and whether the LCP should be updated.
- 4.6 Within 10 years, the County should apply for grants or other funding to explore the feasibility of developing an in-lieu fee program and implementing ordinance to mitigate impacts from new development on or adjacent to beach areas and shorelines. The in-lieu fees must be used in the coastal zone to mitigate for the loss of sand, habitat, and public access. Creation of the in-lieu fee shall consider the full value of the beach—including impacts on shoreline sand supply, sandy beaches, public recreational access, public views, natural landforms, beach ecology, and water quality.

4.7 Within five years the County should apply for grants and seek other funding to work with landowners whose properties are projected to be exposed to sea level rise, as follows:

a. The County should work with landowners to develop Neighborhood-Scale Adaptation Plans. Such plans would evaluate local coastal hazards according to State guidance and the LCP Coastal Hazards Analysis Report requirements in Appendix 16. Such plans would include identification and prioritization of actionable adaptation strategies and implementation timelines that will improve coastal hazards resilience for subareas or Existing Communities of the Ventura County coastline which share characteristics that include more than one contiguous property and at least one associated coastal dependent use or public access use. Examples could include the following:

- i. The development of a beach management plan for Hollywood Beach and Silver Strand that balances coastal access, recreational uses, and the health and protection of sensitive coastal resources, and
- ii. Identification of the appropriate design flood elevations for new development and development that qualifies as substantial redevelopment (see Policy 1.9) in Coastal Hazards Screening Area B, so that site-specific still water design flood elevations do not need to be determined on a case-by-case basis, and
- iii. An evaluation of an Existing Community on the North Coast that has a neighborhood scale shoreline protective device to identify adaptation strategies (including potential phased approaches) that will appropriately balance continued protection of development and public access/recreation and other coastal resources.

b. The County should work with applicable agencies (e.g., Caltrans, California Department of Parks and Recreation, California Coastal Commission, and the Beach Erosion Authority for Clean Oceans and Nourishment (BEACON)), to coordinate and develop Adaptation Plans and implementing measures for particularly vulnerable areas with coastal dependent uses and public access uses. One example could be to plan for adaptation and possible relocation of low-cost visitor serving facilities (e.g., campgrounds).

c. The County should work with the Coastal Commission staff and landowners to consider and clarify permit-exempt (or otherwise eased/streamlined) regulatory pathways for qualifying maintenance and repairs on neighborhood-scale shoreline protective devices; and develop neighborhood scale adaptation plans and/or other strategies to protect both public coastal access and private development.

d. The County will provide advisory information to landowners with shoreline protective devices that if they do not have sufficiently detailed site plans for the permitted design of the shoreline protective devices for the County to accurately measure qualified maintenance and repairs, landowners should obtain an updated survey and site plan stamped by a California Licensed professional (also see CZO Section 8175-5.12.3).

4.8 Before year 2030, the County should seek state and federal funding for programs that voluntarily reduce development intensity in vulnerable coastal areas that could provide public benefits in coordination with willing landowners. For example, funding could be used to purchase coastal property that is leased until hazards are imminent, or to develop a transfer of development rights program to reduce development potential in hazardous coastal areas, or to acquire easements, including rolling easements with ambulatory boundaries that evolve in response to coastal hazards and sea level rise.

- 4.9 The County Executive Office, Sustainability Division, should periodically coordinate a Sea Level Rise Interagency Working Group for the purpose of monitoring County assets likely to be impacted by sea level rise (e.g., facilities that provide *coastal access* or facilitate coastal-dependent recreation), prioritizing adaptation strategies, identifying sea level rise thresholds when assets are impacted, and providing recommendations to the Board of Supervisors for the most vulnerable at-risk properties and facilities.
- 4.10 The County shall work with ~~the~~ Naval Base Ventura County (NBVC), Channel Islands Air National Guard Station, neighboring counties and cities, the Port of Hueneme ~~Oxnard Harbor District (OHD),~~ California Department of Conservation, and the Department of Defense (DOD) to develop a Climate Change Impact Assessment that addresses issues related to climate change and military installations, including sea level rise, wildfires, and stormwater runoff intensities. This assessment shall be used to inform potential LCP amendments.
- [Staff comment: This program is based on a General Plan Climate Action Policy HAZ-F. Additions to these “existing” General Plan policies are shown with double-underline, and removals are shown in ~~strikethrough~~.]*
- 4.11 The County shall consult and coordinate with the Caltrans, Union Pacific Railroad, and State Parks regarding near-, mid-, and long-term adaptation options for the railroad, U.S. Highway 101, Pacific Coast Highway, and related critical infrastructure to protect public access to the coast and *coastal resources*, and to minimize current and future threats from sea level rise and coastal hazards on regional railway lines, highways, as well as beaches and other *coastal resources* that are located within or *adjacent* to the rights-of-way and/or *development*. Areas that will become regularly inundated by the ocean or are at risk of periodic *inundation* from storm surge and sea level rise should be identified. Both structural and non-structural adaptation measures, including managed retreat and nature-based solutions should be considered. In consultation with *Coastal Commission* staff, Caltrans, and the Union Pacific Railroad, the County should identify locations for mitigation projects to improve public access and shoreline *habitats* in the event that structural solutions are required to protect critical infrastructure.
- 4.12 The County Planning Division, Public Works Agency, and Harbor Department should coordinate with the City of Oxnard, the Department of Defense, and Caltrans to seek funding and improve the southern terminus of South Victoria Avenue at Hobie Beach. Roadway, waterfront, and stormwater drainage improvements and enhancements along South Victoria Avenue should be evaluated in order to increase resilience from sea level rise and coastal flooding.
- 4.13 The County should study how to improve the roadway, waterfront, and stormwater drainage in Hollywood Beach and Silver Strand to increase resilience from sea level rise and coastal flooding when funding is available.

4.2 THE NORTH COAST

Chapter 4 – Goals, Policies, and Programs, Section 4.2.2 – Goals, Policies, and Programs, Section 4.2.2 – Recreation and Access, Section B - Access, of the

Ventura County Coastal Area Plan is hereby amended to read as follows, with no changes to Figures 4.2-2 through 4.2-4 following the text:

4.2.2 Recreation and Access

B. Access

The narrowness of the North Coast shoreline, its vulnerability to coastal processes, plus consideration of private rights, constrain public *access* opportunities in the area. People make their way to the beach primarily through Hobson and Faria County Parks, Emma Wood State Beach, the state-managed *parking lot* and accessway at Rincon Point, and the Rincon Parkway. Pedestrian undercrossings for U.S. Highway 101 are located at La Conchita and at Punta Gorda.

Public shoreline *access* is available on the North Coast. [Figure 4.2-4](#) is an inventory of *access*. Again, over 70 percent of the shoreline (8.6 miles) is now accessible via state or County-owned land. Additionally, good *vertical access* (within 1/2 mile) exists to the shoreline in front of all residential areas. These residential areas have very tight boundaries and cannot be expanded without an amendment to this Plan.

Improved accessways are located at Rincon, La Conchita, Punta Gorda, Solimar, and Emma Wood beaches. Unimproved *access* points exist throughout the North Coast. Over the years, public *access* has improved at County parks and along Old Pacific Coast Highway due to the installation of ladders, stairways and ramps. Funding sources for these improvements include grants from the Coastal Conservancy Accessway Program. As other necessary improvements to existing accessways are identified, the County will seek funding to complete those improvements.

Access Goals

1. To maximize public *access* to coastal *recreational areas* in the North Coast sub-area consistent with private property rights, natural resources protection ~~and processes~~, and the Coastal Act. Also, to maintain and improve existing *access* and design such *access* for resilience to sea level rise, as funds become available.
2. To maintain or increase public *access* to *coastal resources* through increased parking capacity for vehicles and bicycles within the *coastal zone*.

[Staff comment: Access Goal No. 1 is modified to remove unnecessary text and to incorporate sea level rise consideration in future public access development. No further changes are proposed to Section 4.2.2 B.]

Policies

Vertical

1. For all new *development* between the first public road and the ocean, granting of an easement to allow vertical access to the *mean high tide line* shall be mandatory unless:
 - a. Adequate public access is already available within a reasonable distance of the site measured along the shoreline, or
 - b. Access at the site would result in unmitigable adverse impacts on areas designated as sensitive *habitats* or tidepools by the land use plan, or

- c. Findings are made, consistent with Section 30212 of the Act, that access is inconsistent with public safety, military security needs, or that agriculture would be adversely affected, or
- d. The *parcels* too narrow to allow for an adequate vertical access corridor without adversely affecting the privacy of the property owner, or

Lateral

- 2. For all new *development* between the first public road and the ocean, granting of lateral easements to allow for public access along the shoreline shall be mandatory unless subsection (a) below is found. In coastal areas, where the bluffs exceed five feet in height, all beach seaward of the base of the bluff shall be dedicated. In coastal areas where the bluffs are less than five feet, the area to be dedicated shall be determined by the County. At a minimum, the dedicated easement shall be adequate to allow for lateral access during periods of high tide. In no case shall the dedicated easement be required to be closer than 10 feet to a residential structure. In addition, all fences, no trespassing signs, and other obstructions that may limit public lateral access shall be removed as a condition of *development* approval.
 - a. Findings are made, consistent with Section 30212 of the Act that access is inconsistent with public safety, military security needs, or that agriculture would be adversely affected.

Access to Environmentally Sensitive Habitats:

- 3. The applicant of a proposed recreational facility in, or *adjacent* to, areas designated "*environmentally sensitive habitats*" shall develop a management program to control the kinds, intensities, and locations of *uses* to preserve the *habitat* resources to the maximum extent *feasible*. This program shall be part of *development* approval.

Rincon Point State Surfer Access:

- 4. While the parking lot provided by the California Department of Parks and Recreation is adequate at this time, it is full at peak surfing times. The California Department of Parks and Recreation should anticipate the additional parking burden on the area as recreational demands increase, and make appropriate accommodations. Long-range potential for the extension of bus service from Ventura and Oxnard along the Rincon Parkway to Rincon Point should also be explored by the California Department of Parks and Recreation and Gold Coast Transit.

U.S. Highway 101:

- 5. Caltrans should provide trash containers and sufficient pick-up, and at least one toilet for day-use.

Mussel Shoals Access:

- 6. As new funds are available for continuing maintenance, the County will assume responsibility for the lateral accessway dedications that are currently being held by the State Coastal Conservancy and the State Lands Commission.

Emma Wood State Beach Access:

- 7. Access to Emma Wood State Beach should be maintained for the maximum number of people.

General Access:

8. In accordance with section 30214(a) of the Coastal Act, the time, place, and manner of access will depend on individual facts and circumstances; including topographic and site characteristics, the capacity of the site to sustain use at the intensity proposed, management of the access areas to protect the privacy of *adjacent* owners, and the feasibility to provide for litter collection.
9. In accordance with section 30214(b) of the Coastal Act, the requirement of access shall be reasonable and equitable, balancing the rights of the individual property owner with the public's right of access.

Access for Film Production, Temporary:

10. Impacts to *coastal resources*, including but not limited to, public recreation facilities, scenic and visual resources, and public coastal beach access shall be minimized during *temporary film production activities*.
11. During the peak summer season (Memorial Day through Labor Day weekend), *temporary film production activities*:
 - Shall not preclude the general public from use of a public beach; and
 - Shall not occupy public parking spaces to the extent the general public is restricted from using such spaces to access a public beach or public recreation facilities.
12. No new permanent *structures* shall be erected for *temporary film production activities*, and the *film permit area* shall be returned to pre-permit conditions following *film production striking*.

Parking and Loading Access:

13. New development, and intensifications in *use*, shall be designed to include the number of off-street parking spaces necessary to satisfy any new parking demand.
14. In order to support the preservation of existing, neighborhood-serving commercial areas within the coastal zone, exceptions to off-street parking requirements may be allowed, provided that the project applicant contribute to a program aimed at increasing *coastal access parking*.
 - No additions or expansion to the *structure* are proposed and all existing on-site parking is retained;
 - Business hours of operation are in the evening when beach recreational uses are low or non-existent;
 - The primary customer base is nearby residents or beachgoers that do not generate additional parking demand;
 - Shared parking, pursuant to Sec. 8176-4.6, is not available to meet parking requirements; and
 - Other transportation incentives programs listed in Sec. 8176-4.8.1(b), are not feasible, or will not lessen the number of parking spaces required.
15. To promote the efficient *use* of parking areas and reduce the amount of paved or impervious surfaces, shared parking may be allowed for commercial or *mixed-use developments* that accommodate multiple *uses* at different peak parking periods. Where *feasible*, such *parking lots* should accommodate public *coastal access parking*.

16. Restrictions on public parking that would impede public *coastal access* shall be prohibited except where such restrictions are demonstrated to be necessary for the provision of public safety, and there is no other feasible alternative.
17. New *development* that requires the removal of existing public parking shall provide an equivalent number of replacement public parking spaces in the immediate vicinity except where the provision of such parking is infeasible or alternatives are identified that offset the need for additional parking facilities.
18. Where *feasible*, new commercial, *multi-family* residential, or *mixed-use development* shall minimize the demand for public parking by providing on-site bus stops, bicycle storage, sidewalks, or other facilities or programs that support alternative modes of transportation.

Signs and Coastal Access:

The primary purpose of the *sign* policies in this section is to utilize *signs* to protect and improve *access* to the coastline or other *coastal resources*.

19. *Coastal access* signage shall be posted in conspicuous areas and located so that *access* is maintained and visitors are directed to publicly available *coastal access* parking, beach *access* points, and public trails.
20. For the California Coastal Trail, *coastal access* signage should include distinctive *signs* incorporating the California Coastal Commission *coastal access* logo (foot and wave) or markers, consistent with visual resources.
21. *Signs* that adversely impact public access shall be prohibited except where there is no *feasible* alternative to protect public safety. In such cases, the impact to *coastal access* shall be mitigated and, where *feasible*, the *sign* shall be temporary and removed once the public safety issue is resolved.
22. With the exception of *road* or *informational signs*, placement of *signs* within the public right-of-way shall be prohibited.
23. No *signs* shall be posted on a beach unless authorized by a coastal *development* permit. *Signs* on a beach which purport to identify the boundary between State *tidelands* and private property, or which indicate that public *access* to State *tidelands* or public *lateral access* easement areas is restricted, shall not be permitted.

Chapter 4 – Goals, Policies, and Programs, Section 4.2.3 – Agriculture, of the Ventura County Coastal Area Plan is hereby amended to read as follows, with no changes to Figure 4.2-5 following the text:

:

4.2.3 Agriculture

The Coastal Act states that a maximum of *prime agricultural land*, as originally defined by the California Land Conservation Act of 1965, will be preserved in the *coastal zone*. According to the U.S. Soil and Conservation Service, there are approximately 1,130 acres of prime soils on the North Coast (Figure 4.2-5).

Much of the sub-area is agricultural. According to the County Assessor's 1978 land use data and a site survey by staff, there are approximately 3,350 acres of agricultural land. Because many of the *parcels* are split by the *coastal zone* boundary, this figure is an

estimate of the acres falling within the boundary. Agricultural *uses* include orchards and avocados, flowers, row crops, and pasture and range.

About 70 percent, or 2,300 acres, of the North coast agricultural lands are in four agricultural preserves under the California Land Conservation Act (a.k.a., the Williamson Act). The four preserves are:

- Rincon Del Mar Preserve - Consists of three preserves, 409 acres of which are in the *coastal zone*. The steep *slopes* have been *graded* to accommodate avocado orchards. The area is zoned "C-A" (Coastal Agricultural, 40 acre minimum *lot* size).
- La Conchita Preserve - Immediately inland from the community of La Conchita, 342 acres of this preserve are in the *coastal zone*. The property has steep *slopes*, and avocado production is the primary agricultural *use*. The zoning for the 342 acres is "C-A".
- Faria Family Partnership - Consists of a single *parcel* of 249.76 acres almost entirely within the *coastal zone*. A portion of the land is used for nursery and field crops, with the rest open field and hilly terrain. The zoning for the portion of the property within the *coastal zone* is "C-A".
- Claysssen (Taylor) Ranch Preserve - Seven *parcels* with *coastal zone* portions ranging in size from 15 to 290 acres, totaling about 1,320 acres. Grazing and row crops near the Ventura River are the primary agricultural *uses*. The zoning for the lands within the *coastal zone* is "C-A". On its southern boundaries, the Claysssen Ranch is *adjacent* to the City of San Buenaventura. Both the City and the County have agreed to maintain a stable urban boundary at the Ventura River levee.

There is approximately 1,000 acres of non-preserve agricultural lands located in the North Coast area. Prime soils occur on about 130 of the 1,000 acres (Figure 4.2-5). Most of the 130 acres is zoned "C-A" (Coastal Agricultural, 40 acre minimum). The rest of the non-preserve agricultural acreage is primarily zoned "COS" (Coastal Open Space, 10 acre minimum). These other agricultural lands occur in *parcel* sizes of seven to 65 acres.

Agriculture Goal 1

To preserve agricultural lands on the North Coast to the maximum extent *feasible*.

Policies

1. Soils will be conserved and erosion minimized by the *use* of best grading management practices as set forth by the Soil Conservation Service.
2. *Land divisions* in, or *adjacent* to, agricultural areas, will not be allowed to affect agricultural productivity.
3. The Local Agency Formation Commission (LAFCO) should exclude agricultural lands outside of the Coastal Area Plan's "stable urban boundary" line (see Figure 4.2-5), from any new or expanded service districts that could negatively impact agricultural viability.
4. New or expanded *public works facilities* will be sited or designed to mitigate environmental impacts on agricultural lands.
5. ~~As aquaculture develops it will~~ As aquaculture develops it will should be considered as a potential agricultural *use* in appropriate areas, including areas projected to be affected by sea level rise.

6. *Non-prime agricultural land* defined as agricultural land, other than *prime agricultural lands* (as defined in Public Resources Section 30113), used or suitable for crops or grazing shall be designated as *Agriculture* with a minimum acreage size of 200 acres (1 DU/200 acres).

[Staff comment: No further changes are proposed to Section 4.2.3.]

Chapter 4 – Goals, Policies, and Programs, Section 4.2.4 – Hazards, of the Ventura County Coastal Area Plan is hereby deleted in its entirety:

4.2.4 Hazards

[Staff comment: The introductory narrative, goals, and policies from the following Hazards and Beach Erosion sections were moved into Section 4.1.6. The text in this section shown in strikethrough is not proposed for removal unless shown otherwise in Section 4.1.6.]

~~A. General Hazards~~

~~The North Coast skirts the edge of a geologically complex and active area. Within coastal zone boundaries is a portion of the Santa Ynez Mountains, formed by thrust faulting and east-west fold. Sedimentary Miocene marine terraces reach from the mountains to the ocean, where they have been eroded to prominent sea cliffs.~~

~~Underlying the area is the Red Mountain Thrust Fault and its branches, including the Padre Juan Fault (Figure 4.2-7). There has been seismic activity in this fault zone within the past 20,000 years. Under the Alquist-Priolo Act of 1972, the California Division of Mines and Geology designated the Red Mountain Fault as a "special studies zone" (Figure 4.2-8). This means that engineering geology reports may be required for some new coastal zone development within the designated area. Included within the special studies zone is a portion of the La Conchita Community, the La Conchita oil and gas processing facility, and the Rincon oil and gas processing facility. Ventura County has adopted an ordinance that implements the Act.~~

~~Short periods of low to moderate groundshaking are a potential North Coast hazard. Low coastal terraces could be subject to liquefaction where groundwater is less than 15 feet from the surface. Tsunamis could occur along the North Coast where elevations are less than 30 feet above mean sea level. Landslides and mass earth movement pose severe hazard potential where slopes are greater than 25 percent (Figure 4.2-7). Construction, grading, seismicity, irrigation, septic tanks and intense rainfall all contribute to erosion and slope failure. Moderate to highly expansive soils interlaced throughout the area also contribute to slope instability. Slides closed the North Coast northbound segment of Highway 101 during the winter storms of 1978 and 1980.~~

~~Five creeks wind through the steep canyons and empty into the ocean on the North Coast. Rincon Creek is the only perennial stream. Madriano, Javon, Padre Juan and Line Creeks are intermittent. The flood plain of the Ventura River forms the eastern boundary of the area. The Ventura County Flood Control District does not have any proposals for flood control projects in this portion of the coastal zone.~~

~~Nevertheless, the drainages present some hazards, including erosion and *slope* failure along *stream* banks, rapid *runoff* and sheet flooding, and seepage along lower coastal terraces.~~

~~Also of concern as a hazard is the fire-adapted chaparral vegetation of some steep *slopes*. Particularly during the summer droughts, many of the plants dry out and become dormant. If the dead plant material is allowed to accumulate over a number of years the stage is set for explosive wild fire (Barbour and Major 1977). *Emergency access* to the more mountainous areas is extremely limited. A major portion of the area around the North Coast's Rincon and Red Mountains is recognized as an "extreme" fire hazard area in the County's General Plan Hazards Appendix.~~

~~The General Plan Hazards Appendix provides extensive information on various hazards, including fault zones, fire hazard areas, landslides, and flood plains. It is one of the principal documents consulted by Planning and the Public Works Agency when formulating an Initial Study on a proposed project to determine the need for an EIR. Should an EIR be required, the General Plan Goals, Policies and Programs (Chapter 2) and Hazards Appendix are used in evaluating the various impacts of the projects.~~

Hazards Goal 1

~~To protect public safety and property from naturally-occurring and human-induced hazards as provided in County ordinances.~~

Policies

- ~~1. The County's existing General Plan Goals, Policies and Programs (Chapter 2) and Hazards Appendix provides direction for geologic, seismic, flood and fire hazard avoidance.~~
- ~~2. New *development* shall be sited and designed to minimize risks to life and property in areas of high geologic, flood, and fire hazards.~~
- ~~3. All new *development* will be evaluated for its impacts to, and from, geologic hazards (including seismic safety, landslides, expansive soils, subsidence, etc.), flood hazards, and fire hazards. *Feasible* mitigation measures shall be required where necessary.~~
- ~~4. The County may require the preparation of a geologic report at the applicant's expense. Such report shall include *feasible* mitigation measures which will be used in the proposed development.~~
- ~~5. *Structures* for human habitation (regularly, habitually, or primarily occupied by humans) shall be set back a minimum of 50 feet from an active fault. This *setback* may be increased when geologic conditions warrant.~~
- ~~6. New *development* shall be sited and designed so as not to cause or contribute to flood hazards, or lead to the expenditure of public funds for flood control works.~~
- ~~7. The North Coast portion of the Santa Ynez Mountains requires special attention, and the following formula and minimum *lot* sizes will be utilized as new land divisions are proposed in the "Open Space" or "Agricultural" designations:
 - ~~a. The following *slope/density formula* will be used to compute the *average slope* of property proposed to be subdivided:~~~~

$$S = \frac{100}{(1) + (L)}$$

A

where:

S	=	average slope (%)
t	=	contour interval (ft.)
L	=	total length of all contour lines (ft.)
A	=	total area of the lot (sq. ft.)

b. Once the average slope has been computed, the following table will be used to determine a minimum lot size for newly proposed lots:

0%–15%	=	10 acres
15.1%– 20%	=	20 acres
20.1%– 25%	=	30 acres
25.1%– 35%	=	40 acres
35.1% & above	=	100 acres

8. A landscaping plan for fire and erosion control will be submitted for any new development located in high fire hazard areas. As many native plants as feasible should be used. Information on kinds and sources of these plants are available through the County.

B. Beach Erosion

The North Coast beaches are highly vulnerable to erosion and wave damage. Dredging operations in Santa Barbara Harbor alter sand transport down coast. Without adequate replacement sand, high tides and waves erode the beaches. Beachside designated "Existing Communities" are losing beach front during these times, and seawalls are being undermined, critically endangering residences. Affected areas are:

- Mussel Shoals: Exhibits seasonal fluctuations in the amount of sand. A seawall had to be constructed during the 1978 winter storms. Erosion is gradual now, but may accelerate later. The California Department of Navigation and Ocean Development (DNOD) has noted the area to be "Present Use Critical," which means that existing shoreline facilities are subject to erosion from wave action (Appendix 5).
- Seacliff: Homes flood during storms and high tides. Construction of the U.S. Highway 101 overpass north of the colony obstructed sand transport and beach replenishment. To retard erosion at Seacliff and Hobson County Park, Caltrans built a seawall that is now deteriorating. Current zoning allows for the construction of further beach residential units. However, unless the seawall is reviewed for structural adequacy, more flooding may occur.
- Hobson County Park: Severe beach erosion prompted Caltrans to build a revetment. The intensity of wave action in the area has led to concerns about the wall's structural adequacy – it may need additional improvements.
- Faria Beach Park: Has been severely damaged by erosion at the rate of about 1.3 feet of shoreline per year and the park has been closed several times because of storm debris (U.S. Army Corps of Engineers 1978). The Department of Navigation

and Ocean Development has also classified this area as "Present Use Critical". At the current rate of erosion, protective *structures* will be needed to preserve the recreation area. The County's Property Administration Agency is in the process of initiating these improvements.

- ~~Faria Beach Colony:~~ Erosion and flooding at high tide are continuing problems. Seawalls are being undermined. The Department of Navigation and Ocean Development sees this area as "Future Use Critical".
- ~~Solimar Beach Colony:~~ Erosion is weakening the existing seawalls. If homes are to be protected, then improvements will have to be made. This area is "Present Use Critical".
- ~~Old Coast Highway:~~ Waves top the revetment and create intermittent hazards for motorists.
- ~~Emma Wood State Beach:~~ The beach is eroding 0.6 feet annually, and recent winter storms have caused extensive damage and led to closure. The Department of Navigation and Ocean Development recognizes a portion of the park as "Future Use Critical" and another segment as "Present Use Critical".

Hazards Goal 2

~~To protect public safety and property from *beach erosion* as provided in existing ordinances, and within the constraints of natural coastal processes.~~

Policies

- ~~1. Proposed *shoreline protective devices* will only be approved and/or located in conformance with Coastal Act Sections 30235 and 30253.~~
- ~~2. All shoreline protective *structures* which alter natural shoreline processes will be designed to eliminate or mitigate adverse impacts on local shoreline sand supply.~~
- ~~3. A *building* permit will be required for any construction and maintenance of protective shoreline *structures*, such as seawalls, jetties, revetment, groins, breakwaters and related arrangements.~~
- ~~4. The County's Building and Safety Department will routinely refer all permits for seawalls, revetments, groins, retaining walls, pipelines and outfalls to the Flood Control and Water Resources Division of the Public Works Agency to be evaluated not only for structural soundness, but environmental soundness as well whenever necessary. This includes a survey of potential environmental impacts, including (but not limited to) the project's effects on adjacent and downstream *structures*, net *littoral drift*, and downcoast beach profiles.~~
- ~~5. If the potential environmental impacts of the proposed *structure* are considered significant by the Public Works Agency, the applicant will then be required to obtain an engineering report that specifies how those impacts will be mitigated.~~
- ~~6. Permitted shoreline *structures* will not interfere with public rights of *access* to the shoreline.~~

Chapter 4 – Goals, Policies, and Programs, Section 4.2.5 – Energy and Industrial Facilities, of the Ventura County Coastal Area Plan is hereby renumbered to Section 4.2.4 and otherwise amended to read as follows, with no changes to Figures 4.2.8 and 4.2-9 following the text:

4.2.54 Energy and Industrial Facilities

[Staff comment: No changes are proposed to Section 4.2.5, subsections A, B, and C.]

A. Oil and Gas Facilities:

Three onshore oil fields in production on the North Coast of Ventura County are either within or very close to the *coastal zone* (Figure 4.2-8):

- Rincon Field - Located north of Pitas Point, with both onshore and offshore portions. The onshore portion comprises about 75 percent of the proven acreage of the field. While the Rincon Field is one of the largest producing fields in the County, its production has declined in recent years, as has the production of all County fields.
- San Miguelito Field - Located south of Pitas Point, and extending into the mountainous area outside the coastal zone. There have been various operators in this field over time. Only a portion of this lease is within the coastal zone. There is a seawater treatment facility within this field, south of Pitas Point *adjacent* to the 101 Freeway which is in the coastal zone.
- Ventura Field - The Ventura Field is entirely outside the *coastal zone* boundary, but nevertheless close to the sub-area.

Ventura County has issued several Conditional Use Permits for oil drilling and related activities on the North Coast (Figure 4.2-9). Existing and anticipated future onshore oil drilling/production activities within the *coastal zone* are confined to the known limits of the above oil fields. It is not the intention of the Plan to preclude *oil and gas exploration and development* outside the limits of these fields, except as otherwise noted in the energy policies.

There are six separation and treatment facilities on the North Coast, one of which is outside the coastal zone. Two, the Rincon Oil and Gas Processing Facility and the La Conchita Oil and Gas Processing Facility, are used exclusively to process production from Outer Continental Shelf (OCS) leases. These facilities are within the North Coast "Existing Community" designation, which allows expansion of the facilities per the existing zoning on the sites (Figures 4.2-8 and 4.2-9).

- Rincon Oil and Gas Processing Facility - This separation treatment facility has a net design capacity of 110,000 barrels of oil per day (BOPD) and 15 million cubic feet of natural gas per day (MMCF/D). Currently, there is about 98,000 BOPD and 7 MMDF/D of unused capacity. Approximately 15 acres *adjacent* to the existing 32-acre facility could be utilized for plant expansion with a minimum of grading. The site is zoned "C-M" (Coastal Industrial). Also located on the site is a 268,000 barrel storage tank.
- La Conchita Oil and Gas Processing Facility - Also a separation treatment facility, it covers a total of 16 acres, 11 of which are developed. The site is zoned "C-M" (Coastal Industrial). Net design capacity is 27,000 BOPD and 22 MMCF/D. Currently, there are about 3,000 BOPD and 20 MMCD/D of unused capacity. About five acres of the site can be used for expansion.

The other separation treatment facilities on the North Coast are located at the base of the mountains below the Rincon Oil and Gas Processing Facility, inland of the U.S. Highway 101. Historically, these facilities have been called the Mobil-Ferguson, Cabot-Rincon, and Chanslor/Coline facilities. These facilities' expansion possibilities are extremely limited due to the size of the sites and the marginal amount of usable land.

The coastal onshore oil and gas fields have been experiencing declining production in recent years, thus there is sufficient capacity within existing separation/treatment facilities to handle onshore production. Additionally, the current unused capacity of the Rincon and La Conchita oil and gas processing facilities is projected to be sufficient to accommodate all anticipated future production from known reserves in the eastern Santa Barbara Channel. Furthermore, the Rincon facility has enough available land to expand its throughput to accommodate all projected future production in the Channel. Therefore, no new separation/treatment facilities are necessary on the North Coast.

B. Pipelines

There are two offshore pipelines and landfall sites on the North Coast. These are the Dos Cuadros Pipeline that transports OCS oil and gas to the Rincon facility. The landfall site is just north of the Seacliff Community in the Rincon area. The other offshore pipeline is the Carpinteria OCS Pipeline with a landfall site about 0.25 miles northwest of the community of La Conchita.

In addition to the two offshore pipelines there are six onshore pipelines. Five of these are "private carriers" while the sixth is a "common carrier" and subject to regulation by the PUC. The "common carrier" is a pipeline that connects the La Conchita oil and gas processing facility with the Rincon oil and gas processing facility.

The Ventura County Coastal Zoning Ordinance sets forth the regulations for pipelines and facilities in the Coastal Zone.

C. Other Facilities

During the exploratory drilling phase of offshore oil development, temporary service bases, known as staging areas, are needed areas for shipping equipment, supplies, and personnel to offshore sites. All are small operations that require limited acreage and are leased on a short-term basis. Staging areas should be allowed in all areas subject to industrial zoning and a CUP to ensure compliance with this Plan. No existing industrial or energy facilities, except pipelines, are located between the U.S. Highway 101 and the shoreline. In addition, no electrical facilities are sited on the North Coast. Southern California Edison Company identified a potential need back in the early 1980's for an electrical generating substation, near La Conchita. There is a relatively flat *parcel* of sufficient size for a substation just northerly of La Conchita.

D. Industrial Facilities

The Coastal Act offers only limited guidance in siting coastal-dependent industrial facilities in "Urban" versus "Rural/Open Space" areas. For purposes of this Plan, new industrial *development within* requiring a "Coastal Industrial" (C-M) zone, will be considered urban *development*. Oil drilling activities have not been considered "Urban" in nature, and are therefore allowed in most County areas by Conditional Use Permit. Additionally, industrial facilities are permitted in unincorporated areas if they are within "Existing Community" areas designated by the Board of Supervisors. The only industrial facilities on the North Coast are those energy-related facilities previously described.

Energy and Industrial Facilities Goal 1

To allow continued exploration and production of oil and gas in most of the North Coast sub-area, and to allow the necessary expansion of major, existing processing facilities while meeting Coastal Act and County objectives and maintaining environmental quality.

Policies

1. All land between U.S. Highway 101 (Ventura Freeway) and the shoreline; or land designated "Residential," "Recreational," or shown as "*Environmentally Sensitive Habitat*," will be considered as unacceptable for new energy and industrial facilities of any kind. Pre-existing facilities and oil/gas/communication pipelines, and repair of such will be considered acceptable.
2. Within the land area between U.S. Highway 101 (Ventura Freeway) and the landward *coastal zone* boundary, oil drilling and directly related facilities are permitted by Conditional Use Permit consistent with Section 30260 of the Coastal Act. No new major facilities, which must be within require a "Coastal Industrial" (C-M) zone, or expansion of existing facilities will be permitted, unless located in an area designated "Industrial."
3. All surface activities, including those regulated by the California Geologic Energy Management Division of ~~Oil, Gas and Geothermal Resources~~ related to the *development* of onshore oil and gas resources in the *coastal zone*, are considered to be projects that require a Conditional Use Permit (CUP) and a *Coastal Development Permit*. Both permits will be issued simultaneously through one CUP process. See the *Coastal Zoning Ordinance* (including, but not limited to Section 8175-8.7) for a list of standard oil *development* design and operational criteria applied to all new permits for expanded or new oil activities. Additional conditions may be required depending on the specific request and the location.
4. A Development Plan shall accompany the application for CUP for those activities stated in Policy 3, and shall include:
 - a. The location of drilling and/or production sites, storage tanks, pipelines and *access* roads.
 - b. Plans for the consolidation, to the maximum extent *feasible*, of drilling and/or production facilities, as well as accessory facilities.
 - c. A phasing plan for the staging of *development* that indicates the approximate anticipated timetable for project installation, completion and decommissioning. If the proposed facility is located in Coastal Hazards Screening Area A or B, the phasing plan shall evaluate the siting and design of new development and development that qualifies as substantial redevelopment with sea level rise scenarios analyzed for the expected life of the development in a Coastal Hazards Analysis Report (see Section 4.1.6-Goal 1, Policies 1.2, 1.3, and 1.4, and Coastal Hazards Screening Area maps in Appendix 16).

[Staff comment: The North Coast includes active and retired oil wells and other facilities. If any new facilities or substantial improvements to existing facilities are proposed in areas identified in the Coastal Hazards Screening Area Maps in Appendix 16, the review should include analysis of projected sea level rise due to the proximity to the coast.]
 - d. A plan for eliminating or substantially mitigating adverse impacts on *habitat* areas, *prime agricultural lands*, *recreational areas*, *scenic resources* and archaeological sites due to siting, construction, or operation of facilities.

- e. ~~Grading plans for all facilities requiring the movement of greater than 50 cubic yards of dirt. For any *development* requiring a grading permit, either (1) a Storm Water Pollution Control Plan (SWPCP) shall be prepared and submitted in accordance with the Ventura County Municipal Storm Water Permit, Order No. 00-108, Part — Special Provisions, D. Programs for Construction Sites, or (2) a Stormwater Pollution Prevention Plan (SWPPP) shall be prepared and submitted in accordance with the State General Permit for Stormwater Discharges Associated with Construction Activity, whichever is applicable.~~

[Staff comment: Grading requirements are set forth in the International Building Code Appendix J that is adopted as part of the Ventura County Building Code. The National Pollution Discharge Elimination System (NPDES) Permit determines the types of grading and other development activities that are subject to best management practices that must be implemented as part of discretionary development. In addition, certain General Plan policies (e.g., WR-3.3, Low Impact Development) set forth water quality requirements that apply to discretionary development.]

- f. A description of means by which all oil and gas will be transported off-site to a marketing point. Pursuant to Policy 7 (below), transshipment of crude oil and gas shall be through on-shore pipeline.
- ~~g-f.~~ A description of the procedures for the transport and disposal of all solid and liquid wastes.
- ~~h-g.~~ Oil spill prevention and control measures.
- ~~i-h.~~ Fire prevention procedures.
- ~~j-i.~~ Emission control equipment.
- ~~k-j.~~ Procedures for the abandonment and restoration of the site, including a timeline, and clarification as to whether or not the abandonment will be in place or the infrastructure will be removed.
- ~~l-k.~~ Compliance with any other requirement of the Ventura County *Zoning Ordinance* for the ~~Coastal~~ *Zzone* related to oil and gas *development*.
- ~~m-l.~~ All facilities supporting oil and gas *development* must comply with the terms and requirements of the State General Industrial Activities Storm Water Permit, including the *development* and submittal of a Storm Water Pollution Prevention Plan.

[Staff comment: No further changes are proposed to existing Section 4.2.5.]

5. All energy and industrial facilities in the Plan shall be so sited and designed to eliminate or reduce, to the maximum extent *feasible*, impacts to biological, geological, archaeological, agricultural, visual and recreational resources.
6. All anticipated future offshore oil and gas production in the eastern Santa Barbara Channel to be processed in Ventura County shall utilize the Rincon or La Conchita oil and gas processing facilities for onshore separation/treatment, unless it is not technically or economically *feasible*.
7. Transshipment of crude oil through an onshore pipeline for refining shall be a condition of approval for expansion of existing processing facilities or construction of new facilities.
8. When *feasible*, pipelines shall be routed to avoid important *coastal resources*, including recreation, *environmentally sensitive habitats* and archaeological areas. Unavoidable routing through recreation, *habitat*, or archaeological areas, or other areas of significant *coastal resource* value, shall be done in a manner that minimizes

the impacts of a spill, should it occur, by considering spill volumes, duration, and projected path. Where new liquid pipeline segments pass through sensitive resource areas, recreation areas or archaeological areas, the segment shall be isolated, in the case of a break, by automatic shutoff valves.

9. The County shall determine whether spacing of automatic shutoff valves at intervals less than the maximum set by the U.S. Department of Transportation - Office of Pipeline Safety (DOT-OPS), or the California State Fire Marshall is required to protect sensitive *coastal resources*, and if so, shall require spacing at intervals which provide appropriate protection.
10. In sensitive resource areas the extent of construction and ground surface disturbance shall be reduced to a minimum by restricting construction activities and equipment within narrow, limited and staked work corridors and storage areas.
11. All offshore to onshore pipelines shall, where *feasible*, be located at existing pipeline landfall sites, and shall be buried from a point offshore commencing where wave action first causes significant bottom disturbance. In addition, landfall sites are prohibited from areas designated as "Residential" or shown as "*Environmentally Sensitive Habitat*."
12. Except for pipelines exempted from coastal *development* permits under Section 30610 of the Coastal Act as defined by the State Coastal Commission's Interpretive Guidelines, a survey shall be conducted along the route of any pipeline in the *coastal zone* to determine what, if any, *coastal resources* may be impacted by construction and operation of a pipeline and any *feasible* mitigation measures. The costs of this survey shall be borne by the applicant, and may be conducted as part of environmental review if an Environmental Impact Report or Mitigated Negative Declaration is required for a particular project.
13. Owners/operators shall notify both the County of Ventura Planning Division and any other designated affected State agencies (e.g. DOGGR, CSFM, SLC, LARWQCB) of any intent to decommission and/or remove any pipelines and/or facilities. Upon completion of pipeline construction or removal of pipelines and/or facilities, the site shall be restored to the approximate previous *grade* and condition. Upon removal or decommissioning of pipelines and/or facilities, an assessment of the surrounding soils shall be conducted by a qualified licensed expert, e.g. a licensed geologist or registered professional civil engineer, to determine whether or not those soils are contaminated. If the soils are found to be contaminated, a soil remediation plan delineating the method and timing of remediation shall be prepared and submitted to the County Planning Division and the Los Angeles Regional Water Quality Control Board for their review and approval. All excavated materials shall be replaced in reverse order with topsoil replaced at *grade* level and compacted if necessary. All sites previously covered with *native vegetation* shall be re-seeded with the same or recovered with the previously removed vegetation materials and shall include other measures as deemed necessary to prevent erosion until the vegetation can become established.
14. Geologic investigations shall be performed by a qualified geologist or engineering geologist where a proposed petroleum pipeline route crosses potential fault zones, seismically active areas, or moderately high to high risk landslide areas. This report shall investigate the potential risk and recommend such mitigation measures as pipeline route changes and/or engineering measures to help assure the integrity of the pipeline and minimize erosion, geologic instability, and substantial alterations of the natural topography. New pipeline corridors shall be consolidated with existing pipeline or electrical transmission corridors where *feasible*, unless there are overriding

- technical constraints or significant social, aesthetic, environmental, or economic concerns.
15. Transmission line rights-of-way shall be routed to minimize impacts on the viewshed in the coastal zone, especially in scenic rural areas, and to avoid locations which are on or near *habitat*, recreational, or archaeological resources, whenever *feasible*. Scarring, grading, or other vegetative removal shall be repaired, and the affected areas re-vegetated with plants similar to those in the area to the extent safety and economic considerations allow.
 16. In important scenic areas, where above-ground transmission line placement would unavoidably affect views, under grounding shall be required where it is technically and economically *feasible* unless it can be shown that other alternatives are less environmentally damaging. When above-ground facilities are necessary, design and color of the support towers shall be compatible with the surroundings to the extent safety and economic considerations allow.
 17. Pursuant to section 307(f) of the Coastal Zone Management Act of 1972 (16 USC § 1456(f)), the adopted Ventura County Air Quality Management Plan shall be used as a criterion in determining consistency of federal actions on the Outer Continental Shelf (OCS) with the California Coastal Management Program (CCMP). Pursuant to Section 328 of the Federal Clean Air Act (42 USC § 7627), all activities on the OCS must comply with the Outer Continental Shelf Air Regulations as specified in 40 CFR Part 55.
 18. Experimental *uses* that provide energy from alternative sources, such as wind or solar, may be permitted by Conditional Use Permit in areas designated "Open Space."
 19. Upon decommissioning of off-shore facilities that contain on-shore facilities and/or pipelines (or "components"), a phasing plan shall be submitted delineating the timeline for disposition of the on-shore facilities.
 20. Coastal Act sections 30101, 30101.3, 30255, and 30260, will be used as the criteria by the County to determine, on a case-by-case basis, whether onshore or offshore oil and gas *development* and an energy-related industrial facility supporting such *development* is defined as "*coastal-dependent development*" or "*coastal-related development*", based on the specific geographic, technological, and economic characteristics of the project being proposed.

Chapter 4 – Goals, Policies, and Programs, Section 4.2.6 – Public Works, of the Ventura County Coastal Area Plan is hereby renumbered to Section 4.2.5 so that the section heading reads as follows:

4.2.5 Public Works

Chapter 4 – Goals, Policies, and Programs, Section 4.2.7 – Locating and Planning New Development, of the Ventura County Coastal Area Plan is hereby renumbered to Section 4.2.6 so that the section heading reads as follows:

4.2.76 Locating and Planning New Development

Chapter 4 – Goals, Policies, and Programs, Section 4.2.8 – Potential Conflicts, of the Ventura County Coastal Area Plan is hereby renumbered to Section 4.2.7 so that the section heading reads as follows:

4.2.87 Potential Conflicts

[Staff comment: No changes are proposed to existing Sections 4.2.6, 4.2.7, and 4.2.8, except for the changes to the section numbers shown above.]

4.3 THE CENTRAL COAST

Chapter 4 – Goals, Policies, and Programs, Section 4.3.2 – Recreation and Access, Section A, Recreation, and Section B, Access, of the Ventura County Coastal Area Plan are hereby amended to read as follows with no changes to Figures 4.3-3 through 4.3-4 following the text:

4.3.2 Recreation and Access

A. Recreation

The Central Coast is interspersed with a variety of developed, accessible recreation areas and has potential for more. [Figure 4.3-3](#) shows these areas. Beach parks have been developed in the cities of San Buenaventura, Oxnard and Port Hueneme. In 2005, the City of Oxnard was conveyed a 28-acre *parcel* of real property located just north of the Mandalay Generating Station. This *parcel* will be restored to conserve *coastal resources*, but *access* will be included in the undeveloped 80-acre Mandalay State Beach Park north of West Fifth Street (Mandalay State Beach Park is within the City of Oxnard). Mandalay State Beach will provide access to a scenic secondary bicycle/hiking Coastal Trail route along the beach.

The two County parks near Channel Islands Harbor, Hollywood Beach and Silver Strand Beach, are for day use. Silver Strand is 41 acres in size and has *parking lots* at both ends. Hollywood Beach includes 50 acres with limited off-street parking. Current recreational opportunities on the Central Coast are plentiful, and will expand as McGrath State Beach grows and plans are fully implemented for Mandalay Beach Park, Ventura Harbor, Channel Islands Harbor and Oxnard Shores.

Recreation Goal 1

To provide direction to the state, and to local agencies as appropriate, for improving and increasing public recreational opportunities on the Central Coast consistent with public health and safety, and the protection of private rights.

Policies

McGrath State Beach Park

1. The County will:
 - a. Support the California Department of Parks and Recreation's efforts to develop a master plan that is consistent with Ventura County's *Local Coastal Program*.
 - b. ~~Support logical extensions of McGrath State Beach~~ development shall be located and designed to protect coastal resources and avoid or mitigate the effects of sea level rise and other coastal hazards. Technical Reports (e.g., biological analysis

and for expansion or relocation of principal uses and recreational areas a Coastal Hazards Analysis Report (see Section 4.1.6-Goal 1, Policy 1.5)) shall be required.

- c. Encourage the *development* of well-designed facilities for camping that protect ESHA and *wetlands* consistent with the policies and provisions of the LCP.
- d. Encourage the designation of McGrath Lake and the surrounding *dunes* as a state preserve.
- e. Work with California Department of Parks and Recreation to plan a segment of the California Coastal Trail that connects the Santa Clara River Trail with Hollywood Beach.

Hollywood Beach and Silver Strand Beach

2. The County will coordinate with the cities of Oxnard, Port Hueneme, and, as necessary, ~~the U.S. Navy Naval Base Ventura County~~ in an attempt to help alleviate the traffic and parking problems.
3. Maintain the natural state of the beaches by limiting *development* to public restrooms, lifeguard stations, and the California Coastal Trail.

Ormond Beach

4. The County will work with the City of Oxnard, California State Coastal Conservancy, ~~the Nature Conservancy, the California Department of Parks and Recreation,~~ and other organizations on shared goals regarding efforts to acquire and restore the *wetlands*, improve public access, develop linkages to the Coastal Trail, plan for projected sea level rise, and provide low-impact recreational activities such as nature viewing.

[Staff comment: The above edits include sea level rise planning for McGrath State Beach and Ormond Beach. Other minor updates are included. The Naval Base requested to include a reference to "parking" in Policy number 2, since more planning for parking in this area is identified in the Joint Land Use Study. State Parks is not extensively involved in Ormond Beach restoration efforts and so that reference is proposed to be removed.]

B. Access

The only unincorporated areas in the Central Coast sub-area actually on the shoreline are Silver Strand Beach and Hollywood Beach, a total of about 7,400 linear feet of beach frontage. Both beach parks are owned by Ventura County and are about 90 acres in size. There is adequate pedestrian access to the beaches via numerous stub-end public streets. *Lateral access* along the beach is also not a problem since the property is County owned. [Figure 4.3-4](#) is an access inventory of the Central Coast.

The major problems are a lack of off-street public parking, and the inability to accommodate visitor traffic in the residential areas. The streets are generally narrow with very limited on-street public parking and no public transportation is available to these areas. In addition to these physical constraints, there are financial and jurisdictional constraints. The only areas where the Silver Strand community could expand are owned by the federal government (U.S. Navy). Attempts to purchase or lease Navy property have proven generally too costly. There is also an incomplete system of pedestrian walkways linking the *beach areas* with the Channel Islands Harbor.

Access Goals

1. To maximize public *access* to coastal *recreational areas* in the Central Coast sub-area consistent with private property rights, natural resources protection and processes, and the Coastal Act. Also, to maintain and improve existing *access* and *design* such *access* for *resilience* to *sea level rise*, as funds become available.

[Staff comment: Access Goal No. 1 is modified to remove unnecessary text and to incorporate sea level rise consideration in future public access development.]

2. To maintain or increase public *access* to *coastal resources* through increased parking capacity for vehicles and bicycles within the *coastal zone*.

[Staff comment: No further changes are proposed to Section 4.3.2.]

Policies

Vertical

1. For all new development between the first public road and the ocean, granting of an easement to allow *vertical access* to the *mean high tide line* shall be mandatory unless:
 - a. Adequate public access is already available within a reasonable distance of the site measured along the shoreline,
 - b. Access at the site would result in unmitigable adverse impacts on areas designated as "*sensitive habitats*" or tidepools by the land use plan,
 - c. Findings are made, consistent with Section 30212 of the Coastal Act, that access is inconsistent with public safety, military security needs, or that agriculture would be adversely affected, or
 - d. The *parcel* is too narrow to allow for an adequate *vertical access* corridor without adversely affecting the privacy of the property owner.

Lateral

2. For all new *development* between the first public road and the ocean, granting of lateral easements to allow for public access along the shoreline shall be mandatory unless subsection (a) below is found. In coastal areas, where the bluffs exceed five feet in height, all beach seaward of the base of the bluff shall be dedicated. In coastal areas where the bluffs are less than five feet, the area to be dedicated shall be determined by the County. At a minimum, the dedicated easement shall be adequate to allow for lateral access during periods of high tide. In no case shall the dedicated easement be required to be closer than 10 feet to a residential structure. In addition, all fences, no trespassing signs, and other obstructions that may limit public lateral access shall be removed as a condition of *development* approval.
 - a. Findings are made, consistent with Section 30212 of the Coastal Act that access is inconsistent with public safety, military security needs, or that agriculture would be adversely affected.

Environmentally Sensitive Habitats

3. The applicant of a proposed recreational facility in, or *adjacent* to, areas designated "*environmentally sensitive habitats*" shall develop a management program to control the kinds, intensities, and locations of *uses* to preserve the *habitat* resources to maximum extent *feasible*. This program shall be part of *development* approval.

General

4. In accordance with section 30214(a) of the Coastal Act, the time, place, and manner of access will depend on individual facts and circumstances, including topographic and site characteristics, the capacity of the site to sustain use at the intensity proposed, management of the access areas to protect the privacy of *adjacent* owners, and the feasibility to provide for litter collection.
5. In accordance with section 30214(b) of the Coastal Act, the requirement of access shall be reasonable and equitable, balancing the rights of the individual property owner with the public's right of access.

McGrath State Beach

6. Support redesign of the entrance to McGrath State Beach to augment *access* and to improve traffic flow within the park.
7. Support access limitations to certain areas as appropriate to maintain *ecosystem* viability.

Hollywood Beach/Silver Strand Beach

8. Coordinate with the appropriate agencies to help alleviate traffic and circulation problems, and provide additional public parking. New public parking facilities should be located outside residential areas due to the narrowness of existing roadways and conflicts with residential circulation.
9. Coordinate with the Harbor Department and the City of Oxnard to provide pedestrian walkways and bikeways around Channel Islands Harbor to link Hollywood and Silver Strand Beaches.

Film Production, Temporary

10. Impacts to *coastal resources*, including but not limited to, public recreation facilities, scenic and visual resources, and public coastal beach *access* shall be minimized during *temporary film production* activities.
11. During the peak summer season (Memorial Day through Labor Day weekend), *temporary film production activities*:
 - Shall not preclude the general public from *use* of a public beach; and
 - Shall not occupy public parking spaces to the extent the general public is restricted from using such spaces to *access* a public beach or public recreation facilities.
12. No new permanent *structures* shall be erected for *temporary film production activities*, and the *film permit area* shall be returned to pre-permit conditions following *film production striking*.

Parking and Loading

13. New development, and intensifications in *use*, shall be designed to include the number of off-street parking spaces necessary to satisfy any new parking demand.
14. In order to support the preservation of existing, neighborhood-serving commercial areas within the coastal zone, exceptions to off-street parking requirements may be allowed, provided that the project applicant contribute to a program aimed at increasing *coastal access parking*. The following factors must be considered in determining whether a requested exception to off-street parking requirements should be granted:

- No additions or expansion to the *structure* are proposed and all existing on-site parking is retained;
 - Business hours of operation are in the evening when beach recreational uses are low or non-existent;
 - The primary customer base is nearby residents or beachgoers that do not generate additional parking demand;
 - Shared parking, pursuant to Sec. 8176-4.6, is not available to meet parking requirements; and
 - Other transportation incentives programs listed in Sec. 8176-4.8.1(b), are not feasible, or will not lessen the number of parking spaces required.
15. To promote the efficient *use* of parking areas and reduce the amount of paved or impervious surfaces, shared parking may be allowed for commercial or *mixed-use developments* that accommodate multiple *uses* at different peak parking periods. Where *feasible*, such *parking lots* should accommodate public *coastal access* parking.
 16. Restrictions on public parking that would impede public *coastal access* shall be prohibited except where such restrictions are demonstrated to be necessary for the provision of public safety, and there is no other feasible alternative.
 17. New *development* that requires the removal of existing public parking shall provide an equivalent number of replacement public parking spaces in the immediate vicinity except where the provision of such parking is infeasible or alternatives are identified that offset the need for additional parking facilities.
 18. Where *feasible*, new commercial, *multi-family* residential, or *mixed-use development* shall minimize the demand for public parking by providing on-site bus stops, bicycle storage, sidewalks, or other facilities or programs that support alternative modes of transportation.

Signs

The primary purpose of the *sign* policies in this section is to utilize *signs* to protect and improve *access* to the coastline or other *coastal resources*.

19. *Coastal access* signage shall be posted in conspicuous areas and located so that *access* is maintained and visitors are directed to publicly available *coastal access* parking, beach *access* points, and public trails.
20. For the California Coastal Trail, *coastal access* signage should include distinctive *signs* incorporating the California Coastal Commission *coastal access* logo (foot and wave) or markers, consistent with visual resources.
21. *Signs* that adversely impact public access shall be prohibited except where there is no *feasible* alternative to protect public safety. In such cases, the impact to *coastal access* shall be mitigated and, where *feasible*, the sign shall be temporary and removed once the public safety issue is resolved.
22. With the exception of *road* or *informational signs*, placement of *signs* within the public right-of-way shall be prohibited.
23. No *signs* shall be posted on a beach unless authorized by a coastal *development* permit. *Signs* on a beach which purport to identify the boundary between State *tidelands* and private property, or which indicate that public *access* to State *tidelands* or public *lateral access* easement areas is restricted, shall not be permitted.

Chapter 4 – Goals, Policies, and Programs, Section 4.3.3 – Agriculture, of the Ventura County Coastal Area Plan is hereby renumbered to 4.3.3 and otherwise amended to read as follows with no changes to Figure 4.3-5:

4.23.3 Agriculture

[Staff comment: This is a typographical correction to the numbering.]

There are five major agricultural areas wholly or partially within the Central Coast. According to the 1978 Assessor's land *use* data and an on-site survey, they total approximately 1,500 acres. Some of the *parcels* are split by the *coastal zone* boundary. Only those areas estimated to be in the *coastal zone* are included in this discussion (Figure 4.3-5).

Most of the Central Coast agricultural lands contain Class I and Class II soils as identified by the Natural Resources Conservation Service U.S. Soil Conservation Survey. Cultivation of row crops is the predominant agricultural *use*, although some greenhouse and dry crop farming takes place. Approximately 350 acres, or 23 percent of the agricultural land, have been placed in agricultural preserves under Land Conservation Act contracts. Area descriptions from north to south follow:

A. Preble Lands (Non-Preserve)

The Preble sub-area includes 62 acres of row and truck crops, located immediately north of the U.S. Highway 101 Freeway and bounded on the west and north by the corporate limits of the City of San Buenaventura. This area is broken into four *parcels*; 44 acres, 13 acres, 3 acres, and 2 acres in size, respectively. All *parcels* contain prime soils.

This area is zoned "C-A" (Coastal Agricultural). The Preble area is within the San Buenaventura Area of Interest and is designated "Agricultural" on the County's General (Plan) Land Use Map as well as in this Coastal Plan. The City of San Buenaventura Land Use Element designates the site for "Planned Mixed Use Development" for Phase I - first priority *development*. Poor *access* to the area is the major *development* constraint at this time.

B. Olivas Lands

Immediately south of the Preble area, extending to the Olivas Golf Course, are the Olivas agricultural lands. The area consists of six *parcels* (25, 32, 15, 35, 130 and 120 acres in size). U.S. Highway 101 separates the Preble area from the Olivas area.

Prior to construction of the freeway, *parcels* in these two areas were merged, forming a continuous stretch of *prime agricultural land*. The Olivas sub-area includes approximately 355 acres of row and truck crops. Approximately 120 acres of this area are in agricultural preserve.

The County General Plan designates this area as "Agricultural". The City of San Buenaventura General Plan designates the area as "*Agriculture*" through 2010.

C. McGrath Agricultural Lands

The unincorporated McGrath agricultural lands extend from the Santa Clara River on the north, to Wooley Road on the south, east of Harbor Boulevard. Approximately 883 acres are in the *coastal zone*. Of these, approximately 228 acres are in agricultural preserve under the Land Conservation Act. Zoning for the McGrath agricultural land includes:

- "COS" = Coastal Open Space, 10 acre minimum *lot* size,
- "COS-40Ac" = Coastal Open Space, 40 acre minimum *lot* size, and
- "CA" = Coastal Agricultural, 40 acre minimum *lot* size.

All agricultural lands in the McGrath area are designated "Open Space" in the General Plan and in this Coastal Area Plan.

Between Fifth Street and Wooley Road is a 219-acre *parcel* of row and truck crops that is designated "Agricultural" in the County General Plan. This *parcel* is within the City of Oxnard Area of Interest, and is phased for *development* after 1990 by the City's General Plan.

D. Other Ownerships

Located between Teal Club Road and Doris Avenue, west of Victoria Avenue, and adjoining the McGrath agricultural lands are two *parcels* partially within the *coastal zone*. The two *parcels* (107 acres total) have ~~been~~ 19 acres within the *coastal zone* that are zoned "CA" (Coastal Agricultural) and are designated "Open Space" in this Coastal Area Plan. The balance of the *parcels'* acreage is designated "Agricultural" in the County's General Plan and the acreage is zoned "A-E" (Agricultural Exclusive).

E. Ormond Beach

There are two areas of unincorporated lands within the *coastal zone* in the vicinity of Ormond Beach, totaling approximately 65 acres. The *parcels* have prime soils and some are currently in agricultural *use*. The 65 unincorporated acres are designated "Agricultural" (51 acres) and "Open Space" (14 acres) in this Coastal Area Plan. All other (55 acres) of Ormond Beach agricultural lands are within the jurisdiction of the City of Oxnard.

The California Legislature passed the California Aquaculture Development Act which amends Section 30411 of the Coastal Act by finding and declaring that "salt water or brackish water *aquaculture* is a *coastal-dependent development use* which should be encouraged to augment food supplies." Since *aquaculture* research and *development* is in its infancy, the potential for this kind of *agriculture* in the *coastal zone* should be recognized. The unincorporated areas of Ormond Beach may be suitable for *aquaculture*.

Minimum *lot* size in the "Agriculture" land *use* designation is 40 acres per *single family dwelling*. This 40-acre minimum is sufficient to maintain economic viability for various agricultural *uses* (irrigated cropping). Non-irrigated activities may require a larger acreage. Studies as to what constitutes a viable farm unit have been done by Ventura County Agricultural Committee (Appendix 4), Ventura County Assessor's Office and Ventura County Farm Bureau.

Agriculture Goal 1

To preserve agricultural lands on the Central Coast to the maximum extent *feasible*.

Policies

1. The stable urban boundaries are:

- a. The Southern Pacific Railroad right-of-way north of U.S. Highway 101, in the Preble area, which divides the unincorporated County agricultural lands and the City of San Buenaventura's urban *development*.
 - b. Conterminous with the City of Oxnard's present city limit at Wooley Road and the Ormond Beach area.
2. *Land divisions* in, or *adjacent* to, agricultural areas, will not be allowed to affect agricultural productivity.
 3. The Local Agency Foundation Commission should exclude lands designated "*Agriculture*" from any new or expanded service districts that could negatively impact agricultural viability.
 4. New or expanded *public works facilities* will be sited or designed to mitigate environmental impacts on agricultural viability and open space lands.
 5. ~~As *aquaculture* develops it will~~ should be considered as a potential agricultural *use* in appropriate areas, including areas projected to be affected by sea level rise.

[Staff comment: No further changes are proposed to Section 4.2.3.]

Chapter 4 – Goals, Policies, and Programs, Section 4.3.4 – Hazards, of the Ventura County Coastal Area Plan is hereby deleted in its entirety:

~~4.3.4 Hazards~~

[Staff comment: The introductory narrative, goals, and policies from the following Hazards and Beach Erosion sections were moved to Section 4.1.6. The text in this section shown in strikethrough is not proposed for removal unless shown otherwise in Section 4.1.6.]

~~The Central Coast *coastal zone* is part of the Oxnard Plain, an alluvial fan created by the disposition of the sediments from the Ventura River to the north, the Santa Clara River and Calleguas Creek to the south.~~

~~The Oak Ridge Fault System extends beneath the Central Coast's unincorporated lands. The Oak Ridge Fault is a steep reverse, or thrust, fault with a trace that extends westward along the Santa Susana Mountains, and toward the ocean on the southern side of the Santa Clara River.~~

~~The Fault System probably contains many branching faults and is believed to be associated with one or more faults of similar trend present in the Santa Barbara Channel west of the Oxnard Plain. The System is over 50 miles long on the mainland and may extend for an equal or greater distance offshore. It is considered active.~~

~~The McGrath Fault branches off the Oak Ridge Fault zone to extend westward into the ocean near the McGrath lands south of the Santa Clara River.~~

~~The *coastal zone* area of the Oxnard Plain may be particularly prone to liquefaction. A special study completed after the February 21, 1978 Point Mugu earthquake indicates that the areas south of the Ventura River, generally between Gonzales Road and Oxnard Shores, have a moderate to low liquefaction potential, while the Preble and Olivias communities,~~

~~the Santa Clara River area, and Channel Islands Harbor, extending southward to Arnold Road, have a moderate to high liquefaction potential.~~

~~The Central Coast is the most heavily populated area of the Ventura coastal zone. Several large industries and utilities are located there, including Southern California Edison Company's Mandalay and Ormond Beach power plants, Oxnard and San Buenaventura wastewater treatment plants, and three harbors. Liquefaction from severe ground shaking could cause major damage and disruption of services.~~

~~According to the County General Plan's Hazards Appendix, the area in the Central Coast coastal zone has a subsidence rate of between 0.01 and 0.05 feet per year. A single point located at Hueneme Road and Highway 1 has dropped about one and a half feet in twenty-one years. Records up until 1968 show a dozen bench marks that have settled a foot in a fifteen to twenty-year period.~~

~~The Santa Clara River is a flood hazard to some human activities in the Central Coast. Major floods occurred along the Santa Clara River in 1938, 1943, 1958, 1965, 1969, 1978 and 1980. Floods could inundate the Olivas Golf Course, portions of the City of Ventura Sanitation Plant, McGrath State Beach, Harbor Boulevard, and a major portion of the McGrath agricultural lands.~~

~~The Coastal Act specified that new *development* is to be located away from hazardous areas. New flood control projects shall e limited to those necessary to protect existing *development* or for public safety (Section 30236). Flood plain management, rather than structural solutions alone in this sub-area may be required.~~

~~Existing *uses* in the *coastal zone* portion of the Santa Clara River conform to the "Open Space" designation of the County's General Plan and this Coastal Area Plan. No *structures* are located on the coastal portion of the flood plain, with the exception of the City of San Buenaventura Sanitation Plant facilities, and recreational *structures* at McGrath State Beach. The California Department of Parks and Recreation General Development Plan for McGrath State Department of Parks and Recreation General Development Plan for McGrath State Beach recommends relocating the State Beach *structures* to avoid flood impacts.~~

~~Maintenance of *agriculture* and open space (parks, recreation and *habitat* preservation) would promote proper flood plain management, and would further reduce potential flood damage to structural development.~~

~~The General Plan Hazards Appendix provides extensive information on various hazards, including fault zones, fire hazard areas, landslides, and flood plains. It is one of the principal documents consulted by Planning and the Public Works Agency when formulating an initial study on a proposed project to determine the need for an EIR. Should an EIR be required, the General Plan Goals, Policies and Programs (Chapter 2) and Hazards Appendix are used in evaluating the various impacts of projects.~~

~~In addition to the environmental hazards on the Central Coast there is another unique hazard associated with *development* adjacent to certain areas of the Point Mugu Naval Air Station. Bunkers are located at certain areas on the base where magazines *store* explosive materials. Depending on the quantity of material, the Navy has computed a hazardous distance (QD radius) around the magazine where no *development* should take place. In addition, the runways contain "overrun areas" where no *development* should take place. [Figure 4.3-7](#) depicts this area, found within the Ventura County Game Preserve property.~~

Hazards Goal 1

~~To protect public safety and property from natural and human hazards as provided in County ordinances:~~

Policies

- ~~1. The County's General Plan Goals, Policies and Programs (Chapter 2) and Hazards Appendix provide direction for geologic, seismic, flood and fire hazard avoidance.~~
- ~~2. The flood plain of the Santa Clara River will be limited to open space of agricultural uses to minimize flood hazard risk.~~
- ~~3. New *development* shall be sited and designed to minimize risks to life and property in areas of high geologic, flood, and fire hazards.~~
- ~~4. All new *development* will be evaluated for its impacts to, and from, geologic hazards (including seismic safety, landslides, expansive soils, subsidence, etc.), flood hazards, and fire hazards. *Feasible* mitigation measures shall be required where necessary.~~
- ~~5. The County may require the preparation of a geologic report at the applicant's expense. Such report shall include *feasible* mitigation measures which will be used in the proposed development.~~
- ~~6. *Structures* for human habitation (regularly, habitually, or primarily occupied by humans) shall be setback a minimum of 50 feet from an active fault. This *setback* may be increased when geologic conditions warrant.~~
- ~~7. New *development* shall be sited and designed so as not to cause or contribute to flood hazards, or lead to the expenditure of public funds for flood control works.~~

Chapter 4 – Goals, Policies, and Programs, Section 4.3.5 – Beach Erosion, of the Ventura County Coastal Area Plan is hereby deleted in its entirety:

~~4.3.5 Beach Erosion~~

~~Unincorporated areas of the Central Coast with beaches include Hollywood Beach and Silver Strand. According to the Department of Navigation and Ocean Development (1979), erosion at Hollywood Beach is significantly minimized by the jetty at the north entrance of Channel Islands Harbor (Appendix 5).~~

~~Erosion at Silver Strand is also slight. While the middle section of the beach is subject to erosion during periods of high tides and wave action, homes on the shoreline are protected from damage by bulldozed sand dikes.~~

~~Beach sections that become eroded are stabilized with sand replenishment by the Army Corps of Engineers as requested by the Ventura County Flood Control District as funds are available.~~

~~Beach Erosion Goal 1~~

~~To protect public safety and property from *beach erosion* as provided for in existing ordinances, and within the constraints of natural coastal processes.~~

Policies

- ~~1. Proposed *shoreline protective devices* will only be approved and/or located in conformance with Coastal Act Sections 30235 and 30253.~~

- ~~2. All shoreline protective *structures* which alter natural shoreline processes will be designed to eliminate or mitigate adverse impacts on local shoreline sand supply.~~
- ~~3. A *building* permit will be required for any construction and maintenance of protective shoreline *structures*, such as seawalls, jetties, revetment, groins, breakwaters and related arrangements.~~
- ~~4. The County's Building and Safety Division will routinely refer all permits for seawalls, revetments, groins, retaining walls, and pipeline outfalls to the Flood Control and Water Resources Division of the Public Works Agency to be evaluated not only for structural soundness, but environmental soundness as well whenever necessary. This includes a survey of potential environmental impacts, including (but not limited to) the project's effects on adjacent and downstream *structures*, net *littoral drift*, and downcoast beach profiles.~~
- ~~5. If the potential environmental impacts of the proposed *structure* are considered significant by the Public Works Agency, the applicant may be required to obtain an engineering report that indicates how those impacts will be mitigated.~~
- ~~6. Permitted *structures* under policies 1 through 4 will not interfere with public *access* to the shoreline.~~
- ~~7. During their scheduled dredging of Channel Islands Harbor, the Army Corps of Engineers is encouraged to replenish beaches with severe erosional losses consistent with environmental restraints on the deposition of dredge spoils.~~

Chapter 4 – Goals, Policies, and Programs, Section 4.3.6 – Energy and Industrial Facilities, of the Ventura County Coastal Area Plan is hereby renumbered to Section 4.3.4 and otherwise amended to read as follows, with no changes to Figures 4.3.7 and 4.3.8 following the text except to renumber them 4.3-6 and 4.3-7:

4.3.6~~4~~ Energy and Industrial Facilities

Several industrial facilities for energy production are located on the Central Coast: 1) oil and gas and processing and distribution facilities; 2) electrical generating plants; and 3) marine terminals and storage tanks. Proposals have been made for expanding *development* of offshore oil and gas fields, related onshore facilities, and new electrical generating plants ([Figures 4.3-76](#) and [4.3-87](#)).

A. Oil and Gas Facilities

The West Montalvo oil field is located on the Oxnard Plain immediately south of the Santa Clara River. It extends into the State Tidelands. Most of the West Montalvo field lies within the unincorporated areas of the County; however, portions in the vicinity of McGrath State Park and Mandalay Beach are in the corporate boundaries of the City of Oxnard. The onshore portion comprises approximately 80 percent of the proven acreage of the field. There are some directionally drilled wells in this field that produce from offshore by drilling under the ocean.

The onshore portion of the West Montalvo field consists of four leases: McGrath #4 lease; McGrath #5 lease; Patterson Ranch lease, *Parcel 1* and *Parcel 2*. These leases are only partially within the *coastal zone* ([Figure 4.3-76](#)). There have been several Conditional Use

Permits and modifications on these leases issued by the County over a period of many years.

There are currently three processing facilities within the *coastal zone*: one west of Harbor Boulevard near its intersection with Gonzales Road, and two east of Harbor Boulevard, south of the Santa Clara River. A compressor pump station is located south of Fifth Street, *adjacent* to the Edison Canal in Oxnard.

In September of 1978, there were 18 producing onshore wells, and one producing offshore well, in the West Montalvo oil field. These wells are located on both the east and west sides of Harbor Boulevard.

~~II~~. B. Pipelines

One major oil pipeline is located in the Central Coast. It is made up of three segments routed from the Rincon pump station to the Ventura Pump Station (which includes storage tanks) at Ventura Harbor and on to Los Angeles. Only the first segment crosses the *coastal zone*. It consists of an 8-inch line from the Ventura Pump Station to the Santa Paula Pump Station.

~~II~~. C. Electrical Generation and Transmission Facilities

The California Public Utilities Commission and California Energy Commission are the agencies responsible in the area of electric transmission lines which includes technical and safety performance and environmental concerns. All electrical transmission lines proposed for the *coastal zone* are developments under the Coastal Act, thus the County has permit review over them. However, the Warren-Alquist Energy Resources Conservation and Development Act of 1975 exempts new power plants with capacity greater than 50 megawatts and electric transmission lines connecting such plants to the existing transmission system from local government permit authority.

While impacts from erosion, grading, and the operation of equipment may occur during construction and result in damage to coastal land resources and *habitat* areas, the primary concerns are associated with overhead electric transmission lines and their long-term impacts on views and visual resources. Visual impacts are particularly severe in undeveloped areas, especially the foothills and upland areas, and along the coastal terrace. Mitigation measures are limited at this time to alternate routine locations and undergrounding of lines, which is expensive.

Reliant Energy operates two major electric generating stations on the Central Coast: Mandalay Beach, located on the coast within the City of Oxnard, seaward of Harbor Boulevard and approximately a half mile north of West Fifth Street; and Ormond Beach, also in the City of Oxnard on the beach, northwest of Arnold Road and approximately a half mile south of McWane Boulevard. The combined generating capacity of these two power plants is 2,010 megawatts (MW) or three times the total electrical requirements of Ventura County. Transmission lines from both generating stations cross the *coastal zone*.

Reliant Energy maintains four electrical distribution substations within the *coastal zone*. Only one of these is located in the County *coastal zone* - the 66KW distribution substation at Silver Strand Beach.

During a 1979 Notice of Intent proceeding (79-NOI-3), the County, *Coastal Commission*, Energy Commission, Department of Fish and Game, and (at that time) Southern California Edison Company agreed to some significant stipulations regarding the siting of new power plants in the Ormond Beach site. Briefly, these stipulations eliminate the construction of power plants from *dunes, wetlands, or beach areas*.

IV- D. Offshore Oil and Gas Development

Offshore oil and gas *development* occurs both in state *tidelands* and the federal Outer Continental Shelf (O.C.S.). Facilities in the Central Coast are used to support O.C.S. activities (Figure 4.3-76).

A- 1. State Tidelands - Currently, all production from the West Montalvo offshore field is from State Tidelands, lease PRC 735. Production is accomplished from a series of directionally drilled wells from the onshore McGrath #4 Lease (Montalvo Field), seaward of Harbor Boulevard. A *tidelands* lease, PRC 3314, surrounds the McGrath #4 lease.

B- 2. Federal Outer Continental Shelf:

- 1- a. Hueneme Field - The Hueneme Unit consists of Tracts P-0202 and P-0203, which are located approximately three to five miles southwest of Port Hueneme. There are two offshore oil platforms that were constructed since 1980, one of which is within this unit (Gina), while the other (Gilda) is in the Santa Clara unit. There is a small onshore treatment facility in the City of Oxnard immediately south of Reliant Energy's Mandalay Beach Generating Station. Called the "Mandalay Onshore Separation Facility," this facility sells gas to the Generating Station.
- 2- b. Santa Clara Unit - There are eight OCS (Outer Continental Shelf) tracts located five miles southwest of Ventura and six miles west of Port Hueneme. Platform Grace was installed on OCS Tract P-0217.

V-E. Other Facilities:

A- 1. Refineries - There are two operating refineries and one inactive refinery in the County. None are located within the *coastal zone*, but all are important to *coastal zone* planning. One, the Oxnard Refinery, is in the Central Coastal Area. The small Oxnard refinery is *adjacent* to Fifth Street in an unincorporated area, just east of the City of Oxnard. Feed stock for the refinery comes primarily from the Oxnard and West Montalvo fields. It has a capacity of approximately 2,500 B/D with an existing throughput of approximately 1,500 B/D.

B- 2. Marine Terminals and Storage Tanks - The Ventura Marine Terminal, which is idle, is located on land just south of the Ventura Marina. The property is now annexed to the City of San Buenaventura. There is a transit storage tank site adjoining the Marine Terminal on the south.

C- 3. Oil Field Waste Disposal Sites - This type of *use* is termed a "soil amendment activity" in the County's Non-coastal Zoning Code, and is allowed in several zoning categories including Open Space by Conditional Use Permit in the non-coastal areas of the County. There are two sites in the Central Coast that formerly handled oil field wastes. They are located at the northeast corner of Fifth Street and Harbor Boulevard. The sites closed operations in 1980.

[Staff comment: Headings are renumbered to follow the correct heading numbering.]

Energy and Industrial Facilities Goal 1

To allow the continued exploration and production of oil and gas in most of the Central Coast sub-area while meeting Coastal Act and County objectives, and maintaining environmental quality.

Policies

1. All land between Harbor Boulevard and the shoreline; or land designated "Residential," "Recreational," or shown as "*Environmentally Sensitive Habitat*" will be considered as unacceptable for new energy and industrial facilities of any kind. Pre-existing facilities and oil/gas/communication pipelines, and repair of such will be considered acceptable.
2. Within the land area between Harbor Boulevard and the landward *coastal zone* boundary, oil drilling and directly related facilities are permitted by Conditional Use Permit consistent with Section 30260 of the Coastal Act. No new major facilities, which require a "Coastal Industrial" (C-M) zone will be permitted unless located in an area designated "Industrial."
3. All surface activities, including those regulated by the California Geologic Energy Management Division of Oil, Gas and Geothermal Resources related to the *development* of onshore oil and gas resources in the *coastal zone* are considered to be projects that require a Conditional Use Permit (CUP) and a *Coastal Development Permit*. Both permits will be issued simultaneously through one CUP process. See the *Coastal Zoning Ordinance* (including, but not limited to Section 8175-8.7) for a list of standard oil *development* design and operational criteria applied to all new permits for expanded or new oil activities. Additional conditions may be required depending on the specific request and location.
4. A Development Plan shall accompany the application for CUP for those activities stated in Policy 3, and shall include:
 - a. The location of drilling and/or production sites, storage tanks, pipelines and *access roads*.
 - b. Plans for the consolidation, to the maximum extent *feasible*, of drilling and/or production facilities, as well as accessory facilities.
 - c. A phasing plan for the staging of *development* that indicates the approximate anticipated timetable for project installation, completion and decommissioning. If the proposed facility is located in Coastal Hazards Screening Area A or B, the phasing plan shall evaluate the siting and design of new development and development that qualifies as substantial redevelopment with sea level rise scenarios analyzed for the expected life of the development in a Coastal Hazards Analysis Report (see Section 4.1.6-Goal 1, Policies 1.2 and 1.3, and Coastal Hazards Screening Area maps in Appendix 16).

[Staff comment: The Coastal Hazards Screening Area Maps in Appendix 16 include an area near McGrath Lake that hosts a collection facility for off-shore oil extraction. If new development that qualifies as substantial redevelopment is proposed for this facility the review should include analysis of projected sea level rise due to its proximity to the coast.]
 - d. A plan for eliminating or substantially mitigating adverse impacts on *habitat* areas, *prime agricultural lands*, *recreational areas*, *scenic resources* and archaeological sites due to siting, construction, or operation of facilities.
 - e. Grading plans for all facilities requiring the movement of greater than 50 cubic yards of dirt. ~~For any development requiring a grading permit, either (1) a Storm Water Pollution Control Plan (SWPCP) shall be prepared and submitted in accordance with the Ventura County Municipal Storm Water Permit, Order No. 00-108, Part 4—Special Provisions, D. Programs for Construction Sites, or (2) a Stormwater Pollution Prevention Plan (SWPPP) shall be prepared and submitted in accordance with the~~

~~State General Permit for Stormwater Discharges Associated with Construction Activity, whichever is applicable.~~

[Staff comment: Grading requirements are set forth in the International Building Code Appendix J that is adopted as part of the Ventura County Building Code. The National Pollution Discharge Elimination System (NPDES) Permit determines the types of grading and other development activities that are subject to best management practices that must be implemented as part of discretionary development. In addition, certain General Plan policies (e.g., WR-3.3, Low Impact Development) set forth water quality requirements that apply to discretionary development.]

- ~~f.e.~~ A description of means by which all oil and gas will be transported off-site to a marketing point. Pursuant to Policy 7 (below), transshipment of crude oil and gas shall be through on-shore pipeline.
- ~~g.f.~~ A description of the procedures for the transport and disposal of all solid and liquid wastes.
- ~~h.g.~~ Oil spill prevention and control measures.
- ~~i.h.~~ Fire prevention procedures.
- ~~j.i.~~ Emission control equipment.
- ~~k.j.~~ Procedures for the abandonment and restoration of the site, including a timeline, and clarification as to whether or not the abandonment will be in place or the infrastructure will be removed.
- ~~l.k.~~ Compliance with any other requirement of the Ventura County *Zoning Ordinance* for the *coastal zone* related to oil and gas *development*.
- ~~m.l.~~ All facilities supporting oil and gas *development* must comply with the terms and requirements of the State General Industrial Activities Storm Water Permit, including the *development* and submittal of a Storm Water Pollution Prevention Plan.

[Staff comment: No further changes are proposed to Section 4.3.6.]

5. All energy and industrial facilities in the Plan shall be so sited and designed to eliminate or reduce, to the maximum extent *feasible*, impacts to biological, geological, archaeological, agricultural, visual and recreational resources.
6. All future offshore oil and gas production coming on-shore in the Central Coast Area shall utilize existing facilities whenever economically and technically *feasible*.
7. Transshipment of crude oil through an onshore pipeline for refining shall be a condition of approval for expansion of existing processing facilities or construction of new facilities.
8. When *feasible*, pipelines shall be routed to avoid important *coastal resources*, including recreation, *environmentally sensitive habitats* and archaeological areas. Unavoidable routing through recreation, *habitat*, or archaeological areas, or other areas of a significant *coastal resource* value, shall be done in a manner that minimizes the impacts of a spill, should it occur, by considering spill volumes, duration, and projected path. Where new liquid pipeline segments pass through sensitive resource areas, recreation areas or archaeological areas, the segment shall be isolated, in the case of a break, by automatic shutoff valves.
9. The County shall determine whether spacing of automatic shutoff valves at intervals less than the maximum set by the U.S. Department of Transportation - Office of Pipeline Safety (DOT-OPS), or the California State Fire Marshall is required to protect sensitive

coastal resources, and if so, shall require spacing at intervals which provide appropriate protection.

10. In sensitive resource areas the extent of construction and ground surface disturbance shall be reduced to a minimum by restricting construction activities and equipment within narrow, limited and staked work corridors and storage areas.
11. All offshore to onshore pipelines shall, where *feasible*, be located at existing pipeline landfall sites, and shall be buried from a point offshore commencing where wave action first causes significant bottom disturbance. In addition, landfall sites are prohibited from areas designated as "Residential" or shown as "*Environmentally Sensitive Habitat*."
12. Except for pipelines exempted from coastal *development* permits under Section 30610 of the Coastal Act, as defined by the State Coastal Commission's Interpretive Guidelines, a survey shall be conducted along the route of any pipeline in the *coastal zone* to determine what, if any, *coastal resources* may be impacted by construction and operation of a pipeline and any *feasible* mitigation measures. The costs of this survey shall be borne by the applicant. This survey may be conducted as part of an environmental review if an Environmental Impact Report or Mitigated Negative Declaration is required for a particular project.
13. Owners/operators shall notify both the County of Ventura Planning Division and any other designated affected State agencies (e.g. DOGGR, CSFM, SLC, LARWQCB) of any intent to decommission and/or remove any pipelines and/or facilities. Upon completion of pipeline construction or removal of pipelines and/or facilities, the site shall be restored to the approximate previous *grade* and condition. Upon removal or decommissioning of pipelines and/or facilities, an assessment of the surrounding soils shall be conducted by a qualified licensed expert, e.g. a licensed geologist or registered professional civil engineer, to determine whether or not those soils are contaminated. If the soils are found to be contaminated, a soil remediation plan delineating the method and timing of remediation shall be prepared and submitted to the County Planning Division and the Los Angeles Regional Water Quality Control Board for their review and approval. All excavated materials shall be replaced in reverse order with topsoil replaced at *grade* level and compacted if necessary. All sites previously covered with *native vegetation* shall be re-seeded with the same or recovered with the previously removed vegetation materials and shall include other measures as deemed necessary to prevent erosion until the vegetation can become established.
14. Geologic investigations shall be performed by a qualified geologist or engineering geologist where a proposed petroleum pipeline route crosses potential fault zones, seismically active areas, or moderately high to high-risk landslide areas. This report shall investigate the potential risk and recommend such mitigation measures as pipeline route changes and/or engineering measures to help assure the integrity of the pipeline and minimize erosion, geologic instability, and substantial alterations of the natural topography. New pipeline corridors shall be consolidated with existing pipeline or electrical transmission corridors where *feasible*, unless there are overriding technical constraints or significant social, aesthetic, environmental, or economic concerns.
15. Transmission lines rights-of-way shall be routed to minimize impacts on the viewshed in the coastal zone, especially in scenic rural areas, and to avoid locations which are on or near *habitat*, recreational, or archaeological resources, whenever *feasible*. Scarring, grading, or other vegetative removal shall be repaired, and the affected areas re-vegetated with plants similar to those in the area to the extent safety and economic considerations allow.

16. In important scenic areas, where above-ground transmission line placement would unavoidably affect views, undergrounding shall be required where it is technically and economically *feasible* unless it can be shown that other alternatives are less environmentally damaging. When above-ground facilities are necessary, design and color of the support towers shall be compatible with the surroundings to the extent safety and economic considerations allow.
17. Pursuant to section 307(f) of the Coastal Zone Management Act of 1972 (16 USC § 1456(f)), the adopted Ventura County Air Quality Management Plan shall be used as a criterion in determining consistency of federal actions on the Outer Continental Shelf (OCS) with the California Coastal Management Program (CCMP). Pursuant to Section 328 of the Federal Clean Air Act (42 USC § 7627, all activities on the OCS must comply with the Outer Continental Shelf Air Regulations as specified in 40 CFR Part 55.
18. As land becomes available, permanent service bases shall be encouraged to locate at the Port of Hueneme where similar *uses* are located and adequate harbor facilities are available.
19. Should crude oil pipelines need to be enlarged in the future, or a new pipeline installed, the route shall follow existing pipeline corridors, if *feasible*.
20. Upon decommissioning of off-shore facilities that contain on-shore facilities and/or pipelines (or "components"), a phasing plan shall be submitted delineating the timeline for disposition of the on-shore facilities.
21. Act sections 30101, 30101.3, 30255, and 30260, will be used as the criteria by the County to determine, on a case-by-case basis, whether onshore or offshore oil and gas *development* and an energy-related industrial facility supporting such *development* is defined as "*coastal-dependent development*" or "*coastal-related development*", based on the specific geographic, technological, and economic characteristics of the project being proposed.

Chapter 4 – Goals, Policies, and Programs, Section 4.3.7 – Public Works, of the Ventura County Coastal Area Plan is hereby renumbered to Section 4.3.5 so that the section heading reads as follows:

4.3.75 Public Works

Chapter 4 – Goals, Policies, and Programs, Section 4.3.8 – Locating and Planning New Development, of the Ventura County Coastal Area Plan is hereby renumbered to Section 4.3.6, so that the section heading reads as follows:

4.3.86 Locating and Planning New Development

Chapter 4 – Goals, Policies, and Programs, Section 4.3.9 – Potential Conflicts, of the Ventura County Coastal Area Plan is hereby renumbered to Section 4.3.7 so that the section heading reads as follows:

4.3.97 Potential Conflicts

[Staff comment: No changes are proposed to existing Sections 4.3.7, 4.3.8, and 4.3.9 other than the update to the section numbers as shown above.]

4.4 THE SOUTH COAST

Chapter 4 – Goals, Policies, and Programs, Section 4.4.2 – Recreation and Access, Section A - Recreation, and Section B - Access, of the Ventura County Coastal Area Plan are hereby amended to read as follows, with no changes to Figures 4.4-1 through 4.4-2 following the text:

4.4.2 Recreation and Access

A. Recreation

Recreation on the South Coast is available in several areas, many of which have state, as well as national, significance (Figure 4.4-1).

Point Mugu State Park, encompassing 14,000 acres with 19,224 feet of beach front, offers camping, backpacking, day hiking, picnicking, nature study and beach use. Current overnight campsites total 164, parking spaces 285, and there are 40 picnic tables. The Santa Monica Mountains National Recreation Area, Final General Management Plan was completed in 2002 and includes plans for intensification of facilities in the *coastal zone* which include a visitor center at Mugu Lagoon and an overnight education *camp* at Circle X Ranch.

A portion of another state facility, Leo Carrillo Beach, is partially within Ventura County and partially within Los Angeles County. Over the years, the park size increased to include Yerba Buena Beach and Yellow Hill Trail. A 120-acre private overnight *camp* with hiking trails, a highway undercrossing, and access to the shoreline lies on either side of Little Sycamore Creek, with *access* from Yerba Buena Road.

Potential for additional state recreation facilities exists in the 14,000 linear feet of privately-owned beach frontage south of Point Mugu State Park near Deer Creek. The beach is popular and users may be part of the "turn-away" crowd from the State Park. Unsupervised parking and overnight camping may pose health and sanitation problems. No restrooms or sanitation facilities are currently provided.

Recreation in the Santa Monica Mountains has taken on national significance with the formation of the Santa Monica Mountains National Recreation Area. The rugged, unstable terrain of this geologically young range includes diverse *habitats* and a number of ecosystems in *coastal zone* boundaries. Chaparral and coastal sage dominate the landscape. *Riparian* and oak woodlands, with a wide range of native wildlife, are also present. Much of the watershed is still natural.

The mountains are geologically and biologically closely related to the northern Channel Islands. While certain hazards, such as steep *slopes*, limited water, and fire danger preclude many kinds of *access* and recreation, the National Recreation Area will afford a variety of outdoor activities. Beach *use* and *use* of inland areas are closely related. The following public and non-profit organizations are actively involved in the acquisition and maintenance of recreational lands in the Santa Monica Mountains: The National Park Service, California *Coastal Commission*, California Department of Parks and Recreation, California Department of Conservation, California Coastal Conservancy, California

Department of Fish and Wildlife, Caltrans, The Nature Conservancy, Santa Monica Mountains Conservancy, and the Mountains Recreation and Conservation Authority.

Recreation Goal 1

In recognition of the scenic beauty, relatively undisturbed natural resources, popularity of recreation, as well as its greater out-of-area significance, to encourage the state and federal governments in broadening recreational opportunities on the South Coast consistent with public health and safety, and the protection of private property rights.

Policies

1. The California Department of Parks and Recreation should continue with protection of the unique and sensitive natural resources in Point Mugu State Park as a major goal of management.
2. The ~~County California Department of Parks and Recreation~~ should work closely with the California Department of Parks and Recreation and the National Park Service as the Santa Monica Mountains National Recreation Area (SMMNRA) develops and is affected by sea level rise, to be sure that, within environmental constraints, SMMNRA land uses are consistent with long-range County goals, maximum public recreation and access are achieved, and beaches, coastal resources, the Coastal Trail, as well as upland supporting areas are protected.

[Staff comment: No further changes are proposed to Section 4.4.2 A.]

Leo Carrillo State Beach:

3. As the California Department of Parks and Recreation evolves its plans for these beach segments, care should be taken to conform to the California Coastal Act. Creek corridors, such as Little Sycamore Creek, should remain as natural as possible to maintain watershed, *habitat*, and upland recreation area.

Deer Creek Beach Frontage:

4. The County supports acquisition of the beach by the California Department of Parks and Recreation or the Santa Monica Mountains National Recreation Area.

Santa Monica Mountains National Recreation Area:

5. Work closely with the National Park Service in the implementation of the National Recreation Area General Management Plan to develop recreational uses in the Santa Monica Mountains and review individual projects in order to determine and encourage consistency with the Ventura County Local Coastal Program.
6. The County supports the "Major Feeder Trail" connecting the Backbone Trail to the Pacific Coast between Yerba Buena and Deer Creek Roads as shown in the Santa Monica Mountains Comprehensive Plan.
7. The County shall incorporate the policies and accompanying maps, including the Trail Systems map found in the Santa Monica Mountains Comprehensive Plan (1979) as part of the Coastal Area Plan.
8. Development shall neither preclude continued use of, or preempt the option of establishing inland recreational trails along identified routes, as indicated in the Santa Monica Mountains Comprehensive Plan (1979) and the Coastal Slope Trail as proposed in the U.S. Department of the Interiors Santa Monica Mountains Draft Environmental

Impact Statement and General Management Plan (September 1980), or along routes established by custom to destinations of public recreation significance. An offer-of-dedication, a property dedication, or a grant of easement of a trail right-of-way shall be required as a condition of approval on property crossed by such trail routes. Where feasible, direct grants shall be required except when the accepting *agency* is not identified at the time of final Zoning Clearance or map recordation.

9. With the exception of the Coastal Trail (Section 1), all new trail corridors shall be designed for a minimum of twenty-five (25) feet in width with a larger corridor width for major feeder trails. Exceptions to this standard may be granted where the minimum trail corridor width is not feasible due to topographic or private property constraints. The routing of trails shall be flexible in order to maintain an adequate buffer from *adjacent* development. Where feasible, *development* shall be sited sufficiently distanced from the trail so as not to interfere with the trail route.
10. Among other methods of acquiring trail easements as established by the Santa Monica Mountains Comprehensive Plan (1979), Coastal Trail (Section 1), and other future proposals, the following shall be considered:
 - a. Integrate trail easements with future capital improvement projects.
 - b. Provide incentives through contracts for lower taxes in exchange for allowing public trail rights or credits for required Quimby Act parkland dedication.
 - c. Allow for donations through gifts and acquisition of tax delinquent properties.
 - d. Acquire the trail routes through fee or less than fee acquisition.
11. To implement present and future trail routes, the County shall continue to coordinate with the California Department of Parks and Recreation, the Department of Interior National Recreation Area Staff, Los Angeles County, and trail activists from Los Angeles and Ventura County.
12. Before a permit for *development* of any shoreline or inland *parcel* is approved, its suitability for public recreational use shall be evaluated within the specified project review period by the County in consultation with the California Department of Parks and Recreation and the National Park Service. If the County determines that the property may be suitable for such use, the County shall ascertain whether any public *agency* or non-profit organization, including the National Park Service, Santa Monica Mountains Conservancy, Coastal Conservancy, California Department of Parks and Recreation, County Recreation Services, and Trust for Public Lands, is planning or contemplating acquisition of any part of the subject property, specifically authorized to acquire any portion of the property which would be affected by the proposed development, and funds for the acquisition are available or could reasonably be expected to be available within one year from the date of application or permit. If a permit has been denied for such reasons and the property has not been acquired by such *agency* or organization within a reasonable time, a permit may not be denied again on the same ground.

B. Access

Most of the coastal recreation areas along this sub-area are accessible from California State Highway 1. Some of the inland areas can be reached via mountain roads. [Figure 4.4-2](#) is an inventory of *access* on the South Coast.

Constraints to public *access* are diverse. While Point Mugu State Park is easily reached from State Highway 1, much of it is accessible only by moderate to strenuous hiking. Because of the park's high biological and scenic values, it may not be appropriate to augment *access* more than already planned by the California Department of Parks and Recreation.

The Deer Creek beach frontage, privately owned, is highly accessible, as evidenced by its popularity. However, illegal camping may sometimes inhibit potential users and somewhat block their *access* to the area.

The popularity of Leo Carrillo State Park and the new California Department of Parks and Recreation acquisitions, along with the overall popularity of State Highway 1, has led to problems that include extensive illegal parking and camping, as well as enforcement and sanitation problems. Private *parcels* interspersed with current and potential state acquisitions block public *access* along the beach. *Bluff erosion* poses safety hazards to current and potential vertical accessways.

The only area of the South Coast with significant *development* is the Solromar "Existing Community." The area has about 2,800 linear feet of shoreline, but it is not continuous frontage. The state has purchased two *beach areas adjacent* to, and within, the "Existing Community" area. These are the Leo Carrillo State Beach extension and the Yerba Buena Beach. *Vertical access* is not a major problem in this area, or anywhere along the South Coast, but *lateral access* should be sought between Leo Carrillo and Yerba Buena State Beaches.

Access Goals

1. To maximize public *access* to coastal *recreational areas* in the South Coast sub-area consistent with private property rights, natural resources protection ~~and processes~~, and the Coastal Act. Also, to maintain and improve existing *access* and design such *access* for resilience to sea level rise, as funds become available.

[Staff comment: Access Goal No. 1 modifications will remove unnecessary text and will require consideration of sea level rise in future public access development.]

2. To maintain or increase public *access* to *coastal resources* through increased parking capacity for vehicles and bicycles within the *coastal zone*.

Policies

[Staff comment: No changes are proposed to Policies 1 through 5 regarding vertical access, lateral access, environmentally sensitive habitats, and general access.]

Vertical Access

1. For all new *development* between the first public road and the ocean, granting of an easement to allow *vertical access* to the *mean high tide line* shall be mandatory unless:
 - a. Adequate public access is already available within a reasonable distance of the site measured along the shoreline, or
 - b. Access at the site would result in unmitigable adverse impacts on areas designated as "*sensitive habitats*" or tidepools by the plan, or
 - c. Findings are made, consistent with Section 30212 of the Act, that access is inconsistent with public safety, military security needs, or that agriculture would be adversely affected, or

- d. The *parcel* is too narrow to allow for an adequate *vertical access* corridor without adversely affecting the privacy of the property owner.

Lateral Access

2. For all new development-between the first public road and the ocean, granting of lateral easements to allow for public access along the shoreline shall be mandatory unless subsection (a) below is found. In coastal areas, where the bluffs exceed five feet in height, all beach seaward of the base of the bluff shall be dedicated. In coastal areas where the bluffs are less than five feet, the area to be dedicated shall be determined by the County. At a minimum, the dedicated easement shall be adequate to allow for lateral access during periods of high tide. In no case shall the dedicated easement be required to be closer than 10 feet to a residential structure. In addition, all fences, no trespassing signs, and other obstructions that may limit public access shall be removed as a condition of *development* approval.
 - a. Findings are made, consistent with Section 30212 of the Act that access is consistent with public safety, military security needs, or that agriculture would be adversely affected.

Environmentally Sensitive Habitats:

3. The applicant of a proposed recreational facility in, or *adjacent* to, areas designated "*environmentally sensitive habitats*" shall develop a management program to control the kinds, intensities, and locations of *uses* to preserve the *habitat* resources to the maximum extent *feasible*. This program shall be part of *development* approval.

General:

4. In accordance with section 30214(a) of the Coastal Act, the time, place, and manner of access will depend on individual facts and circumstances; including topographic and site characteristics, the capacity of the site to sustain use at the intensity proposed, management of the access areas to protect the privacy of *adjacent* owners, and the feasibility to provide for litter collection.
5. In accordance with section 30214(b) of the Coastal Act, the requirement of access shall be reasonable and equitable, balancing the rights of the individual property owner with the public's right of access.

Leo Carrillo State Beach:

6. To augment public *access* and recreation, provide new parking and extend bus service to the area.
7. Any future public ~~vertical~~ accessways on bluffs must be designed to minimize *bluff* erosion and, where feasible, be planned for adaptation including potential removal and nearby replacement if sea level rise and bluff erosion compromises safe usage of the accessway and it is no longer feasible to repair or maintain (also see Coastal Trail policies in Section 4.1.4, and particularly Policy 1.14).

[Staff comment: The Vulnerability Assessment determined bluffs in this area are particularly vulnerable to sea level rise. Staff comment: No further changes are proposed to Section 4.4.2 A.]

8. Lateral access easements linking Leo Carrillo State Beach and Yerba Buena Beach should be provided.
9. The California Department of Parks and Recreation should acquire private parcels along the beaches where feasible, as well as provide for maximum public access.

Santa Monica Mountains National Recreation Area:

10. South Coast Area Transit, in conjunction with the National Park Service, should fully explore through long-range planning the possibilities of extending service to the area, including (but not limited to) the following: federal funds for extended service, particularly from lower income areas; park-and-ride from central points in Ventura County using smaller, more cost-effective buses; and, service agreements with the Los Angeles County Rapid Transit District, and charter buses.
11. The National Park Service and the California Department of Parks and Recreation should work together to determine the extent of impacts from additional visitation generated by new national parks in the County, particularly impacts on existing park facilities.
12. The County supports the work of the Santa Monica Mountains Conservancy Recreational Transit Program to provide public transportation to the Santa Monica Mountains National Recreation Area.
13. The acquisition of the beach area around Deer Creek is encouraged by either the California Department of Parks and Recreation or the National Park Service.

Film Production, Temporary:

14. Impacts to *coastal resources*, including but not limited to, public recreation facilities, scenic and visual resources, and public beach *access* shall be minimized during *temporary film production activities*.
15. During the peak summer season (Memorial Day through Labor Day weekend), *temporary film production activities*:
 - Shall not preclude the general public from *use* of a public beach; and
 - Shall not occupy public parking spaces to the extent the general public is restricted from using such spaces to *access* a public beach or public recreation facilities.
16. No new permanent *structures* shall be erected for *temporary film production activities*, and the *film permit area* shall be returned to pre-permit conditions following *film production striking*.

Parking and Loading:

17. New *development*, and intensifications in *use*, shall be designed to include the number of off-street parking spaces necessary to satisfy any new parking demand.
18. In order to support the preservation of existing, neighborhood-serving commercial areas within the coastal zone, exceptions to off-street parking requirements may be allowed, provided that the project applicant contribute to a program aimed at increasing *coastal access parking*.
 - No additions or expansion to the *structure* are proposed and all existing on-site parking is retained;
 - Business hours of operation are in the evening when beach recreational uses are low or non-existent;
 - The primary customer base is nearby residents or beachgoers that do not generate additional parking demand;
 - Shared parking, pursuant to Sec. 8176-4.6, is not available to meet parking requirements; and

- Other transportation incentives programs listed in Sec. 8176-4.8.1(b), are not feasible, or will not lessen the number of parking spaces required.
19. To promote the efficient *use* of parking areas and reduce the amount of paved or impervious surfaces, shared parking may be allowed for commercial or *mixed-use developments* that accommodate multiple *uses* at different peak parking periods. Where *feasible*, such *parking lots* should accommodate public *coastal access* parking.
 20. Restrictions on public parking that would impede public *coastal access* shall be prohibited except where such restrictions are demonstrated to be necessary for the provision of public safety, and there is no other feasible alternative.
 21. New *development* that requires the removal of existing public parking shall provide an equivalent number of replacement public parking spaces in the immediate vicinity except where the provision of such parking is infeasible or alternatives are identified that offset the need for additional parking facilities.
 22. Where *feasible*, new commercial, *multi-family* residential, or *mixed-use development* shall minimize the demand for public parking by providing on-site bus stops, bicycle storage, sidewalks, or other facilities or programs that support alternative modes of transportation.

Signs

The primary purpose of the *sign* policies in this section is to utilize *signs* to protect and improve *access* to the coastline or other *coastal resources*.

23. *Coastal access* signage shall be posted in conspicuous areas and located so that *access* is maintained and visitors are directed to publicly available *coastal access* parking, beach *access* points, and public trails.
24. For the California Coastal Trail, *coastal access* signage should include distinctive *signs* incorporating the California Coastal Commission *coastal access* logo (foot and wave) or markers, consistent with visual resources.
25. *Signs* that adversely impact public access shall be prohibited except where there is no *feasible* alternative to protect public safety. In such cases, the impact to *coastal access* shall be mitigated and, where *feasible*, the *sign* shall be temporary and removed once the public safety issue is resolved.
26. With the exception of *road* or *informational signs*, placement of *signs* within the public right-of-way shall be prohibited.
27. No *signs* shall be posted on a beach unless authorized by a coastal *development* permit. *Signs* on a public beach which purport to identify the boundary between State *tidelands* and private property, or which indicate that public *access* to State *tidelands* or public *lateral access* easement areas is restricted, shall not be permitted.

Chapter 4 – Goals, Policies, and Programs, Section 4.4.3 – Agriculture, of the Ventura County Coastal Area Plan is hereby amended to read as follows, with no changes to Figure 4.4-3 following the text:

4.4.3 Agriculture

~~Agriculture~~ on the South Coast extends from the farm lands east of ~~Point Mugu Naval Station Naval Base~~ Ventura County, Point Mugu near Calleguas Creek, to the northernmost foothills of the Santa Monica Mountains. Limited *agricultural activities* occur in the mountains on flatter terrain (Figure 4.4-3).

A portion of the Broome Ranch (approximately 690 acres) falls within the *coastal zone*. All of the ranch's acreage is in three agricultural preserves. A portion is also in the Calleguas Creek flood plain. The agricultural lands are zoned "C-A" (Coastal Agricultural, 40-acre minimum *lot* size) and designated "Open Space" (10 acre minimum *lot* size) by the County's General Plan.

Minimum *lot* size in both this Coastal Plan and the County's General Plan for the "Agriculture" land use designation is 40 acres per *single-family dwelling*. This 40-acre minimum is sufficient to maintain economic viability for various agricultural *uses* (irrigated crops). Non-irrigated activities may require a larger acreage. Studies as to what constitutes a viable farm unit have been done by Ventura County Agricultural Committee (Appendix 4), Ventura County Assessor's Office and Ventura County Farm Bureau.

Agriculture Goal 1

To preserve agricultural lands on the South Coast to the maximum extent *feasible*.

Policies

1. Soils will be conserved and erosion minimized by the *use* of best grading management practices as set forth by the Soil Conservation Service.
2. *Land divisions* in, or *adjacent* to agricultural areas, will not be allowed to affect agricultural productivity.
3. The Local Area Foundation Commission should exclude agricultural lands from any new or expanded service districts that could impact agricultural viability.
4. New service extensions beyond the stable urban boundary will be designed to mitigate any effects on agricultural viability.
5. ~~As a~~ Aquaculture ~~develops it will~~ should be considered as a potential agricultural use in appropriate areas, including areas projected to be affected by sea level rise.

[Staff comment: No further changes are proposed to Section 4.4.3.]

Chapter 4 – Goals, Policies, and Programs, Section 4.4.4 – Hazards, of the Ventura County Coastal Area Plan is hereby deleted in its entirety:

~~4.4.4 Hazards~~

[Staff comment: The introductory narrative, goals, and policies from the following Hazards and Beach Erosion sections were moved to Section 4.1.6. The text in this section shown in strikethrough is not proposed for removal unless shown otherwise in Section 4.1.6.]

The severe and rugged terrain of the Santa Monica Mountains present considerable hazards and constraints to new *development*. A 50-year and 100-year flood hazard area is located along the Calleguas Creek flood plain. Severe *slopes* not only have the potential for instability and erosion, but may also serve as constraints to the proper functioning of water and septic systems. An additional concern in this area is *access*, especially *emergency access* in case of fire or other disasters.

The most important earthquake faults in the Santa Monica Mountains portion of the *coastal zone* are the Bailey Fault near Calleguas Creek, and the Sycamore Canyon, Boney Mountain and Malibu Coastal Faults in the mountainous areas (Figure 4.4-5). Historic records indicate that only six earthquakes larger than 4.0 magnitude on the Richter Scale have originated within 15 miles of the South Coast area since 1934. All were less than 5.3 magnitude and four of the epicenters were located off the coast.

The Bailey Fault marks the boundary between the western Santa Monica Mountains and the Oxnard Plain. It extends from Mugu Lagoon northerly to an intersection with the Camarillo Fault near Calleguas Creek and U.S. Highway 101. The existence of the fault is verified by water well data. The fault is designated as potentially active until more information becomes available for evaluation.

The Sycamore Canyon and Boney Mountain faults are the most prominent of the series of north-east trending breaks extending from Point Mugu to Thousand Oaks. These faults are designated as potentially active until more information is available.

The Malibu Coastal Fault, the Santa Monica and Raymond Hill Faults are thought to be a series of major north-dipping thrust faults that extend along the coast, onshore and offshore for many miles. Faults within this system are considered active. As much as 50 miles of left slip has occurred since Eocene times, about 50 million years ago (Norris and Webb 1976). The 1973 Point Mugu earthquake is believed to have originated on the Malibu Coastal Fault.

The South Coast immediately along the coast shows high potential for liquefaction in the area of Calleguas Creek and Mugu Lagoon.

- **Landslides and Slope Stability** — In general, the Santa Monica Mountains contain highly expansive soils. The soils, together with the steep topography, tend to increase the frequency of *slope* failure and erosion. According to the Ventura County Public Works Agency, grading, increased irrigation or septic *runoff*, and seismic activity may also trigger *slope* movement or erosion.
- **Flood Hazards** — Calleguas Creek is a major flood corridor in the South Coast. It flows along the northern *slopes* of the Santa Monica Mountains to the Mugu Lagoon. Severe flooding has occurred along the *coastal zone* portion of this corridor, resulting in damage to adjacent agricultural crops, transportation facilities and the military base. The lower reaches of the creek are currently unimproved. The Ventura County Flood Control District (VCFCD) is evaluating flood control solutions to this problem (see full discussion in LCP *Environmentally Sensitive Habitat* Paper).

There are also a number of creek corridors within the Santa Monica Mountains (e.g., Big Sycamore, Little Sycamore, Deer Creek, etc.) that could pose extreme flood and erosion hazards to new *development*.

- **Fire** — Fire is significant natural hazard in the Santa Monica Mountains. The Ventura County Hazards Appendix classifies the entire Santa Monica Mountains area as "extreme" for fire hazard. While many of the *slopes* contain safe coastal vegetation, the fire-adapted chaparral of drier *slopes* along with steepness, moisture and rainfall conditions, and severe *emergency access* constraints can combine to create a

~~dangerous situation. Periodic burns are considered a natural event in chaparral communities, and fires should be anticipated as a regular occurrence. Secondary impacts of fires in this area include mudflows, landslides, and erosion due to loss of ground cover.~~

~~The Santa Monica Mountains are currently designated "Open Space" (one *dwelling unit* per 10 acres minimum) and "Recreation" (state park lands). In some areas of the Santa Monica Mountains, however, 40-100 acre minimum *lot* sizes are justified based on water availability, *access*, *slope*, geologic and fire hazards. For these reasons, it is necessary to maintain the Santa Monica Mountains as "Open Space," and also to investigate the application of 40-100 acre sub-zones where *access* to County-maintained roads is inadequate, and where severe *slopes* increase the potential for geological instability.~~

~~The General Plan's Hazards Appendix provides extensive information on various hazards, including fault zones, fire hazard areas, landslides, and flood plains. It is one of the principal documents consulted by Planning and the Public Works Agency when formulating an initial study on a proposed project to determine the need for an EIR. Should an EIR be required, the General Plan Goals, Policies and Programs (Chapter 2) and Hazards Appendix are used in evaluating the various impacts of the projects.~~

Hazards Goal 1

~~To protect public safety and property from natural and human-induced hazards as provided for in County ordinances.~~

Policies

- ~~1. The County's existing General Plan Goals, Policies and Programs (Chapter 2) and Hazards Appendix provides direction for geologic, seismic, flood and fire hazard avoidance.~~
- ~~2. New *development* shall be suited and designed to minimize risks to life and property in areas of high geologic, flood, and fire hazards.~~
- ~~3. All new *development* will be evaluated for its impacts to, and from, geologic hazards (including seismic safety, landslides, expansive soils, subsidence, etc.), flood hazards, and fire hazards. *Feasible* mitigation measures shall be required where necessary.~~
- ~~4. The County may require the preparation of a geologic report at the applicant's expense. Such report shall include *feasible* mitigation measures which will be used in the proposed *development*.~~
- ~~5. *Structures* for human habitation (regularly, habitually, or primarily occupied by humans) shall be set back a minimum of 50 feet from an active fault. This *setback* may be increased when geologic conditions warrant.~~
- ~~6. New *development* shall be sited and designed so as not to cause or contribute to flood hazards, or lead to the expenditure of public funds for flood control works.~~
- ~~7. The South Coast portion of the Santa Monica Mountains requires special attention and the following formula and minimum *lot* sizes will be utilized as new land divisions as proposed in the "Open Space" or "Agricultural" designations:
 - ~~a. The following *slope/density formula* will be used to compute the *average slope* of property proposed to be subdivided:~~~~

$$S = \frac{(100)(I)(L)}{A}$$

where:

S = *average slope (%)*

I = *contour interval (ft.)*

L = *total length of all contour lines (ft.)*

A = *total area of the lot (sq. ft.)*

b. ~~Once the *average slope* has been computed, the following table will be used to determine a minimum *lot size* for newly proposed *lots*:~~

0% - 15%	=	10 acres
15.1% - 20%	=	20 acres
20.1% - 25%	=	30 acres
25.1% - 35%	=	40 acres
35.1% & above	=	100 acres

- ~~8. A landscaping plan for fire and erosion control will be submitted for any new *development* located in extreme fire hazard areas as shown in the County's Hazard Appendix Fire Hazard Map. As many native plants as *feasible* should be used, and information on kinds and sources of these plants are available through the County.~~
- ~~9. The majority of the Santa Monica Mountains are designated "Open Space" or "Recreation" in this Coastal Area Plan. This is consistent with the County General Plan, the Santa Monica Mountains Comprehensive Plan (1979) and the areas U.S. National Park Services National Recreation area designations.~~

Chapter 4 – Goals, Policies, and Programs, Section 4.4.5 – Beach Erosion, of the Ventura County Coastal Area Plan is hereby deleted in its entirety:

~~4.4.5 Beach Erosion~~

~~*Beach erosion* on the South Coast occurs at Point Mugu State park along Sycamore Beach and the Beaches in the Solromar "Existing Community" area.~~

~~Major erosion occurs during the winter months. The U.S. Army Corps of Engineers indicates a 1.9 foot per year erosion rate for Sycamore Beach, and a 0.9 foot per year erosion rate for Solromar Beach. The problem is severe in these areas.~~

~~Construction of new residential units on existing legal *lots* within the "Existing Community" area may require special review to ensure that new *development* does not bring about substantial wave and erosion damage, nor require new shoreline protection *structures*.~~

Beach Erosion Goal 1

To protect public safety and property from *beach erosion* as provided for in existing ordinances, and within the constraints of natural coastal processes.

Policies

- ~~1. Construction or maintenance of shoreline *structures* will be limited to only those projects needed to protect existing *development*, public recreation, and existing roads from beach erosion.~~
- ~~2. Proposed *shoreline protective devices* will only be approved and/or located in conformance with Coastal Act Sections 30235 and 30253.~~
- ~~3. All shoreline protective *structures* which alter natural shoreline processes will be designed to eliminate or mitigate adverse impacts on local shoreline and sand supply.~~
- ~~4. A *building* permit will be required for any construction and maintenance of protective shoreline *structures*, such as seawalls, jetties, revetments, groins, breakwater and related arrangements.~~
- ~~5. The County's Building and Safety Division will routinely refer all permits for seawalls, revetments, groins, retaining walls, pipelines and outfalls to the Flood Control and Water Resources Division of the Public Works Agency to be evaluated not only for structural soundness, but environmental soundness as well whenever necessary. This includes a survey of potential environmental impacts, including (but not limited to) the project's effects on adjacent and downstream *structures*, net *littoral drift*, and downcoast beach profiles.~~
- ~~6. If the potential environmental impacts of the proposed *structure* are considered significant by the Public Works Agency, the applicant may be required to obtain an engineering report which indicates how those impacts will be mitigated.~~
- ~~7. Permitted shoreline *structures* will not interfere with public rights of *access* to the shoreline.~~

Chapter 4 – Goals, Policies, and Programs, Section 4.4.6 – Energy and Industrial Facilities, of the Ventura County Coastal Area Plan is hereby renumbered to Section 4.4.4 and otherwise amended to read as follows:

4.4.64 Energy and Industrial Facilities

No energy or industrial facilities are located on the South Coast or within the inland areas of the Santa Monica Mountains at this time. It is unlikely any facilities will locate anywhere within the Santa Monica Mountains given their status as a National Recreation Area (NRA). The federal government is developing a management plan for the entire NRA.

Energy and Industrial Facilities Goal 1

To allow exploration and production of oil and gas in most of the South Coast sub-area while meeting Coastal Act and County objectives, and maintaining environmental quality.

Policies

1. All land between State Highway 1 and the shoreline; or land designated "Residential," "Recreational," or shown as "*Environmentally Sensitive Habitat*" will be considered as unacceptable for new energy or industrial facilities of any kind. Pre-existing facilities and oil/gas/communication pipelines, and repair of such will be considered acceptable.
2. Within the land area between State Highway 1 and the landward *coastal zone* boundary, oil drilling and directly related facilities are permitted by Conditional Use Permit consistent with Section 30260 of the Coastal Act. No new major facilities which require a "Coastal Industrial" (C-M) zone will be permitted unless located in an area designated "Industrial".
3. All surface activities, including those regulated by the ~~Division of Oil, Gas and Geothermal Resources~~ California Geologic Energy Management Division related to the *development* of onshore oil and gas resources in the *coastal zone* are considered to be projects that require a Conditional Use Permit (CUP) and a *Coastal Development Permit*. Both permits will be issued simultaneously through one CUP process. See the *Coastal Zoning Ordinance* (including, but not limited to Section 8175-5.7.8) for a list of standard oil *development* design and operational criteria applied to all new permits for expanded or new oil activities. Additional conditions may be required depending on the specific request and the location.
4. A Development Plan shall accompany the application for CUP for those activities stated in Policy 3, and shall include:
 - a. The location of drilling and/or production sites, storage tanks, pipelines and *access roads*.
 - b. Plans for the consolidation, to the maximum extent *feasible*, of drilling and/or production facilities, as well as accessory facilities.
 - c. A phasing plan for the staging of *development* that indicates the approximate anticipated timetable for project installation, completion and decommissioning. If the proposed facility is located in Coastal Hazards Screening Area A or B, the phasing plan shall evaluate the siting and design of new development and development that qualifies as substantial redevelopment with sea level rise scenarios analyzed for the expected life of the development in a Coastal Hazards Analysis Report (see Section 4.1.6-Goal 1, Policies 1.2 and 1.3, and Coastal Hazards Screening Area maps in Appendix 16).

[Staff comment: If new oil extraction development is proposed on the South Coast in Coastal Hazards Screening Area A, which is unlikely given the protections that conserve this area for recreation and habitat, the review should include analysis of projected sea level rise due to its proximity to the coast.]
 - d. A plan for eliminating or substantially mitigating adverse impacts on *habitat* areas, *prime agricultural lands*, *recreational areas*, *scenic resources* and archaeological sites due to siting, construction, or operation of facilities.
 - e. ~~Grading plans for all facilities requiring the movement of greater than 50 cubic yards of dirt. For any development requiring a grading permit, either (1) a Storm Water Pollution Control Plan (SWPCP) shall be prepared and submitted in accordance with the Ventura County Municipal Storm Water Permit, Order No. 00-108, Part 4 -- Special Provisions, D. Programs for Construction Sites, or (2) a Stormwater Pollution Prevention Plan (SWPPP) shall be prepared and submitted in accordance with the State General Permit for Stormwater Discharges Associated with Construction Activity, whichever is applicable.~~

[Staff comment: Grading requirements are set forth in the International Building Code Appendix J that is adopted as part of the Ventura County Building Code. The National Pollution Discharge Elimination System (NPDES) Permit determines the types of grading and other development activities that are subject to best management practices that must be implemented as part of discretionary development. In addition, certain General Plan policies (e.g., WR-3.3, Low Impact Development) set forth water quality requirements that apply to discretionary development.]

- f. e. A description of means by which all oil and gas will be transported off-site to a marketing point. Pursuant to Policy 6, transshipment of crude oil and gas shall be through on-shore pipeline.
- g. f. A description of the procedures for the transport and disposal of all solid and liquid wastes.
- h. g. Oil spill prevention and control measures.
- i. h. Fire prevention procedures.
- j. i. Emission control equipment.
- k. j. Procedures for the abandonment and restoration of the site, including a timeline, and clarification as to whether or not the abandonment will be in place or the infrastructure will be removed.
- l. k. Compliance with any other requirement of the Ventura County *Zoning Ordinance* for the *coastal zone* related to oil and gas *development*.
- m. l. All facilities supporting oil and gas *development* must comply with the terms and requirements of the State General Industrial Activities Storm Water Permit, including the *development* and submittal of a Storm Water Pollution Prevention Plan.

[Staff comment: No further changes are proposed to Section 4.4.6.]

5. All energy and industrial facilities in the Plan shall be so sited and designed to eliminate or reduce, to the maximum extent *feasible*, impacts to biological, geological, archaeological, agricultural, visual and recreational resources.
6. Transshipment of crude oil through an onshore pipeline for refining shall be a condition of approval for expansion of existing processing facilities or construction of new facilities.
7. When *feasible*, pipelines shall be routed to avoid important *coastal resources*, including recreation, *environmentally sensitive habitats* and archaeological areas. Unavoidable routing through recreation, *habitat*, or archaeological areas, or other areas of a significant *coastal resource* value, shall be done in a manner that minimizes the impacts of a spill, should it occur, by considering spill volumes, duration, and projected path. Where new liquid pipeline segments pass through sensitive resource areas, recreation areas or archaeological areas, the segment shall be isolated, in the case of a break, by automatic shutoff valves.
8. The County shall determine whether spacing of automatic shutoff valves at intervals less than the maximum set by the U.S. Department of Transportation - Office of Pipeline Safety (DOT-OPS), or the California State Fire Marshall is required to protect sensitive *coastal resources*, and if so, shall require spacing at intervals which provide appropriate protection.
9. In sensitive resource areas the extent of construction and ground surface disturbance shall be reduced to a minimum by restricting construction activities and equipment within narrow, limited and staked work corridors and storage areas.

10. All offshore and onshore pipelines shall, where *feasible*, be located at existing pipeline landfall sites, and be buried from a point offshore commencing where wave action first causes significant bottom disturbance. In addition, landfall sites shall be prohibited from areas designated as "Residential" or shown as "*Environmentally Sensitive Habitat*."
11. Except for pipelines exempted from coastal *development* permits under Section 30610 of the Coastal Act as defined by the State Coastal Commission's Interpretive Guidelines, a survey shall be conducted along the route of any pipeline in the *coastal zone* to determine what, if any, *coastal resources* may be impacted by construction and operation of a pipeline and any *feasible* mitigation measures. The costs of this survey shall be borne by the applicant. This survey may be conducted as part of an environmental review if an Environmental Impact Report or a Mitigated Negative Declaration is required for a particular project.
12. Owners/operators shall notify both the County of Ventura Planning Division and any other designated affected State agencies (e.g. DOGGR, CSFM, SLC, LARWOCB) of any intent to decommission and/or remove any pipelines and/or facilities. Upon completion of pipeline construction or removal of pipelines and/or facilities, the site shall be restored to the approximate previous *grade* and condition. Upon removal or decommissioning of pipelines and/or facilities, an assessment of the surrounding soils shall be conducted by a qualified licensed expert, e.g. a licensed geologist or registered professional civil engineer, to determine whether or not those soils are contaminated. If the soils are found to be contaminated, a soil remediation plan delineating the method and timing of remediation shall be prepared and submitted to the County Planning Division and the Los Angeles Regional Water Quality Control Board for their review and approval. All excavated materials shall be replaced in reverse order with topsoil replaced at *grade* level and compacted if necessary. All sites previously covered with *native vegetation* shall be re-seeded with the same or recovered with the previously removed vegetation materials and shall include other measures as deemed necessary to prevent erosion until the vegetation can become established.
13. Geologic investigations shall be performed by a qualified geologist or engineering geologist where a proposed petroleum pipeline route crosses potential fault zones, seismically active areas, or moderately high to high risk landslide areas. This report shall investigate the potential risk and recommend such mitigation measures as pipeline route changes and/or engineering measures to help assure the integrity of the pipeline and minimize erosion, geologic instability, and substantial alterations of the natural topography. New pipeline corridors shall be consolidated with existing pipeline or electrical transmission corridors where *feasible*, unless there are overriding technical constraints or significant social, aesthetic, environmental, or economic concerns.
14. Transmission line rights-of-way shall be routed to minimize impacts on the viewshed in the coastal zone, especially in scenic rural areas, and to avoid locations which are on or near *habitat*, recreational, or archaeological resources, whenever *feasible*. Scarring, grading, or other vegetative removal shall be repaired, and the affected areas re-vegetated with plants similar to those in the area to the extent safety and economic considerations allow.
15. In important scenic areas, where above-ground transmission line placement would unavoidably affect views, undergrounding shall be required where it is technically and economically *feasible* unless it can be shown that other alternatives are less environmentally damaging. When above-ground facilities are necessary, design and color of the support towers shall be compatible with the surroundings to the extent safety and economic considerations allow.

16. Pursuant to section 307(f) of the Coastal Zone Management Act of 1972 (16 USC § 1456(f)), the adopted Ventura County Air Quality Management Plan shall be used as a criterion in determining consistency of federal actions on the Outer Continental Shelf (OCS) with the California Coastal Management Program (CCMP). Pursuant to Section 328 of the Federal Clean Air Act (42 USC § 7627) all activities on the OCS must comply with the Outer Continental Shelf Air Regulations as specified in 40 CFR Part 55.
17. Upon decommissioning of off-shore facilities that contain on-shore facilities and/or pipelines (or "components"), a phasing plan shall be submitted delineating the timeline for disposition of the on-shore facilities.
18. Coastal Act sections 30101, 30101.3, 30255, and 30260, will be used as the criteria by the County to determine, on a case-by-case basis, whether onshore or offshore oil and gas *development* and an energy-related industrial facility supporting such *development* is defined as "*coastal-dependent development*" or "*coastal-related development*", based on the specific geographic, technological, and economic characteristics of the project being proposed.

Chapter 4 – Goals, Policies, and Programs, Section 4.4.7 – Public Works, of the Ventura County Coastal Area Plan is hereby renumbered to Section 4.4.5 and otherwise amended to read as follows:

4.4.75 Public Works

Public service capacities for sewer, water and roads are severely limited in the South Coast sub-area. Two distinct areas are identified: 1) the designated Solromar "Existing Community" area along the coast, and 2) inland areas of the Santa Monica Mountains.

Water for the limited demands of existing *development* is available in the Solromar "Existing Community" area. Water to residents of the mountains is provided by ~~individually~~ privately owned well sites. Adequacy of water supplies for mountain areas that require wells is determined by ~~on-site inspection by the Environmental Health Division of the County~~ the Public Works Agency.

Sewer service in the entire South Coast is provided by individual ~~septic~~ onsite wastewater treatment tank systems permitted through the Environmental Health Division. Several onsite wastewater treatment systems in the "Existing Community" area are located directly on the beach. These areas are classified as having "severe" onsite wastewater treatment system tank-limitations. Damage to these systems could occur from erosion from a combination of storm waves and high tides. The State Regional Water Quality Control Board (RWQCB) ~~now~~ has a policy that prohibits the *use* of walls to protect onsite wastewater treatment systems on the beach. The Ventura County Service Area No. 32 was established in 1982 to ensure adequate oversight of onsite wastewater treatment systems in the unincorporated County. Initially established to regulate the onsite wastewater treatment systems in the Santa Monica Mountains, the boundaries were expanded in 1985 to include most of the non-sewered areas of the unincorporated County.

The waters offshore of the "Existing Community" area have been designated by ~~the State Regional Water Quality Control Board (RWQCB)~~ as an Area of Special Biological Significance

(ASBS). The ASBS extends from Laguna Point (near Point Mugu) in the north to just south of Point Dume in Los Angeles County.

The RWQCB prohibits the direct discharge of wastes into an ASBS or its immediate vicinity with the exception of vessel wastes, dredging or disposal of dredging spoils.

~~Under the current "208" Arcawide Water Treatment Management Plan, a study of septic tank problems in the Santa Monica Mountains was completed in January 1980 by the Environmental Health Division. Several options were proposed that could alleviate present septic tank problems. Included was a recommendation that a septic system management entity be established (or an on-site wastewater management zone) to ensure proper inspection, maintenance and control.~~

State Highway 1 can handle traffic generated by build-out of the "Existing Community" and mountain areas allowed in the present County General Plan and this Coastal Plan. *Public roads* within the Mountains are substandard, subject to slides and *erosion*, and restrict *emergency* services. The Public Works Agency will continue to maintain the roads. However, no improvements will be undertaken in the near future because of limited funds and the environmentally sensitive nature of the area.

The County General Plan designates approximately 90 percent of this sub-area as "Open Space" (one unit per 10+ acres). The existing beach residential *development* (Solromar) has been designated "Existing Community" and is allowed to build out to the density of prevailing coastal zoning (this allows *parcels* less than one acre in size). The two private *camps* on the South Coast are designated "Rural".

With the exception of the "Existing Community" area, the Mountains are zoned "COS(M)" (Coastal Open Space with Santa Monica Mountains Overlay) and "C-R-E-20 Ac. (M)" or "-5 Ac. (M)" (Coastal Rural Exclusive at 20 or 5 Ac. Min. with Santa Monica Mountains Overlay) for the private youth *camps*.

Public Works Goal 1

Any new or expanded *public works facilities* (including roads, flood control measures, water and sanitation facilities) constructed on the South Coast, will be designed to serve the potential population within limits established by the ~~Local Coastal Program (LCP)~~ consistent with the County's Air Quality Management Plan and applicable onsite wastewater treatment system regulations "208" (Water Quality) Plan.

Policies

- ~~1. The recommendation of the "208" Plan Septic Tank Problem Area-Santa Monica Mountains Study for the establishment of a septic system maintenance district will be supported.~~
- ~~2. That new service district boundaries shall be consistent with the adopted Coastal Area Plan and County General Plan policies.~~
1. ~~3.~~—New *development* in the Santa Monica Mountains should be self-sufficient with respect to sanitation and water and should not require the extension of growth inducing services. *Development* outside of the established "Existing Community" area shall not directly or indirectly cause the extension of public services (roads, sewers, water, etc.) into an open space area. The County shall make the finding for each individual *development* requiring sanitary facilities and potable water that said private services will be able to adequately serve the *development* over its normal lifespan.

2. ~~4.~~—Public utility *use* by the Pacific Missile Test Center (PMTC) does not create impacts on circulation, sewer and water *use* for the foreseeable future because of stable or declining land *use* intensity at the base. However, any change in intensity of *use*, such as civilian-military shared *use*, should be examined for impacts on Coastal Act and LCP land *use* priorities. Similarly, any future adverse impacts of groundwater extraction for the ~~Navy base~~ Naval Base Ventura County should be examined for such impacts.
3. Avoid locating new onsite wastewater treatment systems on beaches to the maximum extent feasible.

[Staff comment: This section was revised to remove reference to the “208” Plan Septic Tank Problem Area Santa Monica Mountains Study and to the creation of a new service district as recommended by the old “208” Plan Septic Problem Area Santa Monica Mountains Study because Ventura County Service Area 32 was formed in 1982 to ensure the adequate operation of onsite wastewater treatment systems within the Santa Monica Mountains.

This resulted in an update to the section numbers. Information on the Ventura County Service Area 32 was added to the narrative. References to “septic” have been replaced to match the formal name of the system “onsite wastewater treatment.”

Policy 3 is proposed to guide the siting of new onsite wastewater treatment systems to avoid beaches.]

Chapter 4 – Goals, Policies, and Programs, Section 4.4.8 – Locating and Planning New Development, of the Ventura County Coastal Area Plan is hereby renumbered to Section 4.4.6 otherwise amended to read as follows:

4.4.86 Locating and Planning New Development

New *development* on the South Coast is constrained by the “Existing Community” designation for the Solomar area and the terrain of the Santa Monica Mountains. Water service is only provided for the “Existing Community” area. Individual wells provide water in the mountain areas. There is no sewer service for either the coastal or mountain areas; ~~septic-onsite wastewater treatment tank~~ systems are utilized.

Although State Highway 1 capacities can accommodate additional traffic from build-out in the mountain areas, *public roads* within the mountains are generally substandard and subject to slides and erosion. State Highway 1 is also subject to slides and erosion problems which have caused traffic delays.

[Staff comment: Reference to “septic” has been replaced to match the formal name of the system “onsite wastewater treatment.” No other change has been made to this section.]

Chapter 4 – Goals, Policies, and Programs, Section 4.4.9 – Potential Conflicts, of the Ventura County Coastal Area Plan is hereby renumbered to Section 4.4.7 so that the section heading reads follows:

4.4.97 Potential Conflicts

[Staff comment: No changes are proposed to Sections 4.4.8 and 4.4.9 other than the update to the section numbers as shown above.]

Exhibit 3.2:

Coastal Zoning Ordinance (legislative format with staff explanations)

County-Initiated Amendments to the Local Coastal Program (LCP) Addressing Coastal Hazards, Sea Level Rise and other Minor Amendments

EXHIBIT BH-5

Coastal Zoning Ordinance in Legislative Format

NOTES:

This document contains proposed Coastal Zoning Ordinance (CZO) amendments that were developed for the VC Resilient Coastal Adaptation Project with grant funds provided by the California Coastal Commission Local Assistance Grant Program. It includes new and updated amendments to existing zoning sections that would implement the draft goals, policies, and programs for sea level rise and coastal hazards, as well as revise coastal deck development standards per the Board of Supervisors direction from September 2014 to allow open decks inside rear setbacks of beachfront areas. All proposed text within the CZO is in the following “legislative format:”

- Existing CZO text that will be retained is shown as plain black text (not underlined).
- Newly proposed text is shown as black underlined text.
- Existing, certified text that is proposed for deletion is shown as “~~strikethrough~~” across the word/sentence.
- *Black italicized text* indicates that the term is defined in Article 2 of the CZO.
- Staff explanations are shown as *blue italicized text*.

The base document used for this draft is the “clean copy” version of the CZO, which was effective in September 2022. This document only shows sections of the CZO that are proposed to be amended and does not include the entire CZO. After a public comment period, this “legislative format” version and the “clean” version of these amendments will be added as exhibits to the Planning Commission staff report.

List of Amended Articles:

Article 2 – Definitions

- *Section 8172-1 – Application of Definitions*

Article 4 – Permitted Uses:

- *Section 8174-5 – Permitted Uses by Zone*

Article 5 – Development Standards/Conditions - Uses:

- *Section 8175-3 – General Requirements*
- *Section 8175-4 – Exceptions to Lot, Setback and Height Requirements*
- *Section 8175-5 – Standards and Conditions for Uses*

Article 8 – General Development Standards/Conditions – Resource Protection:

- *Section 8178-4 – Mitigation of Potential Hazards*

Article 11 – Entitlements – Process and Procedures:

- *Section 8181-3 – Permits*
- *Section 8181-4 – Variances*
- *Section 8181-5 – Filing and Processing of Application Requests*
- *Section 8181-6 – Hearing Procedures*
- *Section 8181-10 – Modification, Suspension and Revocation*

Appendix E1 – Site-Specific Environmental Assessments for ESHA:

- *Section AE-1.3 – Coastal Initial Study Biological Assessment¹*

Appendix E2 – Implementing Development in ESHA: ESHA Mitigation Plans and Legal Instruments for Conservation:

- *Section AE – 2.2 – Legal Instruments for Conservation*

Appendix H1 – Coastal Hazards Screening Area Maps and Coastal Hazards Analysis Report Requirements:

¹ *Amendments to the ESHA Appendices E1 and E2 are limited to changing “septic” to “onsite wastewater treatment systems.”*

ORDINANCE NO. _____

**COUNTY OF VENTURA ORDINANCE AMENDING DIVISION 8, CHAPTER 1.1,
ARTICLES 2, 4, 5, 8, 11 AND APPENDICES OF THE COASTAL ZONING
ORDINANCE ADDRESSING COASTAL HAZARDS, SEA LEVEL RISE, AND
OTHER MINOR AMENDMENTS**

The Board of Supervisors of the County of Ventura (“County”) ordains as follows:

**VENTURA COUNTY
COASTAL
ZONING ORDINANCE**

**DIVISION 8, CHAPTER 1.1
OF THE
VENTURA COUNTY ORDINANCE CODE**

LAST AMENDED BY BOARD OF SUPERVISORS: [INSERT DATE]

LAST CERTIFICATION BY COASTAL COMMISSION: [INSERT DATE]

LEGALLY EFFECTIVE: [INSERT DATE]

[Staff Comment: No changes are proposed to Title Page, Disclaimer, Background and History]

TABLE OF CONTENTS

[Staff comment: The only substantial change proposed is to the end of the Table of Contents, which adds “Appendix H1 Coastal Hazards Analysis Report Requirements”. This appendix also includes the Coastal Hazards Screening Area maps. The page numbers will be updated when the amendments are completed.]

- Article 2: Definitions**
- Sec. 8172-1 - Application of Definitions
- Definitions - B
- Definitions - C
- Definitions - D
- Definitions – S
- Article 4: Permitted Uses**
- Sec. 8174-5 – Permitted Uses by Zone
- Sec. 8174-6 – Statutory Exemptions and Categorical Exclusions
- Sec. 8174-6.3 – General Exemptions and Exclusions
- Article 5: Development Standards/Conditions - Uses**
- Sec. 8175-1 – Purpose
- Sec. 8175-3.6 - Connection of Structures
- Sec. 8175-3.13 - Building Height
- Sec. 8175-4 - Exceptions To Lot, Setback and Height Requirements
- Sec. 8175-4.1 - Accessory Structures in Setback Areas
- Sec. 8175-4.2 - Architectural Features
- Sec. 8175-4.3 - Balconies, Fire Escapes and Stairways
- Sec. 8175-4.4 – Uncovered Porches and Decks
- Sec. 8175-5 – Standards and Conditions For Uses
- Sec. 8175-5.6 – Film Production, Temporary
- Sec. 8175-5.7 - Oil and Gas Resources and Related Industrial Development
- Sec. 8175-5.9 - Public Works Facilities
- Sec. 8175-5.10 - Recreational Vehicle Parks
- Sec. 8175-5.12 - Shoreline Protectionive Devices
- Article 8: General Development Standards/Conditions – Resource Protection**
- Sec. 8178-1 – Purpose
- Sec. 8178-2 – Environmentally Sensitive Habitat Areas (ESHA)
- Sec. 8178-4 – Mitigation of Potential Hazards
- Sec. 8178-4.1 – General Requirements
- Sec. 8178-4.2 – Geotechnical Report
- Article 11: Entitlements - Process and Procedures**
- Sec. 8181-1 – Purpose
- Sec. 8181-2 – Legal Lot Requirement
- Sec. 8181-3 – Permits
- Sec. 8181-3.1 – Zoning Clearances

Sec. 8181-3.2 - Planned Development Permit.....

Sec. 8181-3.3 - Conditional Use Permit.....

Sec. 8181-3.4 - Public Works Permit

Sec. 8181-3.5 - Required Permit Findings

Sec. 8181-3.6 - Validity.....

Sec. 8181-3.7 - Emergency Coastal Development Permits.....

Sec. 8181-4 – Variances.....

Sec. 8181-5 – Filing and Processing of Application Requests

 Sec. 8181-5.1 - Applications.....

 Sec. 8181-5.2 - Content of Applications.....

Sec. 8181-6 – Hearing Procedures.....

 Sec. 8181-6.1 - Determination of Applicable Procedures

 Sec. 8181-6.2 - Public Hearings.....

Sec. 8181-10 – Modification, Suspension and Revocation

 Sec. 8181-10.4 - Modification of Permits (Applicant Initiated).....

Appendices.....

 APPENDIX T1

 TREE REMOVAL, ALTERATION, AND PLANTING STANDARDS

 APPENDIX L1

 LANDSCAPE AND IRRIGATION PLAN REQUIREMENTS.....

 APPENDIX L2

 CALCULATING THE WATER BUDGET OF A PROJECT SITE

 APPENDIX L3

 SAMPLE WATER EFFICIENT LANDSCAPE WORKSHEET

 APPENDIX L4

 ESTIMATED TOTAL WATER USE (ETWU)

 APPENDIX L5

 EXAMPLES FOR CALCULATING THE WATER BUDGET

 APPENDIX L6

 SAMPLE CERTIFICATE OF COMPLETION

 APPENDIX L7

 INVASIVE PLANT LIST

 APPENDIX E1 - SITE-SPECIFIC ENVIRONMENTAL ASSESSMENTS FOR ESHA

 Sec. AE-1.3 - Coastal Initial Study Biological Assessment.....

 APPENDIX E2 - IMPLEMENTING DEVELOPMENT IN ESHA: ESHA MITIGATION PLANS
AND LEGAL INSTRUMENTS FOR CONSERVATION

 Sec. AE-2.2 – Legal Instruments for Conservation.....

APPENDIX H1.....

COASTAL HAZARDS SCREENING AREA MAPS.....

Section 1

ARTICLE 2:

DEFINITIONS

Article 2, Section 8172-1 – Application of Definitions, of the Ventura County Ordinance Code is hereby amended to revise, delete, and add the following definitions in their appropriate alphabetical order, with no amendments to other existing definitions:

Sec. 8172-1 - Application of Definitions

Terms defined in Article 2 below are italicized whenever they appear in the main text of this ordinance.

Unless the provision or context otherwise requires, the definitions of words and term as follows shall govern the construction of this Chapter. Additional definitions may be found in Appendix 7 of the LCP Land Use Plan appendices.

[Staff comment: In Article 2 the definition of “Sandy Beach Area” is proposed to be changed to “Beach Area” and amended, since beaches can consist of cobble and other unconsolidated materials. The Definition for “Shoreline Protective Devices” would be amended to include jetties and groins. A definition is also proposed to be added for “Coastal Waters” and “Substantial Redevelopment.” A reference to “septic” is proposed to be changed to “onsite wastewater treatment systems.” There are no other changes proposed to this article.]

Definitions - B

Sandy Beach Area - A public or privately-owned ~~sandy~~ area consisting of sand, cobble or other unconsolidated material fronting on *coastal waters*, regardless of the existence of potential prescriptive rights or a public trust interest.

[Staff comment: This definition would be revised as shown because sea level rise will affect beaches that primarily consist of sand, but also shoreline areas that consist of unconsolidated materials such as rocks and cobble. Rock and cobble beaches also need to be added to the definition to reflect local conditions more adequately.]

Beach Erosion - The removal and wearing away of the *beach area* by wave, wind or storm action.

Definitions - C

Coastal Waters - The area composed of the submerged lands of California that are below the mean lower low water line extending seaward to the boundaries of the exclusive economic zone.

[Staff comment: This definition is proposed to be added because it describes the seaward area where the evaluation of beach impacts is no longer within local control. As such, the term “coastal waters” is applied in the definition of “beach area” provided above.]

Definitions - D

Development Envelope – The full extent of allowable *development* on a *legal lot*. In addition to *structures* or other *development* within a *building site*, the *development envelope* may include, but is not limited to, driveway or road, fire department turnarounds, *fuel modification zone*, water tanks (firefighting), entry gate/*fences*, utility trenches and other site grading, septic onsite wastewater treatment systems, wells, and drainage improvements. (See definition for *Building Site*.)

[Staff comment: Reference to “septic” has been replaced to match the formal name of the system “onsite wastewater treatment.” No other change has been made to the definition.]

Definitions – S

~~Sandy Beach Area~~ — ~~A public or privately owned sandy area fronting on coastal waters, regardless of the existence of potential prescriptive rights or a public trust interest.~~

[Staff comment: This definition is not being removed, rather it will be amended to read as “Beach Area” as shown above in the “B” category of definitions.]

Shoreline Protective Devices - Seawalls, revetments, breakwaters, jetties, groins, and other such construction that alters shoreline processes.

[Staff comment: The modification to this definition is to include jetties and groins as examples.]

Substantial Redevelopment - As used in Section 4.1.6, Policy 1.9 of the Ventura County Coastal Area Plan, the term “substantial redevelopment” means a proposed *development* project located in Coastal Hazards Screening Area A or B consisting of: (1) additions to any existing *structure*; (2) interior and/or exterior renovations to roofs, framing, walls (or vertical supports when there are no walls), and foundations; (3) demolition or replacement of an existing *structure*, or portions thereof, in which the project as a whole meets one or more of the thresholds in subsections a through e below, and/or (4) *development* of a *structure* on a vacant *lot*. (Also see subsection f, subsection g below, and Section 4.1.6, Policy 1.10 of the Ventura County Coastal Area Plan.)

- a. Replacement (including demolition, renovation, reinforcement, or other type of alteration): (1) of 50 percent or more of any major structural component, including floor, walls, roof structure or foundation, as calculated by linear feet, surface area, or volume; or (2) involving a 50 percent increase in gross floor area, taking into account previous replacement work undertaken on or after [insert certification date of LCP amendments].
- b. Replacement (including demolition, renovation, reinforcement, or other type of alteration) of less than 50 percent of a major structural component where the proposed replacement would result in cumulative alterations exceeding 50 percent or more of that major structural component, taking into account previous replacement work undertaken on or after [insert certification date of LCP amendments].
- c. An addition or alteration that would cumulatively result in 50 percent or greater gross floor area, taking into account previous additions undertaken on or after [insert certification date of LCP amendments].
- d. An alteration of an existing *structure* where the market value cost of proposed work equals or exceeds 50 percent of the appraised market value of the existing *structure*

before the start of construction, based on a construction estimate by a licensed contractor and an appraisal conducted by a licensed real estate appraiser and submitted with the development application.

- e. In areas where FEMA Flood Insurance Rate Maps designate Zones V1-V30, VE, or V, the FEMA methods to measure substantial improvement shall be used to determine if alteration of an existing structure exceeds the 50 percent threshold of substantial redevelopment, if the calculation results are greater than any of the resulting calculations determined pursuant to any of the subsections (a) through (d) above. If application of said FEMA methods to measure substantial improvement results in 50 percent greater substantial improvement, the proposed development shall be considered "substantial redevelopment" under this policy regardless of the requirement of subsections (a) through (d) above.
- f. For Public Works facilities in Coastal Hazards Screening Area A or B, the above thresholds and calculations, subsection (b) above, shall apply to discrete projects such as pump stations and bridge replacements, but when there are ambiguities as to the extent of a facility replacement, such as road repaving or levee repairs, the Planning Director in consultation with the Public Works Agency Director shall determine how to measure cumulative alterations exceeding 50 percent or more of that major structural component, taking into account previous replacement work undertaken on or after [insert certification date of LCP amendments].
- g. Development that is subject to a general exemption and/or exclusion set forth in Section in 8174-6.3 does not qualify as and is not subject to the LCP policies and other requirements that apply to, "substantial redevelopment" and Section 4.1.6, Policy 1.9 of the Ventura County Coastal Area Plan.

For the purposes of this policy, "existing structure" means a principal structure, including but not limited to a main dwelling and any internal accessory dwelling unit, that was legally established and that has not subsequently undergone substantial redevelopment.

[Staff comment: This definition is proposed to be added because it is frequently referenced in the policies and zoning measures for sea level rise. The definition is included in Policy 1.9, as referenced above, and is also cross-referenced to the maps that identify the applicable coastal hazard screening area.]

Section 2

ARTICLE 4: PERMITTED USES

The Zoning Matrix of **Article 4, Section 8174-5 – Permitted Uses by Zone**, under the heading **DWELLINGS – ACCESSORY USES AND STRUCTURES**, of the Ventura County Ordinance Code is hereby amended to read as follows:

Sec. 8174-5 – Permitted Uses by Zone

The following zoning matrix establishes the type of permit required for land *uses* permitted in each zoning *district*. However, if a property is determined to be all or in part within an *environmentally sensitive habitat area* (ESHA) or *buffer area*, only limited *uses* are permitted. (See Sec. 8174-4 for *uses* permitted in an ESHA, and Sec. 8178-2 for specific standards applicable to an ESHA.)

Additionally, properties located within the Santa Monica Mountains Overlay Zone (denoted by /M after the base zoning) are subject to specific *development* standards (see Sec. 8177-4).

LAND USE CATEGORY	PERMIT REQUIREMENTS BY ZONE										
	COS	CA	CR	CRE	CR1	CR2	RB	RBH	CRPD	CC	CM
DWELLINGS											
Demolition of <i>Single Family Dwellings</i> and <i>Accessory Structures</i>	PDP	PDP	PDP	PDP	PDP	PDP	PDP	PDP	PDP		
• If exempt per Sec. 8174-6.2 or 8174-6.3.5	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC		
Improvements to Residential <i>Structures</i>											
• Improvements to <i>Single Family Dwellings</i> and <i>Accessory Structures</i>	PD	PD	PD	PD	PD	PD	PD	PD	PD		
• If exempt per Sec. 8174-6.2, 8174-6.3.2 or 8174-6.3.5	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC		
• Improvements to Other <i>Dwellings</i> and <i>Accessory Structures</i>	See "Improvements to Structures, Other Than Single Family Dwellings or Public Works Facilities"										

LAND USE CATEGORY	PERMIT REQUIREMENTS BY ZONE										
	COS	CA	CR	CRE	CR1	CR2	RB	RBH	CRPD	CC	CM
One Single-Family	PDP	PDP	PDP	PDP	PDP	PDP	PDP	PDP	PDP		
• If exempt per Sec. 8174-6.2, 8174-6.3.2 or 8174-6.3.5	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC		
One <i>Two-Family</i> or Two Single-Family (also see Sec. 8175-3.10)						PDP	PDP	PDP	PDP		
• If exempt per Sec. 8174-6.2, 8174-6.3.2 or 8174-6.3.5						ZC	ZC	ZC	ZC		
<i>Multi-Family</i>									PDP		
• If exempt per Sec. 8174-6.2, 8174-6.3.2 or 8174-6.3.5									ZC		
<i>Mobilehome, Continuing Nonconforming</i>	PDP	PDP	PDP	PDP	PDP	PDP	PDP	PDP			
DWELLINGS – ACCESSORY USES AND STRUCTURES											
Animals											
<i>Apiculture</i> (see Sec. 8175-5.2.1)	PD	PD									
<i>Aviaries</i> (see Sec. 8175-5.2.2)	PD	PD	PD	CUP	CUP						
Board and Care of Horses on Lots of 10 Acres or More	CUP		CUP								
Farm, Including Private Stables (see Sec. 8175-5.2.4b)	PD	PD	PD								
<i>Pet Animals</i> (consistent with Sec. 8175-5.2.4a)	E	E	E	E	E	E	E	E	E		
More Than Are Permitted By Sec. 8175-5.2.4	CUP	CUP									
<i>Wild Animals</i>	CUP										
<i>Non-Commercial Antennas, Freestanding, above 40 feet</i> (see Sec. 8175-5.1i). See “wireless communication facilities” for all other <i>antenna facilities</i> .	PD	PD	PD	PD	PD	PD	PD	PD	PD		
• If exempt per Sec. 8174-6.3.4 or 8174-6.3.5	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC		
Exterior Storage consistent with Sec. 8174-6.2.5 and 8175-5.1j	E	E	E	E	E	E	E	E	E		

LAND USE CATEGORY	PERMIT REQUIREMENTS BY ZONE										
	COS	CA	CR	CRE	CR1	CR2	RB	RBH	CRPD	CC	CM
Fences and Walls	PD	PD	PD	PD	PD	PD	PD	PD	PD	PD	See "Uses and Structures accessory to a Commercial or Industrial Use"
<ul style="list-style-type: none"> If exempt per Sec. 8174-6.2, 8174-6.3.5, or 8174-6.3.6 	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	See "Uses and Structures accessory to a Commercial or Industrial Use"
<u>Uncovered Porches and Decks Not More than 30" Above Finished Grade, per Sec. 8175-4.4</u>	<u>ZC</u>	<u>ZC</u>	<u>ZC</u>	<u>ZC</u>	<u>ZC</u>	<u>ZC</u>	<u>ZC</u>	<u>ZC</u>	<u>ZC</u>	<u>ZC</u>	
<ul style="list-style-type: none"> 30" or More in Height Above the Finished Grade 	PD	PD	PD	PD	PD	PD	PD	PD	PD	PD	
<p><i>[Staff comment: Uncovered porches and decks are currently allowed through a Zoning Clearance, but if they are over 30" in height, there could be privacy impacts to neighboring uses and require additional design review.]</i></p>											
Home Occupations (see Sec. 8175-5.1f)	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC		
Mobilehome/RV as Temp. Dwelling During Construction, consistent with standards in Sec. 8175-5.1e	PD	PD	PD	PD							
<ul style="list-style-type: none"> If exempt per Sec. 8174-6.3.6 	ZC	ZC	ZC	ZC							
Accessory Dwelling Unit (see Sec. 8175-5.1.1)	PD	PD	PD	PD	PD	PD	PD	PD	PD		
<ul style="list-style-type: none"> If exempt per Sec. 8174-6.2, 8174-6.3.2, 8174-6.3.5, or 8174-6.3.6 	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC		
<u>Septic Onsite Wastewater Treatment Systems, Construction or Expansion of</u>	PD	PD	PD	PD	PD	PD	PD	PD	PD		
<p><i>[Staff comment: Reference to "septic" has been replaced to match the formal name of the system, which is "onsite wastewater treatment.]</i></p>											
Short-Term Rental or Homeshare (see Sec. 8175-5.21)	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC		
Water Wells, Construction or Expansion	PD	PD	PD	PD	PD	PD	PD	PD	PD		
<ul style="list-style-type: none"> Incidental, appropriate and subordinate to a <i>principally-permitted use</i> 	PDP	PDP	PDP	PDP	PDP	PDP	PDP	PDP	PDP		
<ul style="list-style-type: none"> With Brush or Vegetation Removal 	Permit May Be Required. See "Brush or Vegetation Removal"										

LAND USE CATEGORY	PERMIT REQUIREMENTS BY ZONE										
	COS	CA	CR	CRE	CR1	CR2	RB	RBH	CRPD	CC	CM
• With Grading, Excavation or Fill	Permit May Be Required. See "Grading, Excavation or Fill"										
Water Wells, Testing to Determine Water Availability	See "Water Facilities"										
Accessory Uses and Structures Not Otherwise Listed	PD	PD	PD	PD	PD	PD	PD	PD	PD		
• If exempt per Sec. 8174-6.2, 8174-6.3.2, 8174-6.3.5	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC		
<p><i>[Staff comment: The Use Matrix for DWELLINGS and DWELLINGS – ACCESSORY STRUCTURES in Section 8174-5 includes changes shown below which: 1) to add open decks to the accessory uses for dwellings, 2) include a clarification for repair and maintenance of shoreline protective devices, and 3) a reference to "septic" is proposed to be changed to "onsite wastewater treatment systems."]</i></p>											

The Zoning Matrix of **Article 4, Section 8174-5 – Permitted Uses by Zone**, under the heading **SHORELINE PROTECTIVE DEVICES** of the Ventura County Ordinance Code is hereby amended to read as follows:

LAND USE CATEGORY	PERMIT REQUIREMENTS BY ZONE										
	COS	CA	CR	CRE	CR1	CR2	RB	RBH	CRPD	CC	CM
SHORELINE PROTECTIVE DEVICES (See Sec. 8175-5.12.2) <u>including construction, repair, and/or maintenance</u>	PD	PD	PD	PD	PD	PD	PD	PD	PD	PD	PD
• If exempt per Sec. 8174-6.3.2, <u>or 8174-6.3.6 or Sec. 8175-5.12.3(b)</u>	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC
<p><i>[Staff comment: Text added to clarify permitting requirements for construction, repair, and/or maintenance activities associated with shoreline protective devices. No further changes are proposed to Section 8174-5.]</i></p>											

Sec. 8174-6 – Statutory Exemptions and Categorical

Exclusions

[Staff comment: No changes are proposed to Section 8174-6, but the General Exemptions and Exclusions are included below because they are referenced in the proposed amendments.]

- a. Authority. Pursuant to Sec. 30610 of the Public Resources Code, certain categories of *development* are statutorily exempt from *coastal development permit* (Conditional Use Permit, *Planned Development Permit*, or *Public Works Permit*) requirements. Pursuant to Section 30610(e) of the Public Resources Code, the *Coastal Commission* has approved Categorical Exclusion Order E-83-1, as amended by E-83-1A (effective 9/30/1986, amendment effective 2/25/1987), that provides additional exemptions to *coastal development permit* requirements within Ventura County.
- b. Zoning Clearance Required. Unless exempt from all permit requirements per Section 8174-5 above, a *Zoning Clearance* is required from Ventura County for *developments* exempt from *coastal development permit* requirements pursuant to this Section.

Sec. 8174-6.3 – General Exemptions and Exclusions

Sec. 8174-6.3.1 – Maintenance Dredging

Pursuant to Section 30610(c) of the Public Resources Code, as it may be amended, maintenance dredging of existing navigation channels or moving dredged material from those channels to a disposal area outside the *coastal zone*, pursuant to a permit from the United States Army Corps of Engineers, is exempt from *coastal development permit* requirements.

Sec. 8174-6.3.2 - Repair or Maintenance Activities *

- a. Pursuant to Section 30610(d) of the Public Resources Code, as it may be amended, repair or maintenance activities that do not result in additions, enlargements or expansions are exempt from *coastal development permit* requirements, with the exception of those activities identified in Sec. 8174-6.3.2(b) below.
- b. Pursuant to Section 13252 of Title 14 of the California Code of Regulations, the following repair and maintenance activities are not exempt and shall require a *coastal development permit* because they involve a risk of substantial adverse environmental impact:
 1. Any method of repair or maintenance of a seawall revetment, bluff retaining wall, breakwater, groin, culvert, outfall, or similar shoreline work that involves:
 - i. Repair or maintenance involving substantial alteration of the foundation of the protective work including pilings and other surface or subsurface *structures*;
 - ii. The placement, whether temporary or permanent, of rip-rap, artificial berms of sand or other beach materials, or any other forms of solid materials, on a beach or in *coastal waters, streams, wetlands, estuaries and lakes* or on a shoreline protective work except for

*For additional information regarding repair and maintenance activities excluded from coastal permit requirements (including roads, public utilities, parks, industrial facilities, other structures and dredging and beach alteration) see Repair, Maintenance and Utility Hook-up Exclusions from Permit Requirements, adopted by the Coastal Commission on Sept. 5, 1978.

- agricultural dikes within enclosed bays or estuaries;
- iii. The replacement of 20 percent or more of the materials of an existing *structure* with materials of a different kind; or
 - iv. The presence, whether temporary or permanent, of mechanized construction equipment or construction materials on any sand area, *bluff*, or *environmentally sensitive habitat area (ESHA)*, or within 20 feet of *coastal waters* or *streams*.
2. Any method of routine maintenance dredging that involves:
 - i. The dredging of 100,000 cubic yards or more within a 12-month period;
 - ii. The placement of dredged spoils of any quantity within an *ESHA*, on any sand area, within 50 feet of the edge of a *coastal bluff* or *ESHA*, or within 20 feet of *coastal waters* or *streams*; or
 - iii. The removal, sale, or disposal of dredged spoils of any quantity that would be suitable for beach nourishment in an area the *commission* has declared by resolution to have a critically short sand supply that must be maintained for protection of *structures*, *coastal access* or public recreational *use*.
 3. Any repair or maintenance to facilities or *structures* or work located in an *ESHA*, any sand area, within 50 feet of the edge of a *coastal bluff* or *ESHA*, or within 20 feet of *coastal waters* or *streams* that include:
 - i. The placement or removal, whether temporary or permanent, of rip-rap, rocks, sand or other beach materials or any other forms of solid materials; or
 - ii. The presence, whether temporary or permanent, of mechanized equipment or construction materials.
- c. All repair and maintenance activities governed by the above provisions are subject to the permit regulations promulgated pursuant to the Coastal Act, including but not limited to the regulations governing administrative and *emergency* permits. The provisions of this section shall not be applicable to methods of repair and maintenance undertaken by the ports listed in Section 30700 of the Public Resources Code, unless so provided elsewhere in the Coastal Act. The provisions of this section shall not be applicable to those activities specifically described in the document entitled Repair, Maintenance and Utility Hookups, adopted by the *Coastal Commission* on September 5, 1978, unless a proposed activity will have a risk of substantial adverse impact on *public access*, *ESHA*, *wetlands*, or public views to the ocean.
 - d. Unless destroyed by *natural disaster*, the replacement of 50 percent or more of a *single-family* residence, seawall, revetment, bluff retaining wall, breakwater, groin or any other *structure* is not repair and maintenance under Section 8174-6.3.2, but instead constitutes a replacement *structure* requiring a *coastal development permit*.

Section 3
ARTICLE 5:
DEVELOPMENT STANDARDS/CONDITIONS - USES

Sec. 8175-3 – General Requirements

Article 5, Section 8175-3.6 – Connection of Structures, of the Ventura County Ordinance Code is hereby amended to read as follows:

Sec. 8175-3.6 - Connection of Structures

- a. An *accessory structure* will be considered to be detached from the principal structure unless the roof connecting the two structures is essentially a continuation of the roof of the *principal structure*, or the space between such structures is completely enclosed by walls attached to each structure.
- b. Standards for connections of non-habitable accessory structures located seaward of the principal structure of lots in Coastal Hazards Screening Area A (see Appendix H1) are as follows:
 1. Shall be connected to the principal structure when built at or above the design flood elevation and:
 - i. Cantilevered to avoid the use of a caisson foundation or other similar support structure; or
 - ii. Included in the principal structure.
 2. Shall be disconnected from the principal structure when built below the design flood elevation and:
 - i. Decks, air conditioning units, landscape features, and stairs shall be resilient to coastal hazards by being anchored, with flood vents, and/or have open design;
 - ii. Portable spas, barbeques, sheds, and other structures that are not anchored shall be designed to be removed voluntarily or upon lawful order or directive if imminently threatened or damaged beyond repair by coastal hazards, and to the extent feasible be designed to break apart and not cause damage to the principal structure or nearby structures if the accessory structure falls onto a beach or other shoreline area, into the ocean, or is impacted by slope failure from a bluff.
 - iii. The use of a caisson foundation or other similar support structures are prohibited;
 - iv. Electrical equipment, elevators, and connections shall be sheathed, sealed and waterproofed; and

- v. Accessory structures, such as decks, are not entitled to shoreline protective devices.

[Staff comment: This provision will be used to implement proposed Coastal Area Plan Policy 4.1.6-1.30.]

Sec. 8175-3.13 - Building Height

Article 5, Section 8175-3.13.1 – Measurement of Building Height, of the Ventura County Ordinance Code is hereby amended to read as follows:

Sec. 8175-3.13.1 – Measurement of Building Height

The ~~heights of~~ buildings height in all zones shall be measured as follows:

- a. Pitched or Hip Roofs - For *buildings* with a pitched or hip roof, *building height* is the vertical distance from the finished *grade* to the averaged midpoint of the finished roof.
- b. Other Roof Types - For *buildings* with a flat roof or *buildings* where the roof and walls form a continuous architectural unit (e.g. A-frame *buildings*, Quonset huts, geodesic domes) *building height* is the vertical distance from the finished *grade* to the highest point of the finished roof.
- c. Calculation of Averaged Midpoint - The averaged midpoint is calculated by drawing a line between the highest point of the finished roof at the main ridgeline and top of the roof covering where it intersects with a horizontal line drawn from the top of each of the two exterior walls parallel to the main ridgeline. The midpoint is the point one-half of the distance between the upper and lower points. The averaged midpoint is the average of the two midpoints.
- d. Finished Roof –For purposes of determining the “finished roof”, “finished roof” shall mean the roof with the roof sheeting in place, but not the other roofing materials.

Article 5, Section 8175-3.13.2 – Height Regulations in the RB and RBH Zones, of the Ventura County Ordinance Code is amended with no changes to the diagram showing how to measure, and to hereby read as follows:

Sec. 8175-3.13.2 – Building Height Regulations in the RB and RBH Zones

- a. *Building height* in the RB and RBH zones shall be measured from the higher of the following: (1) the minimum elevation of the first floor as established by the Public Works Agency based on a Coastal Hazards Analysis Report (see Appendix H1) Flood Control Division of Public Works, or (2) ~~18 twelve~~ inches above the highest point of the street(s) centerline paved portion of the road adjacent to the *lot*.
- b. The *building height* of the highest point of the finished roof of *principal structures* shall be no more than 28 feet for *structures* with flat roofs, pitched or hip roofs, and no more than 30 feet for *A-frame structures*.
- c. The finished *building height* of any exterior wall of a *principal structure* shall be no more than 28 feet.

- d. The finished *building height* of dormer windows shall be no more than 28 feet.
- e. The *building height* of all *roof structures* shall be consistent with the regulations included in Section 8175-4.8(b).

[Staff comment: This revision to Section 8175-3.13.2(a)(1) implements Coastal Area Plan Policies 4.1.6-1.3 and 4.1.6-1.4, which require an applicant-prepared Coastal Hazards Analysis Report to determine the design flood elevation for new development and development that qualifies as substantial redevelopment in Coastal Hazards Screening Area A and B. Section 8175-3.13.2(a)(2) was revised to reference 18 inches instead of 12 inches. Eighteen inches above street centerline is the Public Works Agency's current recommendation for the design of most projects. The addition of "building" to the other subsections clarifies the applicability of this section.]

Sec. 8175-4 - Exceptions To Lot, Setback and Height Requirements

Article 5, Section 8175-4.1 – Accessory Structures in Setback Areas, of the Ventura County Ordinance Code is hereby amended to read as follows:

Sec. 8175-4.1 - Accessory Structures in Setback Areas

Detached *accessory structures* that are not used for human habitation (e.g., porches and decks) may be constructed to within three feet of interior and rear *lot lines*, provided that:

- a. In no case shall any such *structure* exceed 15 feet in *height*.
- b. In no case shall any such *structure(s)* occupy more than 40 percent of the rear *setback* area.
- c. *Setback* areas adjacent to the street shall be maintained.
- d. On *through lots*, said *structures* may be located no closer than ten feet (six feet in the RBH Zone) to the rear *lot line*, except as specified otherwise in Section 8175-4.15.

Sec. 8175-4.2 - Architectural Features

Eaves, cornices, canopies, belt courses, sills, buttresses or other similar architectural features may project into required *setback* areas provided that such extensions do not extend more than two feet into any required *setback* area, and are not closer than two feet to any side or rear property line. When more than one *building* is located on the same *lot*, such features shall not be closer than two feet to a line midway between the exterior walls of such *buildings*.

Bay windows, regardless of whether or not they create additional floor area, are not considered architectural features and may not project into required *setback* areas.

Sec. 8175-4.3 - Balconies, Fire Escapes and Stairways

Open, unenclosed stairways or balconies not covered by roofs or canopies may extend into required *rear setbacks* not more than four feet (three feet in the RBH

zone) and into required *front setbacks* not more than two and one-half feet (four feet in the RBH zone).

Article 5, Section 8175-4.4 – Porches and Decks, of the Ventura County Ordinance Code is hereby amended to read as follows:

Sec. 8175-4.4 – Uncovered Porches and Decks

Uncovered porches and decks constructed at or below the level of the first floor of the *building* are subject to the following requirements in addition to those set forth in Section 8175-4.1 and 8175-3.6:

- a. Except as set forth in subsections b and c below, uncovered porches and decks may extend into required *front setbacks* not more than six feet, and into *rear* and *side setbacks* no closer than three feet to the property line.
- b. In RB and RBH zones, uncovered porches and decks shall not (1) extend onto or above a *shoreline protective device* and/or into *environmentally sensitive habitat* and/or *buffers* or (2) obstruct *public access to beach areas* and *publicly accessible coastal resources*.
- c. Uncovered porches and decks ~~on~~ through lots such porches and decks may be constructed no closer than three feet to the rear property line in the RB and RBH zones, and ~~7~~ 10 feet to the property line in all other zones, no closer than ten feet in other zones.
- d. An open-work railing not more than three feet in *height* may be installed or constructed on ~~such~~ any uncovered porch or deck without affecting this provision, and shall be required for uncovered porches and decks raised more than 30 inches above the average *grade*.
- e. In no case shall *uncovered porches, decks, and associated railings* obstruct either (i) *public access to coastal resource areas* or (ii) required parking, or *access* thereto, ~~be obstructed in any way.~~

[Staff comment: This revision to Section 8175-4.4 allows decks to extend into rear and side setbacks in RB and RBH Zones. If the open porch or deck is over 30 inches in height, then it requires a discretionary entitlement pursuant to the changes shown in the Use Matrix in Section 8174-5.]

Sec. 8175-5 – Standards and Conditions For Uses

The following standards and conditions shall apply to all *uses* stated herein:

Article 5, Section 8175-5.6.1.1 – Planned Development Permit, of the Ventura County Ordinance Code is hereby amended to read as follows:

Sec. 8175-5.6 – Film Production, Temporary

Sections:

- 8175-5.6 Film Production, Temporary
- 8175-5.6.1 Film Permits Required
- 8175-5.6.2 Film Permit Application Procedures
- 8175-5.6.3 Film Permit Modifications
- 8175-5.6.4 Standards for Film Production Activities in all Zones
- 8175-5.6.5 Neighborhood Consent

Sec. 8175-5.6.1 – Film Permits Required

- a. *Film Permit.* A *film permit* in the form of a *Planned Development Permit* or *Zoning Clearance* is required for all *film production activities*, unless exempt from *film permit* requirements pursuant to Sec. 8174-5.
- b. A *Coastal Development Permit* or exemption is required from the *Commission* for areas where the *California Coastal Commission* retains *coastal development permit* authority as shown on the Post Local Coastal Plan Certification Permit and Appeals Jurisdiction Maps for the County (as available in the Planning Division). The *California Coastal Commission* Permit Jurisdiction includes state waters, lands below the *mean high tide line*, and lands subject to the public trust.
- c. Possession of an approved *California Coastal Commission Coastal Development Permit* or exemption, *Planned Development Permit* or *Zoning Clearance* shall not relieve the applicant of the responsibility of securing and complying with any other permit which may be required by other County, State or Federal laws.
- d. An approved County *film permit*, or an approved *California Coastal Commission Coastal Development Permit*, shall be in the possession of the permittee at all times during *film production activities*.
- e. *Film permits* are non-transferable and cannot be assigned to any other person, agency, or entity. A copy of the *film permit* shall be kept onsite and located in an easily accessible location in the event the County or other government official requests verification that the *film production activities* are authorized by a *film permit*.

Sec. 8175-5.6.1.1 – Planned Development Permit

- a. A *Planned Development Permit* shall be required for *film production activities*, or access to a *film permit area*, that meets one or more of the following criteria:
 - 1. *Film production activities* would last more than 14 days and less than 180 days in duration;
 - 2. May directly or indirectly impact an *environmentally sensitive habitat area (ESHA)*. For example, a direct impact could be the removal of *major vegetation* in order to construct a *film set*, and an indirect impact could be the introduction of loud and persistent noise or intense light that would harm animals with a low tolerance for these types of effects;
 - 3. Would include grading or landform alteration;
 - 4. Would restrict *public access* to public recreation areas; or

5. Would result in inadequate *coastal access parking*. For the purpose of this subsection, inadequate *coastal access parking* would occur if a *base camp* or *temporary film production activities* occupy one or more public parking spaces used for coastal beach access.
- b. *Planned Development Permits* shall not be issued for *film production activities* located on a sandy beach *area* within the County of Ventura's County's permit jurisdiction during weekends or holidays of the peak summer months (Memorial Day through Labor Day).

[Staff comment: This revision is a typographical correction to match the amendments to the definition of "Sandy Beach Area".]

Article 5, Section 8175-5.7.6 – Oil and Gas Resources and Related Industrial Development, Development Plan, of the Ventura County Ordinance Code is hereby amended to read as follows:

Sec. 8175-5.7 - Oil and Gas Resources and Related Industrial Development

Sec. 8175-5.7.6 - Development Plan

A *development* plan shall accompany the application for a permit, and shall include the following information:

- a. The location of drilling and/or production sites, storage tanks, pipelines and *access roads*.
- b. Plans for the consolidation, to the maximum extent *feasible*, of drilling and/or production facilities, as well as accessory facilities.
- c. A phasing plan for the staging of *development* that indicates the approximately anticipated timetable for project installation, completion and decommissioning. If the proposed facility is located in Coastal Hazards Screening Area A, the phasing plan shall evaluate the siting and design of new development with sea level rise scenarios analyzed for the expected life of the development in a Coastal Hazards Analysis Report. (See Appendix H1.)

[Staff comment: The Coastal Hazards Screening Area Maps in Appendix H1 identify an area near McGrath Lake that hosts a collection facility for off-shore oil extraction. If new discretionary development is proposed for this facility, the review should include wave run-up analysis with projected sea level rise due to its proximity to the coast.]

- d. A plan for eliminating or substantially mitigating adverse impacts on *habitat areas, prime agricultural lands, recreational areas, scenic resources* and archaeological sites due to siting, construction, or operation of facilities.
- e. ~~Grading plans for all facilities requiring the movement of greater than 50 cubic yards of dirt. For any *development* requiring a grading permit, either (1) a Storm Water Pollution Control Plan (SWPCP) shall be prepared, submitted, and approved in accordance with the Ventura County Municipal Storm Water Permit, Order No. 00-108, Part 4 – Special Provisions, D. Programs for~~

~~Construction Sites, or (2) a Storm Water Pollution Prevention Plan (SWPPP) shall be prepared, submitted, and approved in accordance with the State General Permit for Storm Water Discharges Associated with Construction Activity, whichever is applicable.~~

[Staff comment: Grading requirements are set forth in the International Building Code Appendix J that is adopted as part of the Ventura County Building Code. The National Pollution Discharge Elimination System (NPDES) Permit determines the types of grading and other development activities that are subject to best management practices that must be implemented as part of discretionary development. In addition, certain General Plan policies (e.g., WR-3.3, Low Impact Development) set forth water quality requirements that apply to discretionary development.]

- ~~f.~~ A description of means by which all oil and gas will be transported off-site to a marketing point.
- ~~g.f.~~ A description of the procedures for the transport and disposal of all solid and liquid wastes.
- ~~h.g.~~ Oil spill prevention and control measures.
- ~~i.h.~~ Fire prevention procedures.
- ~~j.i.~~ Emission control equipment.
- ~~k.j.~~ Procedures for the abandonment and restoration of the site.
- ~~l.k.~~ Compliance with any other requirement of the Ventura County Ordinance Code related to oil and gas *development*.
- ~~m.l.~~ All facilities supporting oil and gas *development* must comply with the terms and requirements of the State General Industrial Activities Stormwater Permit, including the *development* and submittal of a Stormwater Pollution Prevention Plan.

Article 5, Section 8175-5.9 – Public Works Facilities, of the Ventura County Ordinance Code is hereby amended to read as follows:

Sec. 8175-5.9 - Public Works Facilities

Public Works facilities are subject to the provisions of this Section and all other provisions of this Chapter and the LCP land use plan. The types of facilities include, but are not limited to, the following: Roads, turnouts for *emergency* vehicles, bridges, reservoirs, *drainage* channels, watercourses, flood control projects, pump stations, utility lines, harbors, railroads, airports, septic onsite wastewater treatment systems, water wells and water storage tanks.

- a. New or expanded *public works facilities* (including roads, bridges, flood control measures, water and sanitation) shall be designed to serve only the potential population of the unincorporated and incorporated areas within LCP boundaries, ~~and~~ to avoid impacts on *agriculture*, and open space lands to the maximum extent *feasible*, and ensure that *environmentally sensitive habitats (ESHA)* are protected

against any significant disruption of habitat values, and for resilience to sea level rise and coastal hazards, pursuant to the requirements of the LCP. See Section 8178-2.5.2(c) if such facilities are proposed within *ESHA* or *buffer zone*.

[Staff comment: The definition of “Public Works” in the glossary lists the “facilities” that constitute “Public Works.” The other revisions to this subsection correct the grammar and implement proposed Coastal Area Plan Policies 4.1.6-1.4, 4.1.6-1.41 and 4.1.6-1.42, requiring County-initiated projects to include planning for sea level rise and coastal hazards. Reference to “septic” has been replaced to match the formal name of the system “onsite wastewater treatment.”]

- b. New service extensions required beyond the stable urban boundary (as shown on the LCP Land Use Plan maps) must be designed to mitigate any effects on agricultural viability.
- c. Electrical transmission line rights-of-way shall be routed to minimize impacts on the viewshed in the *coastal zone*, especially in scenic rural areas, and to avoid locations that are on or near sensitive *habitats*, or recreational or *archaeological resources*, whenever *feasible*. Scarring, grading, or other vegetative removal shall be repaired and the affected areas revegetated with plants similar to those in the area to the extent that safety and economic considerations allow.
- d. In important scenic areas, where aboveground transmission line placement would unavoidably affect views, undergrounding shall be required where it is technically and economically *feasible* unless it can be shown that other alternatives are less environmentally damaging. When aboveground facilities are necessary, design and color of the support towers shall be compatible with the surroundings to the extent that safety and economic considerations allow.

For information on permitting requirements for existing *Public Works* facilities, see Section 8174-6.3.2 and Section 8174-6.3.6(a)(9). For *Public Works* Facilities in *ESHA* or *buffer zone*, also see Section 8178-2.

[Staff comment: No changes are proposed to Sections 8175-5.10 and 8175-5.11]

Article 5, Section 8175-5.12 – Shoreline Protection Devices, of the Ventura County Ordinance Code is hereby renamed to “**Shoreline Protective Devices**” and otherwise amended to read as follows:

Sec. 8175-5.12 - Shoreline Protective Devices

Sec. 8175-5.12.1 - Standards

The following standards shall apply to the construction or maintenance of *shoreline protective devices* ~~such as (e.g., seawalls, jetties, revetments, groins, or breakwaters, and bluff retaining walls):~~

- a. ~~Proposed shoreline protective devices shall only be allowed when they are necessary to protect existing developments, coastal-dependent land uses, and public beaches.~~ Proposed shoreline protective devices shall be permitted in conformance with the LCP and Coastal Act Sections 30235 and 30253. Shoreline protective devices or other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or

to protect existing structures or public beaches in danger from erosion, when designed to eliminate or mitigate adverse impacts on local shoreline sand supply and when no less environmentally damaging alternative is feasible. New, enlarged, or extended shoreline protective devices shall not be permitted unless alternatives that are required to be analyzed by Section 4.1.6, Policy 1.17 of the Ventura County Coastal Area Plan are determined to be not feasible or to be more environmentally damaging. For the purposes of this section, "existing structure" means a legally permitted principal structure, including but not limited to a main dwelling and any internal accessory dwelling, that qualifies as "existing" within the meaning of Section 30235 and that has not subsequently undergone substantial redevelopment (see Section 4.1.6, Policy 1.9 of the Ventura County Coastal Area Plan, as may be amended). Shoreline protective devices shall not be allowed for the sole purpose of protecting private accessory structures or landscape features (e.g., garages, carports, storage sheds, decks, patios, walkways, landscaping).

- b. As a condition of approval of a coastal development permit authorizing the demolition or substantial redevelopment of an existing residential, commercial or industrial principal structure (see definition in Article 2 and Appendix H1) that is protected by an existing, legally permitted shoreline protective device, the permittee shall thereafter be prohibited from enlargement or extension of the shoreline protective device but may seek authorization to repair and maintain the device if it is part of a community-wide shoreline protective device required to protect existing development entitled to shoreline armoring in a designated Existing Community, and removal is not feasible. Where the shoreline protective device is located on the project site, this condition of approval shall require the permittee to remove the shoreline protective device when it is no longer necessary. Where the shoreline protective device is located on a property owned by another entity (e.g., homeowner's association), the permittee shall coordinate with that entity and abide by a neighborhood scale plan that is developed by that entity to remove the shoreline protective device when it is no longer necessary.

[Staff comment: Even though a principal structure that undergoes substantial redevelopment will be resilient to sea level rise without reliance on the shoreline protective device (see Coastal Area Plan Policy 4.1.6-1.11), removal of the shoreline protective device would not be necessary. This is in order to avoid creating gaps in the existing armor for "existing communities" because gaps in the armor will impact nearby neighboring development that has not yet been designed to be resilient to sea level rise.]

- ~~b.c. All shoreline protective devices structures that alter natural shoreline processes must be sited and designed to avoid or eliminate or mitigate adverse impacts on beach areas and local shoreline sediment sand supply, coastal resources, and unauthorized encroachment onto public trust lands. When such siting and/or design is not feasible, adverse impacts to lateral beach area access, biological, water quality, visual, and other coastal resources and coastal processes shall be minimized and mitigated consistent with the policies of the LCP and Coastal Act. Mitigation measures may include but are not limited to providing equivalent new public access or recreational facilities or undertaking restoration of nearby beach area habitat. If such measures are not feasible to eliminate or substantially reduce a significant impact, payment of proportional in-lieu fees may also be used to mitigate~~

impacts in the permit area if such fees are available through an adopted program or if there is a permitted off-site public access improvement or habitat restoration project (as applicable) that can serve as equivalent impact mitigation and the proportional in-lieu fee is determined by the County based on relevant circumstances including, but not limited to, area of impacts, necessary mitigation ratios, and costs of mitigation. The applicant will be required to identify mitigation measures in the Coastal Hazards Analysis Report as described in Appendix 16.

- ~~ed.~~ Permitted To the maximum extent feasible, shoreline protective devices structures shall not interfere with public rights of access to the shoreline; however, if a shoreline protective device will interfere with public access to the shoreline, equivalent new public access shall be provided.
- ~~e.~~ A coastal development permit and building permit will shall be required for any discretionary authorization of construction or non-exempt repair and or maintenance of shoreline protective devices structures, such as seawalls, jetties, revetments, groins, breakwaters and related arrangements.
- ~~f.~~ The County's Building and Safety Department Planning Division will shall routinely refer all permits applications, Coastal Hazards Analysis Reports, and other technical documents that support coastal development permit applications for shoreline protective devices (e.g., seawalls, revetments, groins, retaining walls, and berms), pipelines, and outfalls, to the Flood Control and Water Resources Division of the Public Works Agency to be evaluated not only for structural engineering soundness, but and environmental soundness as well whenever necessary impacts within the Agency's purview. This includes a survey of potential environmental impacts, including (but not limited to) the project's effects on adjacent upcoast and downcoast and downstream structures shoreline protective devices, coastal resources and processes, net littoral drift, and downcoast beach area profiles).

~~If~~ The potential environmental impacts of from new development or substantial redevelopment of shoreline protective devices on beach areas (e.g., erosion) shall be minimized and mitigated. the proposed structure are considered significant by the Public Works Agency, The applicant will then be required to shall identify feasible mitigation measures in a Coastal Hazards Analysis Report consistent with the requirements of Appendix H1 obtain an engineering report that specifies how those impacts will be mitigated. If required, mitigation measures will be implemented as coastal development permit conditions.
- ~~g.~~ Repair and maintenance of an existing legally established structure that is a shoreline protective device shall comply with Sections 8175.5.12.3 and 8181-10.4.
- ~~h.~~ Repair and maintenance of an existing, legally established structure that is a shoreline protective device, to the extent permitted, shall: (1) not enlarge or extend the shoreline protective device or allow for the permitted footprint to move further seaward, (2) protect public trust resources (see Section 4.1.6, Policy 1.15 of the Ventura County Coastal Area Plan, as may be amended), and (3) include measures to mitigate all coastal resource impacts including to beach areas and public access.

- i. Applications for extension or enlargement of a legally established structure that is a shoreline protective device shall not be processed or approved concurrently with applications for approval of other new development or substantial redevelopment on the same lot.

[Staff comment: These changes are needed to implement proposed Coastal Area Plan policies 4.1.6-1.14, 1.20, 1.23, and 1.27.]

Article 5, Section 8175-5.12.2 of the Ventura County Ordinance Code is amended to hereby read as follows:

Sec. 8175-5.12.2 – Technical Documentation

Prior to the construction or enhancement of any *shoreline protective device*, the County ~~shall~~ may require the preparation of a Coastal Hazards Analysis Report ~~an engineering geology report~~ at the applicant's expense. Such report shall include *feasible* mitigation measures that will be used; ~~the following applicable information~~ to satisfy the standards of Section 8178-4.1, ~~as well as other provisions requirements~~ of the ordinance, and ~~Land Use Coastal Area Plan policies~~. See Appendix H1 for the Coastal Hazards Analysis Report Requirements.

- a. ~~Description of the geology of the bluff or beach, and its susceptibility to wave attack and erosion.~~
- b. ~~Description of the recommended device(s), along with the design wave analysis.~~
- c. ~~Description of the anticipated wave attack and potential scouring in front of the structure.~~
- d. ~~Depth to bedrock for vertical seawall.~~
- e. ~~Hydrology of parcel, such as daylighting springs and effects of subsurface drainage on bluff erosion rates, as it relates to stability of the protective device.~~
- f. ~~Plan view maps and profiles of device(s), including detailed cross-section through the structure.~~
- g. ~~Type of keyway, location of tie backs or anchor devices, and depth of anchor devices.~~
- h. ~~Bedrock analysis.~~
- i. ~~Accessway for construction equipment.~~
- j. ~~Use and type of filter fabric.~~
- k. ~~Projected effect on adjacent properties.~~
- l. ~~Recommendations on maintenance of the device.~~
- m. ~~Use of wave deflection caps.~~

[Staff comment: These technical review features for shoreline protective devices are proposed to be updated and moved into the Coastal Hazards Analysis Report

Requirements in Appendix H1. They were combined with updated standards to include sea level rise planning.]

Article 5, Section 8175-5.12.3 – Permit Requirements for Repair and Maintenance of Shoreline Protective Devices, of the Ventura County Ordinance Code is hereby added to read as follows:

Sec. 8175-5.12.3 – Permit Requirements for Repair and Maintenance of Shoreline Protective Devices

This Section 8175-5.12.3 identifies repair and maintenance permit requirements for *legally established structures that are shoreline protective devices.*

- a. For the purposes of this section and subsection (b) below, a *Zoning Clearance* application for repair and maintenance to a *legally established structure* that is a *shoreline protective device* is required to include sufficiently detailed information including structural color, dimensions, elevations, and siting information that can be used as a basis to measure and verify the standards allowed in the following subsections and Section 8174-6.3.2(b) and/or 8174-6.3.6 would not be exceeded. The *Planning Director* or designee may return applications that lack sufficiently detailed information and request an updated survey and site plan stamped by a California Licensed professional.
- b. The following repair and maintenance activities to a *legally established structure* that is a *shoreline protective device* shall be authorized with a *Zoning Clearance*.
 - i. If dislodged by natural hazards, restacking of less than 20 percent of existing rock revetment materials to recreate the *legally established* design and dimensions of the *shoreline protective device*.
 - ii. Application of protective coatings (e.g., protective weather sealants applied to device surfaces, cracks, and spalling) that are no thicker than 2 inches and do not result in additional device height, or alter visual impacts due to color, texture, and/or other design treatments, as compared to the *legally established structure* that is a *shoreline protective device*.
 - iii. Repair and maintenance activities for *shoreline protective devices* that are exempt from *coastal development permit* requirements pursuant to Section 8174-6.3.2(b) and/or 8174-6.3.6.

In order to be authorized with a *Zoning Clearance*, the repair and maintenance activities described above must comply with the following requirements, otherwise they will require a modification of a *Coastal Development Permit* pursuant to subsection c below:

- Mechanized equipment is prohibited on the *beach area*.
- *Development* is prohibited in *ESHA*, or within 20 feet of *coastal waters* or *streams*.
- All coatings shall be non-toxic once cured.

- The placement of shoreline protective device or constituent materials, seaward or landward compared to the existing legally established device is prohibited.
 - Development activities are prohibited when wave run-up reaches the seaward side of the work area and/or when dangerous conditions (e.g., due to high winds or rainfall) are forecast.
 - Development shall not adversely impact public access.
 - After completion of daily work, solid and liquid debris shall be collected and disposed off-site.
 - All work shall be performed under direction and approval of a project engineer, and
 - Shall comply with construction site best management practices.
- c. Repair and maintenance activities of an existing, legally established structure that is a shoreline protective device that cannot be authorized with a Zoning Clearance pursuant to subsection b, shall be authorized with a Coastal Development Permit Minor or Major Modification pursuant to Section 8181-10.4.

[Staff comment: Section 8175-5.12.3 would clarify the permitting requirements for repair and maintenance activities involving existing, legally established shoreline protective devices. The permitting requirements are based on the permitting requirements for applicant-initiated modifications to other types of legally established development set forth in Section 8181-10.4. No further changes are proposed to Article 5.]

Section 4
ARTICLE 8:
GENERAL DEVELOPMENT STANDARDS/CONDITIONS
– RESOURCE PROTECTION

Sec. 8178-1 – Purpose

The purpose of this Article is to provide *development* standards and conditions necessary for the protection of environmental and other resources in the *coastal zone*. This Article must be used in conjunction with any specific *development* standards found in Articles 5, 6, and 7, and with all provisions and policies of the LCP Land Use Plan, to determine all the standards and conditions for a proposed *development*.

[Staff comment: No changes are proposed to Sections 8178-2 and 8178-3.]

Sec. 8178-4 – Mitigation of Potential Hazards

Article 8, Section 8178-4.1, of the Ventura County Ordinance Code is hereby amended to be named “**General Requirements**” and otherwise amended to read as follows:

Sec. 8178-4.1 – General Requirements

All new *development* and *substantial redevelopment*, shall be evaluated for potential impacts to, and from, geologic hazards (~~including e.g.,~~ seismic hazards, landslides, expansive soils, and/or subsidence, etc.), flood hazards, and fire hazards. New development and substantial redevelopment that is proposed in a Coastal Hazards Screening Area (see Appendix H1), shall also be evaluated for coastal hazards (including coastal flooding, beach or coastal bluff erosion, coastal bluff slope failure, and/or wave impacts) factoring in the effects of sea level rise for the anticipated life of the proposed development in accordance with Section 4.1.6, Policy 1.4 and 1.5 of the Ventura County Coastal Area Plan, as may be amended. New *development* and *substantial redevelopment* shall be sited and designed in compliance with the LCP to minimize risks to life and property ~~in areas such as floodplains, bluffs, 20% or greater slopes, or shorelines, where such hazards may exist.~~

1. New *development* and *substantial redevelopment* shall be sited and designed so as not to cause or contribute to flood hazards, or lead to the expenditure of public funds for flood control works. *Feasible* mitigation measures and design features shall be required where necessary.
2. New development and substantial redevelopment in Coastal Hazards Screening Areas shall be sited and designed to avoid hazards, taking into account predicted sea level rise over the expected life of the development factoring in the effects of the sea level rise scenarios. New development and substantial redevelopment shall assure stability and structural integrity of the development without reliance on a shoreline protective device.

3. When a principal structure or accessory dwelling unit qualifies as new development or substantial redevelopment is proposed to be located in a Coastal Hazards Screening area defined in Appendix H1 or in an area designated as either Zone V1-V30, VE, or V according to the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Maps, it shall either be sited to avoid coastal hazards or designed with sufficient elevation that the lowest horizontal structural member is 1 foot above the calculated design flood elevation that is projected for the expected life of the development factoring in the effects of the sea level rise scenarios in Section 4.1.6, Policy 1.4, Table 1 of the Ventura County Coastal Area Plan, as may be amended.
4. As part of the coastal development permitting process, the entire existing structure proposed for substantial redevelopment that is demolished and rebuilt must be brought into conformance with all applicable LCP policies and CZO regulations as if it were an entirely new development.

[Staff comment: The changes above implement proposed Coastal Area Plan Policies 4.1.6-1.8 and 1.10. New or substantial redevelopment will be sited and designed to be safe from shoreline hazards without reliance on shoreline protective devices. In most instances this would require habitable floor areas to be elevated if the development is located in Coastal Hazards Screening Areas A or B. FEMA already requires new development in flood zones along much of the shoreline of the North and South Coast to be elevated.]

Article 8, Section 8178-4.2 of the Ventura County Ordinance Code is hereby amended to be named “**Geotechnical Report**” and otherwise amended to read as follows:

Sec. 8178-4.2 – Geotechnical Report

If the available data indicates that a proposed new development, and/or substantial redevelopment as proposed is located in a hazardous area that will not assure stability and structural integrity, and will not minimize risks to life and property in areas of potential hazards, and/or will create or contribute significantly to erosion or geologic instability, then the County shall require the preparation of a geotechnical report—an engineering geology report at the applicant's expense. A Coastal Hazards Analysis Report pursuant to requirements in Appendix H1 may also be required in addition to the geotechnical report. Such reports shall be prepared at the applicant's expense in accordance with all applicable provisions of this ordinance and of the Coastal Area Plan policies, ~~and~~ Also, these reports shall include feasible mitigation measures that will be used in the proposed development, as well as the following applicable information to satisfy the standards of Section 8178-4.1:

- a. Bluff top, Coastal Hazards Screening Area A, and 20% percent or Greater Slope Development - For these areas, the County may require the following information:
 1. Cliff and bluff geometry and site topography, extending the surveying work beyond the site as needed to depict unusual geomorphic conditions that might affect the site;

2. Historic, current and foreseeable cliff and bluff erosion data, including an investigation of recorded land surveys and tax assessment records in addition to the *use* of historic maps and photographs, where available, and possible changes in shore configuration and sand transport;
 3. Geologic conditions, including soils, sediment and rock types and characteristics, in addition to structural features, such as bedding, joints, and faults;
 4. Evidence of past or potential landslide conditions, the implications of such conditions for the proposed *development*, and the potential effects of the *development* on landslide activity;
 5. Impact of construction activity on the stability of the site and adjacent area;
 6. Ground and surface water conditions and variations, including hydrologic changes caused by the *development* (i.e., introduction of sewage effluent and irrigation water to the ground water system; alterations in surface drainage);
 7. Potential erodibility of site;
 8. Effects of ~~marine~~ *erosion* on bluffs, seacliffs, tidelands, beach areas, coastal waters and processes, and environmentally sensitive habitat areas;
 9. Potential effects of seismic forces resulting from a maximum credible earthquake; and
 10. Any other factors that might affect *slope* stability.
- b. *Shoreline Protective Devices* - See Sec. 8175-5.12, Section 4.1.6 of the Ventura County Coastal Area Plan, as may be amended, and Coastal Hazards Analysis Report requirements in Appendix H1.

[Staff comment: Minor changes are included in this section to update it for the Coastal Hazards Screening Area requirements, as well as to clarify that the effects of development on bluff erosion should not significantly impact beach areas and sensitive habitats. No further changes are proposed to Article 8.]

Section 5
ARTICLE 11:
ENTITLEMENTS - PROCESS AND PROCEDURES

Sec. 8181-1 – Purpose

The purpose of this Article is to establish procedures for the processing of land *use* entitlements, including permits and variances, and for modification, suspension, or revocation of any permit or variance, and appeals thereto.

Sec. 8181-2 – Legal Lot Requirement

No permit shall be issued for construction on a lot that is not a legal lot. A lot for which only a conditional certificate of compliance has been issued, pursuant to the Subdivision Map Act and County Subdivision Ordinance, is not a legal lot under the LCP, and no permit or entitlement shall be issued authorizing any use or development on such a lot.

Sec. 8181-3 – Permits

Permits authorized by this Chapter include the following:

Sec. 8181-3.1 – Zoning Clearances

Zoning Clearances certify that a proposed *structure* and/or *use* of land or *buildings* meets all the requirements of this Chapter, and, if applicable, the conditions of any previously issued permit. Issuance of a *Zoning Clearance* is a *ministerial decision* by the *Planning Director* that is not appealable to the *Coastal Commission* and is required for *development* exempt or excluded from the requirement to obtain a *Coastal Development Permit*.

- a. Issuance - A *Zoning Clearance* is required prior to the initiation of *uses* of land or *structures*, including a change of *use* where a new *use* replaces an existing one, the construction of *structures* requiring *building* permits, and the commencement of any activity authorized by a permit or subdivision granted in accordance with Division 8, Chapters 1, 1.1 and 2 of the County Ordinance Code. A *Zoning Clearance* shall be issued upon the request of an applicant, provided that the proposed *use* or *structure*:
1. Is permissible under the present zoning on the land;
 2. Is compatible with the purpose, intent, goals, policies, programs and land *use* designations specified in the General Plan;
 3. Complies with the applicable terms and conditions of the required discretionary permit granting the *use* in question, and the decision granting said permit is considered "effective" pursuant to Sec. 8181-7.4;
 4. Is not located on the same *lot* where a violation exists of any Ventura County Ordinance regulating land *use*, such as the Ventura County Building Code or any grading ordinance, or of the terms of an existing permit covering the *lot*, unless the *Zoning Clearance* is necessary to the abatement of the existing violation;

5. Is not being requested by or for a *person* who owes the County outstanding fees; and
 6. Is consistent with the portions of the County Hazardous Waste Management Plan that identify specific sites or siting criteria for *hazardous waste facilities*.
- b. Expiration - *Zoning Clearances* shall expire 180 days after issuance, unless otherwise indicated on the clearance or unless the *use* of land or *structures* or *building* construction has commenced and is being diligently pursued.

Sec. 8181-3.2 - Planned Development Permit

A *Planned Development Permit* or modification thereto may be granted by the *Planning Director*, or by the Planning Commission upon deferral, as a *discretionary decision*. For a listing of those *uses* that require a *Planned Development Permit*, refer to Article 4.

Sec. 8181-3.3 - Conditional Use Permit

A *Conditional Use Permit* or modification thereto is issued through a public hearing and discretionary decision by the *Planning Director*, Planning Commission or Board of Supervisors. Except for projects initiated by a County agency or department, applications for Board of Supervisors-approved *Conditional Use Permits* shall first be reviewed by the Planning Commission.

Sec. 8181-3.4 - Public Works Permit

A Public Works Permit is a discretionary permit processed by the Public Works Agency in accordance with all applicable requirements of the Government Code and this Chapter regarding findings, public notification and hearings for discretionary permits.

Sec. 8181-3.5 - Required Permit Findings

Discretionary permits may only be granted if all billed fees and charges for processing the application request that are due for payment have been paid, and if all of the following standards are met or if conditions and limitations, including time limits, as the *decision-making authority* deems necessary are imposed to allow it to meet said standards. The applicant shall have the burden of proving to the satisfaction of the appropriate *decision-making authority* that the following standards can be met. Specific factual findings shall be made to support the conclusion that each of these standards, if applicable, can be satisfied:

- a. The proposed *development* is consistent with the intent and provisions of the County's Certified LCP;
- b. The proposed *development* is compatible with the character of surrounding *development*;
- c. The proposed *development*, if a conditionally *permitted use*, is compatible with planned land *uses* in the general area where the *development* is to be located.
- d. The proposed *development* would not be obnoxious or harmful, or impair the utility of neighboring property or *uses*;
- e. The proposed *development* would not be detrimental to the public interest, health, safety, convenience, or welfare.

Sec. 8181-3.5.1 - Additional Findings for Hazardous Waste Facilities

In addition to the provisions of Section 8181-3.5, for any proposed *development* of a *hazardous waste* facility, the following additional finding must be made, or be capable of being made, through conditions and limitations placed on the use:

- a. That the proposed *hazardous waste* facility is consistent with the portions of the County Hazardous Waste Management Plan that identify specific sites or siting criteria for *hazardous waste* facilities.

[Staff comment: No changes are proposed to above Sections 8181-1 through 8181-3.5.1.]

Article 11, Section 8181-3.5.2 – Additional Findings for Development in the Santa Monica Mountains Overlay Zone, of the Ventura County Ordinance Code is amended to correct a reference and is hereby amended to read as follows:

Sec. 8181-3.5.2 – Additional Findings for Development in the Santa Monica Mountains Overlay Zone

In addition to the provisions of Section 8181-3.5, for any proposed *development* in the Santa Monica Mountains overlay zone the following additional findings must be made through conditions and limitations placed on the *use*:

- a. Private services for each individual *development* requiring potable water will be able to serve the *development* adequately over its normal lifespan.
- b. When a water well is necessary to serve the *development*, the applicant shall be required to do a test well and provide data relative to depth of water, geologic *structure*, production capacities, degree of drawdown, etc. The data produced from test wells shall be aggregated to identify cumulative impacts on *riparian* areas or other *coastal resources*. When sufficient cumulative data is available to make accurate findings, the County must find that there is no evidence that proposed wells will either individually or cumulatively cause significant adverse impacts on the above mentioned *coastal resources*.
- c. All need for sewage disposal over the life span of the *development* will be satisfied by existing sewer service to the immediate area or by location of ~~septic facilities onsite~~ wastewater treatment systems on-site consistent with other applicable provisions of the LCP.
- d. *Development* outside of the established "Community" area shall not directly or indirectly cause the extension of public services (roads, sewers, water etc.) into an open space area.
- e. Any deviations from *outdoor lighting* requirements make the finding pursuant to Section 8177-4.1.11.

[Staff comment: Reference to “septic” has been replaced to match the formal name of the system “onsite wastewater treatment.” No other change has been made to the section.]

[Staff comment: No changes are proposed to Section 8181-3.5.3.]

Article 11, Section 8181-3.5.4-Additional Findings for Development in the Coastal Hazards Screening Area, of the Ventura County Ordinance Code is hereby added to read as follows:

Sec. 8181-3.5.4 – Additional Findings for Development in the Coastal Hazards Screening Area

All new development and substantial redevelopment in the Coastal Hazard Screening Areas (See Appendix H) shall be sited and designed to meet the following requirements over the expected life of the development and factoring in the effects of climate change: (i) minimize risks to life and property in areas of high geologic, flood, erosion, sea level rise, groundwater inundation, and fire hazards; (ii) assure stability and structural integrity of development and, with the exception of coastal dependent development, do so without reliance on shoreline protective devices that substantially alter natural landforms or otherwise harm coastal resources in a manner inconsistent with LCP policies or Coastal Act public access policies; and (iii) neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area. In addition to the provisions in Section Sec. 8175-5.12 - Shoreline Protective Devices, the following additional findings must be made through conditions and limitations placed on the use:

- a. As a condition of approval of a coastal development permit authorizing the demolition or substantial redevelopment (see definition in Article 2) of an existing residential, commercial, or industrial structure that is protected by an existing, legally permitted shoreline protective device, the permittee shall thereafter be prohibited from enlargement or extension of the shoreline protective device. An applicant may request authorization to repair and maintain the device if it is part of a community-wide shoreline protective device required to protect existing development entitled to shoreline armoring in a designated Existing Community, and removal is not feasible. When the shoreline protective device is located on the project site, a condition of approval shall require the permittee to remove the shoreline protective device when it is no longer necessary. When the shoreline protective device is located on a property owned by another entity (e.g., homeowner’s association), the permittee shall coordinate with that entity and abide by a neighborhood scale plan that is developed by that entity to remove the shoreline protective device when it is no longer necessary.
- b. The County shall condition discretionary permits for residential, industrial, and commercial development that requires a Coastal Hazards Analysis Report (see Policies 1.4 through 1.6) to record a notice with the Ventura County Recorder

to appear in the chain of title for all project parcels disclosing that the project is located within a Coastal Hazards Screening Area or other area with the potential for coastal hazards, and to disclose all known geologic hazards and coastal hazards (including hazards associated with projected sea level rise, groundwater inundation, coastal bluff retreat, coastal flooding, and shoreline erosion). The contents of the notice shall include, but may not be limited to, that the permittee agrees to the following provisions, which agreement shall be affirmatively required by permit condition: 1) assumes the risks of injury and damage from such hazards in connection with the permitted development; 2) unconditionally waives any claim of damage or liability against the County of Ventura, and Coastal Commission, if the permit is appealed, its officers, agents, and employees for injury or damage from such hazards; 3) indemnifies and holds harmless the County of Ventura and Coastal Commission, if the permit is appealed, its officers, agents, and employees with respect to approval of the project against any and all liability, claims, demands, damages, costs (including costs and fees incurred in defense of such claims), expenses, and amounts paid in settlement arising from any injury or damage due to such hazards; 4) acknowledges that except for coastal-dependent development, shoreline protective devices are prohibited from being constructed, enlarged, or extended in a manner inconsistent with LCP policies or Coastal Act public access policies but maintenance of existing, legally established structures that are shoreline protective devices may be permitted consistent with Policies 1.19 and 1.20; 5) acknowledges that sea level rise could render it infeasible to provide services to the permitted development (e.g., roadways, utilities, sewage or water systems), thereby constraining allowed uses of the site or rendering it uninhabitable; 6) acknowledges that the boundary between public land (tidelands) and private land may shift with rising seas so that the structure(s) may eventually be located on public trust lands, and State policies regarding development on public trust lands may be amended by the State; and 7) acknowledges that the structure(s) and development may become uninhabitable and required to be removed or relocated and the site restored if it becomes unsafe or if removal is required by the County of Ventura or any other government agency with legal jurisdiction that has issued a final order, not overturned through any appeal or writ proceedings, determining that the structures are currently and permanently unsafe for occupancy or use due to damage or destruction from hazards related to coastal processes, and that there are no feasible measures that could make the structures suitable for habitation or use without the use of shoreline protective devices. The applicable hazards, as summarized based on the most-recent Coastal Hazards Analysis Report conducted for the subject property, shall be recorded. If applicable, the condition shall also include information about whether the principal structure and any internal accessory dwellings have cumulatively exceeded the threshold for substantial redevelopment (see Policy 1.9).

- c. The owner of private development, all or a portion of which, due to natural forces, falls onto a beach or other shoreline area, into the ocean, or is impacted by slope failure from a bluff, is responsible for lawful recovery, removal, and disposal of the debris associated with the development.
- d. In the event of an emergency in hazardous coastal areas, tarps, sandbags, and other similar structures shall be permitted for protection during

emergency conditions pursuant to the Ventura County CZO (Section 8181-3.7). Tarps, sandbags, and other similar structures will be permitted using the minimum number of improvements and measures necessary, be conducted in the least environmentally damaging manner, and permitted and/or removed once the emergency conditions cease.

[Staff comment: This section includes some policies and provisions that would be included in discretionary permit conditions of approval for discretionary development.]

[Staff comment: No changes are proposed to Section 8181-3.6.]

Article 11, Section 8181-3.7 – Emergency Coastal Development Permits, of the Ventura County Ordinance Code is hereby amended to read as follows:

Sec. 8181-3.7 - Emergency Coastal Development Permits

In the event of an *emergency*, an application for an *Emergency Coastal Development Permit* ("emergency permit") shall be made to the *Planning Director*. The *Planning Director* may issue an *emergency* permit in accordance with Section 30624 of the Public Resource Code and the following:

- a. Applications in cases of *emergencies* shall be made to the *Planning Director* by letter or facsimile during business hours if time allows, and by telephone or in *person* if time does not allow.
- b. The information to be included in the application shall include the following:
 1. The nature of the *emergency*;
 2. The cause of the *emergency*, insofar as this can be established;
 3. The location of the *emergency*;
 4. The remedial, protective, or preventive work required to deal with the *emergency*; and
 5. The circumstances during the *emergency* that appeared to justify the course(s) of action taken, including the probable consequences of failing to take action.
- c. The *Planning Director* shall verify the facts, including the existence and nature of the *emergency*, insofar as time allows.
- d. Prior to the issuance of an *emergency coastal development permit*, when *feasible*, the *Planning Director* shall notify, and coordinate with, the South Central Coast District Office of the California *Coastal Commission* as to the nature of the *emergency* and the scope of the work to be performed. This notification shall be in *person* or by telephone.
- e. The *Planning Director* shall provide public notice of the proposed *emergency* action-, with the extent and type of notice determined on the basis of the nature of the *emergency* itself. The *Planning Director* may grant an *emergency* permit

upon reasonable terms and conditions, including an expiration date and the necessity for a regular permit application later, if the *Planning Director* finds that:

1. An *emergency* exists and requires action more quickly than permitted by the procedures for administrative permits, or for ordinary permits administered pursuant to the provisions of Section 30600.5 of the Public Resources Code, and the *development* can and will be completed within 30 days unless otherwise specified by the terms of the permit;
 2. Public comment on the proposed *emergency* action has been reviewed if time allows; and
 3. The work proposed would be consistent with the requirements of the County's certified LUP/CAP.
 4. The *Planning Director* shall not issue an *emergency* permit for any work that falls within the provisions of Section 30519(b) of the Public Resources Code.
- f. The *emergency* permit shall be a written document that includes the following information:
1. The date of issuance;
 2. An expiration date;
 3. The scope of the work to be performed;
 4. Terms and conditions of the permit;
 5. A provision stating that within 90 days of issuance of the *emergency* permit, a follow-up, regular *coastal development permit* application shall be submitted unless the *Planning Director* approves an extension of time;
 6. A provision stating that any *development* or *structures* constructed pursuant to an *emergency* permit shall be considered temporary until authorized by a follow-up *coastal development permit*, and that the issuance of an *emergency coastal development permit* shall not constitute an entitlement to the erection of permanent *structures*; and
 7. A provision stating that the *development* authorized in the *emergency* permit must be removed unless a complete application for a regular *coastal development permit* for the *development* is filed within 90 days of approval of the *emergency* permit ~~is approved~~ or the *Planning Director* approves an extension of time. If a regular *coastal development permit* authorizing permanent retention of the *development*, or a portion of the *development*, is denied, then the *development* that was authorized in the *emergency* permit, or the denied portion of the *development*, must be removed.

*[Staff comment: The changes to this subsection clarify existing procedures that allow the *Planning Director* to authorize additional time to prepare and submit a coastal development permit application for emergency permits.]*

- g. Reporting:
1. The *Planning Director* shall report in writing to the Ventura County Board of Supervisors and to the California *Coastal Commission* at each meeting the *emergency* permits applied for or issued since the last report, with a description of the nature of the *emergency* and the work involved. Copies of the ~~this~~ report shall be available at the meeting and shall have been

mailed at the time that application summaries and staff recommendations are normally distributed to all *persons* who have requested such notification in writing.

2. All *emergency* permits issued after completion of the agenda for the meeting shall be briefly described by the *Planning Director* at the meeting and the written report required by subparagraph (1) shall be distributed prior to the next succeeding meeting.
3. The report of the *Planning Director* shall be informational only; the decision to issue an *emergency* permit is solely at the discretion of the *Planning Director*.

[Staff comment: No changes are proposed to Section 8181-4.]

Sec. 8181-5 – Filing and Processing of Application Requests

Application requests shall be filed with the Planning Division. No application request shall be accepted for filing and processing unless it conforms to the requirements of this Chapter; contains in a full, true and correct form, the required materials and information prescribed by the forms supplied by the Ventura County Planning Division; and is accompanied by the appropriate fees. The County staff may refer any application request to an independent and qualified consultant for review and evaluation of issues beyond the expertise or staffing capabilities of the County. The costs for all such consultant work shall be borne by the applicant and are independent of the fees paid to the Planning Division for processing of the requests.

Sec. 8181-5.1 - Applications

Applications may be filed as provided in the following sections:

- a. Who May Apply - An application for a permit or variance may be filed by the owner of the property or his/her authorized agent, a lessee who holds a lease whose terms permit the *use* applied for, or by any duly constituted government authority or agent thereof.
- b. Co-applicants - All holders or owners of any other interests of record in the affected property shall be notified in writing of the permit application and invited to join as co-applicant. In addition, prior to the issuance of a *coastal development permit*, the applicant shall demonstrate the authority to comply with all conditions of approval.
- c. Modification, Suspension and Revocation - An application for modification, suspension or revocation of any variance or permit may be filed by any *person* listed in the preceding section, or by any *person* or political entity aggrieved; or by an official department, board or commission of the county affected.
- d. Appeals - An appeal concerning any order, requirement, permit, determination or decision made in the administration or enforcement of this Chapter may be filed in accordance with Sec. 8181-9.
- e. Violations on Property - No application for any entitlement shall be accepted for filing if a violation of Chapter 1.1 or Chapter 2 exists on the property, provided that the violation was a result of the actions or inactions of the applicant or his predecessor(s) in interest, unless an application is concurrently filed that would abate the existing violation.

- f. Completeness of Application - Not later than 30 calendar days after the Planning Division has accepted an application under this Chapter, the applicant shall be notified in writing as to whether the application is complete or incomplete, except in the case of zone changes, which are legislative acts and thus are not subject to the 30-day limit. If the application is determined to be incomplete, the applicant shall be notified in writing of the reasons for such determination and of the information needed to make the application complete.
- g. Supplemental Information - If any application is deemed incomplete and the applicant subsequently submits the required information, the application is then treated as if it were a new filing, and the 30-day review period begins on the day that the supplemental information is submitted.
 - 1. Review of Supplemental Information - If any application is deemed incomplete and the applicant subsequently submits the required information, the application is then treated as if it were a new filing, and the 30-day review period begins on the day that the supplemental information is submitted.
 - 2. Termination of Incomplete Application - Upon written notification to the applicant, processing of an incomplete application may be terminated if no reasonable effort has been made by the applicant to complete the application for a period of six months from the date of notification of incompleteness. All unused fees shall be refunded to the applicant. An extension to this six-month period may be granted by the *Planning Director* on written request by the applicant showing good cause.

Article 11, Section 8181.5.2 – Content of Applications, of the Ventura County Ordinance Code is hereby amended to read as follows:

Sec. 8181-5.2 - Content of Applications

The form and content of all applications shall be determined by the Planning Division. Additional information may be required to be submitted with an application request, such as elevations, plot plans, and phasing, as deemed appropriate by the *Planning Director* for complete review of the request. For applications to develop oil or gas resources, see Section 8175-5.7.2 for additional requirements. For applications to develop within Coastal Hazards Screening Area A or B, please see Coastal Hazards Analysis Report requirements in Appendix H1.

[Staff comment: The Coastal Hazards Analysis Report requirements will be included in the LCP and are referenced here. There are no changes proposed to Sections 8181-5.3 through 8181-5.8]

Sec. 8181-6 – Hearing Procedures

Sec. 8181-6.1 - Determination of Applicable Procedures

At the time the application for *development* within the *coastal zone* is submitted, the *Planning Director* shall determine whether the *development* is categorically excluded, non-appealable, or subject to appeal to the *Coastal Commission* for purposes of notice, hearing and appeals procedures. The *Planning Director* shall inform the applicant of the notice and hearing requirements for that particular *development*. The

Planning Director's determination shall be made with reference to the certified LCP, including any maps, categorical exclusions, land use designations and zoning ordinances that are adopted as part of the LCP.

If the determination is challenged by the applicant or other interested party, or by a local government, or if the County wishes to have a *Coastal Commission* determination as to the appropriate designation, the County shall notify the *Coastal Commission* by telephone of the dispute or question, and shall request an Executive Director's opinion. The Executive Director shall, within two working days of the County's request (or upon completion of a site inspection where such inspection is warranted), transmit his or her determination as to whether the *development* is categorically excluded, non-appealable, or subject to appeal to the *Coastal Commission*.

If the Executive Director's determination is not in agreement with the County's determination, the *Coastal Commission* shall hold a hearing for purposes of determining the appropriate designation for the *development*.

Article 11, Section 8181-6.2 – Public Hearings, of the Ventura County Ordinance Code is hereby amended to read as follows:

Sec. 8181-6.2 - Public Hearings

The *Planning Director* shall hold at least one public hearing on any duly filed application that requires a *discretionary decision* unless the hearing requirement is waived pursuant to Section 8181-6.2.3. If the *Planning Director* defers the application to the Planning Commission, the Planning Commission shall hold at least one public hearing per the requirements of this Article.

Article 11, Section 8181-6.2.1 – Notice Requirements, of the Ventura County Ordinance Code is hereby amended to read as follows:

Sec. 8181-6.2.1 - Notice Requirements

The County shall give public notice of the hearing by publication in a newspaper of general circulation at least 20 calendar days prior to the public hearing of a zoning ordinance amendment or 10 calendar days prior to any other the hearing, adding one day of notice for each County-recognized holiday that falls within the applicable 20- or 10-day notification period ("Notification Period"). In addition, the County shall provide notice of such hearing by first class mail at least 20 calendar days prior to the public hearing of a zoning ordinance amendment or 10 calendar days prior to the any other public hearing.

- a. The notice shall be mailed to all of the following:
 1. The owner of the subject property, or the owner's duly authorized agent;
 2. The applicant, if different from the owner of the subject property;
 3. The *Coastal Commission*;

4. Each local agency whose ability to provide essential services or facilities within its jurisdiction may be significantly affected by the project;
 5. All property owners within 300 feet and residents within 100 feet of the exterior boundaries of the Assessor's Parcel(s) on which the *development* is proposed. If the 300-foot radius does not include 15 or more *parcels* of real property, the radius shall be expanded until the owners of at least 15 *parcels* will be notified. Names and addresses shall be obtained, or cause to be obtained, by the applicant from the latest equalized assessment roll. If the number of owners exceeds 1,000, a one-eighth page advertisement published ~~at least ten days prior to the hearing~~ within the applicable Notification Period in a newspaper of general circulation may be substituted for the direct mailing;
 6. Any person who has filed a written request with the *Planning Director* or the Clerk of the Board of Supervisors to be on the mailing list for that *development* project or for coastal decisions within the unincorporated area of the County of Ventura;
 7. In the case of appeal hearings, notice shall also be provided to the applicant and, if applicable, to the County official, department, ~~B~~board or ~~C~~commission whose order, requirement, permit, decision or determination is the subject of the appeal.
- b. The notice shall contain the following information:
1. A statement that the *development* is within the *coastal zone*;
 2. The date of filing of the application and the name of the applicant;
 3. The number assigned to the application;
 4. A description of the *development* and its proposed location;
 5. The date, time and place of the hearing, and the identity of the hearing body or officer;
 6. A brief description of the general procedure of the County concerning the conduct of hearings and actions; and
 7. The system for County and *Coastal Commission* appeals, including local fees required.

[Staff Comment: The proposed amendment increases the public hearing notice timeframe from 10 days to 20 days when a proposed ordinance or amendment to a zoning ordinance affects the permitted uses of a real property. This change aligns Ventura County's CZO with recently passed California State law AB 2904 which states: "If a proposed ordinance or amendment to a zoning ordinance affects the permitted uses of real property, notice of the hearing shall be given pursuant to Sections 65090 and 65091, except that the notice shall be published, posted, mailed, and delivered, or advertised, as applicable, at least 20 days before the hearing."]

[Staff comment: There are no changes proposed to Sections 8181-6.2.2 through 8181-9]

Sec. 8181-10 – Modification, Suspension and Revocation

Article 11, Section 8181-10.4 – Modification of Permits (Applicant Initiated), of the Ventura County Ordinance Code is hereby amended to read as follows:

Sec. 8181-10.4 - Modification of Permits (Applicant Initiated)

An application for modification of a permit pursuant to this Section may be filed by any person or entity listed in Section 8181-5.1- and shall be subject to the provisions set forth in this Section 8181-10.4 except as follows:

1. An application for modification of a permit for a *wireless communication facility* shall be subject to the provisions of Section 8175-5.20.12.
2. Repair and maintenance activities described in Sections 8174-6.3.2, 8174-6.3.6, and 8175-5.12.3(b) that involve *legally established structures that are shoreline protective devices* shall be approved with a *Zoning Clearance* in accordance with Section 8181-10.4.1.

[Staff comment: This addition clarifies which other sections of the zoning ordinance include provisions that govern the modifications of shoreline protective devices.]

Sec. 8181-10.4.1 – Ministerial Modifications

Any change of *use* that would not alter any of the findings made pursuant to Sec. 8181-3.5, nor any findings contained in the environmental document prepared for the permit, may be permitted through the issuance of a *Zoning Clearance* provided any change to a permit issued without a previously approved environmental document is reviewed for its incremental impact on the environment.

Sec. 8181-10.4.2 – Discretionary Modifications

The following changes to an approved discretionary permit are *discretionary decisions* and are considered to fall into one of the following three categories described below: Site Plan Adjustment, Minor Modification, or Major Modification.

- a. Site Plan Adjustment - Any change to a permit that would not alter any of the findings made pursuant to Sec. 8181-3.5, nor any findings of approval for the permit or any findings contained in the environmental document prepared for the project, and would not have any adverse impact on the subject site or surrounding properties, may be deemed a site plan adjustment and acted upon by the *Planning Director* without a hearing. Additionally, these minor changes shall not circumvent the purpose or lessen the effectiveness of the approved permit conditions and must be consistent with all other provisions of the LCP. *Shoreline protective devices are not eligible for a site plan adjustment.* Such changes include, but are not limited to, the following:

[Staff comment: Modifications to shoreline protective devices are currently either allowed through repair and maintenance activities described in Section 8174-6.3.2, 8174-6.3.6, and Section 8175-5.12.3(b) or through a minor or major modification described in subsections (b.) and (c.) below.]

1. Changes to conditions of approval that do not circumvent the purpose or lessen the effectiveness of the approved permit conditions;

2. A cumulative increase not exceeding ten percent of the approved permit area or *building* coverage;
 3. A decrease of the approved permit area or *building* coverage, floor area, or *height*;
 4. Changes in *structure* location, including reorientation of *structures*, provided the *structures* are situated within the same general footprint as in the approved permit;
 5. A cumulative increase not exceeding ten percent of floor area or *height*, including modifications to roof design;
 6. Changes to on-site circulation or to the configuration of any street or *access* driveway, provided such change does not negatively affect connections with an existing or planned street, the performance of the circulation system, public safety, or the ability of the public to *access coastal waters* or nearby inland recreation areas.
 7. A cumulative increase or decrease not exceeding 10 percent of approved motor vehicle or bicycle parking, provided increases can be accommodated on site and the project continues to meet the minimum number of required spaces pursuant to Article 6;
 8. A cumulative decrease not exceeding 10 percent of the approved landscaping or screening, provided the *development* continues to meet the minimum landscape requirements pursuant to Sec. 8178-8 Water Efficient Landscaping Requirements;
 9. A cumulative increase not exceeding ten percent of the approved area of walls, *fences*, or similar *structures*, provided the *development* continues to meet minimum screening requirements, and that the increase does not negatively affect the ability of the public to *access coastal waters* or nearby inland recreation areas;
 10. Minor architectural changes or embellishments involving no change in basic architectural style; or
 11. Internal *remodeling*, consistent with all other County ordinance requirements.
- b. Minor Modification - Any proposed change that exceeds the criteria of a site plan adjustment, but is not extensive enough to be considered a substantial or fundamental change in land *use* relative to the permit, would not have a substantial adverse impact on surrounding properties, and would not change any findings contained in the environmental document prepared for the permit, shall be deemed a minor modification and be acted upon by the *Planning Director* through a public hearing process.
 - c. Major Modification - Any proposed modification that is considered to be a substantial change in land *use* relative to the original permit, and/or would alter the findings contained in the environmental document prepared for the permit, shall be deemed a major modification and be acted upon by the *decision-making authority* that approved the original permit.

[Staff comment: No further changes are proposed to Article 11.]

Section 6
APPENDICES

The following cover page is hereby inserted to precede the **Appendices** section between **Section 8184-6** and **Appendix T1**, of the Ventura County Ordinance Code to read as follows:

APPENDICES

APPENDIX T1

TREE REMOVAL, ALTERATION, AND PLANTING STANDARDS

APPENDIX L1

LANDSCAPE AND IRRIGATION PLAN REQUIREMENTS

APPENDIX L2

CALCULATING THE WATER BUDGET OF A PROJECT SITE

APPENDIX L3

SAMPLE WATER EFFICIENT LANDSCAPE WORKSHEET

APPENDIX L4

ESTIMATED TOTAL WATER USE (ETWU)

APPENDIX L5

EXAMPLES FOR CALCULATING THE WATER BUDGET

APPENDIX L6

SAMPLE CERTIFICATE OF COMPLETION

APPENDIX L7

INVASIVE PLANT LIST

APPENDIX E1

SITE-SPECIFIC ENVIRONMENTAL ASSESSMENTS FOR ESHA

APPENDIX E2

IMPLEMENTING DEVELOPMENT IN ESHA: ESHA MITIGATION PLANS AND
LEGAL INSTRUMENTS FOR CONSERVATION

[Staff comment: No changes are proposed to Appendices T1 through E2.]

APPENDIX H1

COASTAL HAZARDS SCREENING AREA MAPS AND COASTAL HAZARDS

ANALYSIS REPORT REQUIREMENTS

APPENDIX E1 - SITE-SPECIFIC ENVIRONMENTAL ASSESSMENTS FOR ESHA

Sec. AE-1.3 - Coastal Initial Study Biological Assessment

Appendix E1, Section AE-1.3.2 – Required Content of CISBA Components, at Subsection (b) – Introduction, of the Ventura County Ordinance Code is hereby amended to read as follows:

Sec. AE-1.3.2 - Required Content of CISBA Components:

- a. **Report Summary.** This section will be written as an “executive summary” of the CISBA and will include a condensed synopsis of the findings of the report. The length of the report summary depends directly on the nature and complexity of the biological resources within the survey area, the potential impacts of the proposed project, the measures that will be implemented to avoid and minimize those impacts, and how unavoidable adverse impacts will be mitigated pursuant to CZO Section 8178-2.10.
- b. **Introduction.** The introduction shall describe the proposed project and provide information on existing and historical *uses* or *development* on the subject property. The format of the report is as follows:
 1. *Project Site Information:* Address; Assessor Parcel Number (APN); land use regulations (General Plan designation, Area Plan designation, Zoning classification); and size of the project site.
 2. *Contact Information.* Names, phone numbers and addresses of the property owner, applicant, and project consultants.
 3. *Report Preparation Details.* The dates, names, and qualifications of the *persons* preparing the report.
 4. *Statements.* Provide a statement specifying the accuracy of the report. If applicable, provide a statement that defines areas where the County should alter the official *ESHA* map during an LCP amendment process.
 5. *Project Summary:* A description of the proposed project, identification of the type of permit requested, list of any previous permits issued for the property (see Permit History). The description of the project shall contain a description of the approximate size and purpose of all proposed *development*. Include details such as disturbance area (i.e., the total area of the proposed *development envelope*, as well as subsets for size of *building site* and size of *fuel modification zone*), grading volumes and areas, stormwater *best management practices* (BMPs), parking and staging areas, roads (and associated fire hazard brush clearance areas), fire department turnarounds, utility *infrastructure* (water wells, pipelines, and septic onsite wastewater treatment system fields and setbacks), *agricultural operations* and cultivation species (includes garden areas), confined animal facilities, *fences*, and

outdoor lighting (when applicable). See Section AE-1.3.3 for related map/data requirements. Provide a general timeline of construction and maintenance tasks, including heavy equipment needed for each task.

[Staff comment: Reference to “septic” has been replaced to match the formal name of the system “onsite wastewater treatment system.” No other change has been made to this section.]

Appendix E2, Section AE-2.2.2 – Conservation Instruments Used for On-Site Development Restrictions, of the Ventura County Ordinance Code is hereby amended to read as follows:

APPENDIX E2 - IMPLEMENTING DEVELOPMENT IN ESHA: ESHA MITIGATION PLANS AND LEGAL INSTRUMENTS FOR CONSERVATION

Sec. AE-2.2 – Legal Instruments for Conservation

AE-2.2.2 – Conservation Instruments Used for On-Site Development Restrictions

When a *conservation instrument* is used for on-site *development* restrictions, the *conservation instrument* shall include terms and conditions such that the instrument meets the definition in Article 2 and the requirements in CZO Section 8181-3.5.3. New (or modified) *uses* and *development* in the restricted area shall only be allowed pursuant to a valid *coastal development permit* (or discretionary permit modification) and shall be limited to the following:

- a. General Requirements - When a deed restriction is used as a *conservation instrument* to avoid potential impacts associated with *development*, it shall include terms and conditions such that the instrument meets the definition of a *conservation instrument* in Article 2.
- b. Allowable Uses and Development - New *uses* and *development* in the area subject to the deed restriction/permit condition shall be limited to the following:
 1. All allowable *uses* provided by Sections AE-2.2.1(c) and 8178-2.5.1;
 2. Replacement of a failed water well and associated water tank or septic onsite wastewater treatment system that meets the following standards:
 - (i) a replacement system was not identified by the existing permit, and
 - (ii) substantial evidence is provided that no *feasible*, alternate location is available within the approved *development envelope*; and
 3. *Fuel modification* authorized by the Ventura County Fire Protection District, if undertaken in accordance with an *ESHA Vegetation Management Plan* approved by the County pursuant to a *Coastal Development Permit*.
 4. The siting of safety infrastructure required by state law (e.g., fire department turn arounds, roads, water tank) that is based upon

substantial evidence that no *feasible* alternate location is available within the previously entitled *building site* or *mandatory fuel modification zone*.

The *conservation instrument* shall include a prohibition on other types of *uses* and *development* within the protected area. All *development* associated with the allowable *uses* in this Section are subject to the permitting and compensatory mitigation requirements provided by the LCP.

[Staff comment: Reference to “septic” has been replaced to match the formal name of the system “onsite wastewater treatment.” No other change has been made to this section.]

Appendix H1 Coastal Hazards Screening Area Maps and Coastal Hazards Analysis Report Requirements, of the Ventura County Ordinance Code is hereby added to read as follows:

APPENDIX H1

COASTAL HAZARDS SCREENING AREA MAPS AND COASTAL HAZARDS ANALYSIS REPORT REQUIREMENTS

[Staff comment: This appendix describes the technical analysis required for new development and development that qualifies as substantial redevelopment when it is proposed in Coastal Hazards Screening Areas A or B. The reports need to include analysis of current and future floor elevations with sea level rise in order for a development application to be approved.]

H-1.1 Introduction

This appendix sets forth the Coastal Hazards Analysis Report preparation requirements applicable to new development and substantial redevelopment located within areas potentially subject to hazards. Section 4.1.6 of the Coastal Area Plan requires applicants for substantial redevelopment in Coastal Hazards Screening Areas A and B (as illustrated in Figures 1, 2, and 3 located at the end of this Appendix) to prepare and submit a Coastal Hazards Analysis Report that includes the materials described in Sections H-1.3 and H-1.5 below to demonstrate the development would be sited and designed for resilience to coastal hazards (including sea level rise) and protective of coastal resources for its expected lifetime. Applicants for new, enlarged, or extended shoreline protective devices are also required to submit a Shoreline Protective Device Evaluation as described in Section H-1.4 below. When new development and substantial redevelopment in Coastal Hazards Screening Area A or B is proposed in an area with known geologic hazards, then a Geologic Hazards Analysis Report that is described in H-1.2 shall also be required.

The Expected Life of Development Table in Section 4.1.6 of the Coastal Area Plan (Policy 1.4, Table 1) identifies the planning horizon years and which sea level rise scenario to use in Coastal Hazards Analysis Reports. The flood risk during “highest projected amount of sea level rise” that will occur at the end of the planning horizon is required to be evaluated for structural design, as further described in the specific requirements below. The County’s Discretionary Permit Application should be referenced to determine the highest projected amount of sea level rise to use during Coastal Hazards Analysis Reports. These applications are periodically updated to include the latest sea level rise scenarios published by the State of California to reflect the best available science (See Section 4.1.6 Goal 1 Policy 1.2 of the Ventura County Coastal Area Plan).

H-1.2 Geologic Hazards Analysis Report

New development and substantial redevelopment in an area with known geologic hazards, on a bluff, or in Coastal Hazards Screening Areas A or B, require a Geologic Hazards Evaluation prepared by a qualified California licensed professional (e.g., Civil

Engineer, and/or Coastal Engineer, Professional Geologist, Engineering Geologist, or Geotechnical Engineer). More than one separate technical professional expertise may be necessary for each application. The Planning Director in consultation with the Public Works Director shall determine if and when a hazards analysis is required and the adequacy of any submitted evaluations prior to consideration of a Coastal Development Permit or approval of a Planned Development Permit. Some evaluations may require peer review by a technical specialist to be deemed adequate. The County will impose a fee on applicants to cover the cost of peer review of evaluations.

- a. Factors to be considered in determining whether a Geologic Hazards Analysis Report is required include, but are not limited to:
 1. Location of development in relation to geologic hazards and likely hazard-related impacts at the site over the expected life of the development, using the Coastal Area Plan policies, certified maps, or another resource agency's maps that depict areas of known geologic hazards.
 2. Site-specific hazards information.
 3. The adequacy of other existing hazards evaluations for the site or area.
 4. Potential for the project to exacerbate or contribute to natural hazards.
 5. Potential for the project to be impacted by natural hazards.
 6. Intended use of the site or proposed structures' locations.
 7. Current federal, state, and local hazards regulations, including local building code requirements.
- b. When required, Geologic Hazards Analysis Reports shall include the following:
 1. A description of the physical setting of the project site, including existing structures, and specify which are shoreline protective devices, and which structures require the shoreline protective devices for protection from hazards. Provide details on the age of existing structures, and ownership status of the bluff and/or beach.
 2. Identification of project scope and objectives of study.
 3. Summary of regulatory requirements as defined in the County's LCP, Coastal Act, and by other governing bodies such as FEMA and the California State Lands Commission.
 4. Fault rupture, ground shaking, liquefaction, slope failure, expansive soils, soil erosion, radon, and high groundwater.
 5. Site specific hazards information (e.g., detailed descriptions of the hazards or other technical information relating to the hazards).
 6. The potential for geologic hazards to be present on the site based on hazards screening maps, site research, and field surveys, as appropriate.
 7. Any potential adverse impacts the project may have during construction or operation on the extent or severity of geologic hazards on the site or neighboring sites.
 8. Identification of alternatives to avoid or minimize risks from hazards and potential impacts of the project on coastal resources, consistent with the policies of the LCP.

9. Statement verifying whether the *development* will minimize risks to life and property; assure stability and structural integrity; and neither create nor contribute significantly to *erosion*, geologic instability, or destruction of the site or surrounding area over its expected life; and
10. In areas of potential slope failure, a screening level investigation to determine if a detailed quantitative evaluation of slope failure is needed. When detailed quantitative evaluation of slope stability is required, after a screening level investigation, the evaluation should demonstrate how all structures will meet a minimum factor of safety of 1.5 under static conditions and 1.1 under pseudostatic conditions, as well as include the *setback* distance including the slope stability factor of safety line, *bluff* retreat *erosion* (rate multiplied by life of *development*), and provide a recommendation for additional buffer (minimum = 10 feet) to account for analysis uncertainty.

H-1.3 Coastal Hazards Analysis Report Requirements for Beach Front Development in Screening Area A

Applications for new *development* and *substantial redevelopment* in Coastal Hazards Screening Area A require a site-specific Coastal Hazards Analysis Report prepared by a qualified California licensed professional (e.g., Civil Engineer, and/or Coastal Engineer, Professional Geologist, Engineering Geologist, or Geotechnical Engineer). Separate technical professional expertise may be necessary for each application. The *Planning Director* in consultation with the *Public Works Director* shall determine the adequacy of any submitted evaluations. Some evaluations may require peer review by a technical specialist to be deemed adequate. The County will impose a fee on applicants to cover the cost of peer review of evaluations.

Coastal Hazards Analysis Reports shall include analysis of the physical impacts from coastal hazards and sea level rise that might constrain the project site and/or impact the proposed *development*. These reports shall address and demonstrate the *development* is safe from the existing and future projected flood hazards resulting from sea level rise during the Expected Life of the Development. These reports shall also address and demonstrate the proposed *development's* impacts on *coastal resources*. Discussion, maps, site plans and profiles and/or other relevant information that describes the following shall be provided in Coastal Hazards Analysis Reports:

- a. Project Description
 1. A description of the physical setting of the project site, including existing *structures*, any existing *shoreline protective devices*, and structures that depend on existing *shoreline protective devices* for protection from hazards. Provide the age of existing *structures*, permit history of *structures*, and ownership status of the *bluff* and/or beach.
 2. Proposed *structures*, *uses*, and other *development* (e.g., grading) and objectives of the study.
 3. Summary of regulatory requirements as defined in the County's LCP, Coastal Act, and by other governing bodies such as FEMA and the California State Lands Commission.
- b. Current conditions at the site, including the current:
 1. Tidal range, referenced to an identified vertical datum, including the current *mean high tide line*. Plot the *mean high tide line* on site plans. *Mean high tide*

line data must be based on data collected within 12 months of the date that the applicant submits a Coastal Development Permit application and must be approved as compliant with California State Lands Commission survey standards (See Section 4.1.6, Goal 1, Policy 1.16 of the Ventura County Coastal Area Plan).

2. Intertidal zone and coastal waters information.
 3. Base flood elevations (BFEs) and inland extents of flooding as shown on effective FEMA FIRMettes and plot on site plan and profiles.
 4. Beach/bluff extents, including with coastal processes that affect erosion rates such as projected sea level rise, and historic, long-term, and seasonal beach variability as they relate to coastal hazards, including flooding and erosion trends.
- c. Projected future conditions at the site, accounting for sea level rise over the Expected Life of Development in Section 4.1.6 of the Coastal Area Plan (Policy 1.4, Table 1) including the following:
1. Shoreline, dune, or bluff edge, accounting for long-term erosion and accounting for increases in erosion rate from sea level rise and any shoreline protective devices.
 2. Intertidal zone and mean high tide line information, including future mean high tide line location modeled using the current mean high tide line established under current conditions above, as well as the amount of sea level rise established in subsection (c)(3) below.
 3. Determine projected amount(s) of sea level rise based on the "Expected Life and Sea Level Rise Scenarios for Coastal Development, Identified by Proposed Use" table in Section 4.1.6 of the Coastal Area Plan (Policy 1.4, Table 1).
 4. Add the range of sea level rise scenarios, including the highest projected amount of sea level rise according to the Expected Life of Development Table in Section 4.1.6 of the Coastal Area Plan (Policy 1.4, Table 1) of the Coastal Area Plan, to existing 1% annual chance of occurrence still water level (SWL) of 7.83 ft (NAVD88) for north county and 7.96 ft for south county to determine future conditions SWL. Port Hueneme Harbor defines the border that separates which SWL to use for the southern and northern areas of the county's coast.
 5. Perform site-specific sea level rise and wave run-up analysis with storm (100-year) conditions, including description of theory, scenarios, and processes.
 6. At a minimum, examine flood risk from the highest projected amount of sea level rise based on the expected life of development pursuant to Coastal Area Expected Life of Development Table in Section 4.1.6 of the Coastal Area Plan (Policy 1.4, Table 1). Additionally, the analysis should consider the frequency of future flooding impacts (e.g., daily impacts and flooding during high tides as well from annual, 20-year and 100-year storms during high tides) and describe the siting and design features included in the proposed development that would avoid, minimize, and/or withstand impacts from such occurrences of flooding. The examination shall include feasible adaptation strategies that reduce hazard risks and site-specific vulnerabilities, neither create nor add to impacts on existing coastal resources, and could be incorporated into the development in a manner consistent with applicable LCP policies. Where there

is an existing shoreline protective device, the analysis should, at a minimum, consider impacts without any such existing shoreline protective devices.

7. Determine projected future condition BFEs and inland extent of flooding that are determined based on the highest projected amount of sea level rise according to the Expected Life of Development, still water analysis, and wave run-up analysis, and plot on site plan and profiles.
- d. Safety of the proposed structure to withstand current and projected future hazards for its Expected Life of Development, including the following:
 1. Identification of a safe building envelope on the site that avoids hazards.
 2. Identification of options to minimize hazards if no safe building envelope exists that would allow avoidance of hazards.
 3. Analysis of the adequacy of the proposed building/foundation design to ensure stability of the development under design conditions which include projected sea level rise and wave run-up, flooding in 100-year storm event conditions), and groundwater inundation (e.g., hydrostatic loads, uplift, or possible corrosion) for the life of the structure using the Expected Life of Development Table in Section 4.1.6 of the Coastal Area Plan (Policy 1.4, Table 1).
 4. Description of any proposed future sea level rise adaptation measures (e.g., as independent design* for accessory structures, incremental removal, or relocation when threatened by coastal hazards).
- e. For blufftop development, the report shall include a detailed analysis of erosion risks, including the following:
 1. The predicted bluff edge, shoreline position, or dune profile shall be evaluated considering not only historical retreat, but also acceleration of retreat due to continued and accelerated sea level rise and other climatic impacts. Future long-term erosion rates should be based upon the best available information, using resources such as the highest historic retreat rates, sea level rise model flood projections, or shoreline/bluff/dune change models that take rising sea levels into account. The analysis should also consider episodic or rapid erosion, based on recent observations from the project site or nearby areas of comparable geology. Pursuant to Coastal Area Plan, Section 4.1.6, Policy 1.4, Table 1, the annual bluff retreat rate should be multiplied by the Expected Life of Development for the proposed use to determine the additional amount of project setback from the bluff edge. The bluff retreat rate should also consider a minimum span of 50 years and include potential erosion of the bluff toe from sea level rise and higher than normal rainfall years.
 2. Proposals for blufftop development shall include a quantitative slope stability analysis demonstrating a minimum factor of safety against sliding of 1.5 (static) and 1.1 (pseudostatic, $k=0.15$ or determined through a quantitative slope stability analysis by a qualified California licensed professional

* Accessory structures, other than internal accessory dwelling units, located in a Coastal Hazards Screening Area shall at a minimum employ structurally independent design from the principal structure when located at-grade or below the calculated design flood elevation for the principal structure. (See Coastal Area Plan Section 4.1.6, Policy 1.8.)

geotechnical engineer) for the *development*. For pseudostatic factors of safety below 1.1, a seismic displacement analysis is required. Displacements less than 5 cm are acceptable and displacements greater than 5 cm require remedial structural measures to reduce the displacement to 5 cm or less. Safety and stability must be demonstrated for the predicted position of the bluff and bluff edge following bluff recession, for the *development* location over the Expected Life of Development, without the future need for caissons or other protective devices. The analysis should consider impacts both with and without any existing shoreline protective devices.

3. Proposals for new drainage systems shall include an analysis of bluff erosion over the expected life of development pursuant to Coastal Area Expected Life of Development Table in Section 4.1.6 of the Coastal Area Plan (Policy 1.4, Table 1). The analysis should consider impacts of sea level rise and the bluff retreat rate from the site of the new drainage system. New drainage systems shall be designed to the minimum extent necessary.
 4. Recommendations regarding additional bluff setback (minimum = 10 feet) to account for analysis uncertainties.
 5. Other requirements for a Geologic Hazards Evaluation, as described in Section H-1.2 above.
- f. The evaluation shall also analyze the foreseeable effects that the *development* will have on coastal resources (e.g., public access, shoreline dynamics, natural landforms, natural shoreline processes, neighboring development, and public views) over time as project impacts continue and/or change with sea level rise.
- g. Coastal hazards discussion, determination, conclusions, and recommendations shall include:
1. A discussion of coastal hazards from flooding and shoreline erosion.
 2. A determination of coastal flooding hazards (e.g., design flood elevations and flood extents), projected future shorelines, and the mean high tide line. Plot on the project site plan and profiles.
 3. The recommended Lowest Horizontal Member elevation (VE zone) and/or Finished Floor (FF) elevation (Flood Hazard Zone A). The Lowest Horizontal Member elevation (VE zone) must be at least 1 ft above the design flood elevation (DFE) which is the higher of the current conditions BFE and the future conditions BFE. The FF elevation (Flood Hazard Zone A) must be at least 1 ft above the DFE.
 4. Recommended foundation types and dimensions for structures.
 5. Identify feasible project alternatives and other adaptation strategies that avoid coastal resource impacts and minimize risks to the project, including but not limited to, options that would allow for additional elevation, incremental or total removal of development if structural damage or destruction occurs, and flood resistant electrical, onsite wastewater treatment systems, and potable water connections.
 6. Recommendations for shoreline protective devices (see Section H-1.4 below).

H-1.4 Shoreline Protective Device Evaluation Requirements

Discretionary applications for development of a shoreline protective device (e.g., new shoreline protective device or a discretionary modification to a shoreline protective device), shall include a site-specific hazards evaluation prepared by a qualified California licensed professional (e.g., Civil Engineer, and/or Coastal Engineer, Professional Geologist, Engineering Geologist, or Geotechnical Engineer). Different technical professional expertise may be necessary for each application. The Planning Director in consultation with the Public Works Director shall determine the adequacy of any submitted evaluations when considering an application for a new, or discretionary modification to, shoreline protective device. Some evaluations may require peer review by a technical specialist to be deemed adequate. The County will impose a fee on applicants to cover the cost of peer review of evaluations.

Applications for a new shoreline protective device or a discretionary modification to a shoreline protective device shall include the following analyses in the Shoreline Protective Device Evaluation:

- a. A description of the physical setting of the project site, including current and historical trends related to coastal hazards.
- b. A description of the project and objectives of the study.
- c. A summary of applicable regulatory requirements (e.g., requirements from the County's LCP, FEMA, the Coastal Act, and California State Lands Commission).
- d. A description of the structure(s) in danger of erosion and the threats to the structure. Provide the age of existing structures, permit history of structures, ownership status of the bluff and/or beach, and proposed adaptation measures.
- e. A description and physical dimensions of the recommended shoreline protective device(s), along with the design wave analysis with the maximum expected wave height and the design wave height. Also include the size, weight, and type of rocks to be used, if applicable.
- f. A site specific evaluation prepared and signed by a qualified California licensed professional. More than one type of technical professional expertise may be necessary for each application. The evaluation is subject to the Planning Director's review and approval, and may be subject to peer review at the applicant's expense. The evaluation shall analyze the effects of the shoreline protective device over the expected life of the structure that the shoreline protective device is designed to protect, factoring in the effects of sea level rise. The following shall be evaluated, along with all information needed to comply with Section 4.1.6 of the Coastal Area Plan and other Coastal Hazards Analysis Report requirements:
 1. Plan view maps and profiles of device(s), including cross section through the structures.
 2. The profile of the beach and its susceptibility to wave attack and erosion.
 3. Mean high tide line survey conducted in coordination with the State Lands Commission, based on existing data available at the time of preparation of, and recommendations set forth in, the evaluation. Mean high tide line data must be based on data collected within 12 months of the date that the applicant submits a Coastal Development Permit application and must be approved as compliant with California State Lands Commission survey standards (See Section 4.1.6, Goal 1, Policy 1.16 of the Ventura County Coastal Area Plan).

4. The area of the project site subject to beach erosion, coastal bluff erosion, coastal bluff slope failure, coastal flooding, and wave impact hazards.
5. Future sea level rise scenarios (including 100-year storm conditions) and the corresponding beach erosion, coastal bluff erosion, coastal bluff slope failure, coastal flooding, and wave impact hazards; and any additional sea level rise related impacts that could be expected to occur over the expected life of development. Scenarios shall be consistent with applicable policies in Section 4.1.6 of the Coastal Area Plan and analyze the expected life of the shoreline protective device compared with the expected life of development in Policy 1.4, Table 1 for the principal use that is being protected.
6. All feasible, less environmentally damaging alternatives to implementing shoreline protection. Priority shall be given to feasible nature-based or "soft" options that protect, enhance, and maximize coastal resources (e.g., living shoreline techniques, beach nourishment, planned retreat, or "hybrid" approaches such as buried armoring with dune restoration). The alternatives analysis shall include:
 - a. Non-structural solutions to shoreline erosion such as beach replenishment, hazard setbacks, relocation or removal of portions of threatened structures, drainage control and improvements or relocation of development to alternative sites;
 - b. Non-structural multi-lot scale solutions to shoreline hazards such as dune restoration or living shoreline designs; and,
 - c. Hybrid solutions that combine structural and non-structural solutions such as sand dunes or cobble berms combined with dune restoration.
7. Design features to address stability and structural integrity, including depth to bedrock, use and type of filter fabric, type of keyway, use of wave deflection caps, and location and depths of tie backs or anchor devices.
8. The long-term effects of the shoreline protective device on sand supply, including expected wave attack and potential scouring of the structure, and the effects of the device on adjacent or connected devices.
9. Hydrology of the lot (e.g., daylighting springs and effects of subsurface drainage on bluff erosion rates) as it relates to the stability of the shoreline protective device.
10. Impacts to coastal resources during construction (e.g., impacts from construction and use of accessways for equipment, and/or operation of equipment on the beach area). Describe how construction will not exacerbate beach erosion, coastal bluff erosion, coastal bluff slope failure, coastal flooding, wave impacts, and/or any other hazards on or near the site. If applicable, include a beach public access plan identifying temporary storage sites and work staging areas for construction, construction access routes, and the types and size of all equipment and vehicles to be used during construction activity.
11. The location of the shoreline protective device relative to the mean high tide line, and the projected mean high tide line at the end of the expected life of the principal structure as the mean high tide line shifts landward due to sea level rise and coastal processes. If the shoreline protective device is located

on the mean high tide line, then the location of the mean high tide line shall be shown without the intervening effect of the shoreline protective device.

12. The impacts of the shoreline protective device on public access to and along the shoreline, recreation areas, beach width, and natural habitat areas.

13. The current and projected effect of the shoreline protective device on adjacent properties.

14. Maintenance plans for the shoreline protective device.

15. Any mitigation measures and, if such measures are not feasible, proportional in-lieu fees that may be used to mitigate impacts if such fees are available through an adopted program or if there is a permitted off-site public access improvement or habitat restoration project (as applicable) that can serve as equivalent impact mitigation and the proportional in-lieu fee is determined by the County based on relevant circumstances including, but not limited to, area of impacts, necessary mitigation ratios, and costs of mitigation.

g. All evaluations shall use best available science on sea level rise scenarios to analyze hazards at the site consistent with the expected life of development and sea level rise scenarios in the Coastal Area Plan Expected Life of Development Table in Section 4.1.6 of the Coastal Area Plan (Policy 1.4, Table 1).

h. A site map that shows all easements, deed restrictions, "Offers to Dedicate," and/or other dedications for public access or open space, as well as copies of the easements and/or dedications. The shoreline protective device shall not interfere with the easement or offers.

i. If the project involves development on public trust lands, then the applicant shall be referred to the Coastal Commission for processing of that portion of the project, and evidence of review by the appropriate trustee to the public trust lands shall be required (See Section 4.1.6, Goal 1, Policy 1.15 of the Ventura County Coastal Area Plan).

H-1.5 Coastal Hazards Analysis Report Requirements for Development in Coastal Hazards Screening Area B

Applications for new development and substantial redevelopment in Coastal Hazards Screening Area B require a site-specific Coastal Hazards Analysis Report for still water by a qualified California licensed professional (e.g., Civil Engineer, Coastal Engineer, Professional Geologist, Engineering Geologist, or Geotechnical Engineer). More than one separate technical professional expertise may be necessary for each application. The Planning Director in consultation with the Public Works Director shall determine the adequacy of any submitted evaluations prior to a decision to act on the permit in compliance with applicable standards. Some evaluations may require peer review by a technical specialist to be deemed adequate. The County will impose a fee on applicants to cover the cost of peer review of evaluations.

Coastal Hazards Analysis Report required pursuant to Section 4.1.6 of the Coastal Area Plan (Policy 1.4) shall include analysis of the physical impacts from inland riverine and coastal flood hazards as well as sea level rise that might constrain the project site and/or impact the proposed development. To satisfy this requirement, applications for new development and substantial redevelopment shall include a Coastal Hazards Analysis Report that evaluates and demonstrates that the development is safe from existing and

future projected flood hazards resulting from sea level rise and avoids or mitigates impacts to coastal resources during the Expected Life of the Development. The Coastal Hazards Analysis Report shall include the following information (as applicable) using written text, maps, profiles, and/or other relevant information:

- a. Project Description:
 1. A description of the physical settings of the project site, including existing structures and permit history of structures.
 2. Proposed structures, uses, and other development (e.g., grading) and objectives of the study.
 3. Summary of regulatory requirements as defined in the County's LCP and that other governing bodies (e.g., FEMA or the California Coastal Commission) enforce.
- b. Current conditions at the site, including the following information shown on site plans and profiles: current base flood elevations (BFEs); and extent of flooding from inland riverine sources and/or the coast, as shown on effective FEMA FIRMettes or best available information.
- c. Projected future flood conditions at the site, accounting for sea level rise over the Expected Life of the Development, including:
 1. A determination of projected amount(s) of sea level rise based on sea level rise scenarios and the expected life of development identified in Section 4.1.6 of the Coastal Area Plan (Policy 1.4, Table 1).
 2. The highest projected amount of sea level rise, according to the Expected Life of Development Table in Section 4.1.6 of the Coastal Area Plan, to existing 1% annual chance of occurrence still water level (SWL) of 7.83 ft (NAVD88) for north county and 7.96 ft for south county to determine future conditions SWL. Port Hueneme Harbor defines the border that separates which SWL to use for the south and northern areas of the county's coast.
 3. A determination of the projected future conditions BFEs and inland extent of flooding based on the highest projected amount of sea level rise according to the Expected Life of Development, still water levels, and plot on site plan and profiles.
 4. Discussion of future conditions from riverine and coastal flood hazards and determination of impact on the project, where applicable.
 5. Discussion of impacts to coastal resources that may result from the proposed development in concert with anticipated sea level rise, including but not limited to public access and recreation, water quality, and visual resources.
- d. Conclusion that includes the following:
 1. Recommended Finished Floor (FF) elevation. The FF elevation must be at least 1 ft above the design flood elevation (DFE) (i.e., the higher of current versus future BFE conditions).
 2. Recommended types and dimensions for structural foundations.
 3. Feasible project alternatives and other adaptation strategies that avoid resource impacts and minimize risks to the project, as necessary, including but not limited to, options that would allow for additional elevation, incremental or

total removal of development if it is damaged or destroyed, and/or flood resistant electrical, onsite wastewater treatment systems, and potable water connections.

H-1.6 Coastal Hazards Screening Area Maps

Coastal Hazards Screening Areas A and B are shown in Figures 1 through 4 below. The Coastal Hazards Screening Area Maps show areas of the County's coastline that are potentially subject to increased threats from sea level rise and coastal hazards, where further site-specific study is needed to assess potential adverse hazards. The Screening Area Maps show areas projected to be vulnerable to sea level rise and large wave events, and are based on data from geological investigations, surveys, aerial photos, best available science modeling of future sea level rise (as of [insert date of LCP amendments]), and other sources. Section 4.1.6 of the Coastal Area Plan requires applicants for new *development* and *development* that qualifies as *substantial redevelopment* in Coastal Hazards Screening Area A and/or Area B to prepare and submit a Coastal Hazards Analysis Report that complies with the applicable requirements of Sections H-1.2 through H-1.5, above.

COASTAL HAZARDS SCREENING AREA MAPS

Figure 1: COASTAL HAZARDS SCREENING AREA: NORTH COAST

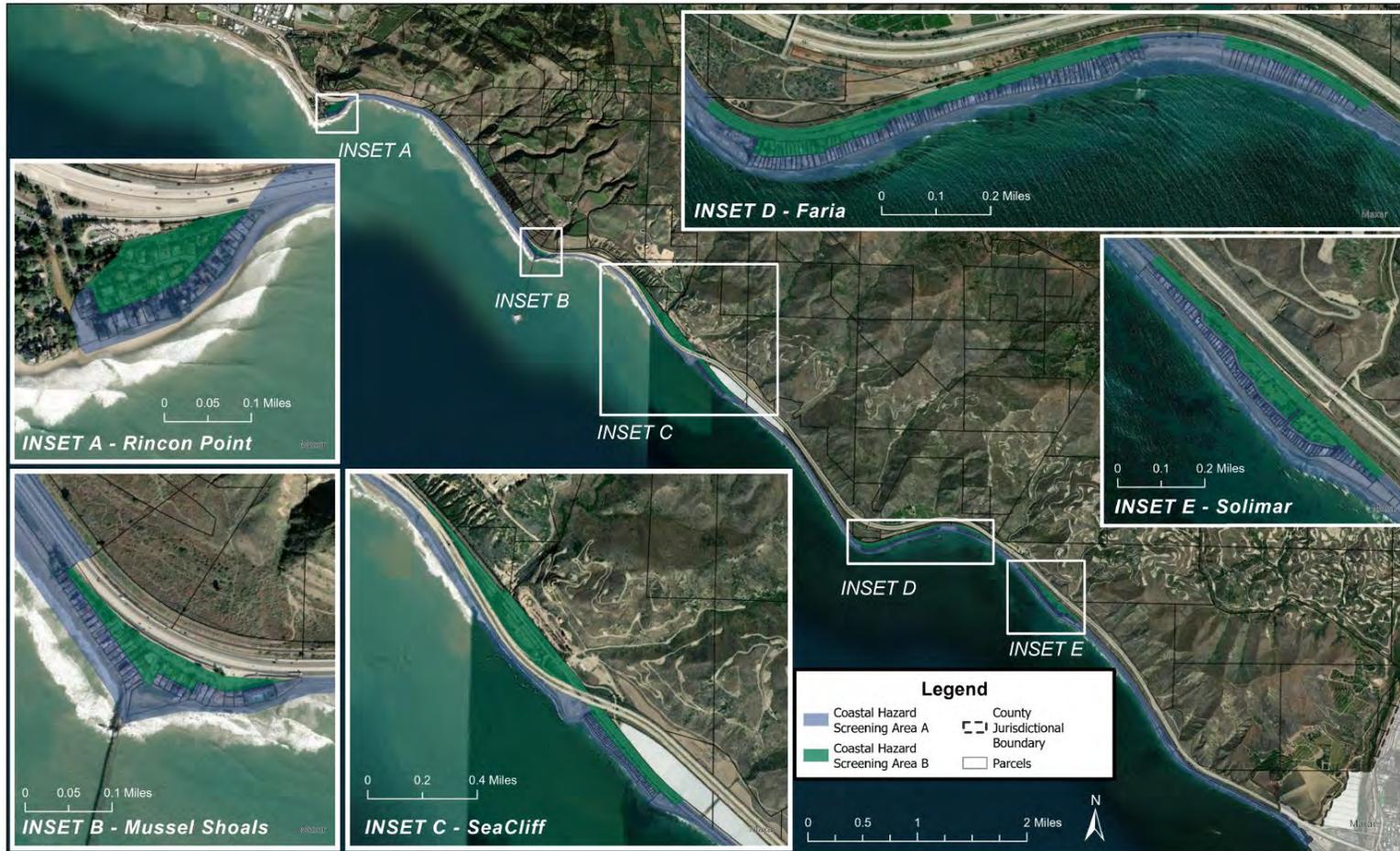


Figure 2: COASTAL HAZARDS SCREENING AREA: CENTRAL COAST (1 OF 2)



Figure 3: COASTAL HAZARDS SCREENING AREA: CENTRAL COAST (2 OF 2)



Figure 4: COASTAL HAZARDS SCREENING AREA: SOUTH COAST

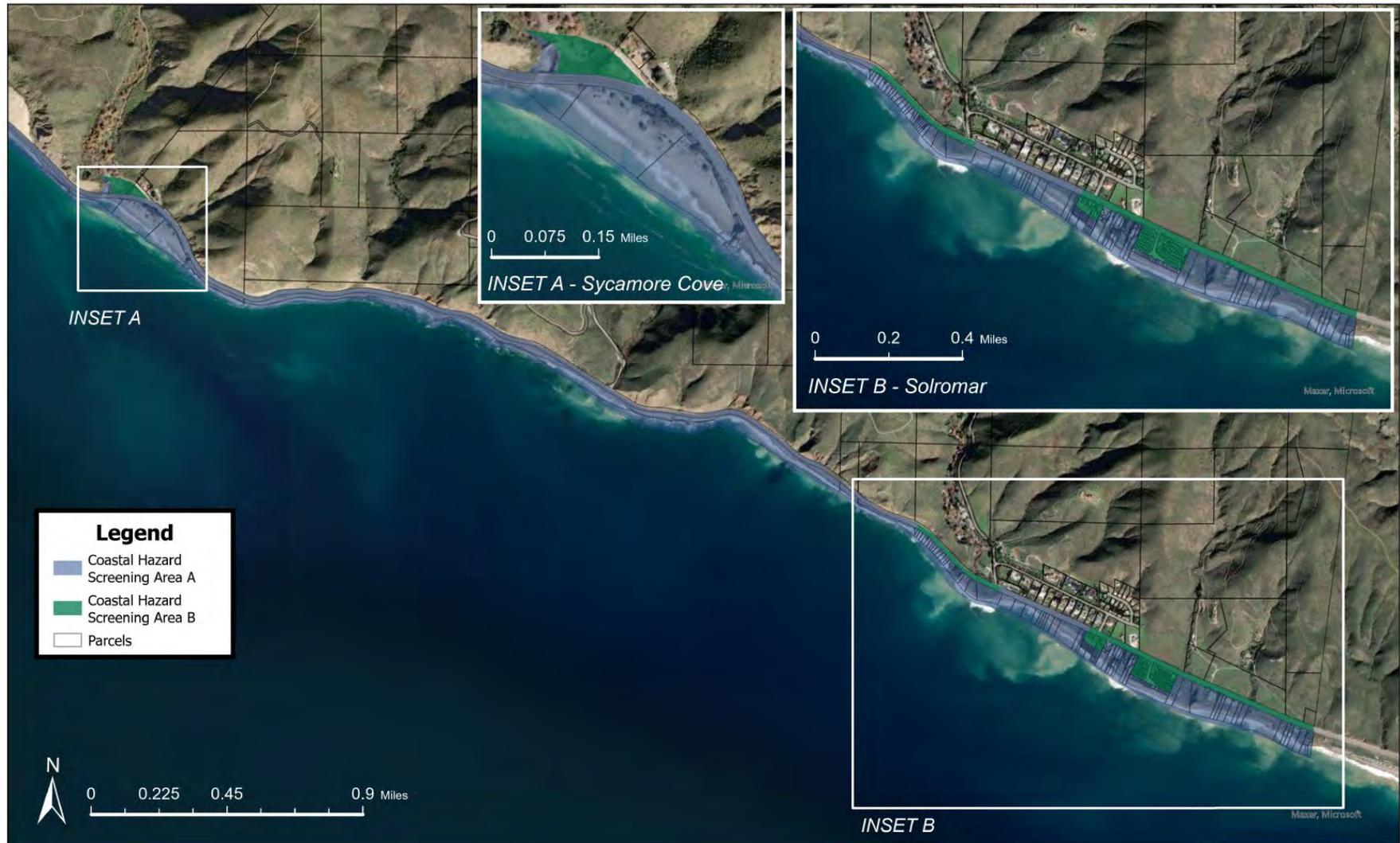


Figure 4a: COASTAL HAZARDS SCREENING AREA: ORMOND BEACH

