



## **VENTURA PORT DISTRICT BOARD OF PORT COMMISSIONERS**

Jim Friedman, Chairman  
Everard Ashworth, Vice Chairman  
Bruce E. Smith, Commissioner  
Gregory Carson, Commissioner  
Nikos Valance, Commissioner

Oscar Peña, General Manager  
Christopher Chan, Legal Counsel  
Jessica Rauch, Clerk of the Board

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### **PORT COMMISSION AGENDA REGULAR MEETING NOVEMBER 18, 2015 AT 7:00PM VENTURA PORT DISTRICT OFFICE 1603 ANCHORS WAY DRIVE, VENTURA, CA**

*A Closed Session of the Board will be held at **5:30PM** at the Four Points by Sheraton Hotel – **Schooner Room** 1050 Schooner Drive, Ventura, CA, to discuss the items on the Attachment to Agenda-Closed Session Conference with Legal Counsel.*

*The Board will convene in **Open Session** at the Port District Office located at 1603 Anchors Way Drive for its Regular Meeting at **7:00PM**.*

#### **ADMINISTRATIVE AGENDA:**

**CALL TO ORDER:** *By Chair Jim Friedman.*

**PLEDGE OF ALLEGIANCE:** *By Chair, Jim Friedman.*

**ROLL CALL:** *By the Clerk of the Board.*

#### **ADOPTION OF AGENDA (5 minutes)**

*Consider and approve, by majority vote, minor revisions to agenda items and/or attachments and any item added to, or removed/continued from the Port Commission's agenda. Administrative Reports relating to this agenda and materials related to an item on this agenda submitted after distribution of the agenda packet are available for public review at the Port District's office located at 1603 Anchors Way Drive, Ventura, CA during business hours as well as on the District's website - [www.venturaharbor.com](http://www.venturaharbor.com) (Public Notices). Each item on the agenda shall be deemed to include action by an appropriate motion, resolution or ordinance to take action on any item.*

#### **APPROVAL OF MINUTES**

*The Minutes of the October 28, 2015 regular meeting will be considered for approval.*

#### **PUBLIC COMMUNICATIONS (3 minutes)**

*The Public Communications period is set aside to allow public testimony on items not on today's agenda. Each person may address the Commission for up to three minutes or at the discretion of the Chair.*

#### **CLOSED SESSION REPORT (3 minutes)**

*Closed Sessions are not open to the public pursuant to the Brown Act. Any reportable actions taken by the Commission during Closed Session will be announced at this time.*



**BOARD COMMUNICATIONS (5 minutes)**

*Port Commissioner's may present brief reports on port issues, such as seminars, meetings and literature that would be of interest to the public and/or Commission, as a whole. Port Commissioner's must provide a brief summary and disclose any contacts or meetings he or she may have had with any Port District Tenants.*

**DEPARTMENTAL STAFF REPORTS (10 minutes)**

*Ventura Port District Staff will give the Commission reports on their Department.*

**GENERAL MANAGER REPORT (5 minutes)**

*The General Manager of the Ventura Port District will report on items of general interest to the Port Commission and members of the public.*

**LEGAL COUNSEL REPORT (5 minutes)**

**CONSENT AGENDA: (5 minutes)**

*Matters appearing on the Consent Calendar are expected to be non-controversial and will be acted upon by the Board at one time, without discussion, unless a member of the Board or the public requests an opportunity to address any given item. Approval by the Board of Consent Items means that the recommendation is approved along with the terms set forth in the applicable staff reports.*

**A) Approval of Financial Statements and Checks for the month of September 2015**

Recommended Action: Resolution No. 3288.

That the Board of Port Commissioners adopt Resolution No. 3288 accepting and approving the Financial Statements, Payroll and Regular Checks for expenses in September 2015.

**B) Termination of Lease Agreement and Approval of New Retail Lease Agreement for Elizabeth Marino dba Barefoot Boutique**

Recommended Action: Motion.

That the Board of Port Commissioners:

- a) Approve by motion the termination of a lease agreement, dated April 1, 2015, for the premises located at 1575 Spinnaker Drive #106B, consisting of 609 square feet; and
- b) Approve by motion a new retail lease agreement for the premises located at 1575 Spinnaker Drive #106A&B, consisting of 1545 square feet between the Ventura Port District dba Ventura Harbor Village and Elizabeth Marino dba Barefoot Boutique for a two-year term with a two-year option.

**C) Termination of Lease Agreement with Harbor Wind & Kite Co.**

Recommended Action: Motion.

That the Board of Port Commissioners approve by motion the termination of a lease between Ventura Port District dba Ventura Harbor Village and Sally E. Stride dba Harbor Wind & Kite Co. for the premises located at 1575 Spinnaker Drive #107.

**STANDARD AGENDA:**

**1) Approval of Agreement with Brandis Tallman LLC for Placement Agent Services (10 minutes)**

Recommended Action: Motion.

That the Board of Port Commissioners authorize the General Manager to enter into an agreement for Placement Agent Services with Brandis Tallman LLC (BTLLC) for the purpose of establishing BTLLC as Placement Agent for the 2016 Rate Reset for the 2008 and 2009 Refunding Certificates of Participation (COPs).



**2) Coastal Marine Biolabs Quarterly Report (15 minutes)**

Recommended Action: Informational.

That the Board of Port Commissioners receive a report from Coastal Marine Biolabs on their organization and supplemental lease requirements.

**3) Proposed Ventura Harbor Marina and Yacht Yard Expansion (15 minutes)**

Recommended Action: Resolution No. 3289.

That the Board of Port Commissioners:

- a) Adopt Resolution No. 3289 certifying the Mitigated Negative Declaration and Mitigation Monitoring Program for the Ventura Harbor Marina and Yacht Yard Expansion project;
- b) Approve the Project by Resolution No. 3289 with conditions as depicted in the FINAL IS-MND and contained in Attachments 2 and 3; and
- c) Authorize the General Manager to File the Notice of Determination (NOD) with the State Office of Planning and Research and the Ventura County Clerk.

**4) Approval of 2016 Port Commission Meeting Schedule (10 minutes)**

Recommended Action: Motion.

That the Board of Port Commissioners discuss and take appropriate action on the 2016 Port Commission meeting schedule.

**5) Harbor Village Events Review (20 minutes)**

Recommended Action: Informational.

That the Board of Port Commissioners review Harbor and Harbor Village events to determine benefits and opportunities to the community and the District.

**REQUEST FOR FUTURE AGENDA ITEMS**

**ADJOURNMENT**

*This agenda was posted on Friday, November 13, 2015 at 5:00 p.m.  
at the Port District Office and on the Internet - [www.venturaharbor.com](http://www.venturaharbor.com) (Port Commission).*

*♦  
In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Ventura Port District at (805) 642-8538. Notification 48 hours before the meeting will enable the District to make reasonable arrangements to ensure accessibility.  
(28 CFR 35.102.35.104 ADA Title II)*



**ATTACHMENT TO PORT COMMISSION AGENDA  
CLOSED SESSION CONFERENCE WITH LEGAL COUNSEL**

**WEDNESDAY, NOVEMBER 18, 2015**

**1. Conference with Real Property Negotiators - Per Government Code Section 54956.8:**

a) Property:	<b>1575 Spinnaker Drive #106A&amp;B</b>
Negotiating Parties:	Oscar Pena, Brian Pendleton, Timothy Gosney
Under Negotiation:	Barefoot Boutique New Retail Lease & Termination

b) Property:	<b>1363 Spinnaker Drive, Parcels 2 &amp; 3</b>
Negotiating Parties:	Oscar Peña, Brian Pendleton, Timothy Gosney
Under Negotiation:	Ventura Isle Marina Lease Assignment

**2. Conference with Legal Counsel - Anticipated Litigation per Government Code Section 54956.9(d)(2): One case.**

**3. Conference with Legal Counsel - Anticipated Litigation per Government Code Section 54956.9(d)(4): One case.**



**NOVEMBER 18, 2015**

**BOARD OF PORT COMMISSIONERS**

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**APPROVAL OF THE OCTOBER 28, 2015 MINUTES**





## **Minutes of Regular Meeting of the Ventura Port District Board of Port Commissioners Held October 28, 2015**

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The Regular Meeting of the Ventura Board of Port Commissioners was called to order by Vice Chair Everard Ashworth at 7:09PM at the Ventura Port District Office located 1603 Anchors Way Drive, Ventura, CA 93001.

### **Commissioners Present:**

Everard Ashworth, Vice Chair  
Gregory L. Carson  
Bruce E. Smith  
Nikos Valance

### **Commissioners Absent:**

Jim Friedman, Chair

### **Port District Staff:**

Oscar Peña, General Manager  
Brian Pendleton, Business Operations Manager  
John Higgins, Harbormaster  
Joe Gonzalez, Facilities Manager  
Jennifer Talt-Lundin, Marketing Manager  
Frank Locklear, Marina Manager  
Gloria Adkins, Accounting Manager  
Robin Baer, Property Manager  
Richard Parsons, Consultant  
Jennifer Talt-Lundin, Marketing Manager  
Jessica Rauch, Clerk of the Board

### **Legal Counsel:**

Chris Chan

### **AGENDA**

**CALL TO ORDER:** By Vice Chair, Everard Ashworth at 7:09PM.

**PLEDGE OF ALLEGIANCE:** By Commissioner Carson.

**ROLL CALL:** Chair Friedman was absent.

### **ADOPTION OF AGENDA**

**ACTON:** Commissioner Carson moved, seconded by Commissioner Valance and carried by a vote of 4-0 to adopt the October 28, 2015 agenda.



## **APPROVAL OF MINUTES**

The Minutes of October 14, 2015 regular meeting were considered as follows:

**ACTION:** Commissioner Valance moved, seconded by Commissioner Smith and carried by a vote of 3-0-1 (Carson abstained) to approve the minutes of the October 14, 2015 regular meeting with the following revisions:  
Page 8, Item 6, bullet 2 – Change “goals” to “objectives”.

**PUBLIC COMMUNICATIONS:** None.

**CLOSED SESSION REPORT:** Mr. Chan stated that the Board met in closed session; discussed and reviewed all items on the closed session agenda. Staff was given instructions as to how to proceed as appropriate and there was no action taken that is reportable under The Brown Act.

**BOARD COMMUNICATIONS:** Commissioner Ashworth reported that he will be speaking during public comment at the Department of Fish & Wildlife Marine Resources Committee Meeting on November 4<sup>th</sup> on the Ventura Shellfish Enterprise. Also, Commissioner Ashworth has submitted a letter of support for a grant application for Bren School.

**DEPARTMENTAL STAFF REPORTS:** Harbormaster John Higgins attended a meeting at the County Government Center on El Niño preparedness. Consultant Richard Parsons reported on Federal Dredging appropriations and his trip to Washington D.C.

**GENERAL MANAGER REPORT:** Mr. Peña reported that when looking at the financials we have a healthy reserve and that is a milestone for the District.

**LEGAL COUNSEL REPORT:** None.

## **CONSENT AGENDA:**

### **A) Approval of Financial Statements and Checks for the month of July and August 2015**

Recommended Action: Resolution No. 3287.

That the Board of Port Commissioners adopt Resolution No. 3287 accepting and approving the Financial Statements, Payroll and Regular Checks for expenses in July and August 2015.

**ACTION:** Commissioner Carson moved, seconded by Commissioner Smith and carried by a vote of 4-0 to adopt Resolution No. 3287 accepting and approving the Financial Statements, Payroll and Regular Checks for expenses in July and August 2015.

## **STANDARD AGENDA: (30 minutes)**

### **1) Annual Reserve Policy Review**

Recommended Action: Motion.

That the Board of Port Commissioners accept the current Ventura Port District Reserve Policy, dated August 28, 2013 (Resolution No. 3225).

**ACTION:** Commissioner Smith moved, seconded by Commissioner Carson and carried by a vote of 4-0 to accept the current Ventura Port District Reserve Policy, dated August 28, 2013 (Resolution No. 3225).



## **2) Status of Proposed Ventura Harbor Marina and Yacht Yard Expansion**

### **Recommended Action: Informational.**

That the Board of Port Commissioners receive a report on the status of the Final Initial Study - Mitigated Negative Declaration for the Ventura Harbor Marina and Yacht Yard Expansion dated October 2015, as well as the status of subsequent plan submittals to the Ventura Port District pursuant to the Ground Lease with Ventura Harbor Marine Associates, LLC, including, without limitation, "schematic plans" subject to the "Ventura Harbor Minimum Entrance Channel Plan" prepared by Noble Consultants, Inc.

**ACTION:** The Board of Port Commissioners requested the Final Initial Study - Mitigated Negative Declaration for the Ventura Harbor Marina and Yacht Yard Expansion dated October 2015, as well as the status of subsequent plan submittals to the Ventura Port District pursuant to the Ground Lease with Ventura Harbor Marine Associates, LLC, including, without limitation, "schematic plans" subject to the "Ventura Harbor Minimum Entrance Channel Plan" prepared by Noble Consultants, Inc. be agendaized for approval at the November meeting. In the future, have staff work with master lessee on new lease negotiations and related issues.

Public Comment: Janet Lawson is concerned about the safety of the channel and with all the space that is getting developed, where will recreational boaters, kayakers, etc go?

**REQUEST FOR FUTURE AGENDA ITEMS:** None.

**ADJOURNMENT:** The meeting was adjourned at 8:20PM.

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Secretary



**NOVEMBER 18, 2015**

**BOARD OF PORT COMMISSIONERS**

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**DEPARTMENTAL STAFF REPORTS**

**DREDGING**

**FEDERAL**

**FACILITIES**

**HARBORMASTER**

**MARINA**

**MARKETING**

**PROPERTY MANAGEMENT**



## **RWP DREDGING MANAGEMENT**

**Richard W. Parsons**  
**2271 Los Encinos Road**  
**Ojai, California 93023**  
**Phone/Fax (805) 649-9759**

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November 18, 2015

Board of Port Commissioners  
Ventura Port District  
1603 Anchors Way Drive  
Ventura, CA 93001

### **Subject: October/November 2015 Dredging Activities and Special Projects Report**

The Dredging Program Manager's activities for the mid-October to mid-November 2015 period are reviewed below:

#### **FY2016 Federal Dredging Appropriations**

Despite the budget agreement that the Congress reached in late October, it presently does not appear likely Congress will be able to enact the individual appropriations bills prior to the expiration on December 11, 2015 of the Continuing Resolution (CR) which is now funding government operations. It now appears likely that an Omnibus Appropriation Bill will be the legislative vehicle for funding government operations for the balance of Fiscal Year 2016, although a short term CR may be necessary in order to provide enough time to put the Omnibus Bill together. The expectation is that the appropriation issues will be resolved prior to Christmas.

#### **FY2016 Army Corps of Engineers Maintenance Dredging**

The L.A. District of the Corps of Engineers is now seeking competitive bids for the next three year federal maintenance dredging of the Ventura Harbor entrance area. The bid opening is scheduled for December 4, 2015.

#### **Inner Harbor Sediment Sampling**

On October 28, 2015, the interagency Dredged Material Management Team (DMMT) reviewed the District sediment Sampling and Analysis Plan (SAP) that had been prepared by Applied Environmental Technologies (AET). The DMMT requested a few modifications to the SAP, which have now been accomplished and the document resubmitted. We expect to receive confirmation of the SAP approved prior to Thanksgiving. The sampling will probably be accomplished in mid-December 2015.

#### **Beach Profiling**

Fugro Pelagos completed the annual profiling of the beaches north and south of the Harbor entrance on October 31, 2015. This effort is a requirement of the District's dredging permit from the California Coastal Commission and has a cost of \$17,926.

#### **Harbor Village Accessibility Improvements**

All of the concrete and asphalt paving work associated with phase I of the Accessibility Improvements at Harbor Village have been completed. Close out of the job has been delayed by a fabrication problem for two sets of stainless steel hand rails that were specified in the contract documents. This minor issue may require a few more weeks to resolve. The final contract cost is still expected to be about \$310,000.



**Reroofing of Buildings 1449 and 1559**

Letner Roofing is continuing to make good progress on the reroofing of 1559. They plan to start on the tile portion of the 1449 building on Monday, November 16, 2015. The demolition portion of the tile work will be accomplished at night.

**Fish Pier Derrick Crane**

The fish pier derrick crane is now in operation. The District's electrician will be installing a key card system to monitor and control use of the crane.

Respectfully submitted,

*Richard Parsons*

Dredging and Special Projects Consultant





**To: Ventura Port District**  
**From: Carpi & Clay**  
**Re: Federal Issues Report October, 2015**  
**Date: November 9, 2015**

### **Federal Issues Recap**

Here follows an overview of federal activity of interest to the Ventura Port District.

### **House Elects New Speaker**

After a month of infighting within the House Republican Conference, the GOP coalesced around the candidacy of Paul Ryan, the Wisconsin Ways & Means Chairman and former nominee for Vice President. The House elected Ryan as the 54<sup>th</sup> Speaker of the House on October 29. At age 45, Ryan is the youngest Speaker since 1869. Ryan's election fell just short of the unanimous Republican support he had sought, but he secured more than enough to form a working majority in the House. Ryan's ascension to the Speakership cleared the way for John Boehner's departure from the chair and from the House.

California Congressman, Kevin McCarthy, who gave up his own campaign for Speaker early in the month, will remain as Majority Leader of the House. Republicans also chose Texas Congressman Kevin to take over at Ways & Means.

### **Republicans/White House Reach 2-Year Budget Deal** ***Fiscal Cliffs/Shutdown Averted/Appropriations Pending***

During the last week of October, the Congressional GOP leadership struck a 2-year budget deal with the White House to raise spending caps under the Budget Control Act by \$50 billion (federal FY2016) and \$30 billion (FY2017) – split almost equally between defense and non-defense appropriations. The widely held hope is that the added funds will facilitate agreements on a year-end government-wide omnibus appropriations package in advance of December 11<sup>th</sup> when current funding authority expires.

While the agreement lessens the threat of a government shutdown, December 11th is a hard deadline, yet fights over policy riders and funding disputes for specific programs still pose a risk. We are closely watching funding levels for Energy and Water Development Appropriations to ensure adequate and timely funding for fiscal year 2016 operations and maintenance dredging at the Ventura Port District.



If the Congress is unable to reach agreement on a spending bill, an additional Continuing Resolution (CR) is required to advance past the December 11 deadline.

The President's Annual Budget for FY 2016 provided **\$4,830,000** to enable operation and maintenance dredging of the Harbor. The Port District would like to see an additional **\$3,000,000** for this purpose, secured through Congressionally-appropriated Civil Works work plan funds. Work plan funds are also directly tied to the omnibus appropriations process, which would need to clear the Congress by the December 11, 2015 deadline, or very soon thereafter, to provide any direct benefit to Ventura.

### **House Adopts Transportation Bill – Sets up conference with Senate**

The House adopted a 6-year, \$300 billion reauthorization of federal transportation programs. This marks the first time in 10 years that Congress has approved a long-term highway bill.

The Senate passed a similar bill this summer and the two bills will be sent to a conference committee to work out the differences. The Highway Trust Fund is currently authorized through November 20 and negotiators have said they hope to meet that deadline in crafting a final bill. While passage of the transportation bill is great progress, hurdles to enactment remain. For example, it is a 6-year bill that provides only 3 years of funding.

### **Corps of Engineers, South Pacific Division**

SPD General Mark Toy is rumored to be relocating to Washington, DC in the near future. This information is not official, and Carpi Clay will keep the Port District informed of developments as they occur.

### **“Waters of the United States” Rule Stayed; Consolidation Rejected**

In a 2-1 decision, the 6th Circuit of the U.S. Court of Appeals issued an order temporarily delaying the EPA and Corps of Engineers' new “Waters of the United States” (WOTUS) rule nationwide. The panel said the stay would restore uniformity to national water policy while litigation moves through the federal courts. The majority wrote “the sheer breadth of the ripple effects caused by the rule’s definitional changes counsels strongly in favor of maintaining the status quo for the time being.”

In a separate ruling, the U.S. Judicial Panel on Multidistrict Litigation denied a request from EPA and the Army Corps of Engineers to combine nine lawsuits brought by states as well as agricultural and business groups against the WOTUS rule. The Panel wrote that the jurisdictional questions in the individual cases made them unsuitable for consolidation. This ruling was considered another setback to



the new rule. By allowing individual objections to go forward in different venues, the new rule faces even more uncertainty in compliance and enforcement.

### **CMTS Publishes Handbook of Federal Funding Programs Online**

The Committee on the Marine Transportation System (CMTS), a Federal Cabinet-level, inter-departmental committee chaired by the Secretary of Transportation, has published its 2015 update of the CMTS Federal Funding Handbook for the Marine Transportation System. The handbook is available online at:

<http://www.cmts.gov/Bulletin.aspx?id=98>

According to CMTS, the handbook is a compilation of more than 85 Federal programs that provide grants, loans, loan guarantees, or direct funding for infrastructure investments related to the Marine Transportation System. For each program, the handbook provides a summary of the purpose, program specifics, and criteria for implementation as well as points of contact for additional information.



**VENTURA PORT DISTRICT**  
**DEPARTMENTAL STAFF REPORT**

Meeting Date: November 18, 2015

TO: Board of Port Commissioners  
FROM: Joe A. Gonzalez, Facilities Manager  
SUBJECT: Facilities Report

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**I. Maintenance**

- 1) Nine exterior light building fixtures were repaired at Ventura Harbor Village.
- 2) Rear entrance door hardware at 1591 Suite 115 C was repaired.
- 3) One LED light fixture was replaced in 1567 women's restroom.
- 4) Two exhaust hoses from the laundry room at 1691 building were replaced.
- 5) Monthly inspections on all fire extinguishers were done at all VPD locations.
- 6) Small section of the stucco wall across from building 1575 was repaired.
- 7) Water access wall panel was replaced at 1559 men's restroom.
- 8) New flush assembly was installed in men's restroom at 1567.
- 9) Minor tenant improvements have begun at 1575 Suite 106B.
- 10) Harbor Patrol vessels, B-17, Fire Boat 1, and B-19, were serviced by in-house technicians.
  - Heat exchanger on B-17 was replaced with new one.
  - New batteries were installed on Fire Boat 1.
- 11) New battery was installed to Patrol's PWC 16 (jetski).
- 12) Maintenance Vehicles, M-43, M-26, M-42, M-45, M-25, M-38, M-41, M-47, H-10, M-44, M-24 were serviced by in-house technicians.
  - New tires were installed on H-10.
- 13) Launch ramp public boat wash-down coin machine was repaired.

**II. Landscaping**

- 1) Removed two deceased pine trees that were located on the south side of the harbor entrance.
- 2) VHV 1583 Irrigation controller was replaced.
- 3) Performed inspection on all irrigation for any water waste.
- 4) New irrigation clock was installed at the Village landscaping area adjacent to building 1583.
- 5) New landscaping was planted and drip irrigation installed adjacent to building 1449.





### **III. Marina**

- 1) Performed monthly inspection on Crane # 1 located at the Fish pier.
- 2) Monthly inspection of all Fire extinguisher's located at the Ventura Marina and fish pier were performed.
- 3) Monthly inspection was performed on all Ventura Marina Gangways.
- 4) Re-fastened several floor boards that were loose at the bottom of D-dock gangway.
- 5) G-Dock pedestal #17 light fixture bulb was replaced.
- 6) I-Dock pedestals #11, 12, and 1-c light fixture bulb was replaced.
- 7) D-Dock pedestals #7, 10 light fixture bulbs were replaced.
- 8) D-Dock pedestal #12, the 240 volts outlet was replaced.
- 9) G-Dock cleat at finger G-20 was replaced.
- 10) G-Dock pedestals # 9, 11 light fixture bulbs were replaced.
- 11) D-Dock pedestals #1, 2, and 3 light fixture bulbs were replaced.
- 12) I-Dock water line adjacent to pedestal # 3 was repaired.

### **IV. Marketing**

- 1) Assisted the Marketing Department by setting up tables, banners, reserving parking stalls, etc. for 24 events from October 1 through October 24.

### **V. Construction Projects**

- 1) 1691 Elevator Modernization
  - a. ThyssenKrupp has order parts, Modernization of elevator will start immediately upon parts arrival.



**VENTURA PORT DISTRICT  
DEPARTMENTAL STAFF REPORT**

Meeting Date: October 28, 2015

TO: Board of Port Commissioners  
FROM: John Higgins, Harbormaster  
SUBJECT: Harbormaster Report

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**I. Summer Staffing**

We are starting to see a decline in the beach patron numbers at the Harbor. Our weekend staffing is being assessed on a weekly basis to ensure we are properly prepared for the weekends and special weather events.

**II. In House Weather Staff**

The Harbor Patrol Officers are exposed to weather and its effects on a daily basis. We utilize a number of different weather predicting products on any given weather event. To maximize our preparedness as a Special District, I have invested in two of our Officers to advance their knowledge on weather knowledge and predictions. Officers Tim Burrows and Brad Chisholm will be taking an online course in weather for boaters, as well as, being more involved with the Oxnard National Weather Service. These staff members will work towards a weekly special weather report for our District.

Harbor Patrol Report Statistics October 2015	
In Harbor	18
Out Harbor	15
<b>Total</b>	<b>33</b>
Boating	15
Non-Boat	18
Per in H2O	32
Capsized	1
Flooding	1
H2O Rescue	7
Mech Fail	5
Medical	8
Collision	0
Violation	4
Tow	9
Fires	4
Agency Asst	22

**III. Notable Rescue**

While responding to medical calls is often considered a routine event, we always go the extra effort to ensure the highest level of care is being provided on all calls. On October 11<sup>th</sup>, our Officers responded to a fall in Ventura Harbor Village. Arriving first on scene and providing compassionate care, Part-Time Harbor Patrol Officer Tyler Garrett, and Harbor Patrol Officer George Kabris tended to the patient until Fire and Ambulance Paramedics arrived. Less than two hours later, we received an email from the patient's friend complimenting the Harbor Patrol Officers and thanking them for their service on behalf of the patient. The expediency of this message qualified that the service provided was at the highest level possible.

**IV. Oxnard Harbor District**

I feel it is important to be more involved with local harbors and not only represent our Harbor, but both its commercial and recreational boaters. I attended the second Oxnard Harbor District Safety Committee Meeting on November 5<sup>th</sup>. One issue that was discussed at the May 7th meeting was commercial lobster traps being a hazard to large vessels entering the port. I met with a couple of local commercial lobster fishermen the week before and passed on the concern. I was able to prepare contact info for all the local lobster fishermen, their buoy colors, and official numbers to present to the Port Pilots and Harbormasters at this meeting. I also shared with the Harbor District State Fish and Wildlife code, which allows for agencies to move the traps in the interest of public safety. The Harbormaster and Port Pilots can now contact the fishermen directly and request they move the traps. I relayed to the group that they can contact us and we can assist them in clearing their channel of the hazards if they have no other options.



**V. Meetings and Trainings Attended:**

- Ventura County Emergency Managers Meeting “El Nino” Planning and Concerns
- California Boating & Waterways/Scripps “CDIP Buoy” Conference Call
- Liberty Cassidy Whitmore “Employment Relations” Training
- Liberty Cassidy Whitmore “Best Practices In Personnel Management” Training
- California Boating & Waterways “Derelict Vessels Program” Conference Call
- Oxnard Harbor District “Harbor Safety Committee” Meeting

<b>Crime Reports Provided by the Ventura Police Department</b>
Info Not Provided

**Attachments:**

Attachment 1 – Soundings: November 2015



## ATTACHMENT 1

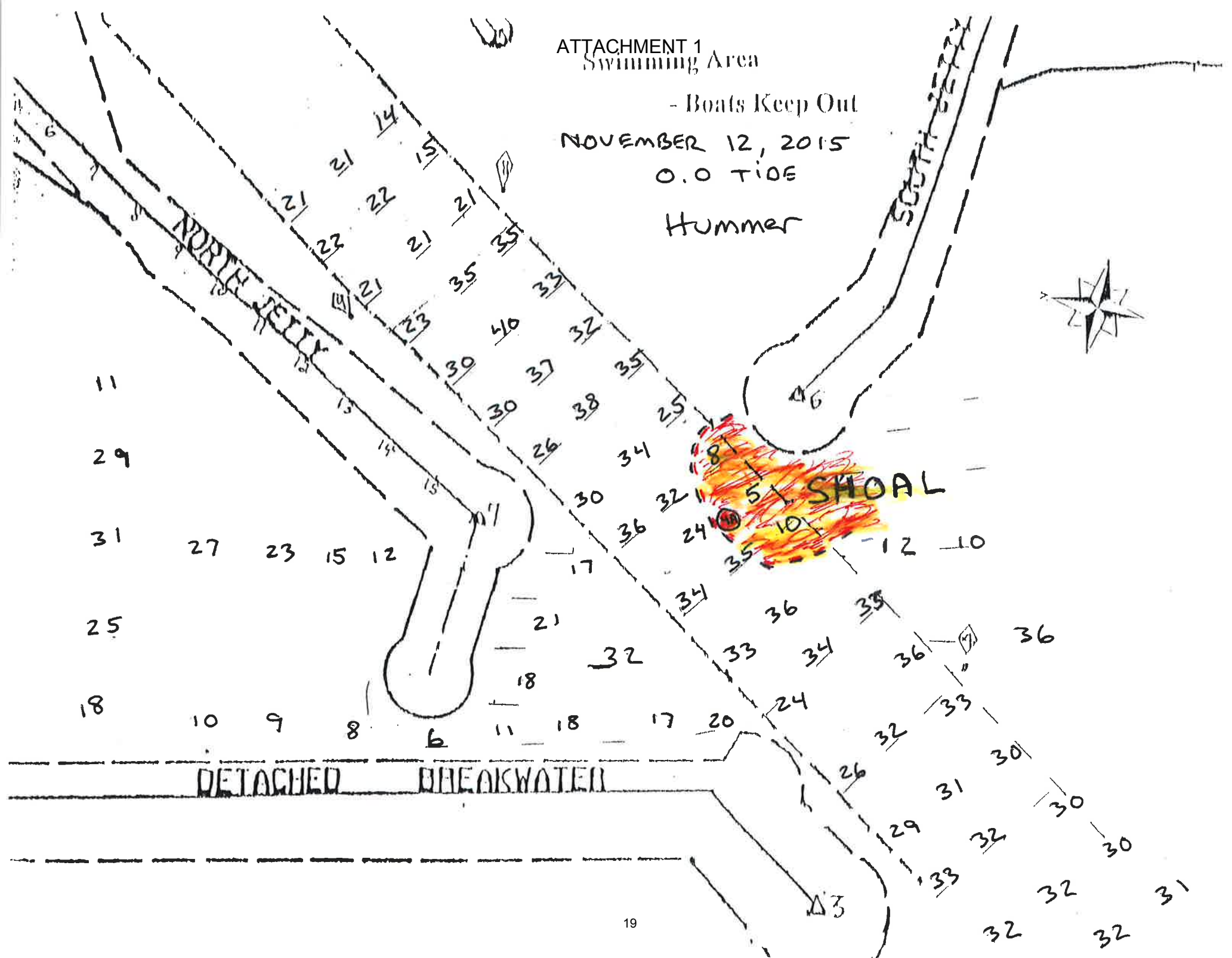
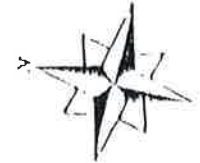
### Swimming Area

## - Boats Keep Out

NOVEMBER 12, 2015

0.0 TIDE

Hummer





## **VENTURA PORT DISTRICT**

### **DEPARTMENTAL STAFF REPORT**

Meeting Date: November 18, 2015

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TO: Board of Port Commissioners  
FROM: Frank Locklear, Marina Manager  
SUBJECT: Marina Report

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#### **I. Fish Pier Jib Crane**

The new one ton fish pier derrick crane has not been placed back into operation.

The original #1 fish crane is operational and remains in use on the fish pier. This crane has been in active use during September offloading Prawns, Sea Urchins, Sea Cucumber and crab.

#### **II. Market Squid Offloading**

In September, all three companies, Del Mar, Ventura Packers and DeLuca Seafoods (formally State Fish Seafoods) engaged in squid offloading activities in Ventura Harbor.

Total squid offloading activity for the month was 4,194,003 pounds. This converts to 2,097.0 short tons. This is considered to be light total squid production, but not uncommon for the month of September. Ventura remains the number one landing for squid during this period.

DeLuca Seafoods is completing the installation of a semi-automated delivery system for adding ice to the squid totes during the offloading process. Currently, this process is completed by men physically adding ice with shovels during the offloading process. Completion of this process will increase the speed of production at the offloading station. Del Mar and Ventura Packers have the semi-automated ice process in use.

#### **III. Ventura Harbor Village Marina Occupancy**

September slip occupancy exceeded 90% during the month of September. Transient seine squid vessels continue to arrive in the harbor. Some of the transient vessels have been temporarily accommodated in the Ventura slips of tenants that lease alternate slips in San Pedro and at other locations.



**VENTURA PORT DISTRICT**  
**DEPARTMENTAL STAFF REPORT**

Meeting Date: November 18, 2015

TO: Board of Port Commissioners  
FROM: Jennifer Talt Lundin, Marketing Manager  
SUBJECT: Marketing Report

## Advertising & Promotions

### **150th Rider Promotion in November in honor of City of Ventura's 150th Anniversary – Downtown-Harbor Trolley** to increase awareness and ridership

- Banner ads on Harbor web sites
- Enewsletter articles & links
- Print ad in VC Reporter (11/12) / 150th City Calendar of Events
- Weekly social media posts / #VenturaTrolley
- 9 tenants Give-a-Ways as of 11/5

### **Opti Regatta Jr. Sail Ventura Yacht Club (11/14&11/15)**

- News article on venturharbor.com
- Dedicated Home Page banner ads on both web sites
- Wavelengths Media Newsletter (1,700 outlets)
- Enewsletter article & link (11/5)
- Social Media posts & shares
- Communication with Stan Whisenhunt on press

### **Seaside Spooktacular: HOWL-O-WEEN , Safe Trick-Or-Treat, Thrill the World zombie dance (10/24)**

- HOWL- O-WEEN Dog Costume Contest: est. 300 spectators & 68 dogs entered (most ever)
- Safe Trick-Or-Treat: est. 300 kids/600 adults. 23 Harbor business participated
- Thrill the World: 550 spectators & 88 dancing zombies. 1,127 views on Youtube video (as of 11/5)

***"This is my new favorite place!"*** 9 year-old boy

Overheard by staff on the Trolley following the Halloween events at Ventura Harbor Village on 10/24

## Press/Upcoming Media

- HOWL-O-WEEN Ventura County Star editorial coverage & photos on 10/25 Circulation: 43,647
- 1,700 media outlets received the following via Somerville Associates: Harbor Holiday events

press release; November Media Wavelengths newsletter; Island Packers holiday press release

- 150<sup>th</sup> Rider Trolley Promotion- Media pitch to local press working with Whisenhunt Communications
- In partnership with Central Coast Tourism and Visit California, Ventura Harbor Village hosted Crusoe the Celebrity Dachshund on 11/1 date with a Harbor Cruise and the new PAWlor menu to promote pet-friendly Ventura Harbor. Met Charlie the Harbor Ambassadog. Facebook stats to date: 4,131 likes/163 shares

## Outreach/Tourism

- FILM: Amtrak filming B-Roll footage on 11/8 in Ventura Harbor in conjunction with the Holiday campaign to promote Surfliner stop in Ventura
- In partnership with Ventura County West, Oxnard Convention & Visitors Bureau and Ventura Harbor, hosting journalist Carole Jacobs of TravelGirl Magazine on 11/7 to Channel Islands with Island Packers, a visit to Ventura Harbor Village, and dinner at The Rhumb Line – the Sunset Restaurant (150,000 publication circulation)
- Partnership with Downtown Ventura Partners on 150<sup>th</sup> Trolley Rider promotion in November
- 11/6 Attended Ventura Chamber of Commerce Connection Breakfast

## Social Media Highlights



#VenturaHarbor

- Top 3 Ventura Harbor Facebook Posts:  
8.2K Reach/154 Clicks/311 Likes/Comments/Shares  
10/28 *Seaside Halloween*  
4.5 K Reach/164 Clicks/345 Likes/Comments/Shares  
10/28 *Tina O'Brien Painting*  
4 K Reach/53 Clicks/ 136 Likes/Comments/Shares  
11/01 *Trolley*



- October Ventura Harbor Social Media Channels: Increase of followers-106 Facebook (4%), 237 Instagram (6%), and 85 Twitter (2%)

## Website & Analytics Development

- VenturaHarbor.com: 54% visitation increase from Oct. 2014
- VenturaHarborVillage.com: 14% decrease in visitation from Oct. 2014 (increase in social media)
- E-Newsletters: 6,500 subscribers  
18.6% Open Rate (10/22) \*Industry standard open rate 16.3%
- Populating new images for site redesign

## Upcoming Events

- Parade of Lights Sponsorship: Andria's Seafood Restaurant & Market (Ship's Captain Sponsor) and Ventura Marina Community (Stern Sponsor). \$1,700 raised as of 11/5
- Veterans Day Music: 11/10 John Stanger Jazz Duo
- 11/22: Get Found Dog Adoption Event – Benefitting Santa Paula Animal Rescue Center
- Thanksgiving Music: 11/27 Jon Stanger Jazz Duo  
11/28 Pier 101 Band 11/29 The Salty Suites
- 11/28: "Love Local, Shop Local" Shop Small
- 12/4: Holiday Character Meet & Greet for Kids
- 12/5 : Wonderful World of Wanderlust Kitsch

## Onsite Event Rentals

- Listed Blackbeard's Events Space rental on Eventective.com (\$125/annual) as of 9/30: 328 Listing Views/ 60 Website Click Thru to Web Site /Direct Referrals: 18 (2 secured bookings\*)  
\*Note: Due to leasing recruitment efforts, rentals can only be 2 months in advance
- October : 20 additional inquiries for Blackbeard's Rental space– 4 bookings secured

## Communications

- Marketing staff met with new President of Ventura Potter's Guild, Vera Maguire- met on gallery's new goals and objectives and tying into Harbor events. She appreciates the social media cross promotional coverage by Marketing team and event tie-ins
- Met with Kitty McGinnis, Harbor Village Gallery & Gallery Too Manager on Spring promotional ideas & online meetings with all Harbor gallery owners on concepts to mitigate El Nino in March and a May Gallery Tour
- Met with Andres Nunez, event organizer, requested proposal for a Seafood themed festival in 2016 at Ventura Harbor
- Sent out November email for tenant participation in Fall promotions
- Working with tenants on itineraries for journalists, groups, and tour requests

***"I have visited the harbor more times than I can count. Always a pleasant place to walk... Rent a kayak, stand up paddle board, electric boat or just enjoy a meal. Go visit and enjoy."***

-VenturaCoTraveler, Ventura Harbor Village Trip  
Advisor 10/16



**VENTURA PORT DISTRICT**  
**DEPARTMENTAL STAFF REPORT**

Meeting Date: November 18, 2015

TO: Board of Port Commissioners  
FROM: Robin Baer, Property Manager  
SUBJECT: Property Report

**I. Tenant Improvements Underway**

- 1) Wild Local Seafood Co. - 1559 Spinnaker Drive, #105 – This project is underway and in the final stages of construction. Once completed, they will obtain final approval from the City of Ventura. Estimated opening date is December 2015.
- 2) The 805 Bar & Grilled Cheese and Copa Cubana - 1575 Spinnaker Drive, #102 - This project is underway and in construction phase. Estimated opening date is January 2016.
- 3) Milano's Italian Restaurant – 1575 Spinnaker Drive, #100 – The new designs and drawings for the bar are awaiting approval from the Ventura County Health Department. We estimate the construction start date to be in winter 2015 and completed by first quarter in 2016.
- 4) The Greek Mediterranean Steak & Seafood – 1583 Spinnaker Drive #101 - We are working on a new redesign of existing bar area to open up out to the patio area. Once we have drawings submitted to the City, we will have a better date of completion time.
- 5) Barefoot Boutique – 1575 Spinnaker Drive, #106A&B – We are working with the tenant on expanding existing space to accommodate more mixed use of inventory and comply with accessibility requirements.

**II. Occupancy level at Harbor Village**

CATEGORY	Harbor Vacancy Sq Ft	Harbor Vacancy %	Harbor Available Sq Ft	Harbor Available %	City * Vacancy %	City * Available %
Office	0	0%	0	0%	17.1%	24.8%
Retail	2,014	9.80%	4,734	23%	7.6%	11.4%
Restaurant	1,537	4.80%	1,537	4.80%	7.5%	7.5%

\*Based on comparable square footage

**III. October Sales Report**

The October sales report will be included in the December report.



**NOVEMBER 18, 2015**

**BOARD OF PORT COMMISSIONERS**

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**CONSENT AGENDA ITEM A**

**APPROVAL OF FINANCIAL STATEMENTS AND CHECKS**



**VENTURA PORT DISTRICT  
BOARD COMMUNICATION**

**CONSENT AGENDA ITEM A**  
Meeting Date: November 18, 2015

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TO: Board of Port Commissioners  
FROM: Gloria Adkins, Accounting Manager  
SUBJECT: Approval of Financial Statements and Checks

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**RECOMMENDATION:**

That the Board of Port Commissioners adopt Resolution No. 3288 to:

- a) Accept the following financial statements: September 2015; and
- b) Review the payroll and regular checks for September 2015

**SUMMARY:**

Attached for the Board's review are the financial statements for the fiscal period ending September 30, 2015 and the regular accounts payable checks for the months of September 2015.

**BACKGROUND:**

The September financial statements represent the first quarter of the current fiscal year. Supplementary Notes ("Notes") included with the financial statements reflect the budget-to-actual variances for the month and for the quarter. The Notes have been placed directly behind the Statement of Income and Expenses report for the month (Attachment 2).

Disbursements

The accounts payable check register for September 2015 is located after all the financial statement documents as Attachment 3. The register includes a brief description of the purpose for each check. Directly behind the check register, you will find details of the charges made through the District's Chase Bank credit cards for September 2015 as Attachment 4.

I have explained some of the major accounts payable check expenditures below. (Regular payments such as monthly service contracts, utilities, legal services, etc. are not shown below as they are recurring each month.):

September 2015 -

- J & T Engineering & Construction was paid \$120,745 on 9/17/15 as a progress payment on the accessibility improvements being performed in the Village parking lot.
- The Greek at the Harbor was paid \$16,280 on 9/24/15 for tenant improvements as per their tenant lease agreement.
- ThyssenKrupp Elevator Corp. was paid \$10,191 on 9/24/15 for two quarterly maintenance service contracts and miscellaneous elevator repairs in the Village.
- Wild Local Seafood was paid \$14,582 on 9/24/15 for tenant improvements as per his tenant lease agreement.

Payroll Disbursements

The District has 26 bi-weekly pay periods per year; ten months of the year will have two regular payroll periods and two months will have three regular pay periods. The payroll of \$153,158 for September 2015 reflects two regular pay periods and the payoff of the accrued compensation hours accumulated during the quarter ended 9/30/2015.



**FISCAL IMPACT:**

The Statement of Income and Expenses reflects a decrease of \$554,878 in the 'Change in Net Position' for the period ending 9/30/2015. This cumulative decrease in financial position is directly related to two factors; the interest expense being paid out on the annual debt service payments in July and the payment to J & T Construction in September as progress payments towards the accessibility improvements being made in the Village parking lot. Historically, the 'Change in Net Position' has cumulatively improved as normal operations continue each month.

**ATTACHMENTS:**

Attachment 1 – Resolution No. 3288

Attachment 2 – Statement of Income Expenses – Period Ended September 30, 2015

Attachment 3 – Accounts Payable Check Register for September 2015

Attachment 4 – Chase Credit Card Charges September 2015





**RESOLUTION NO. 3288**

**RESOLUTION OF THE BOARD OF PORT COMMISSIONERS OF THE  
VENTURA PORT DISTRICT CONSENTING TO THE ACCEPTANCE OF THE  
FINANCIAL STATEMENT AND APPROVAL OF CHECKS**

**BE IT RESOLVED** by the Board of Port Commissioners of the Ventura Port District, that:

- A. The Financial Statements for September 2015;
- B. The following Checks are hereby reviewed:
  - 1) Payroll Checks #8970-9004 and direct deposits inclusive in the amount of \$153,158 for September 2015 salaries.
  - 2) Regular Checks #42661-42804 in the amount of \$343,248 for September 2015 expenditures.

**PASSED, APPROVED, AND ADOPTED** at a Regular Meeting of the Board of Port Commissioners of the Ventura Port District held on November 18, 2015, Resolution No. 3288 was adopted by the following vote:

AYES:  
NOES:  
Abstain:  
Absent:

Attest:

\_\_\_\_\_  
Chairman

\_\_\_\_\_  
Secretary

(Seal)





# ATTACHMENT 2

## Ventura Port District Statement of Income and Expenses For the Period Ended September 30, 2015

	<----- Current period ----->			<----- Year-to-Date ----->		
	Budget	Activity	Favorable (Unfavorable)	Budget	Activity	Favorable (Unfavorable)
<b>OPERATING REVENUES</b>						
Parcel Lease Income	\$ 240,300	\$ 266,359	\$ 26,059	\$ 739,900	\$ 774,070	\$ 34,170
Dry Storage Income	8,100	8,420	320	24,300	26,085	1,785
Fisherman's Storage	6,340	5,762	(578)	19,020	17,286	(1,734)
Parking Income	5,000	10,433	5,433	27,000	32,398	5,398
Miscellaneous Income/Rentals	3,900	4,695	795	17,900	20,056	2,156
Village Income						
Harbor Village Lease Income	228,000	228,164	164	667,000	667,208	208
Commercial Fishing	14,300	8,665	(5,635)	62,400	59,836	(2,564)
Miscellaneous Income	520	406	(114)	1,360	1,289	(71)
Harbor Event Fees	4,200	4,492	292	12,400	18,753	6,353
Marketing Booth/Vendor Income	10	0	(10)	3,460	6,293	2,833
Co-Op Advert/Sponsorship	400	2,600	2,200	2,400	3,000	600
Merchants Promo Fund	7,000	7,118	118	21,000	21,298	298
Slip Rentals	75,000	70,852	(4,148)	225,000	220,865	(4,135)
Dock Electrical Income	3,000	1,421	(1,579)	6,000	5,573	(427)
C A M Income	24,000	24,107	107	73,000	73,050	50
<b>Total Oper. Revenues</b>	<b>\$ 620,070</b>	<b>\$ 643,494</b>	<b>\$ 23,424</b>	<b>\$ 1,902,140</b>	<b>\$ 1,947,060</b>	<b>\$ 44,920</b>
<b>OPERATING EXPENSES</b>						
<b>Personnel Expenses</b>						
Salaries & Wages						
Regular Salaries	\$ 243,580	\$ 235,207	\$ 8,373	\$ 568,248	\$ 539,053	\$ 29,195
Part-time Help	9,000	8,113	887	20,780	19,600	1,180
Overtime Pay	13,785	17,571	(3,786)	13,905	17,982	(4,077)
Holiday Pay	10,000	6,186	3,814	10,000	6,340	3,660
Total Salaries & Wages	\$ 276,365	\$ 267,077	\$ 9,288	\$ 612,933	\$ 582,975	\$ 29,958
Other personnel expenses						
Retirement Contributions	\$ 53,140	\$ 50,386	\$ 2,754	\$ 134,684	\$ 128,577	\$ 6,107
Payroll Taxes	6,070	5,692	378	12,190	10,908	1,282
Worker's Comp Ins.	30,040	30,040	0	90,120	90,120	0
OPEB Liability	10,325	10,315	10	30,975	30,945	30
Medical & Life Ins.	22,213	20,677	1,536	66,639	61,760	4,879
Optional Benefit Plan	16,090	19,078	(2,988)	48,270	49,862	(1,592)
Uniforms & Tool Allowances	2,272	3,020	(748)	9,496	9,628	(132)
Total - Other Personnel Expenses	\$ 140,150	\$ 139,208	\$ 942	\$ 392,374	\$ 381,800	\$ 10,574
Total Personnel Expenses	\$ 416,515	\$ 406,285	\$ 10,230	\$ 1,005,307	\$ 964,775	\$ 40,532



# ATTACHMENT 2

## Ventura Port District Statement of Income and Expenses For the Period Ended September 30, 2015

	<----- Current period ----->			<----- Year-to-Date ----->		
	Budget	Activity	Favorable (Unfavorable)	Budget	Activity	Favorable (Unfavorable)
<b>General Expenses</b>						
Advertising	\$ 500	\$ 312	\$ 188	\$ 1,500	\$ 591	\$ 909
Advertising-Leasing & Real Estate	1,500	1,204	296	4,300	1,419	2,881
Auto Mileage & Allowance	1,125	1,354	(229)	3,375	2,892	483
Auto/Boat Equip & Maint	13,093	5,619	7,474	35,229	22,225	13,004
Bank Fees & Other Misc	1,300	601	699	3,800	2,697	1,103
Building Maintenance	23,180	3,836	19,344	74,340	17,247	57,093
Bldg Maint-Tenant Improvments	18,500	47,718	(29,218)	63,500	92,491	(28,991)
Accessibility Improvements	130,000	182,254	(52,254)	150,000	201,015	(51,015)
Communications	3,600	3,816	(216)	10,800	13,021	(2,221)
Conferences & Training	3,750	1,727	2,023	9,750	4,693	5,057
Dock Maint. & Repair	3,500	167	3,333	11,500	4,021	7,479
Village Enhancements	3,000	0	3,000	9,000	0	9,000
Equipment Rental	555	432	123	2,080	1,700	380
General Insurance	26,500	26,500	0	79,500	79,500	0
Grounds Maintenance	8,115	10,664	(2,549)	21,625	16,733	4,892
General Harbor Maintenance	0	0	0	1,000	0	1,000
Janitorial Supplies	9,475	3,947	5,528	18,875	12,977	5,898
Land/Building Rental Expense	6,340	5,762	578	19,020	17,286	1,734
Marketing & Promotions	12,003	16,776	(4,773)	78,819	72,342	6,477
Memberships & Subscriptions	650	716	(66)	10,225	9,345	880
Office Supplies & Equipment	3,450	3,604	(154)	10,000	10,057	(57)
Computer Equip & Supplies	1,050	1,199	(149)	4,950	4,999	(49)
Operating Supplies	3,560	2,251	1,309	16,980	13,386	3,594
Other Equipment & Repairs	3,395	15,307	(11,912)	10,245	20,247	(10,002)
Professional Services - Legal	15,000	31,606	(16,606)	63,000	81,051	(18,051)
Professional/Outside Services	57,500	31,856	25,644	107,500	75,602	31,898
Utilities	20,645	17,392	3,253	90,305	76,047	14,258
Dredging Related Expenses	16,285	15,199	1,086	44,955	43,245	1,710
Total General Expenses	\$ 387,571	\$ 431,819	\$ (44,248)	\$ 956,173	\$ 896,829	\$ 59,344
<b>Total Operating Expenses</b>	\$ 804,086	\$ 838,104	\$ (34,018)	\$ 1,961,480	\$ 1,861,604	\$ 99,876
<b>Oper. Income(Loss) Before Deprec.</b>	\$ (184,016)	\$ (194,610)	\$ (10,594)	\$ (59,340)	\$ 85,456	\$ 144,796
Depreciation	\$ 80,100	\$ 80,052	\$ 48	\$ 240,300	\$ 240,155	\$ 145
<b>Operating Income (Loss)</b>	\$ (264,116)	\$ (274,662)	\$ (10,546)	\$ (299,640)	\$ (154,699)	\$ 144,941

Monthly Report  
(Unaudited)



# ATTACHMENT 2

## Ventura Port District Statement of Income and Expenses For the Period Ended September 30, 2015

	<----- Current period ----->			<----- Year-to-Date ----->		
	Budget	Activity	Favorable (Unfavorable)	Budget	Activity	Favorable (Unfavorable)
<b>NON-OPERATING REVENUES</b>						
<b>General</b>						
Investment Income (Loss)	\$ 7,500	\$ 9,047	\$ 1,547	\$ 7,500	\$ 9,165	\$ 1,665
Tax Income	<u>0</u>	<u>0</u>	<u>0</u>	<u>23,500</u>	<u>23,330</u>	<u>(170)</u>
Total General Non-Oper. Income	\$ 7,500	\$ 9,047	\$ 1,547	\$ 31,000	\$ 32,495	\$ 1,495
<b>Special Funding</b>						
DBAW Grants-Launch Ramp	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Total Special Funding	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
<b>TOTAL NON-OPER. REVENUES</b>	<u>\$ 7,500</u>	<u>\$ 9,047</u>	<u>\$ 1,547</u>	<u>\$ 31,000</u>	<u>\$ 32,495</u>	<u>\$ 1,495</u>
<b>NON-OPERATING EXPENSES</b>						
Interest Expense	\$ 1,440	\$ 1,437	\$ 3	\$ 435,320	\$ 432,674	\$ 2,646
Total Non-Oper. Expenses	\$ 1,440	\$ 1,437	\$ 3	\$ 435,320	\$ 432,674	\$ 2,646
<b>Non-Operationing Income (Loss)</b>	<u>\$ 6,060</u>	<u>\$ 7,610</u>	<u>\$ 1,550</u>	<u>\$ (404,320)</u>	<u>\$ (400,179)</u>	<u>\$ 4,141</u>
<b>CHANGES IN NET POSITION</b>	<u><u>\$ (258,056)</u></u>	<u><u>\$ (267,052)</u></u>	<u><u>\$ (8,996)</u></u>	<u><u>\$ (703,960)</u></u>	<u><u>\$ (554,878)</u></u>	<u><u>\$ 149,082</u></u>



**Supplementary Notes to the Statement of Income and Expense for the period ending September 30, 2015  
– Budget to Actual Analysis.**

Please note, it is very early in the fiscal year to start analyzing why we are/are not in line with the monthly budgeted figures.

Operating Income:

**Parcel Lease Income** – (exceeds budget \$34,170) This category reflects the cumulative balance for master tenants. The month of September exceeds the budget by \$26,059. This is primarily due to Ventura Isle Marina's sales continuing to be higher than anticipated.

**Harbor Village Lease Income** – (exceeds budget \$208) This category includes retail, restaurant, offices and charters located in the Village. This category is right in line with the budget at this time.

**Commercial Fishing** – (under budget \$2,564) Our Marina Manager reports that there has been little to no squid offloading during September. Therefore, commercial fishing revenue is under budget \$5,635 during the month of September. Historically, we budget for offloading activity from August through November. The variance for this category will continue to grow in the upcoming months reflecting the non-activity.

**Slip Rentals** – (under budget \$4,135) This category is under budget for the month of September by \$4,148. The slip income for July and August was right in line with our budget. There has been less transient activity during September and October directly related to the inactivity in the squid offloading.

Operating Expenses:

**Personnel Expenses** – (under budget \$40,532) Most of the personnel categories are under budget.

- Salaries and wages are under budget for September by \$29,958 (5%). This variance continues to reflect contingencies included for MOU obligations, vacation buyouts, shift coverages, etc. The contingencies are spread out equally over all the pay periods.
- The other personnel expenses are over budget by \$10,574. This is primarily reflected in the retirement contributions category as it is under budget \$6,107 (4%) for the period ending 9/30/2015. The primary factors are; 1) the District received an unanticipated discount of \$7,080 at the time of payment for paying the 'unfunded liability' portion of the PERS contribution for FY15-16 in one annual lump payment; and 2) a portion of the variance is directly related to the variance in salaries and wages.

**Bldg Maint** – (under budget \$57,093) Staff is re-evaluating this variance as some of these funds are being utilized for unexpected infrastructure improvements such as electrical panel relocation/upgrades, lighting, and suite reconfigurations.

**Bldg Maint-Tenant Improvements** – (exceeds budget \$28,991) This category exceeds the budget due to the reasons described in 'building maintenance' category and to delays in the reconstruction of Copa Cabana overflowing into the current budget cycle.

**Accessibility Improvements** – (exceeds budgets \$51,015) this category exceeds the budget in the month of September because the contractor working on the accessibility improvements in the Village parking lot submitted two progress billing requests during the month of September.

**Village Enhancements** – (under budget \$9,000) This category is allocated evenly over twelve months. There has been no activity in this category.



**Supplementary Notes to Statement of Income and Expenses Continued for the period ending June 30, 2015 – Budget to Actual Analysis**

**Marketing and Promotions** – (under budget \$6,477) Marketing's monthly expenditures can vary greatly from the monthly budget distribution based on many factors. The month of September exceeds the budget by \$4,773. A portion of this variance is due to the printing of brochures and event cards during the month of September that was not allocated for that month. Marketing expenses do not always correspond with monthly budget distribution.

**Other Equipment & Repairs** – (exceeds budget \$10,002) The equipment & repairs expenses do not always correspond with monthly budget distribution. This category is allocated evenly over twelve months.

**Professional Services-Legal** – (exceeds budget \$18,051) This category exceeds the budget by \$16,606 for the month of September due to unexpected potential litigation.

**Professional/Outside Services** – (under budget \$31,898) This variance is due to a delay in receiving billing for the summer 2015 lifeguard services from the State of California. The first billing was budgeted to arrive in September.

**Utilities** - (under budget \$14,258) This category consists of water, electricity, gas and trash expenses. Usage of utilities is currently under budget due to conservation efforts and no activity related to fish offloading.

- Water is under budget by \$5,660.
- Electricity is under budget by \$2,615.
- Gas is under budget by \$640, and
- Trash is under budget by \$2,090 to date.



## ATTACHMENT 2

### Ventura Port District Balance Sheet For the Period Ended September 30, 2015

#### CURRENT ASSETS

Cash in Banks	2,247,243
Accounts Receivable	728,968
Notes Receivable	0
Taxes Receivable	50,542
Interest Receivable	11,838
Prepaid Expenses	336,590
Inventory of supplies	35,245
<b>TOTAL CURRENT ASSETS</b>	<b><u>\$3,410,426</u></b>

#### RESTRICTED ASSETS

Cash - Dredging	3,023,154
Cash - Improvement	3,302,640
Cash - Fisheries Complex	25,048
<b>TOTAL RESTRICTED ASSETS</b>	<b><u>\$6,350,842</u></b>

#### FIXED ASSETS

Land	2,342,629
Harbor Improvements	33,083,190
Equipment	1,414,169
	36,839,988
Accumulated depreciation	(14,599,485)
<b>NET FIXED ASSETS</b>	<b><u>\$22,240,503</u></b>

#### OTHER ASSETS

Investments-Unrestricted Reserves	1,499,235
<b>TOTAL OTHER ASSETS</b>	<b><u>\$1,499,235</u></b>

**TOTAL ASSETS** **\$33,501,006**

#### DEFERRED OUTFLOWS OF RESOURCES

Deferred amount on refundings	219,804
<b>TOTAL DEFERRED OUTFLOWS OF RESOURCES</b>	<b><u>\$219,804</u></b>

**TOTAL ASSETS AND DEFERRED  
OUTFLOWS OF RESOURCES**

**\$33,720,810**

#### CURRENT LIABILITIES

Accounts Payable	240,651
Accrued Interest	373,390
Current Portion LT Debt	639,912
Current Portion OPEB Liability	11,856
Accrued Payroll	61,516
Employee Compensated Absences	230,666
<b>TOTAL CURRENT LIABILITIES</b>	<b><u>\$1,557,991</u></b>

#### LONG TERM DEBT

ltd - Notes Payable	13,018,637
<b>TOTAL LONG TERM DEBT</b>	<b><u>\$13,018,637</u></b>

#### OTHER LIABILITIES

OPEB Liability LT	431,909
Unearned Revenue	191,595
Security Deposits	166,674
<b>TOTAL OTHER LIABILITIES</b>	<b><u>\$790,178</u></b>

**TOTAL LIABILITIES** **\$15,366,806**

#### EQUITY

Contributed Capital	4,632,128
Retained Earnings-Reserved	645,536
Retained Earnings- Unreserved	13,631,218
Current Year Retained Earnings	(554,878)
<b>TOTAL EQUITY</b>	<b><u>\$18,354,004</u></b>

#### DEFERRED INFLOW OF RESOURCES

Nothing to report	0
<b>TOTAL DEFERRED INFLOW OF RESOURCES</b>	<b><u>\$0</u></b>

**TOTAL LIABILITIES, EQUITY, AND  
DEFERRED INFLOW OF RESOURCES**

**\$33,720,810**

Monthly Report  
(Unaudited)



## ATTACHMENT 2

### Ventura Port District Cashflow Statement As of September 30, 2015

#### Enterprise Fund

Operating Income	1,947,060
Non-Operating Income	32,495
Total Income	<u>\$ 1,979,555</u>
Operating Expenses	2,101,759
Non-Operating Expenses	432,674
Total Expenses	<u>\$ 2,534,433</u>
Change in Net Position-Accrual Basis	\$ (554,878)
Cashflows for Capital and Financing Activities:	
Principle paid on debt	(639,912)
Deferred amount on refundings	4,311
Acquisitions/Retirements of Capital Assets	(79,132)
Net Cash provided (used) by Capital & Financing	<u>\$ (714,733)</u>
Operating Income Adjustments:	
Depreciation	240,155
(Increase)decrease in receivables	105,165
(Increase)decrease in prepaid Items	17,726
Increase(decrease) in payables	130,254
Increase(decrease) in unearned revenue	(64,182)
Increase (decrease) in tenant deposits	2,910
Net Cash provided by Operating Activities	<u>\$ 432,028</u>
NET Increase (Decrease) in Cash	\$ (837,583)
Add: Beginning Cash 7/1/15	\$ 10,934,904
Ending Cash at 9/30/15	\$ 10,097,321

Monthly Report  
(Unaudited)



## ATTACHMENT 2

### Ventura Port District Comparison of Lease Rent

	Year to Date Ended <u>9/30/2015</u>	Year to Date Ended <u>9/30/2014</u>	Increase (Decrease)	
<b>Parcel Leases</b>				
Ventura Harbor Marine Assoc	58,250	56,053	2,197	4%
Dave's Fuel Dock	2,230	2,928	(698)	-24%
Sheraton 4 Points-Harbortown	146,774	140,731	6,043	4%
Harbortown Point	3,010	2,054	956	47%
Oceans West Marina	71,535	70,864	671	1%
Ventura Isle Marina	176,395	158,980	17,415	11%
Ventura Marina Mobile Park	108,880	107,071	1,809	2%
Ventura West Marina	122,414	123,520	(1,106)	-1%
Ventura Yacht Club	29,624	29,043	581	2%
Vta Harbor Boatyard	34,958	30,000	4,958	17%
Sonderman Ring	20,000	20,000	0	0%
Total Parcel Lease	<u>774,070</u>	<u>741,244</u>	<u>32,826</u>	4%
Fees & Reimbursements	<u>-</u>	<u>2,287</u>	<u>(2,287)</u>	
Total Parcel Leases	774,070	743,531	30,539	4%
<b>Ventura Harbor Village</b>				
Retail Rents	121,243	128,012	(6,769)	-5%
Restaurant Rents	272,719	264,660	8,059	3%
Office Rents	143,546	139,402	4,144	3%
Charters	129,701	128,380	1,321	1%
Total Village	<u>667,208</u>	<u>660,454</u>	<u>6,754</u>	1%
Commercial Fishing	59,836	77,143	(17,307)	-22%
<b>TOTAL</b>	<b>1,501,114</b>	<b>1,481,128</b>	<b>19,986</b>	1%

Monthly Report  
(Unaudited)



# ATTACHMENT 2

## Ventura Port District Three Year Comparative For the Month and Year to Date

	MONTH OF AUGUST			YEAR TO DATE 9/30			% change FY14-15 to Current Yr
	2013-14	2014-15	Current	2013-14	2014-15	Current	
<b><u>Operating Income</u></b>							
Parcel Leases	242,418	237,405	266,359	716,792	743,531	774,070	4%
Dry Storage	7,826	7,186	8,420	23,517	20,956	26,085	24%
Other Operating	13,880	17,601	20,890	53,291	53,842	69,740	30%
Harbor Village Leases	213,800	227,281	228,164	646,024	660,454	667,208	1%
Commercial Fishing	55,910	21,632	8,665	166,431	77,143	59,836	-22%
Slips	74,973	65,797	70,852	235,525	205,358	220,865	8%
CAM	23,486	25,290	24,107	72,086	84,598	73,050	-14%
Marketing	6,658	7,674	7,118	20,595	22,479	21,298	-5%
Electrical Slips	1,699	1,888	1,421	4,924	5,136	5,573	9%
Other Operating	9,920	4,732	7,498	23,633	27,117	29,335	8%
<b>Total Operating Income</b>	<b>650,570</b>	<b>616,486</b>	<b>643,494</b>	<b>1,962,818</b>	<b>1,900,614</b>	<b>1,947,060</b>	<b>2%</b>
<b><u>Operating Expenses</u></b>							
Harbor Patrol	84,121	109,188	130,128	225,226	282,877	309,313	9%
Maintenance	112,411	99,597	318,251	369,472	277,723	497,130	79%
Administration	135,134	149,492	196,234	396,511	452,187	500,272	11%
Marina	62,456	56,009	61,258	178,242	164,158	161,901	-1%
C A M	53,921	59,261	77,678	172,534	183,589	222,541	21%
Marketing	22,659	32,468	39,356	102,505	115,063	127,202	11%
Dredging	14,218	15,347	15,199	42,324	44,486	43,245	-3%
<b>Total Operating Expenses</b>	<b>484,920</b>	<b>521,362</b>	<b>838,104</b>	<b>1,486,814</b>	<b>1,520,083</b>	<b>1,861,604</b>	<b>22%</b>
<b><u>NET OPERATING INCOME</u></b>	<b>165,650</b>	<b>95,124</b>	<b>(194,610)</b>	<b>476,004</b>	<b>380,531</b>	<b>85,456</b>	<b>-78%</b>
<b><u>Non-operating Income</u></b>							
Interest	31,027	2,423	9,047	31,038	2,423	9,165	
Taxes	4,101	-	-	24,499	21,281	23,330	10%
Other	-	-	-	-	12,914	-	
<b>Total Non-operating Income</b>	<b>35,128</b>	<b>2,423</b>	<b>9,047</b>	<b>55,537</b>	<b>36,618</b>	<b>32,495</b>	<b>-11%</b>
<b><u>Non-Operating Expenses</u></b>							
Depreciation	74,446	82,615	80,052	223,306	242,526	240,155	
Debt Service	(2,865)	1,437	1,437	463,210	448,296	432,674	
Other	-	-	-	-	-	-	
<b>Total Non-operating Expenses</b>	<b>71,581</b>	<b>84,052</b>	<b>81,489</b>	<b>686,516</b>	<b>690,822</b>	<b>672,829</b>	<b>-3%</b>
<b><u>NET NON-OPER. INCOME</u></b>	<b>(36,453)</b>	<b>(81,629)</b>	<b>(72,442)</b>	<b>(630,979)</b>	<b>(654,204)</b>	<b>(640,334)</b>	
<b>TOTAL INCOME (LOSS)</b>	<b>129,197</b>	<b>13,495</b>	<b>(267,052)</b>	<b>(154,975)</b>	<b>(273,673)</b>	<b>(554,878)</b>	<b>103%</b>

Monthly Report  
(Unaudited)



# ATTACHMENT 3

## Accounts Payable Check Register - September 2015

Ventura Port District  
Wells Fargo Checking

10/19/2015

<u>Check</u>	<u>Date</u>	<u>Payee</u>	<u>Name</u>	<u>Description</u>	<u>Amount</u>	<u>Voided Amount</u>
42661	9/1/2015	8251	Ventura Water ** Voided **	Check stub used to list invoices		-
42662	9/1/2015	8251	Ventura Water	Utilities	31,212.39	
42663	9/4/2015	8453	Virtual Pacific Networks	IT Services	3,540.00	
42664	9/9/2015	1058	Advantage Telecom Inc.	District phone system/internet	1,557.79	
42665	9/9/2015	1178	American Office Products	Office supplies	105.94	
42666	9/9/2015	1440	Beacon Marine Chandlery Inc.	Miscellaneous operating supplies	126.51	
42667	9/9/2015	1676	Carquest Auto Parts	Vehicle light bulbs	40.27	
42668	9/9/2015	1679	Carpi, Clay & Smith	Washington lobbyist - August	5,000.00	
42669	9/9/2015	1725	CED (Consolidated Electrical Distrib)	Village lighting stock	144.20	
42670	9/9/2015	1762	Canon Financial Services	Copier lease for VPD HDQ and Marketing office	795.50	
42671	9/9/2015	1915	Cintas Corp	Uniform rental/cleaning, door mats, rags	787.60	
42672	9/9/2015	1925	City Of S. Buenaventura	Trash service	100.00	
42673	9/9/2015	2063	Crown Dodge	Vehicle parts	271.35	
42674	9/9/2015	2097	Custom awards & Engraving	Commissioner plaques/name badges	76.33	
42675	9/9/2015	2331	Dial Security Inc.	Dockmaster security coverage	900.00	
42676	9/9/2015	2446	DocuProducts	Copier maintenance fees	193.46	
42677	9/9/2015	2604	E.J. Harrison & Sons Inc.	Trash Service	453.94	
42678	9/9/2015	2751	Empire Cleaning Supply	Janitorial supplies	558.94	
42679	9/9/2015	2980	Fausset Printing, LLC	Marketing event posters	237.00	
42680	9/9/2015	2983	Federal Express Corporation	Postage	21.78	
42681	9/9/2015	3050	All That's Fit to Print	Marketing ad production	55.00	
42682	9/9/2015	3490	Grainger Inc.	Miscellaneous operating supplies	437.36	
42683	9/9/2015	3615	Haynes Sales	Mobile pressure washer repairs	345.31	
42684	9/9/2015	3752	HLI Systems	Website service/maintenance	180.00	
42685	9/9/2015	4293	Jennifer Talt-Lundin	Usage of personal cell phone for work	50.00	
42686	9/9/2015	4411	John Collins	Training conference lodging food reimbursement	958.64	
42687	9/9/2015	4742	Kratos Construction	Wi-Fi conduit troubleshoot survey/repair	475.00	
42688	9/9/2015	5190	Matilija Water	Reverse osmosis water system Sep	45.00	
42689	9/9/2015	5625	Nestle Pure Life	Bottled water service	180.77	
42690	9/9/2015	6178	PERS Long Term Care Program	Salary reduction benefit	164.98	
42691	9/9/2015	6440	Port Supply	Operating & office supplies	89.31	
42692	9/9/2015	7029	Robert Weinerth	Reimburse gear purchase as per MOU	200.00	
42693	9/9/2015	7210	SEIU Local 721	Union dues for Harbor Patrol	251.26	
42694	9/9/2015	7240	AT&T	Fiber/Wi-Fi services VPD HDQ&Elevator emergency phone sei	1,901.74	
42695	9/9/2015	7410	Smith Pipe & Supply Inc.	Village landscaping/sprinkler repair parts	125.76	



# ATTACHMENT 3

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10/19/2015

<u>Check</u>	<u>Date</u>	<u>Payee</u>	<u>Name</u>	<u>Description</u>	<u>Amount</u>	<u>Voided Amount</u>
42696	9/9/2015	7434	Southern Calif. Edison	Office suite closing bill-utility in tenant name	18.03	
42697	9/9/2015	7581	Steve Stafford	Marketing Village entertainment	275.00	
42698	9/9/2015	7581	Steve Stafford	Marketing Village entertainment	350.00	
42699	9/9/2015	7762	The Home Depot	Operating supplies	154.81	
42700	9/9/2015	7777	The Signal	Marketing advertising	400.00	
42701	9/9/2015	7965	TUG (Timberline Users Group)	Annual membership renewal-accounting software	345.00	
42702	9/9/2015	8239	Ventura County Reporter	Marketing advertising	325.00	
42703	9/9/2015	8246	Ventura Locksmiths	Village lock repairs	68.75	
42704	9/9/2015	8250	Ventura Visitors & Convention	Rent for space in VVC building	232.50	
42705	9/9/2015	8263	Ventura Pest Control	Village service	325.00	
42706	9/9/2015	8454	Vogue Sign Company	Update Village directory signage	510.00	
42707	9/9/2015	8531	Whisenhunt Communication	Public relations services	280.00	
42708	9/9/2015	8552	Village Carousel	Marketing event production	30.00	
42709	9/9/2015	10501	Adrienne Cleverly	Usage of personal cell phone for work	30.00	
42710	9/9/2015	12856	Arkadin, Inc.	Conference call services	61.94	
42711	9/9/2015	22113	Dave Werneburg	Reimburse office supplies for Dockmaster office	24.70	
42712	9/9/2015	42471	JaniTek Cleaning Solutions	Janitorial service for National Park Service Offices	1,140.61	
42713	9/9/2015	44142	Jodi Ilene Farrell	Marketing Village entertainment	300.00	
42714	9/9/2015	48470	Lauren Yuncker	Usage of personal cell phone for work	30.00	
42715	9/9/2015	51731	Marco Ramos Painting	Paint/repair dock gangway at Village Marina	2,100.00	
42716	9/9/2015	74343	Sommerville Associates	Marketing services	2,000.00	
42717	9/9/2015	84421	Ventura County Wine Trail	Marketing advertising	450.00	
42718	9/9/2015	PM OneTime	Harbor Hair Design	Refund security deposit	600.00	
42719	9/9/2015	PM OneTime	Howard Leader	Refund key deposit	25.00	
42720	9/9/2015	6283	Petty Cash Fund	Operating & office supplies	351.30	
42721	9/17/2015	8253	Vehicle Registration Collections	Mandatory salary reduction	285.00	
42722	9/17/2015	17684	California State Disbursement	Employee deduction plan	317.07	
42723	9/17/2015	42271	J & T Engineering & Construct	Progress payment on accessibility improvements Vlg parking lc	120,745.00	
42724	9/18/2015	34900	** Voided **	Print error		-
42725	9/18/2015	7346	Shell Fleet Plus	Fuel for Patrol vehicle	751.28	
42726	9/22/2015	34900	Gregory F Kircher	Marketing Village entertainment	400.00	
42727	9/24/2015	1036	Accurate First Aid Services	Replenish first aid stations	350.99	
42728	9/24/2015	1108	Airgas Inc.		182.94	
42729	9/24/2015	1178	American Office Products	Office supplies	166.18	
42730	9/24/2015	1214	Andres S. Fernandez	Tenant Improvement as per lease	5,000.00	



# ATTACHMENT 3

## Accounts Payable Check Register - September 2015

Ventura Port District  
Wells Fargo Checking

10/19/2015

Check	Date	Payee	Name	Description	Amount	Voided Amount
42731	9/24/2015	1321	Avalon Door & Windows Inc.	Replacement window 1583 #212 Village office suite	381.36	
42732	9/24/2015	1323	Avenue Welding & Support Service	Village building 1559 handrail repairs	225.00	
42733	9/24/2015	1326	Ayalas Backflow Services	Village fire hydrant backflow repairs	197.25	
42734	9/24/2015	1663	Burons Preferred Pumping Inc.	Grease trap repairs outside LePetit building	450.00	
42735	9/24/2015	1676	Carquest Auto Parts	Vehicle parts	137.39	
42736	9/24/2015	1725	CED (Consolidated Electrical Distrib)	Fiber Optic cable conduit parts	730.67	
42737	9/24/2015	1826	Central Coast Tourism Council	Marketing workshop lunch/board meeting	25.00	
42738	9/24/2015	1843	Certified Folder Display	Annual distribution fee of brochures/rack cards	2,480.28	
42739	9/24/2015	1915	Cintas Corp	Uniform rental/cleaning, door mats, rags	833.83	
42740	9/24/2015	2099	Custom Embroidery	Dockmaster uniforms	113.95	
42741	9/24/2015	2331	Dial Security Inc.	Dockmaster security coverage	1,200.00	
42742	9/24/2015	2604	E.J. Harrison & Sons Inc.	Trash Service	3,826.41	
42743	9/24/2015	2751	Empire Cleaning Supply	Janitorial supplies	1,105.20	
42744	9/24/2015	2865	Euro Kelas Int. Inc.	Paint lights parkinglot 19A&paint safety poles launchramp	2,405.00	
42745	9/24/2015	2924	FMP Uniform Co.	Patrol operating supplies	48.36	
42746	9/24/2015	2935	Farmer Bros. Co	Coffee supplies	355.68	
42747	9/24/2015	2936	Fast Signs	Village signage 'open during construction'	309.07	
42748	9/24/2015	2980	Fausset Printing, LLC	Marketing public relations book	265.00	
42749	9/24/2015	3100	Flooring 101	Tenant Improvement building 1575 #201	2,407.43	
42750	9/24/2015	3491	Greek At The Harbor	Tenant Improvement as per lease	16,280.00	
42751	9/24/2015	3492	Green Thumb International	Village landscaping/new hedge trimmer	428.66	
42752	9/24/2015	3609	Hathaway Perrett Webster Inc.	Legal services	11,875.00	
42753	9/24/2015	3615	Haynes Sales	Mobile pressure washer repairs/replacement hoses	975.16	
42754	9/24/2015	4247	Jani-King of CA Inc.	Janitorial Service in Village	4,965.56	
42755	9/24/2015	4295	Jensen Design & Survey Inc.	Parking lot accessibility services	5,741.25	
42756	9/24/2015	4742	Kratos Construction	Install launch ramp parking lot guard poles	4,350.00	
42757	9/24/2015	4897	PORAC Legal Defense Fund	Salary reduction benefit	183.60	
42758	9/24/2015	5210	McCormix Corp.	Fuel for maintenance vehicles	1,233.06	
42759	9/24/2015	5231	Mendez Roofing Inc.	Repairs above Coastal Cone tenant	300.00	
42760	9/24/2015	5505	Muzicraft Inc.	Ambient music in Village - Oct	329.50	
42761	9/24/2015	6030	3Digit Media	Marketing advertising	1,243.00	
42762	9/24/2015	6178	PERS Long Term Care Program	Salary reduction benefit	329.96	
42763	9/24/2015	6194	Pacific Oil Company	Oil Recycling pickup	35.00	
42764	9/24/2015	6201	Pamela Griffin	Wellness program instructor	160.00	
42765	9/24/2015	6284	Peace Officers Research Assoc.(PORAC)	Salary reduction benefit	114.00	



# ATTACHMENT 3

## Accounts Payable Check Register - September 2015

Ventura Port District  
Wells Fargo Checking

10/19/2015

Check	Date	Payee	Name	Description	Amount	Voided Amount
42766	9/24/2015	6361	Pitney Bowes	Postage meter lease/Vlg office	34.63	
42767	9/24/2015	6440	Port Supply	Patrol uniform jackets & boat supplies	1,235.32	
42768	9/24/2015	6465	Presenting Magazine	Marketing advertising	1,200.00	
42769	9/24/2015	6470	LegalShield	Salary reduction benefit	166.40	
42770	9/24/2015	6865	Rasmussen & Associates Inc.	Village roof renovation project services	2,528.75	
42771	9/24/2015	7000	Richard W. Parsons	Dredging/Project Management services-Sep	8,888.00	
42772	9/24/2015	7294	Service-Pro Fire Protection	Annual fire sprinkler inspection Village	1,225.00	
42773	9/24/2015	7299	Seaworthy Marina Products	Vessel motor parts	208.25	
42774	9/24/2015	7434	Southern Calif. Edison ** Voided **	Check stub used to list invoices		-
42775	9/24/2015	7434	Southern Calif. Edison	Utilities	15,913.39	
42776	9/24/2015	7594	Steven Anthony Hinojosa	Marketing Village entertainment	400.00	
42777	9/24/2015	7719	Teamsters Local No. 186	Union dues for Dockmasters	217.00	
42778	9/24/2015	7768	ThyssenKrupp Elevator Corp	Quarterly service maintenance& repairs-Village elevators	10,191.03	
42779	9/24/2015	7777	The Signal	Marketing advertising	400.00	
42780	9/24/2015	7818	TOTALFUNDS By Hasler	VPD Office postage for postage machine	500.00	
42781	9/24/2015	7918	Tyco Integrated Security LLC	Quarterly service GSA security monitoring	158.22	
42782	9/24/2015	7961	Tri-County Office Furniture	Patrol desk chairs	809.22	
42783	9/24/2015	8204	VACCO	VPD headquarters HVAC repairs	220.28	
42784	9/24/2015	8205	VCSDA (Ventura County Special Districts Assoc.)	- Bi-monthly meeting attendance fee	20.00	
42785	9/24/2015	8233	Venco Power Sweeping, Inc.	Monthly Village Fish Pier cleaning	545.38	
42786	9/24/2015	8241	Ventura County Star	Delivery subscription	60.95	
42787	9/24/2015	8241	Ventura County Star	Marketing advertising	766.80	
42788	9/24/2015	8244	Ventura Harbor Storage	Fishermen's storage/net repair area	5,762.10	
42789	9/24/2015	8260	Verizon Wireless	Cell phones/services	126.14	
42790	9/24/2015	8260	Verizon Wireless	Cell phones/services	974.60	
42791	9/24/2015	8266	Ventura Harbor Marine Fuel	Dockmaster uniforms	91.35	
42792	9/24/2015	8500	Warren Takahashi	Marketing Village entertainment	300.00	
42793	9/24/2015	8501	Warren Distributing Inc.	Vehicle parts	160.00	
42794	9/24/2015	8530	White Nelson Diehl Evans LLP	Progress payment on financial audit services	8,500.00	
42795	9/24/2015	12945	Assurant Employee Benefits	Dental Insurance Premiums - October	1,139.55	
42796	9/24/2015	42471	JaniTek Cleaning Solutions	Special Janitorial service National Park Service Offices	73.38	
42797	9/24/2015	43451	Jim McKewon Inc.	Tenant improvement-Greek Restaurant research/design	525.00	
42798	9/24/2015	62810	Peter Holguin Construction Inc.	Village tenant improvements 1575#207/8&ceiling repairs	7,650.00	
42799	9/24/2015	82322	Ventura County Economic Dev.	Marketing leasing advertising	825.00	
42800	9/24/2015	82564	Ventura Sports & Race Car Club	Marketing advertising	300.00	



# ATTACHMENT 3

## Accounts Payable Check Register - September 2015

Ventura Port District  
Wells Fargo Checking

10/19/2015

<u>Check</u>	<u>Date</u>	<u>Payee</u>	<u>Name</u>	<u>Description</u>	<u>Amount</u>	<u>Voided Amount</u>
42801	9/24/2015	85401	Wild Local Seafood Co,	Tenant Improvement as per lease	14,582.00	
42802	9/24/2015	Deposits	Ventura County Art Events	Refund event deposit	250.00	
42803	9/24/2015	PM OneTime	Arthur Donovan	Refund key deposit	25.00	
42804	9/24/2015	PM OneTime	Vicki Ott	Refund key deposit	25.00	
Bank Account Totals					\$ 343,247.60	\$ -



# ATTACHMENT 4

## Ventura Port District Chase Business Credit Card Charges September 2015

### Chase Credit Card holders

Oscar Pena, General Manager  
Brian Pendleton, Business Operations Manager  
Jessica Rauch, Administrative Assistant/Clerk  
Robin Baer, Property Manager  
Joe Gonzalez, Facilities Manager  
Frank Locklear, Marina Manager  
Jennifer Talt-Lundin, Marketing Manager  
John Higgins, Harbormaster

<u>Staff/Consultant</u>	<u>Trans Date</u>	<u>Vendor</u>	<u>Category</u>	<u>Description</u>	<u>Amount</u>
Oscar Pena	9/3/2015	BOATYARD CAFE INC	Business meal	Lunch with Commissioner Carson	34.06
Oscar Pena	9/23/2015	FOUR POINTS BY SHERATON	Business meal	Closed Session Dinner	152.76
Total General Manager's Expenses					186.82
Brian Pendleton	9/30/2015	BROPHY BROS RESTAURANT	Business meal	Lunch with RRM Design Group, Staff	86.43
Brian Pendleton	9/25/2015	INTER-CONTINENTAL HOTELS	Conference	JPIA Conference	486.74
Brian Pendleton	9/23/2015	TERMINAL 1 STA32571572	Conference	JPIA Conference - Parking fees	13.90
Brian Pendleton	9/23/2015	MOZIO SHUTTLES & LIMOS	Conference	JPIA Conference - transportation	16.80
Brian Pendleton	9/21/2015	ROADRUNNER SHUTTLE	Conference	JPIA Conference - transportation	132.00
Total Business Operations Manager's Expenses					735.87
Jessica Rauch	9/24/2015	ICSC	Advertising	Book on Marketing	56.95
Jessica Rauch	9/9/2015	SQ *VENTURA SANDWICH COMP	Business meal	Commission Closed Session Lunch	67.50
Jessica Rauch	9/24/2015	EB VENTURA COUNTY WOR	Conference	VCEDA Conference Registration - Oscar	75.00
Jessica Rauch	9/9/2015	VONS Store00024315	Office supplies	Commission Lunch Supplies	17.86
Jessica Rauch	9/9/2015	IMAGE SOURCE	Office supplies	Commissioner Headshot for Office	55.63
Jessica Rauch	9/14/2015	OAK FURNITURE DISCOUNTERS	Office supplies	Office Supplies	141.48
Jessica Rauch	9/4/2015	CONFIDENTIAL DATA DESTRUC	Professional Services	Shredding of documents	150.00
Total Administrative Assistant's Expenses					564.42



## ATTACHMENT 4

<u>Staff/Consultant</u>	<u>Trans Date</u>	<u>Vendor</u>	<u>Category</u>	<u>Description</u>	<u>Amount</u>
Robin Baer	9/10/2015	LOOPNET INC	Leasing Advertising	Website Leasing Ad	111.00
Robin Baer	9/27/2015	LOOPNET INC	Leasing Advertising	Website Leasing Ad	159.95
Robin Baer	9/10/2015	NEOPLEXONLINE.COM	Operating supplies	Flags -Decorations	698.60
Robin Baer	9/25/2015	ASTRO-REP.COM 8554155213	Personal in error-has been reimbursed to District		65.00
Total Property Manager's Expenses					1,034.55
Joe Gonzalez	Sept2015	No activity			-
Total Facilities Manager's Expenses					-
Frank Locklear	9/10/2015	PAYMENTS@YOURKARMA.COM	Computers	WiFi Hotspot for Marketing Dept.	208.00
Total Marina Manager's Expenses					208.00
Jennifer Lundin	9/11/2015	COFFEE DOCK & POST	Advertising	\$5 Gift Certificates for Visiting Journalists	30.00
Jennifer Lundin	9/14/2015	CTC*CONSTANTCONTACT.COM	Advertising	Harbor list for Harbor Views	20.00
Jennifer Lundin	9/20/2015	FS *AngelCam	Advertising	Web Site CAM - Front of Harbor	20.00
Jennifer Lundin	9/21/2015	MAILCHIMP	Advertising	Enewsletter host	75.00
Jennifer Lundin	9/28/2015	FOUR POINTS BY SHERATON	Advertising	Special Journalist Rate for FAM	111.07
Jennifer Lundin	9/30/2015	VENTURA BOAT RENTALS	Advertising	Photo shoot on electric boats	110.00
Jennifer Lundin	9/30/2015	VONS Store00024315	Advertising	Waters for photo shoot staff	9.65
Jennifer Lundin	9/30/2015	GREEK AT THE HARBOR IN	Advertising	Lunch for photo shoot staff	93.87
Jennifer Lundin	9/30/2015	FACEBK *7GU5H8SSY2	Advertising	Paid Ad boosts	100.00
Jennifer Lundin	9/11/2015	FEDEXOFFICE 00050039	Event Production	Signage for Events -No Parking	38.97
Jennifer Lundin	9/11/2015	FEDEXOFFICE 00050039	Event Production	Signage for Events - Lot Full	109.11
Jennifer Lundin	9/24/2015	FEDEXOFFICE 00050039	Event Production	Specialty Paper for events	10.73
Jennifer Lundin	9/11/2015	FEDEXOFFICE 00050039	Operating supplie	Sign for new Tenant	66.11
Total Marketing Manager's Expenses					794.51
John Higgins	9/25/2015	DIAMOND SEAGLAZE ***	Boat Maintenance	B-17/19 Windows	(569.03)
John Higgins	9/23/2015	2WHEELPROS	Boat Maintenance	Parts for boat seat repairs	32.24
Total Harbormaster's Expenses					(536.79)
					<u>\$ 2,987.38</u>



**NOVEMBER 18, 2015**

**BOARD OF PORT COMMISSIONERS**

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**CONSENT AGENDA ITEM B**

**TERMINATION OF LEASE AGREEMENT AND APPROVAL  
OF NEW RETAIL LEASE AGREEMENT  
FOR BAREFOOT BOUTIQUE**



**VENTURA PORT DISTRICT****BOARD COMMUNICATION****CONSENT AGENDA ITEM B**

Meeting Date: November 18, 2015

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TO: Board of Port Commissioners  
FROM: Robin Baer, Property Manager  
SUBJECT: Termination of Agreement and Approval of New Retail Lease Agreement for Elizabeth Marino dba Barefoot Boutique, 1575 Spinnaker Drive #106 A&B

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**RECOMMENDATION:**

That the Board of Port Commissioners:

- a) Approve by motion the termination of a lease agreement, dated April 1, 2015, for the premises located at 1575 Spinnaker Drive #106B, consisting of 609 square feet; and
- b) Approve by motion a new retail lease agreement for the premises located at 1575 Spinnaker Drive #106A&B, consisting of 1545 square feet between the Ventura Port District dba Ventura Harbor Village and Elizabeth Marino dba Barefoot Boutique for a two-year term with a two-year option.

**BACKGROUND:**

Ms. Marino has been a tenant since June 2013. During the summer months of 2015, she opened a second space in Building 1559. The total square footage of both stores was 1009sf and they both were successful. Since her exposure and sales have grown in the past couple of years, Ms. Marino would like to expand her original space of 609 square feet to 1545 square feet, by obtaining the available space next door to her unit. This would be combining the two stores into one location, therefore, better serving her customer base. She looks forward to a continued profitable future in the Ventura Harbor Village.

We will be terminating Ms. Marino's current two year lease and entering into a new two year lease with a two-year extension accommodating the increased square footage.

**FISCAL IMPACT:**

This new lease reflects current market rental rates for retail space in the complex. The lease will have a yearly step increase.

We look forward to future success with this tenant. Staff recommends the Board's approval of the new lease transaction.



**NOVEMBER 18, 2015**

**BOARD OF PORT COMMISSIONERS**

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**CONSENT AGENDA ITEM C**

**TERMINATION OF LEASE AGREEMENT WITH**

**HARBOR WIND & KITE Co.**



**VENTURA PORT DISTRICT**  
**BOARD COMMUNICATION**

**CONSENT AGENDA ITEM C**  
Meeting Date: November 18, 2015

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TO: Board of Port Commissioners  
FROM: Robin Baer, Property Manager  
SUBJECT: Termination of Lease Agreement with Sally E. Strider dba Harbor Wind & Kite Co.  
1575 Spinnaker Drive #107

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**RECOMMENDATION:**

That the Board of Port Commissioners approve by motion the termination of a lease between Ventura Port District dba Ventura Harbor Village and Sally E. Stride dba Harbor Wind & Kite Co. for the premises located at 1575 Spinnaker Drive #107.

**BACKGROUND:**

Harbor Wind & Kite Company has been a tenant since July 2013. Both parties have agreed it is in their mutual best interests to document an early termination of the Lease.

The Lease shall terminate on December 31, 2015. Each party shall release the other party from any obligations of such party under the Lease which arise or accrue after December 31, 2015. Tenant shall be entitled to the refund of any portion of the security deposit under the Lease after property inspection.

**FISCAL IMPACT:**

The District has submitted a Termination Agreement to the tenant. Staff recommends the Board's approval of the termination agreement.



**NOVEMBER 18, 2015**

**BOARD OF PORT COMMISSIONERS**

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**STANDARD AGENDA ITEM No. 1**

**APPROVAL OF AGREEMENT WITH BRANDIS TALLMAN  
LLC FOR PLACEMENT AGENT SERVICES**



**VENTURA PORT DISTRICT  
BOARD COMMUNICATION**

**STANDARD AGENDA ITEM 1**  
Meeting Date: November 18, 2015

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DATE: November 18, 2015  
TO: Board of Port Commissioners  
FROM: Oscar Peña, General Manager  
SUBJECT: Approval of Agreement with Brandis Tallman LLC for Placement Agent Services

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**RECOMMENDATION:**

That the Board of Port Commissioners authorize the General Manager to enter into an agreement for Placement Agent Services with Brandis Tallman LLC (BTLLC) for the purpose of establishing BTLLC as Placement Agent for the 2016 Rate Reset for the 2008 and 2009 Refunding Certificates of Participation (COPs).

**BACKGROUND:**

In 2008, BTLLC, as Placement Agent, assisted the District in refunding its 1998 COP's at a lower interest rate than the initial issuance. BTLLC has performed a rate reset analysis for the District's outstanding 2008 and 2009 Refunding COPs using a direct placement method of sale. Currently, the 2008 COPs have an interest rate of 4.43% and the 2009 COPs have an interest rate of 4.80%. The reset rate was estimated at 3.00%, as of October 29<sup>th</sup>. Resetting the prior COPs generates average fiscal year savings of \$63,757 or \$781,503 of total savings. Net present value savings are \$652,489 or 7.24%. A full set of numbers is attached herewith. The current balance of the COPs is \$9,250,638 and the maturity date is August 1, 2027.

The Agreement for Placement Agent Services stipulates that BTLCC shall provide the overall coordination of the financing to minimize the costs of the transaction, maximize the District's financing flexibility and capital market access. Other services include the following:

- Develop financing schedule
- Monitor the transaction process
- Compute sizing and design structure of the financing
- Compile/draft of disclosure reports for private placement distribution
- Conduct marketing and distribution
- Structure financing terms
- Review financing documents
- Provide pre-closing and closing assistance

The projected cost of issuance for this 2016 rate reset is as follows:

Bond Counsel	\$25,000 (ESTIMATED)
Placement Agent	\$15,000
Miscellaneous	<u>\$4,000</u>
	\$44,000

BTLLC has assisted the District in the past and is familiar with the current lender, City National Bank, of the 2008 and 2009 COPs.

If the Board approves the Agreement for Placement Agent Services, BTLLC will work with the lender to lock-in a new rate for 60 days. The estimated time to complete this financing transaction is approximately 60 days, to close in January.



**ALTERNATIVE:**

Reject staff's recommendation and consider other financing options within the next 30 to 60 days.

**FISCAL IMPACT:**

The fee for Placement Agent Services shall not exceed \$15,000 and is payable only if the financing closes successfully. The District reserves the right to terminate the agreement or reject the financing at any time. Based on the rate quote of October 29<sup>th</sup>, the Ventura Port District would save an estimated \$781,503 in total interest rate savings. The estimated net present value savings are 7.24% of the prior COPs. The benchmark for municipalities to move forward on a rate reset or refinancing is 3% net present value savings.

**ATTACHMENTS:**

Attachment 1 – Agreement for Placement Services

Attachment 2 – Brandis Tallman LLC Report, dated October 29, 2015



**AGREEMENT FOR  
PLACEMENT AGENT SERVICES**

**VENTURA PORT DISTRICT  
2015 Rate Reset for the 2008 and 2009 Refunding Certificates of Participation**

This Agreement, made and entered by and between the Ventura Port District (the "District") and Brandis Tallman LLC ("BTLLC") is for the purpose of establishing BTLLC as Placement Agent for the 2015 Rate Reset for the 2008 and 2009 Refunding Certificates of Participation (the "Financing"). Our fee for services will not exceed \$15,000. Our fee is payable only if the Financing closes successfully, and will be paid out of costs of issuance upon closing. The District reserves the right to terminate this Agreement or reject the proposed Financing at any time.

**SCOPE OF SERVICES**

BTLLC shall perform all the duties and services specifically set forth herein and shall provide such other services as it deems necessary or advisable, or are reasonable and necessary to accomplish the intent of the District in a manner consistent with the standards and practices of placement agents prevailing at the time such services are rendered to the District.

The District may, with the concurrence of BTLLC, expand this Scope of Services to include any additional services not specifically identified within the terms herein.

**DEBT ISSUANCE SERVICES**

Insofar as BTLLC is providing services which are rendered only to the District, the overall coordination of the Financing shall be such as to minimize the costs of the transaction coincident with maximizing the District's Financing flexibility and capital market access. BTLLC's proposed services may include, but shall not be limited to, the following:

- Develop Financing Schedule
- Monitor the Transaction Process
- Compute Sizing and Design Structure of the Financing
- Compile/Draft of Disclosure Reports for Private Placement Distribution
- Conduct Marketing and Distribution
- Structure Financing Terms
- Review Financing Documents
- Provide Pre-Closing and Closing Assistance

Specifically, BTLLC will:

**1. Develop the Financing Schedule.**

BTLLC shall take the lead role in preparing a schedule and detailed description of the interconnected responsibilities of each team member and update this schedule, with refinements, as necessary, as the work progresses.

Prepared by Brandis Tallman LLC



**2. Monitor the Transaction Process.**

BTLLC shall have the responsibility of working with the financing team for the successful implementation of the financing strategy and timetable that is adopted. BTLLC shall coordinate (and assist, where appropriate) in the preparation and review of the legal and disclosure documents and shall monitor the progress of all activities leading to the close of the Financing. BTLLC shall prepare the timetables and work schedules necessary to achieve this end in a timely, efficient and cost-effective manner and will coordinate and monitor the activities of all parties engaged in the Financing.

**3. Compute Sizing and Design Structure of Debt Issue.**

BTLLC shall work with the District's staff to design the Financing to be consistent with the District's objectives, reflecting current conditions in the capital markets. BTLLC will perform numerical iterations to provide examples of financing scenarios, prepare sources and uses of funds, debt service schedules and cash flow projections, as needed. BTLLC will also prepare pro formas and structure debt consistent with existing covenants and requirements.

**4. Compile/Draft of Disclosure Reports (as necessary and appropriate) for Distribution to Sophisticated Investors.**

BTLLC will be responsible, as deemed appropriate by bond counsel and the District, to compile and draft disclosure information relating to the security of the Financing for distribution to sophisticated investors.

**5. Conduct Marketing and Distribution.**

BTLLC shall provide regular summaries of current market conditions, trends in the market and how these may favorably or unfavorably affect the District's proposed Financing.

**6. Structure Financing Terms.**

Our goal is to achieve the best possible financing terms (which usually translates into the lowest cost of borrowing). These terms will be weighed and considered against what the investor will accept (and at what price) and what works best for the District. Financing terms can include final maturity, call provisions, and additional debt consideration.

**7. Review Financing Documents.**

BTLLC shall assist any consultants, bond counsel and/or other legal advisors in the drafting of the respective Financing resolutions, notices, and other legal documents. In this regard, BTLLC shall monitor document preparation for a consistent and accurate presentation of the recommended business terms and Financing structure, it being specifically understood however that BTLLC's services shall in no manner be construed as engaging in the practice of law.

**8. Provide Pre-Closing and Closing Activities.**

BTLLC shall assist in arranging for the closing. BTLLC shall assist bond counsel in assuming responsibility for such arrangements as they are required, including arranging for or monitoring settlement of the costs of issuance.



## ATTACHMENT 1

Confirming discussions with the District regarding risk, BTLLC represents the following:

- a. we have no conflict of interest with the District, such as a third party payment or profit-sharing with investors in connection with this Financing;
- b. we have made every effort to have a reasonable basis for all information provided and to present it in a clear, accurate and not misleading presentation;
- c. it must be noted that as a broker/dealer, our relationship with an issuer is basically an arm's-length commercial transaction and we may have financial and other interests that differ from the District.
- d. we are not acting as a municipal advisor, financial advisor or fiduciary to the District or any other person or entity and have not assumed any advisory or fiduciary responsibility to the District with respect to the transaction contemplated hereby and the discussions, undertakings and proceedings leading thereto.
- e. the only obligations we have to the District with respect to the transaction contemplated hereby expressly are set forth in this Agreement, except as otherwise provided by applicable rules and regulations of the SEC or the rules of the MSRB.
- f. the District has consulted its own legal, accounting, tax, financial and other advisors, as applicable, to the extent it has deemed appropriate in connection with the transaction.

The District and BTLLC have each caused this Agreement to be executed by their duly authorized officers as of the date first above written.

BRANDIS TALLMAN LLC

VENTURA PORT DISTRICT

By 

By \_\_\_\_\_



**BRANDIS TALLMAN LLC**

22 Battery Street  
Suite 500  
San Francisco, CA 94111

Phone: 415-912-5630  
Fax: 415-912-5636  
[www.brandistallman.com](http://www.brandistallman.com)

Oscar Pena, General Manager  
Gloria Adkins, Accounting Manager  
Ventura Port District  
1603 Anchors Way Drive  
Ventura, CA 93001

**October 29, 2015**

**RE: Ventura Port District  
2016 Rate Reset for the 2008 and 2009 Refunding Certificates of Participation**

Thank you for the opportunity to provide this information to you and the Ventura Port District (the "District").

We have performed a rate reset analysis for the District's outstanding 2008 and 2009 Refunding Certificates of Participation (the "2008 COPs" and the "2009 COPs", collectively the "Prior COPs") using a direct placement method of sale. Currently, the 2008 COPs have an interest rate of 4.43% and the 2009 COPs have an interest rate of 4.80%. The reset rate is currently estimated at 3.00%. Resetting the prior COPs generates average fiscal year savings of \$63,757 or \$781,503 of total savings. Net present value savings are \$652,489 or 7.24%. A full set of numbers is attached herewith.

We prepared this information as a placement agent and not a municipal advisor. As such, we are obligated to provide the following disclosures:

*We prepared the attached materials that consist of factual or general information (as defined in the SEC's Municipal Advisor Rules). We are not hereby providing any advice or making any recommendation as to action concerning the structure, timing or terms of any issuance of municipal securities or financial products. To the extent that we provided any alternatives, options, calculations or examples in the attached information, such information is not intended to express any view that the District could achieve the particular results, and the alternatives, options, calculation or examples do not constitute a recommendation that you should effect any municipal securities transaction.*

*Brandis Tallman is providing this information in the regulatory framework of MSRB Rule G-23 as an underwriter or placement agent and not as a financial advisor. The primary role of an underwriter or placement agent is to purchase securities for resale to investors in an arm's-length commercial transaction. Serving in this role, we have financial and other interests that differ from those of the District. Brandis Tallman is acting in its own interests, and not as the District's municipal advisor and does not owe a fiduciary duty pursuant to Section 15B of the Securities Exchange Act of 1934. The District should consult with its own financial, legal, accounting, tax and other advisors, as applicable, to the extent you deem appropriate.*

We look forward to further discussing this financing model with you.

Best Regards,

Rick Brandis

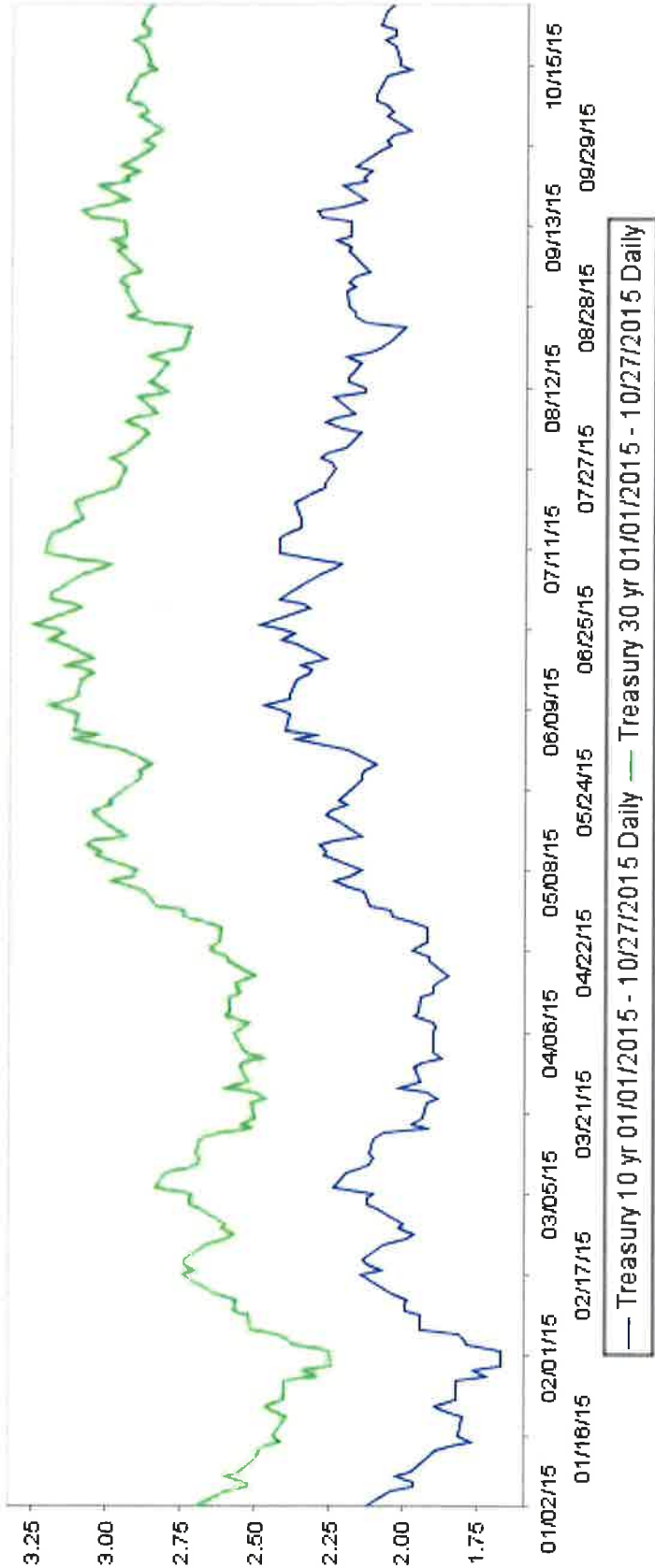
Nicki Tallman

Member  
FINRA MSRB SIPC



Treasury Rates Year-to-Date

Prepared by Brandis Tallman LLC  
27 October 2015



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10-year Treasury Highs and Lows

52-week High: 2.48% - June 26, 2015  
52-week Low: 1.67% - January 30, 2015 and February 2, 2015  
2015 High: 2.48% - June 26, 2015  
2015 Low: 1.67% - January 30, 2015 and February 2, 2015

30-year Treasury Highs and Lows

52-week High: 3.25% - June 26, 2015  
52-week Low: 2.24% - January 30, 2015  
2015 High: 3.25% - June 26, 2015  
2015 Low: 2.24% - January 30, 2015



Sources and Uses of Funds  
Ventura Port District  
2016 Rate Reset (Prior COPs)

Sources:

Bond Proceeds:

Par Amount	9,148,000.00
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Other Sources of Funds:

Accrued Interest Through Closing	152,154.26
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	9,300,154.26
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Uses:

Refunding Escrow Deposits:

Cash Deposit	9,250,638.26
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Delivery Date Expenses:

Cost of Issuance	49,000.00
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Other Uses of Funds:

Additional Proceeds	516.00
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	9,300,154.26
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Escrow Requirements  
Ventura Port District  
2016 Rate Reset (Prior COPs)

Period Ending	Interest	Principal Redeemed	Redemption Premium	Total
12/16/2015	152,154.26	9,008,400.00	90,084.00	9,250,638.26
	152,154.26	9,008,400.00	90,084.00	9,250,638.26



Cost of Issuance  
Ventura Port District  
2016 Rate Reset (Prior COPs)

Cost of Issuance	Amount
Bond Counsel	25,000.00
Placement Agent	20,000.00
Miscellaneous	4,000.00
	49,000.00



Bond Summary Statistics  
Ventura Port District  
2016 Rate Reset (Prior COPs)

Dated Date	12/16/2015
Delivery Date	12/16/2015
Last Maturity	8/1/2027
Arbitrage Yield	3.000366%
True Interest Cost (TIC)	3.000366%
Net Interest Cost (NIC)	3.000000%
All-In TIC	3.094815%
Average Coupon	3.000000%
Average Life (years)	6.467
Weighted Average Maturity (years)	6.467
Par Amount	9,148,000.00
Bond Proceeds	9,148,000.00
Total Interest	1,774,935.00
Net Interest	1,774,935.00
Total Debt Service	10,922,935.00
Maximum Annual Debt Service	912,720.00
Average Annual Debt Service	939,607.31
Underwriter's Fees (per \$1000)	
Average Takedown	
Other Fee	
Total Underwriter's Discount	
Bid Price	100.000000

Bond Component	Par Value	Price	Average Coupon	Average Life
Bond Component	9,148,000.00	100.000	3.000%	6.467
	9,148,000.00			6.467

	TIC	All-In TIC	Arbitrage Yield
Par Value	9,148,000.00	9,148,000.00	9,148,000.00
+ Accrued Interest			
+ Premium (Discount)			
- Underwriter's Discount			
- Cost of Issuance Expense		(49,000.00)	
- Other Amounts			
Target Value	9,148,000.00	9,099,000.00	9,148,000.00
Target Date	12/16/2015	12/16/2015	12/16/2015
Yield	3.000366%	3.094815%	3.000366%



# ATTACHMENT 2

Prior Bond Debt Service  
Ventura Port District  
2016 Rate Reset (Prior COPs)

Period Ending	Principal	Coupon	Interest	Debt Service	Annual Debt Service
2/1/2016			202,872.35	202,872.35	202,872.35
8/1/2016	583,800	**	202,872.35	786,672.35	
2/1/2017			189,730.65	189,730.65	976,403.00
8/1/2017	609,400	**	189,730.65	799,130.65	
2/1/2018			176,011.55	176,011.55	975,142.20
8/1/2018	635,300	**	176,011.55	811,311.55	
2/1/2019			161,707.85	161,707.85	973,019.40
8/1/2019	666,500	**	161,707.85	828,207.85	
2/1/2020			146,701.60	146,701.60	974,909.45
8/1/2020	693,000	**	146,701.60	839,701.60	
2/1/2021			131,096.35	131,096.35	970,797.95
8/1/2021	729,700	**	131,096.35	860,796.35	
2/1/2022			114,665.80	114,665.80	975,462.15
8/1/2022	756,800	**	114,665.80	871,465.80	
2/1/2023			97,621.85	97,621.85	969,087.65
8/1/2023	794,300	**	97,621.85	891,921.85	
2/1/2024			79,733.40	79,733.40	971,655.25
8/1/2024	827,200	**	79,733.40	906,933.40	
2/1/2025			61,101.60	61,101.60	968,035.00
8/1/2025	865,400	**	61,101.60	926,501.60	
2/1/2026			41,608.50	41,608.50	968,110.10
8/1/2026	904,000	**	41,608.50	945,608.50	
2/1/2027			21,244.50	21,244.50	966,853.00
8/1/2027	943,000	**	21,244.50	964,244.50	
2/1/2028					964,244.50
	9,008,400		2,848,192.00	11,856,592.00	11,856,592.00

\*\* The 2008 COP has an interest rate of 4.43% and the 2009 COP has an interest rate of 4.80%.



## ATTACHMENT 2

Bond Debt Service  
Ventura Port District  
2016 Rate Reset (Prior COPs)

Dated Date 12/16/2015

Period Ending	Principal	Coupon	Interest	Debt Service	Annual Debt Service
2/1/2016			34,305	34,305	34,305
8/1/2016	648,000	3.000%	137,220	785,220	
2/1/2017			127,500	127,500	912,720
8/1/2017	666,000	3.000%	127,500	793,500	
2/1/2018			117,510	117,510	911,010
8/1/2018	684,000	3.000%	117,510	801,510	
2/1/2019			107,250	107,250	908,760
8/1/2019	707,000	3.000%	107,250	814,250	
2/1/2020			96,645	96,645	910,895
8/1/2020	725,000	3.000%	96,645	821,645	
2/1/2021			85,770	85,770	907,415
8/1/2021	751,000	3.000%	85,770	836,770	
2/1/2022			74,505	74,505	911,275
8/1/2022	768,000	3.000%	74,505	842,505	
2/1/2023			62,985	62,985	905,490
8/1/2023	794,000	3.000%	62,985	856,985	
2/1/2024			51,075	51,075	908,060
8/1/2024	814,000	3.000%	51,075	865,075	
2/1/2025			38,865	38,865	903,940
8/1/2025	839,000	3.000%	38,865	877,865	
2/1/2026			26,280	26,280	904,145
8/1/2026	864,000	3.000%	26,280	890,280	
2/1/2027			13,320	13,320	903,600
8/1/2027	888,000	3.000%	13,320	901,320	
2/1/2028					901,320
	9,148,000		1,774,935	10,922,935	10,922,935



## ATTACHMENT 2

Savings  
Ventura Port District  
2016 Rate Reset (Prior COPs)

Date	Prior Debt Service	Prior Receipts	Prior Net Cash Flow	Refunding Debt Service	Savings	Annual Savings	Present Value to 12/16/2015 @ 3.0003659%
2/1/2016	202,872.35	152,154.26	50,718.09	34,305.00	16,413.09	16,413.09	16,352.10
8/1/2016	786,672.35		786,672.35	785,220.00	1,452.35		1,425.57
2/1/2017	189,730.65		189,730.65	127,500.00	62,230.65	63,683.00	60,180.25
8/1/2017	799,130.65		799,130.65	793,500.00	5,630.65		5,364.65
2/1/2018	176,011.55		176,011.55	117,510.00	58,501.55	64,132.20	54,914.04
8/1/2018	811,311.55		811,311.55	801,510.00	9,801.55		9,064.50
2/1/2019	161,707.85		161,707.85	107,250.00	54,457.85	64,259.40	49,618.41
8/1/2019	828,207.85		828,207.85	814,250.00	13,957.85		12,529.51
2/1/2020	146,701.60		146,701.60	96,645.00	50,056.60	64,014.45	44,270.05
8/1/2020	839,701.60		839,701.60	821,645.00	18,056.60		15,733.23
2/1/2021	131,096.35		131,096.35	85,770.00	45,326.35	63,382.95	38,910.41
8/1/2021	860,796.35		860,796.35	836,770.00	24,026.35		20,320.58
2/1/2022	114,665.80		114,665.80	74,505.00	40,160.80	64,187.15	33,464.45
8/1/2022	871,465.80		871,465.80	842,505.00	28,960.80		23,775.25
2/1/2023	97,621.85		97,621.85	62,985.00	34,636.85	63,597.65	28,014.71
8/1/2023	891,921.85		891,921.85	856,985.00	34,936.85		27,839.71
2/1/2024	79,733.40		79,733.40	51,075.00	28,658.40	63,595.25	22,499.15
8/1/2024	906,933.40		906,933.40	865,075.00	41,858.40		32,376.50
2/1/2025	61,101.60		61,101.60	38,865.00	22,236.60	64,095.00	16,945.28
8/1/2025	926,501.60		926,501.60	877,865.00	48,636.60		36,515.46
2/1/2026	41,608.50		41,608.50	26,280.00	15,328.50	63,965.10	11,338.26
8/1/2026	945,608.50		945,608.50	890,280.00	55,328.50		40,320.77
2/1/2027	21,244.50		21,244.50	13,320.00	7,924.50	63,253.00	5,689.64
8/1/2027	964,244.50		964,244.50	901,320.00	62,924.50		44,510.87
2/1/2028						62,924.50	
	11,856,592.00	152,154.26	11,704,437.74	10,922,935.00	781,502.74	781,502.74	651,973.36

Savings Summary

PV of savings from cash flow	651,973.36
Plus: Refunding funds on hand	516.00
	<hr/>
Net PV Savings	652,489.36



Summary of Refunding Results  
 Ventura Port District  
 2016 Rate Reset (Prior COPs)

Dated Date	12/16/2015
Delivery Date	12/16/2015
Arbitrage yield	3.000366%
Escrow yield	
Value of Negative Arbitrage	
Bond Par Amount	9,148,000.00
True Interest Cost	3.000366%
Net Interest Cost	3.000000%
All-In TIC	3.094815%
Average Coupon	3.000000%
Average Life	6.467
Weighted Average Maturity	6.467
Par amount of refunded bonds	9,008,400.00
Average coupon of refunded bonds	4.504632%
Average life of refunded bonds	6.644
Remaining weighted average maturity of refunded bonds	6.644
PV of prior debt to 12/16/2015 @ 3.000366%	9,951,562.26
Net PV Savings	652,489.36
Percentage savings of refunded bonds	7.243122%
Percentage savings of refunding bonds	7.132590%



# ATTACHMENT 2

## VENTURA PORT DISTRICT Revenues, Expenses and Debt Service Coverage Calculations - Existing DRAFT - For Discussion Purposes Only 28-Oct-15

Description	Actual FYE 2011	Actual FYE 2012	Actual FYE 2013	Actual FYE 2014	Projected FYE 2015 (1)	Projected FYE 2016 (1)	Projected FYE 2017 (1)	Projected FYE 2018 (1)
<b>OPERATING &amp; NON-OPERATING REVENUES:</b>								
General	4,468,599	4,551,634	4,543,835	4,535,315				
Harbor Village Slips	986,477	960,326	989,258	934,142				
Fishing	295,563	292,905	206,296	299,757				
Boat Yard	233,351	273,962	280,019	307,025				
Charter	201,818	224,923	298,453	344,207				
Tenant Reimbursements	403,098	409,238	401,284	370,450				
Dry Storage	100,263	97,260	96,993	89,472				
Other	196,432	238,373	225,138	263,891				
Taxes	932,475	966,518	944,974	978,498				
Investment Income (loss)	48,175	161,364	-45,961	102,788				
Intergovernmental Grants	65,302	181,639	85,506	1,940,587				
<b>TOTAL REVENUE</b>	<b>7,931,553</b>	<b>8,358,142</b>	<b>8,025,795</b>	<b>10,166,132</b>	<b>10,166,132</b>	<b>10,166,132</b>	<b>10,166,132</b>	<b>10,166,132</b>
<b>OPERATING EXPENSES:</b>								
Administration	161,565	187,891	223,097	204,872				
Salaries and Benefits	2,880,322	3,241,485	3,195,985	3,427,450				
Merchant Promotion	211,358	212,115	225,457	266,897				
Professional Services	404,571	416,901	602,914	546,579				
Repairs and Maintenance	620,647	620,451	593,705	879,026				
Harbor Dredging	407,288	1,727,932	221,375	236,593				
Utilities	310,148	298,531	321,940	348,035				
Insurance	116,168	195,536	126,565	141,886				
Other Expenses	172,887	182,012	183,690	208,839				
<b>TOTAL OPERATING EXPENSES</b>	<b>5,284,954</b>	<b>7,082,854</b>	<b>5,694,728</b>	<b>6,260,177</b>	<b>6,447,982</b>	<b>6,641,422</b>	<b>6,840,664</b>	<b>7,045,884</b>
<b>NET REVENUE FOR SENIOR DEBT SERVICE</b>	<b>2,646,599</b>	<b>1,275,288</b>	<b>2,331,067</b>	<b>3,905,955</b>	<b>3,718,150</b>	<b>3,524,710</b>	<b>3,325,468</b>	<b>3,120,248</b>
<b>SENIOR DEBT SERVICE</b>								
2008 COPs	784,410	787,798	780,521	782,579	783,752	779,149	778,771	777,507
2009 Refunding COPs	197,730	197,730	197,723	197,700	197,653	197,667	197,632	197,635
<b>TOTAL SENIOR DEBT SERVICE</b>	<b>982,140</b>	<b>985,528</b>	<b>978,244</b>	<b>980,279</b>	<b>981,405</b>	<b>976,816</b>	<b>976,403</b>	<b>975,142</b>
<b>DEBT SERVICE COVERAGE (2)</b>	<b>2.69</b>	<b>1.29</b>	<b>2.38</b>	<b>3.98</b>	<b>3.79</b>	<b>3.61</b>	<b>3.41</b>	<b>3.20</b>
<b>NET REVENUE FOR SUBORDINATE DEBT SERVICE</b>	<b>1,664,459</b>	<b>289,760</b>	<b>1,352,823</b>	<b>2,925,676</b>	<b>2,736,745</b>	<b>2,547,894</b>	<b>2,349,065</b>	<b>2,145,106</b>
<b>SUBORDINATED DEBT SERVICE</b>								
DBW Loan #1	205,000	205,000	205,000	205,000	205,000	205,000	205,000	205,000
DBW Loan #2	90,000	90,000	90,000	90,000	90,000	90,000	90,000	90,000
<b>TOTAL SUBORDINATED DEBT SERVICE</b>	<b>295,000</b>	<b>295,000</b>	<b>295,000</b>	<b>295,000</b>	<b>295,000</b>	<b>295,000</b>	<b>295,000</b>	<b>295,000</b>
<b>DEBT SERVICE COVERAGE (3)</b>	<b>5.64</b>	<b>0.98</b>	<b>4.59</b>	<b>9.92</b>	<b>9.28</b>	<b>8.64</b>	<b>7.96</b>	<b>7.27</b>

(1) For FYE 2015- FYE 2018, revenues held constant and expenses increase by 3% each year.

(2) 115x on the 2008 and 2009 Refunding COPs

(3) 150x on DBW Loans after payment of senior bonds



**NOVEMBER 18, 2015**

**BOARD OF PORT COMMISSIONERS**

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**STANDARD AGENDA ITEM NO. 2**

**COASTAL MARINE BIOLABS QUARTERLY REPORT**



**VENTURA PORT DISTRICT**  
**BOARD COMMUNICATION**

**STANDARD AGENDA ITEM 2**  
Meeting Date: November 18, 2015

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DATE: November 18, 2015  
TO: Board of Port Commissioners  
FROM: Linda Santschi, Ph.D. and Ralph Imondi, Ph.D.  
SUBJECT: Coastal Marine Biolabs Quarterly Report

---

**RECOMMENDATION:**

That the Board of Port Commissioners receive a report from Coastal Marine Biolabs on their organization and supplemental lease requirements.

**SUMMARY:**

Coastal Marine Biolabs (CMB) will provide an overview of CMB's mission, approach and programming. Also, a brief organizational history and timeline, highlighting major achievements and milestones with respect to the research-based educational programming will be reported.

CMB will provide an update on the program in developmental neuroscience funded by the National Institutes of Health, and their recent grant submission to the National Science Foundation. CMB will conclude with a brief description of its role in the Ventura Shellfish Enterprise.

**BACKGROUND:**

CMB is a private, 501(c)(3), research-based science education organization that provides innovative field and laboratory-based learning experiences for high school students. Under the mentorship of CMB scientists, students use many of the key technological cornerstones of modern scientific discovery to explore contemporary questions that lie at the frontiers of scientific knowledge.

CMB joined the Ventura Harbor family in April 2007 in the 1559 Building, Suite 101 with a one year lease. After termination, CMB was a month-to-month tenant until 2011 when the lease was re-stated for three years. In June 2014, a new five year lease was created with a new exhibit (B-1), Supplemental Lease Requirements (Attachment 1).

**ATTACHMENTS:**

Attachment 1 – Exhibit B-1 of Lease Agreement



**EXHIBIT "B-1"**

**SUPPLEMENTAL LEASE REQUIREMENTS**

Tenant shall comply with all the terms and conditions specified on this Exhibit B-1 including, but limited to, offering and conducting all of the programs specified herein continuously throughout the term of the Lease. Failure to do so shall be considered a Default under the Lease.

**A) CMB's Residential Programming**

CMB offers an Integrative Bioscience program where students work alongside scientists to conduct interrelated field and laboratory work that includes ecology, environmental science, neuroscience, genetics, molecular, cellular and developmental biology, and environmental chemistry. High School students learn how scientists evaluate human and natural impacts on the health of these fragile habitats in the kelp forest in order to protect the astonishing diverse plants and animals that call these biomes their home.

Students are expected to assume his/her responsibilities as a scientific team member. These responsibilities include the conscientious execution of all laboratory work, diligent participation in scientific discussions and productive interactions with their colleagues and CMB's scientific advisors.

On the final night of each resident program session, students present a synthesis of their field and laboratory work to an audience consisting of family members and invited guest scientists. Together with CMB scientists, invited guests will enthusiastically evaluate presentations for their effectiveness and innovation in highlighting the program's central theme. Presentations will conclude with a question and answer session and an awards ceremony to recognize outstanding student achievement.

Tuition for CMB's 9-Day Resident Program session includes meals at harbor-based restaurants, accommodations at the Holiday Inn Express, field excursions aboard harbor-based vessels, dive instruction at Ventura Dive and Sport, promotional outerwear, refreshments, and other incidentals. It is noteworthy that CMB's tuition-based programming has been reduced upon receipt of the federal funding from the National Science Foundation. Consequently, it is difficult to project how much CMB's tuition-based programming will be impacted in the future.

**B) Public Engagement Events**

CMB agrees to host at least three (3) public engagement events throughout each year of the Lease Term. The target audience for these events includes family members of CMB students, area high school students and educators, undergraduate students and college/university faculty, members of the environmental education community, and other interested members of the general public. The principal goals of these educational events is to provide a forum to heighten public interest in research efforts focusing on locally relevant marine organisms/systems and to inspire an appreciation for the importance of biodiversity preservation in the waters surrounding California's northern Channel Islands.



## **C) Branding Requirements**

CMB agrees to include the Port District's logo on its website and other collateral material as a community sponsor at all times throughout the term of the Lease. Additionally, a footnote should be added recognizing the Port District's contribution to provide a facility within the harbor for scientific research and education. Example: Ventura Port District provides facility support in partnership with Coastal Marine Biolabs Integrative Biosciences, establishing Ventura Harbor as a scientific center for education and excellence.

## **D) News and Events**

CMB shall provide a brief update to the Board of Port Commissioners on a quarterly basis at one of its regular public meetings held on the 4<sup>th</sup> Wednesday of each month. The update shall include a list of any press coverage, press releases and any press clippings, and information concerning or related to any new grants, awards, or other funding that Tenant has applied for, or has been approved to received, including any authorization to use all or a portion of such grant, award, or funding for the payment of Tenant's rental or occupancy related expenses.

## **E) Enhancement-Outreach Projects**

CMB agrees to collaborate with the Ventura Port District Board of Port Commissioners and General Manager on two interrelated enhancement projects. These outreach-centered projects involve the creation of educational exhibits that connect harbor visitors to various forms of information related to wildlife and/or habitats within the Ventura Harbor Wetlands Ecological Reserve and the Channel Islands National Park and Marine Sanctuary. The products generated in connection with these efforts are intended to form engaging, interactive, and professional quality visitor attractions along the Ventura Harbor promenade and the Don Davis Scenic Loop.

During the lease period, the lessees agree to:

- Coordinate initial exploratory meetings with one or more Board members, the General Manager, and local stakeholders that may include representatives of the Channel Islands National Park, Channel Islands National Marine Sanctuary, Ventura Water District, Ventura Audubon Society, Ventura Harbor Wetlands Ecological Research, Resource Conservation Partners, Wetlands Recovery Project, Earth Island Institute, and other organizations.
- Organize and participate in scoping and planning meetings with appropriate stakeholders, vendors, artists/artisans, graphic designers, and technical consultants.
- Propose concepts, medium, and designs to meet project aims.
- Identify potential funding sources.
- Develop a work plan, budget, and timeline for project completion.
- Provide periodic progress reports to the Board, as appropriate.

EXHIBIT "B-1"  
VENTURA PORT DISTRICT  
SUPPLEMENTAL LEASE REQUIREMENTS



## ATTACHMENT 1

### **F) Shellfish Hatchery**

CMB agrees to facilitate/coordinate discussions centering upon the potential establishment of a native California shellfish hatchery in the Ventura Harbor. This effort would form part of the California Shellfish Initiative that seeks to establish sustainable shellfish aquaculture facilities in Humboldt Bay, Tomales Bay and Morro Bay estuaries. This collaborative effort among growers, regulators, non-governmental organizations, and scientists seeks to identify other coastal communities and stakeholders (e.g. the Ventura Harbor) that are ideally suited to conduct shellfish aquaculture operations in California



**NOVEMBER 18, 2015**

**BOARD OF PORT COMMISSIONERS**

---

**STANDARD AGENDA ITEM NO. 3**

**PROPOSED VENTURA HARBOR MARINA**

**AND YACHT YARD EXPANSION**



**VENTURA PORT DISTRICT  
BOARD COMMUNICATION**

**STANDARD AGENDA ITEM 3**  
Meeting Date: November 18, 2015

---

TO: Board of Port Commissioners  
FROM: Brian Pendleton, Business Operations Manager  
SUBJECT: Proposed Ventura Harbor Marina and Yacht Yard Expansion

---

**RECOMMENDATION:**

That the Board of Port Commissioners:

- a) Adopt Resolution No. 3289 certifying the Mitigated Negative Declaration and Mitigation Monitoring Program for the Ventura Harbor Marina and Yacht Yard Expansion project (Attachment 1);
- b) Approve the Project by Resolution No. 3289, with conditions as depicted in the FINAL IS-MND and contained in Attachments 2 and 3; and
- c) Authorize the General Manager to File the Notice of Determination (NOD) with the State Office of Planning and Research and the Ventura County Clerk (Attachment 4).

**SUMMARY:**

Pursuant to the California Environmental Quality Act (CEQA), an Initial Study - Mitigated Negative Declaration (IS-MND) for the Ventura Harbor Marina and Yacht Yard (VHMY) Expansion was prepared with the assistance of Rincon Consultants, Inc. (Attachment 2). The Port District is the Lead Agency and, therefore, must consider approval of the Final IS-MND.

On October 28, the Commission received a report on the status of the FINAL IS-MND, as well as the status of Schematic Plans for the VHMY Expansion. No action was taken on the project or the MND at that time.

**BACKGROUND:**

The proposed project involves expansion and improvements of the existing Ventura Harbor Marina and Yacht Yard (VHMY) to increase the number of boat slips from 40 to 80 (40 new boat slips). The proposed expansion involves removing the existing dock structure, concrete ramps, a portion of the existing pier, and fuel docks; construction of an expanded dock structure; relocation of the fuel dock; onshore parking improvements; and other related facility improvements including a new American with Disabilities Act (ADA) ramp and new 2-story marine building with added restroom/shower facilities. Figure 3 of the IS-MND shows the proposed structures to be removed. Figure 4 shows the proposed new site plan, and Figures 5, 6 and 7 show the current and possible future parking lot layouts, depending upon final parking requirements for the project as determined by the City of Ventura. Based on preliminary communications between the City and Port District regarding parking stall requirements for boat slips, the applicant and Master Lessee, Mr. Sam Sadove, Manager for Ventura Harbor Marine Associates LLC, prepared Figure 7 which includes a greater number of parking stalls at 123 versus Figure 6 at 111. The City will make a formal determination of parking requirements as part of their approval of the landside improvements. The expanded dock would extend further into the main channel of Ventura Harbor as compared to the existing dock, but would be consistent with the channel limit as prepared by Noble Consultants, Inc. "Ventura Harbor Minimum Entrance Channel Plan" and added as a Project condition.

The DRAFT IS-MND was circulated for a 30-day public review period that began on August 7, 2015. The Port District received seven comment letters on the Draft IS-MND. The letters and responses to the letters are contained in Appendix E of the FINAL IS-MND. At the publically noticed October 28 board meeting, the Commission received a report on the status of the Final IS-MND and Schematic Plans. Harbormaster John Higgins has requested the project include some form of lateral markers for



boats departing and returning to the harbor to ensure safe navigation. The applicant has agreed to work with Mr. Higgins and Port District staff to reach a mutually agreeable solution. As such, the inclusion of lateral markers is included as a project condition and will be required if the project is approved.

Ventura Harbor Marine Associates; LLC (Master Lessee) will need to seek project approvals from other regulatory bodies including but not limited to the California Coastal Commission, U.S. Army Corps of Engineers, Los Angeles Regional Water Quality Control Board and the City of Ventura (landside improvements). In addition, the details of the project remain to be determined and, as required by Master Lessee's existing Ground Lease, those details will be set out in the subsequent "preliminary plans" and "working drawings" to be submitted to the Port District for approval.

**FISCAL IMPACTS:**

None

**ATTACHMENTS:**

Attachment 1 – Resolution No. 3289

Attachment 2 - Final Initial Study - Mitigated Negative Declaration for the Ventura Harbor Marina and Yacht Yard Expansion dated October 2015

Attachment 3 – Ventura Harbor Marina and Yacht Yard Expansion Conditions of Project Approval

Attachment 4 – Notice of Determination





RESOLUTION NO. 3289

**RESOLUTION OF THE BOARD OF PORT COMMISSIONERS OF VENTURA PORT DISTRICT ADOPTING A MITIGATED NEGATIVE DECLARATION FOR THE VENTURA HARBOR MARINA AND YACHT YARD EXPANSION AND APPROVING THE PROJECT**

**WHEREAS**, Ventura Port District ("District"), in conjunction with Ventura Harbor Marine Associates, LLC, doing business as Ventura Harbor Marina and Yacht Yard ("VHMY") as Project Proponent, proposes to expand the improvements on the VHMY Leasehold by increasing the number of boat slips from 40 to 80, expanding the dock infrastructure, relocating the fuel dock, making onshore parking improvements and other related facility improvements (hereinafter collectively referred to as the "Project");

**WHEREAS**, Rincon Consultants, Inc., was engaged to assist the District and VHMY with the preparation of the necessary environmental documentation to support the Project;

**WHEREAS**, an initial study was prepared for the Project and concluded that the Project as proposed could have a significant impact on the environment, but that the Project was revised with the agreement of the Project Proponent so that the environmental impacts would be reduced to an insignificant level through those mitigation measures the Project Proponent incorporated into the Project;

**WHEREAS**, the District therefore authorized the preparation and circulation of a Mitigated Negative Declaration for the Project in accordance with the requirements of the California Environmental Quality Act ("CEQA");

**WHEREAS**, the District, as lead agency for the Project, gave Notice of Intent to Adopt a Mitigation Negative Declaration in accordance with Section 15072 of the District's and the State CEQA Guidelines and provided a public review period of not less than thirty (30) days beginning August 7, 2015, in accordance with Section 15073 of the Guidelines;

**WHEREAS**, the Project was assigned State Clearinghouse No. 2015081011 and by letter dated September 8, 2015, from the Governor's Office of Planning and Research, the District was informed that no state agencies submitted comments regarding the Project and that the District "complied with the State Clearinghouse review requirements" pursuant to CEQA;





**WHEREAS**, letters and comments on the Project were received and responses thereto were provided, all of which are included in the Final Mitigated Negative Declaration, and related materials, and which constitute the record of proceedings upon which this Resolution is based; such records are located at the District office, the custodian of those documents being the General Manager of the District;

**WHEREAS**, at a duly noticed public meeting on November 18, 2015, the Board of Port Commissioners of the District considered the proposed Mitigated Negative Declaration, together with any and all comments received during the public review process; and

**NOW, THEREFORE, BE IT RESOLVED**, that the Board of Port Commissioners of Ventura Port District has reviewed the Mitigated Negative Declaration and the record before it (including the initial study and all comments received) and finds:

(i) That the Mitigated Negative Declaration is adequate and complete in that it addresses all potential environmental effects of the Project;

(ii) That there is no substantial evidence in the record that the Project will have a significant effect on the environment as proposed with the incorporation of the subject mitigation measures, in that all potential significant environmental effects will be reduced to an acceptable level or that such effects have been eliminated or reduced to a level of insignificance by the mitigation measures identified in the Mitigation Monitoring and Reporting Program included in the Final Mitigated Negative Declaration;

(iii) That the Mitigated Negative Declaration complies with CEQA; and

(iv) That these findings reflect the independent judgment and analysis of the Board of Port Commissioners of Ventura Port District; and

**BE IT FURTHER RESOLVED**, that the Board of Directors of Ventura Port District hereby adopts the Mitigation Monitoring and Reporting Program for the Project attached hereto as Exhibit A.

**BE IT FURTHER RESOLVED**, that the General Manager and District staff are hereby directed to file a Notice of Determination with the State Office of Planning and Research and the Ventura County Clerk pursuant to the provisions of Section 15975(a) of the CEQA Guidelines.

**BE IT FURTHER RESOLVED**, that the General Manager and District staff are hereby further authorized to take such other steps and actions as may be necessary to implement and carry out the purpose and intent of this Resolution.

**BE IT FURTHER RESOLVED**, that the Board of Port Commissioners hereby approves the Project.



ATTACHMENT 1

**PASSED AND ADOPTED** by the Board of Port Commissioners of Ventura Port District this 18<sup>th</sup> day of November, 2015.

---

**JIM FRIEDMAN**  
Chairman of the Board of Port Commissioners

Attest:

---

**OSCAR PENA**  
Secretary



*Ventura Port District*

# **Ventura Harbor Marina and Yacht Yard Expansion**

*Final*  
**Initial Study –  
Mitigated Negative  
Declaration**



**October 2015**

*E n v i r o n m e n t a l   S c i e n t i s t s   P l a n n e r s   E n g i n e e r s*



# Ventura Harbor Marina and Yacht Yard Expansion

## *Final* Initial Study – Mitigated Negative Declaration

*Prepared by:*

**Ventura Port District**  
1603 Anchors Way Drive  
Ventura, California 93001

*Prepared with the assistance of:*

**Rincon Consultants, Inc.**  
180 North Ashwood Avenue  
Ventura, California 93003

*October 2015*

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*This report is printed on 50% recycled paper.*



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Appendix C	Traffic Impact Analysis
Appendix D	Ventura Harbor Marina & Yacht Yard Clean Marina Plan
Appendix E	Responses to Comments on the Draft IS-MND
Appendix F	Mitigation Monitoring and Reporting Program



## INITIAL STUDY

1. **Project Title:** Ventura Harbor Marina and Yacht Yard Expansion
2. **Lead Agency Name and Address:** Ventura Port District  
1603 Anchors Way  
Ventura, CA 93001
3. **Contact Person and Phone Number:** Oscar Peña  
(805) 642-8538
4. **Project Location:** The project site is located at approximately 1644 Anchors Way Drive in the City of Ventura, Ventura County, California, within the Ventura Harbor (Parcel 20 of the Ventura Harbor). Figure 1 shows the regional location. Figure 2 shows the project site location.
5. **Project Sponsor's Name and Address:** Ventura Harbor Marine Associates LLC  
1644 Anchors Way Drive  
Ventura, CA 93001
6. **General Plan Designation:** Commerce
7. **Zoning:** Harbor Commercial (HC)

### 8. Description of Project:

The proposed project involves expansion and improvements of the existing Ventura Harbor Marina and Yacht Yard (VHMY) to increase the number of boat slips from 40 to 80 (40 new boat slips). The proposed expansion involves removing the existing dock structure, concrete ramps, a portion of the existing pier, and fuel docks; construction of an expanded dock structure; relocation of the fuel dock; onshore parking improvements; and other related facility improvements. Figure 3 shows the proposed structures to be removed, Figure 4 shows the proposed new site plan, and figures 5, 6, and 7 show the current and possible future parking lot layouts. The expanded dock would extend further into the main channel of Ventura Harbor as compared to the existing dock, but would be consistent with the channel limit considered by the Ventura Port District Commission in June 2014 (see Figure 8).

The fuel dock would also be improved. Improvements to the fuel dock would include:

- Improvements to feeder lines and new digital fuel pumps, which would provide a higher pump capacity
- Extended hose length on retractable rollers to enable docked commercial boats in that section of the dock to be fueled at their slips
- Spill resistant nozzles built to current code requirements
- Easy access kill switches
- New gauges and a stable, new docking area





Other proposed improvements would include:

- Develop an Americans with Disabilities Act (ADA) compliant ramp on the promenade walkway which would span the distance of the marina and connect to adjacent public walkways.
- Provide new restroom/shower facilities in addition to existing facilities. The new facilities would be located in the parking lot in the northwest corner of the project site, near the new ADA ramp. Currently, the project site has facilities with two toilets and showers. The proposed project would involve adding another facility with two toilets and two showers and a facility with two toilets and one shower.
- Increase the number of bait receivers from three fixed units to five new units. Three of the five new units would be free-standing and designed to be relocated when needed. Two would be semi free-standing.
- Provide transient dockage in excess of 60 feet on the western walkway.
- Expand private boater slips, including some doublewide slips to potentially provide dockage for multi-hull vessels.
- Overhaul and expand the haul and launch facilities for boaters. Improvements include filling holes in the cement pier to improve safety and extending the pier by 10 feet in order to hoist larger boats.
- Increase capacity for larger and transient boat electrical power hookups to provide 100 AMP connections.
- Raise piling heights an additional five feet over the existing height for better potential tsunami protection (from 12 feet above mean lower low water [MMLW] to 17 feet above MMLW).
- Install keyless card system for docks and the facilities to provide better safety and security.
- Reconfigure and re-pave the existing parking lot adjacent to the marina to accommodate an additional 5-17 parking spaces. This would bring overall onsite parking to 111-123 spaces. This component of the project would require removal of several mature palm trees and other landscape elements.
- Upgrade existing on-site storm drain inlets with sand filters to reduce trash and debris from entering harbor water.
- Upgrade an existing three-inch diameter water pipe on the dock to six inches to comply with current Code requirements.

Material to be removed as part of the demolition would include approximately:

- 20,320 cubic feet of cement
- 20,320 cubic feet of wood
- 83 wood pilings
- 20 12" x 12' beams
- 40 4" x 20' cross beams

The Ventura Harbor Marina and Yacht Yard currently has 120 day sail/dry storage slips. The number of slips would not change with the proposed project. The proposed project may generate a minor increase in boating activity as the number of slips would increase. However, the amount of increase cannot be predicted at this time. The number of boats fueled at the





existing fuel dock can range from about 2 to 6 Monday through Thursday and 15 to 30 on weekends. Use of the fuel pumps may incrementally increase with the proposed project due to the increase the number of boat slips. However, the amount of increase cannot be predicted at this time and would be minimal relative to the overall number of boats that use the fuel pumps (there are currently about 1,500 total boat slips in Ventura Harbor so the 40 new slips would represent an overall increase of less than 3%). In addition, the relocation of the fuel dock would allow some commercial boats to be fueled in their slips which would decrease activity to and from the fuel pumps. Relocation of the fuel dock would also allow easier navigation to the dock as prevailing winds would help guide boats to the dock.

Construction of the new dock would occur in two phases. Phase 1 would involve replacing the east side of the dock structure. During this phase, boats would be moved to the other side of the docks. During Phase 2, the opposite would occur: the west side of the docks would be replaced and boats would be docked on the east side. Each phase of construction would take 4-6 months. Parking lot repaving and improvements would occur between phases 1 and 2 and is expected to take approximately four days. Visitors to the site during this time would be able to park in Port District parking areas during this time. Shuttle bus service may from parking areas to the site may be provided if there is demand for such a service.

The existing marina currently has seven residents who live on four docked boats (residents who live at the marina are called “liveaboards”). With the increase in the number of boat slips as a result of the proposed project, the number of liveaboards could increase. However, the exact number of future liveaboard residents with the proposed project is unknown at this time. In addition, the number of liveaboard residents is controlled by the marina operator. The number of allowed liveaboards is based on the number of available restroom facilities. Each toilet/shower can serve about five liveaboards (California Division of Boating and Waterways, 2005). Currently, the marina has two toilets and two showers; therefore, up to ten liveaboards are allowed. The proposed project would add up to four additional toilets and three additional showers; therefore, based on the three new showers, the number of liveaboards could increase by 15. For the purposes of this analysis, it is assumed that the proposed project could accommodate an additional 15 residents.

## **9. Surrounding Land Uses and Setting:**

The project site is located in the northern portion of the Ventura Harbor in the City of Ventura. The Ventura Harbor is a 274-acre multiple use recreational and commercial fishing small craft harbor owned by the Ventura Port District (the “District”). The District’s current property holdings include approximately 152 acres of land and 122 acres of water area. Construction was completed and the Harbor commenced operations in 1963 (Ventura Port District website, accessed February 2015).

To the south of the project site are additional facilities and marinas within the Ventura Harbor. To the north across Anchors Way Drive are residential uses (Ventura Marina Mobile Home Park). Directly to the west of the project site is the Harbortown Point timeshare complex, which is a community of time share residences. Directly to the east of the project site are public boat launch ramps and an open field pending construction.



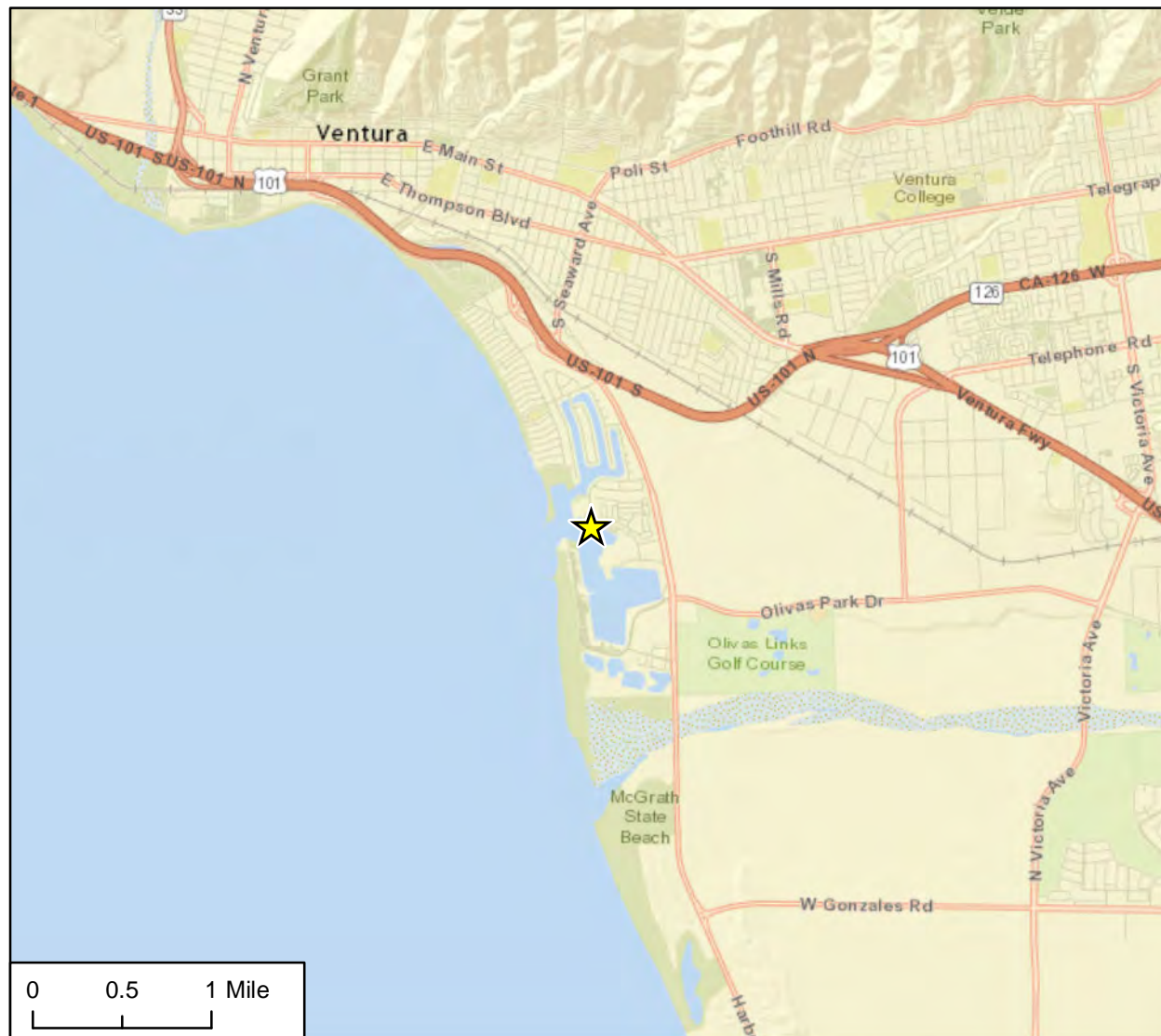
The project site (Parcel 20 of the Ventura Harbor) includes a restaurant (Rhumb Line – The Sunset Restaurant), a yacht yard, a small building that houses a sportfishing charter group, a real estate office and a fuel dock/convenience store. Figure 9 shows photos of the project site.

#### **10. Other Public Agencies Whose Approval is Required:**

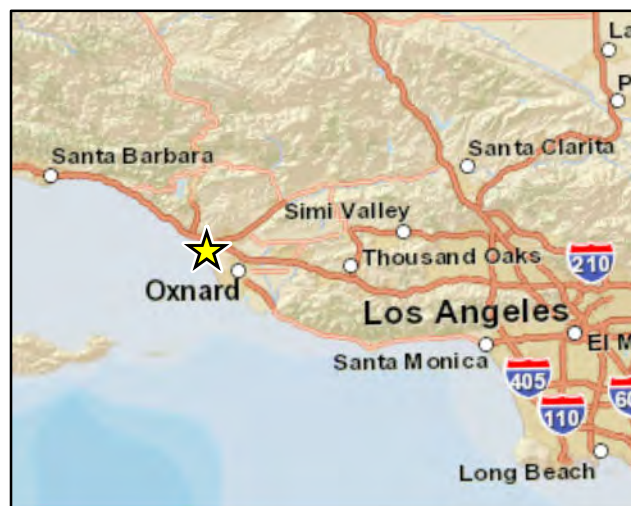
The Ventura Port District would have approval authority over the proposed marina expansion. The following other public agencies approval would be required:

- California Coastal Commission (approval of a Coastal Development Permit)
- U.S. Army Corps of Engineers (permit under Section 10 of the U.S. Rivers and Harbors Act of 1899)
- Los Angeles Regional Water Quality Control Board (Clean Water Act Section 401 Certification)
- City of Ventura (landside improvements)





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Regional Location

Figure 1





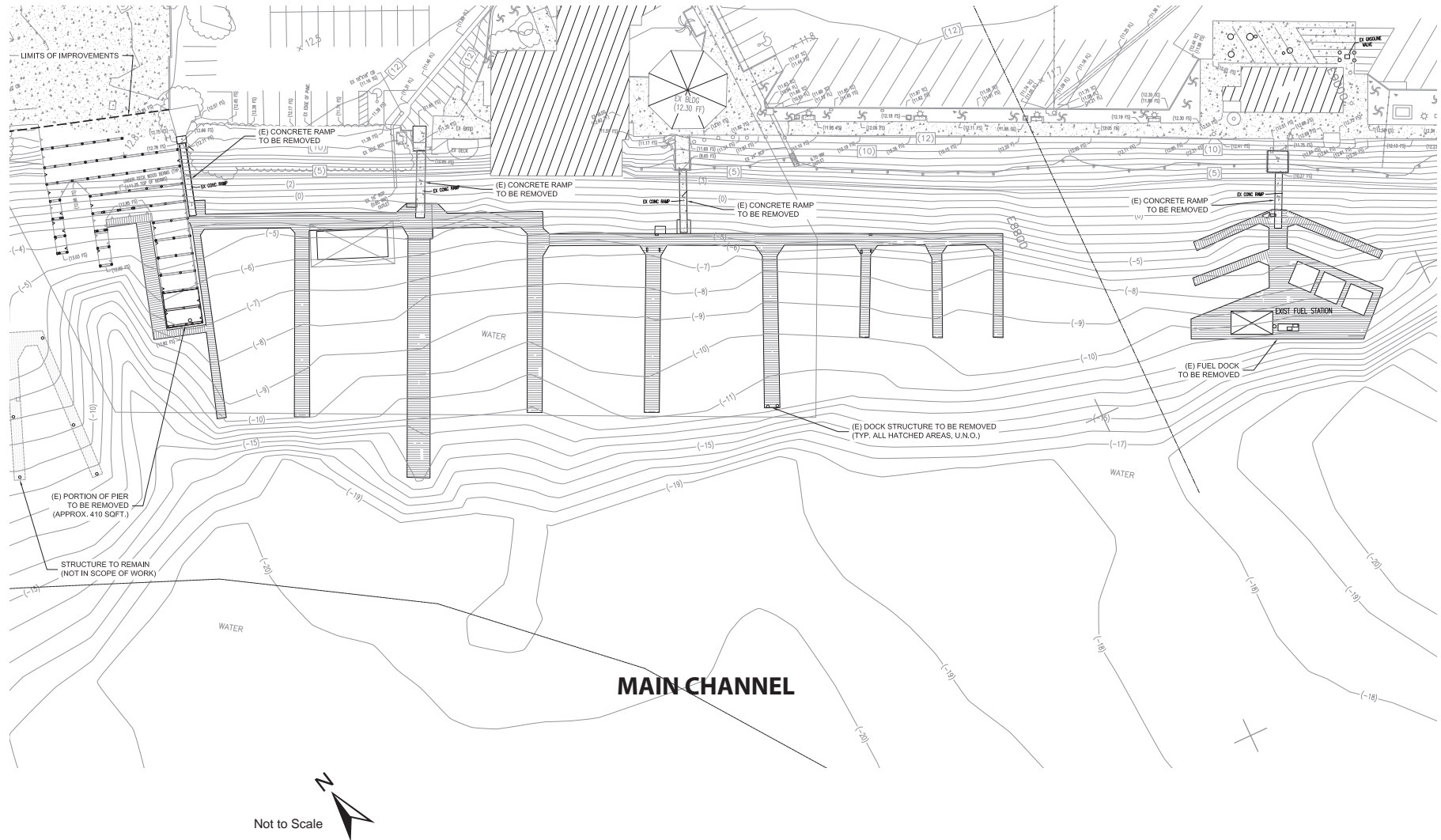
Imagery provided by Google and its licensors © 2015.

Project Site Location

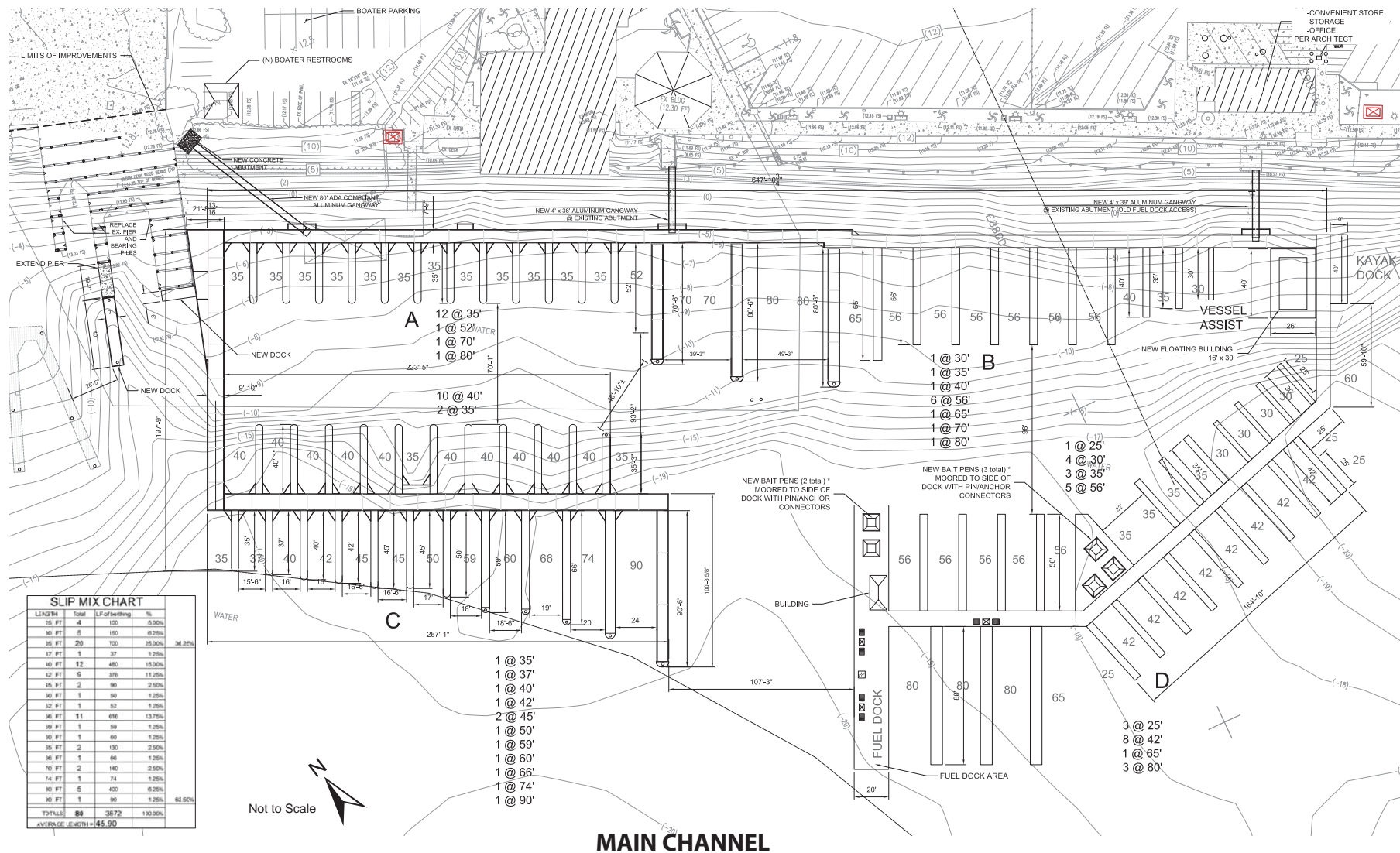
Figure 2

Ventura Port District

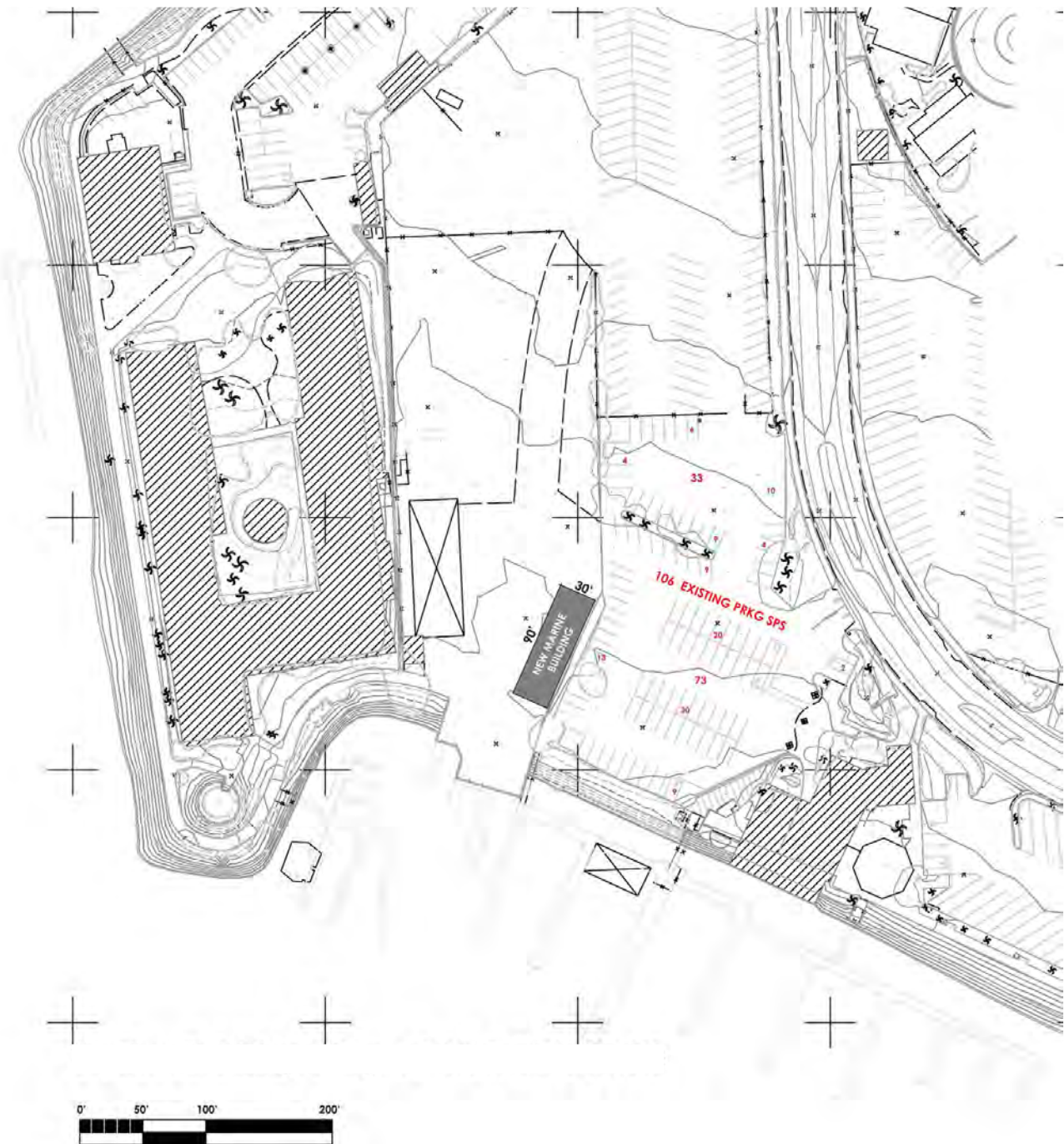








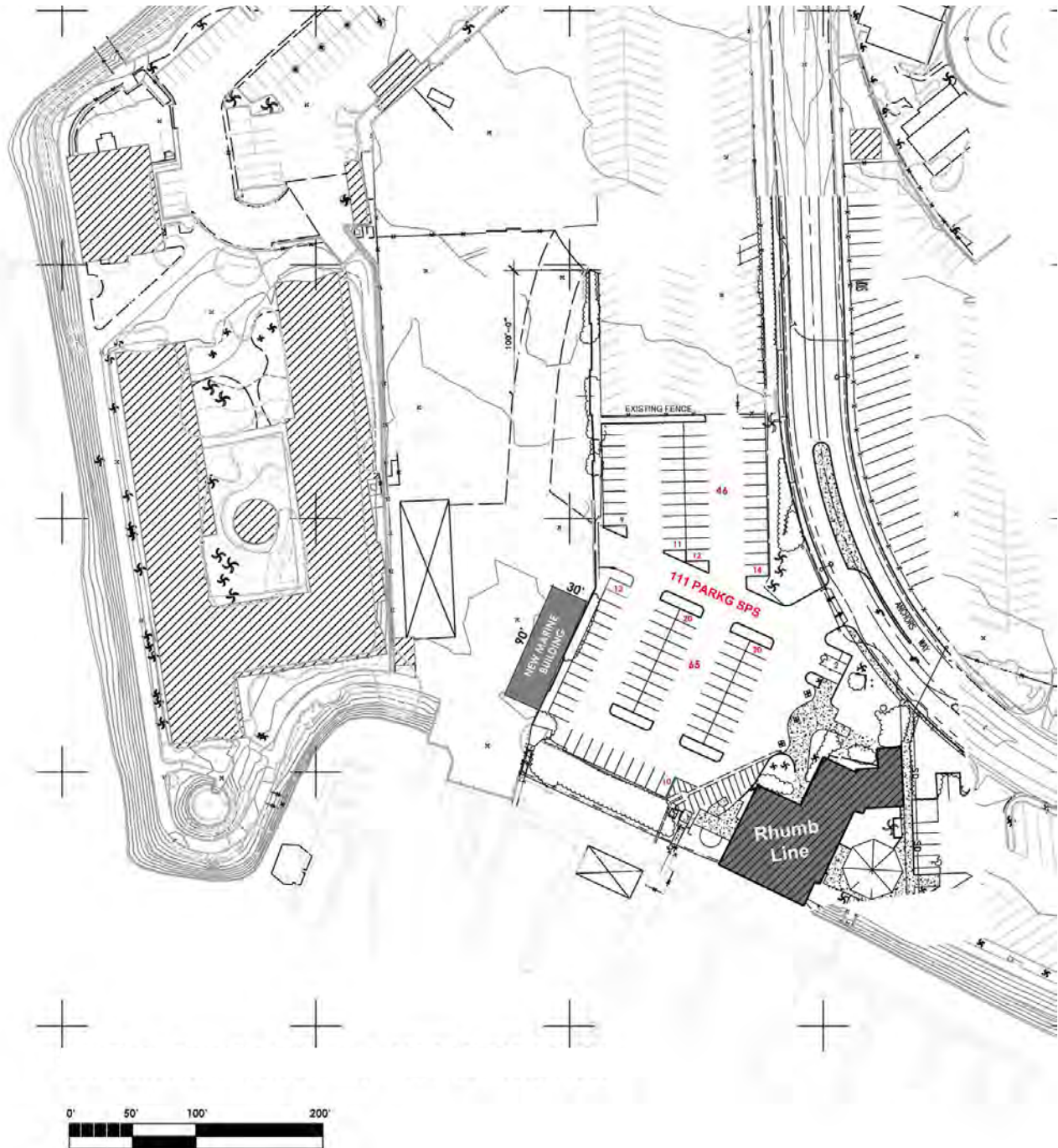




Site Plan with Existing Parking - 106 Parking Spaces

Figure 5





Site Plan Alternative One - 111 Parking Spaces

Figure 6



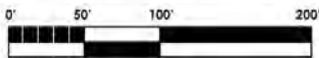
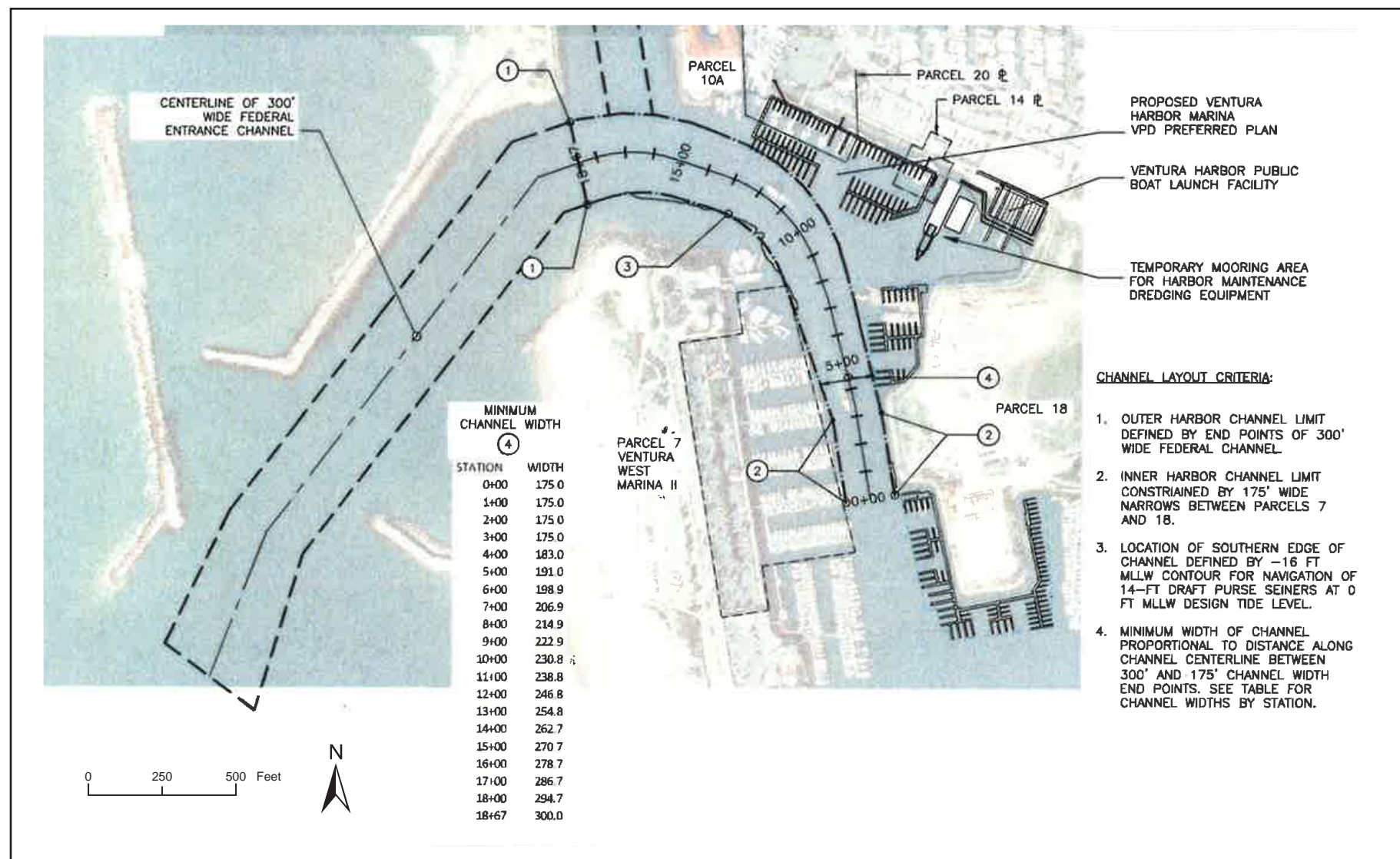


Figure 7









**Photo 1:** Existing parking lot to be repaved.



**Photo 2:** Existing restaurant on the project site.



**Photo 3:** Existing dock structure and ramps to be removed.



**Photo 4:** View of Ventura Harbor from the project site.

## Site Photos

## Figure 9

Ventura Port District



## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is “Potentially Significant” or “Potentially Significant Unless Mitigation Incorporated” as indicated by the checklist on the following pages.

- |  |   |  |
|--|---|--|
| <input type="checkbox"/> Aesthetics                      | <input type="checkbox"/> Agriculture and Forest Resources | <input type="checkbox"/> Air Quality                                   |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources               | <input type="checkbox"/> Geology/Soils                                 |
| <input type="checkbox"/> Greenhouse Gas Emissions        | <input type="checkbox"/> Hazards & Hazardous Materials    | <input type="checkbox"/> Hydrology/Water Quality                       |
| <input type="checkbox"/> Land Use/Planning               | <input type="checkbox"/> Mineral Resources                | <input type="checkbox"/> Noise   |
| <input type="checkbox"/> Population/Housing              | <input type="checkbox"/> Public Services                  | <input type="checkbox"/> Recreation                                    |
| <input type="checkbox"/> Transportation/Traffic          | <input type="checkbox"/> Utilities/Service Systems        | <input checked="" type="checkbox"/> Mandatory Findings of Significance |



## DETERMINATION

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date





## ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>I. AESTHETICS</b>				
-- Would the Project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) *Would the project have a substantial adverse effect on a scenic vista?*

Existing views on and around the project site are of the foothills to the east and Ventura Harbor and the Channel Islands in the distance to the west. Views of the Pacific Ocean beyond Ventura Harbor from the project site and from areas north and east of the project site are also limited due to existing development and to the break wall that protects the entrance to the harbor.

The proposed project involves expansion of an existing marina and associated facilities. The proposed project would replace existing dock structures with new expanded docks with additional boat slips. Piling heights would be raised an additional five feet (from 12 feet above MLLW to 17 feet above MLLW) over the existing height for better potential tsunami protection. However, the new docks would not block views of the harbor, the Pacific Ocean, or the foothills to the east and the increased height of the structures would not affect scenic vistas.

### NO IMPACT

b) *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

The project site is an existing marina and parking lot. The expanded dock would cover more of the water surface at the marina, but would not affect or block views of any designated scenic resources. The proposed project would involve repaving the parking and removing existing landscape trees and vegetation; however, all trees and vegetation are nonnative and none have





been designated as scenic resources. The project site does not contain any rock outcroppings or historic buildings.

### ***NO IMPACT***

*c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?*

The visual character of the project site is that of a typical marina. The project site includes a parking area and structures adjacent to the water line as well as ramps/walkways to the docks and boat slips in the water. The proposed project would involve replacement and expansion of the dock facilities and repaving of the parking lot. The expanded dock facilities would extend further into the water than the existing facilities and would accommodate larger boats and a larger number of boats. Therefore, surrounding uses would see an expanded dock area, additional docked boats, and larger boats. However, these changes would not substantially degrade the visual character of the site and its surroundings. In general, replacement of aging docks and related facilities with new facilities would be expected to enhance the visual character of the marina.

### ***LESS THAN SIGNIFICANT IMPACT***

*d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

Existing sources of light on the project site includes lighting for the existing restaurant, offices, and restroom facilities and safety-related lighting on the docks. Dock lighting is currently unshielded. Additionally, the adjacent development surrounding the project site generates nighttime light around the project site. The proposed project would involve replacing and expanding the dock structure. Therefore, the proposed project may involve additional lighting in the form of safety lighting on the docks. In addition, the increase of up to 15 liveaboards may incrementally increase lighting from the docks. However, the project site is surrounded on all sides by development with lighting and the proposed project would not substantially increase light levels such that nighttime views would be affected. In addition, new lighting would be low-watt lighting and would be shielded and pointed down towards the docks. Therefore, the proposed project may reduce light spillover.

Existing sources of glare on the project site include cars in the parking areas, light-colored exteriors of docked boats, and building windows. There are no extraordinary glare sources on the project site. The proposed project would involve adding boat slips on the project site. Therefore, additional boats may be present, which may incrementally increase glare. However, this change relative to existing conditions would not be substantial.

Per Section 24.415.20 of the Ventura Municipal Code plans for parking areas containing ten or more spaces must be considered and approved pursuant to the City's design review process prior to construction.

### ***LESS THAN SIGNIFICANT IMPACT***





	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>II. AGRICULTURE AND FOREST RESOURCES</b>				
<p>-- In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the project:</p>				
a) Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>





*a) Would the project convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

The project site is not in agricultural use and is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Department of Conservation, 2012).

**NO IMPACT**

*b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

The project site is zoned Harbor Commercial (HC) and is not zoned for agricultural use (City of Ventura Zoning District Map, January 2015). In addition, the project site is not under Williamson Act contract. The proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract (2005 Ventura County General Plan Final EIR, August 2005).

**NO IMPACT**

*c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*

The project site is zoned Harbor Commercial (HC) and is not zoned as forest land or timberland (City of Ventura Zoning District Map, January 2015). The proposed project would not conflict with or cause rezoning of land zoned as forest land, timberland, or timberland production.

**NO IMPACT**

*d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

The project site is located within the Ventura Harbor and is not forest land.

**NO IMPACT**

*e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?*

The project site is zoned Harbor Commercial (HC) is located within the Ventura Harbor, and is not in agricultural production or adjacent to any land in agricultural production (City of Ventura Zoning District Map, January 2015).

**NO IMPACT**





	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>III. AIR QUALITY</b>				
-- Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*a) Would the project conflict with or obstruct implementation of the applicable air quality plan?*

Federal and state ambient air quality standards for certain criteria pollutants have been established to protect human health. The project site is located within the South Central Coast Air Basin (SCCAB), which includes all of Ventura County, and is within the jurisdiction of the Ventura County Air Pollution Control District (VCAPCD). Ventura County is designated under the federal and state standards as nonattainment for 8-hour ozone and as nonattainment for the state 1-hour ozone standard (VCAPCD, 2007). The VCAPCD's Air Quality Management Plan, adopted in 2007, includes the County's strategy for attaining ozone standards.

Vehicle use, energy consumption, and associated air pollutant emissions are directly related to population growth. A project may be inconsistent with the AQMP if it would generate population exceeding the forecasts used in the development of the AQMP. The proposed project would involve adding up to 40 boat slips and could house up to an additional 15 people. Therefore, the proposed project may increase the population of the City by 15 people. As discussed in Section XIII, *Population and Housing*, such an increase in population is within regional and local growth projections. Therefore, it would be consistent with the population forecasts contained in the AQMP. Vehicle use, energy consumption, and associated air pollution emissions within the City would be comparable to existing conditions.

**LESS THAN SIGNIFICANT IMPACT**





*b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

Air pollutant emissions associated with the proposed project were estimated using the California Emissions Estimator Model (CalEEMod) (version 2013.2.2). The CalEEMod results for the proposed project can be found in Appendix A.

### Construction Impacts

Construction activities associated with the proposed project would involve repaving of the existing Rhumb Line restaurant parking lot, construction of additional restroom facilities, removal of the existing dock structures, and construction of new expanded dock structures. Construction activities would generate fugitive dust particles, ozone precursors, and diesel exhaust that could result in an increase in criteria pollutants and could also contribute to the existing Ventura County nonattainment status for ozone. Table 1 summarizes the maximum daily emissions generated by construction activities.

**Table 1**  
**Project Construction Emissions**

<b>Pollutants</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Maximum Daily Emissions (pounds/day)	2.8	24.7	17.1	0.03	1.8	1.5

*Source: CalEEMod version 2013.2.2, summer emissions, Table 2.1 – “Overall Construction (Maximum Daily Emission)” See Appendix A for full results.*

The VCAPCD has not adopted quantitative thresholds of significance for construction emissions since such emissions are temporary. Rather, the VCAPCD recommends implementation of emission and dust control requirements for all construction projects with ROG or NO<sub>x</sub> emissions over 25 pounds per day (VCAPCD, 2003). Since construction-related emissions of ROG and NO<sub>x</sub> would be below 25 pounds per day, no mitigation would be required.

### Operational Impacts

Air pollution emissions associated with operation of the proposed project include emissions associated with electricity and natural gas use (energy emissions), consumer products, landscaping equipment, and from vehicles traveling to and from the project site (mobile emissions). Operational emissions were calculated in CalEEMod based on the number of vehicle trips generated as a result of the project and the potential for additional on-site liveaboard residents. As shown in Table 2, operation of the proposed project would not generate emissions exceeding VCAPCD thresholds.

The increased number of slips may also generate a minor increase in boating activity in the harbor, which could incrementally increase emissions associated with such activity. However, emissions would be sporadic and would not be expected to approach VCAPCD daily thresholds.



**Table 2**  
**Operational Emissions**

	<b>ROG</b>	<b>NO<sub>x</sub></b>
Emissions (pounds/day)	1.0	0.6
VCAPCD Thresholds (pounds/day)	25	25
Exceed VCAPCD Thresholds?	No	No

Sources: Ventura County APCD Air Quality Assessment Guidelines, 2003; CalEEMod 2013.2.2. Table 2.2 "Overall Operational." See Appendix A for modeling results.

**LESS THAN SIGNIFICANT IMPACT**

*c) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

As discussed under parts (a) and (b), the proposed project would be consistent with the VCAPCD's Air Quality Management Plan and would not exceed VCAPCD emissions thresholds. Therefore, the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the region is in non-attainment.

**LESS THAN SIGNIFICANT IMPACT**

*d) Would the project expose sensitive receptors to substantial pollutant concentrations?*

Certain population groups are considered particularly sensitive to air pollution. Sensitive receptors consist of land uses that are more likely to be used by these population groups. Sensitive receptors include schools, hospitals, and daycare centers. Residential areas can also be considered sensitive uses as they may include children and the elderly. The sensitive receptors closest to the project site are the residential uses approximately 150 feet northeast of the project site and the timeshare facility approximately 100 feet northwest of the project site. As discussed in parts b-c, the project would not generate emissions exceeding any VCAPCD significance thresholds; therefore, it would not expose sensitive receptors to substantial pollutant concentrations.

**LESS THAN SIGNIFICANT IMPACT**

*e) Would the project create objectionable odors affecting a substantial number of people?*

The proposed project would involve expanding the existing marina and repaving the parking lot. The existing uses currently may generate some odors from the fuel pumps and from idling boats. Odors would be comparable to a gas station where fuel pumps and idling vehicles are located and would be similar to those associated with the existing marina. Marinas, yacht yards, and fuel pumps are not identified in Table 6-3 of the 2003 Ventura County Air Quality Assessment Guidelines, which identifies land uses that may generate significant levels of odors. The fuel pump could generate diesel odors, but would not be expected to increase odors as



compared to the existing pump and would not be located in proximity to any odor-sensitive uses. Therefore, the proposed project would not generate objectionable odors affecting a substantial number of people.

**LESS THAN SIGNIFICANT IMPACT**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>IV. BIOLOGICAL RESOURCES</b>				
-- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>





## **Methodology**

This biological resources assessment consisted of a review of relevant literature followed by a field reconnaissance survey. The literature review included information on sensitive resource occurrences from the California Department of Fish and Wildlife (CDFW) California Natural Diversity Data Base (CNDDDB), Biogeographic Information and Observation System (BIOS – <http://www.dfg.ca.gov/biogeodata/bios/>), and U.S. Fish and Wildlife Service (USFWS) Critical Habitat Portal (<http://criticalhabitat.fws.gov>). The Ventura Harbor Public Launch Ramp Replacement Biological Resources Assessment (Rincon Consultants, February 2012), and the Essential Fish Habitat (EFH) Evaluation (Compliance Biology, February 2012), Ventura Port District Maintenance and Repair of Rock Revetment Special Condition (2011) permit, Ventura Port District & Sondermann Ring Partners Special Condition Permit (2012). Aerial photographs were also examined.

The field reconnaissance survey documented existing site conditions and the potential presence of sensitive biological resources, including sensitive terrestrial and aquatic species, and habitat for nesting birds. The field biologist surveyed the project site on foot and recorded the biological resources present, such as plant and wildlife species. The field survey was conducted on 19 February 2015, between the hours of 1200 and 1300. The tide was at approximately +3 feet (<http://tides.mobilegeographics.com/locations>). Weather conditions during the survey included an average temperature of 70 degrees Fahrenheit, with winds of 0-8 kilometers per hour (0-5 miles per hour) and partly cloudy skies.

The potential presence of sensitive species is based on a literature review and field survey designed to assess habitat suitability only. The findings and opinions conveyed in this report are based on this methodology. Please note that definitive surveys to confirm the presence or absence of special-status species were not performed. Definitive surveys for sensitive plant and wildlife species generally require specific survey protocols and extensive field survey, and are conducted only at certain times of the year.

A literature search was first performed to ensure all of the latest Magnuson-Stevens Fishery Conservation and Management Act (MSA), and EFH data were referenced. These included the National Marine Fisheries Service (NMFS) and National Oceanic and Atmospheric Administration (NOAA) websites, including the NOAA Essential Fish Habitat Mapper v2.0. All pertinent documents, maps and amendments were reviewed. The Essential Fish Habitat Mapper is an on-line program designed to provide very general information relative to the locations of EFH for the three FMPs, as well as general information relative to the locations of important EFH habitat elements.

## **Existing Site Conditions**

The site is located in an urban setting, and as such contains very little terrestrial vegetation. Algae species exist on the ramp pilings, along the riprap, and attached to the boarding float pilings. Ornamental vegetation such as palm trees, hedges and iceplant (*Carpobrotus* sp.) are present in the parking lot and along paved areas. Mexican fan palm trees (*Washingtonia filifera*) line the edges of the parking lots.

The boat slips and ramps, and landside ornamental vegetation provide feeding and perching habitat for avian wildlife, waterfowl and intertidal invertebrates. Current conditions include





nighttime lighting and a high level of nighttime human activity on the project site. No amphibian or reptile species were observed or detected. Species observed within or adjacent to the project site during the field survey included pied-billed grebe (*Podiceps grisegena*), double-crested cormorant (*Phalacrocorax auritus*), California gull (*Larus californicus*), western gull (*Larus occidentalis*), and striped shore crab (*Pachygrapsus crassipes*). No fish were observed during the survey. Existing site conditions are similar to those described for the Ventura Harbor Village Revetment Repair Project, Essential Fish Habitat Evaluation prepared by Rincon. The unvegetated substrate in this area consists almost entirely of sand and silt (Essential Fish Habitat Evaluation; Ventura Harbor Village Revetment Repair Project Rincon Consultants, Inc. 2012).

#### Sensitive Biological Resources.

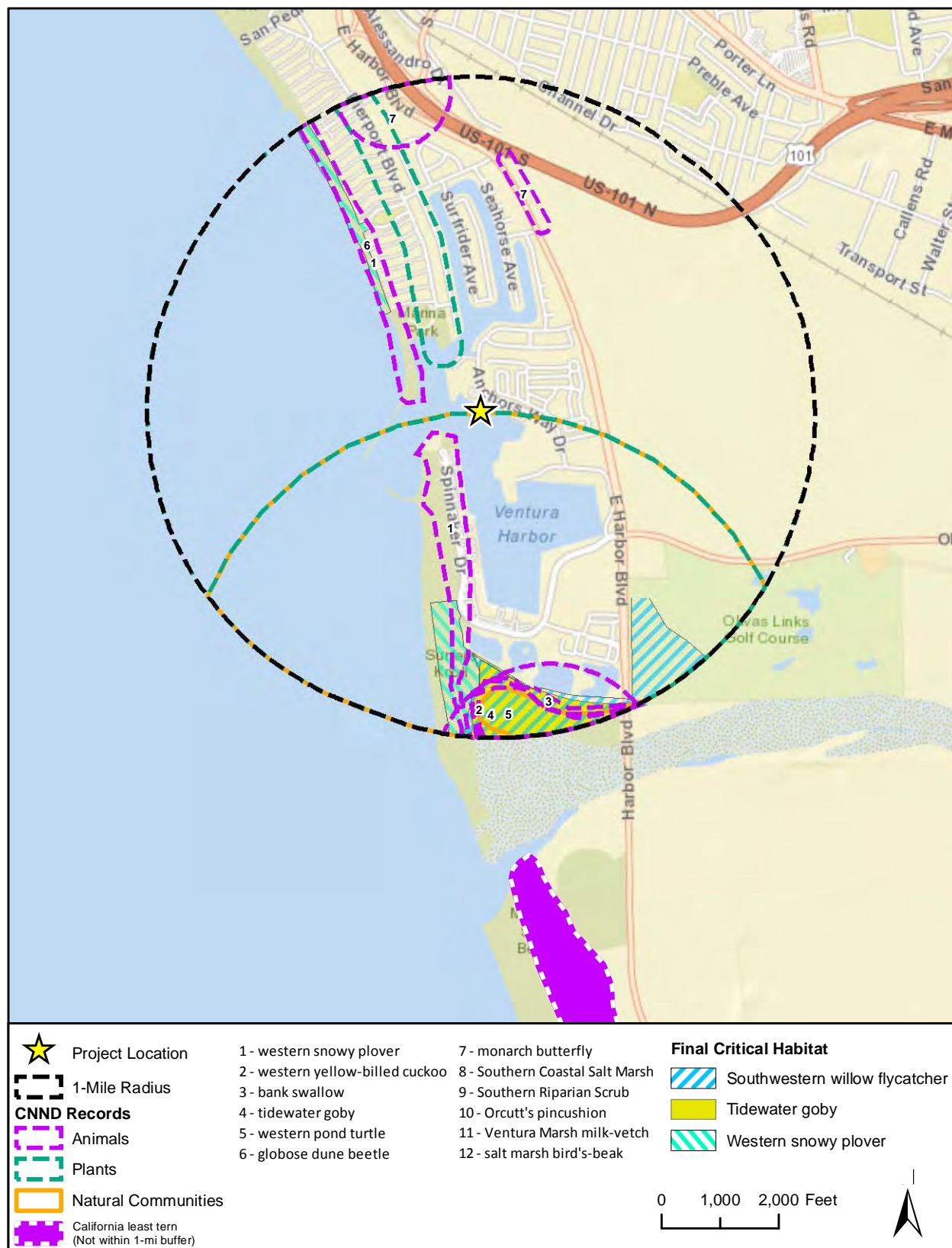
The CNDDDB has records for 30 sensitive plant species, 10 sensitive plant communities, and 73 sensitive wildlife species within five miles of the project area (see Table 3). As most of these records occur well outside the Harbor area, Figure 10 includes only CNDDDB records within one mile of the project site for relevance. Sensitive plant and wildlife species typically have very specific habitat requirements that do not occur within the activity area. Sensitive pelagic species known to occur within five miles of the harbor are brown pelican (*Pelecanus occidentalis*), storm-petrels (*Oceanodroma* sp.), greater shearwater (*Puffinus gravis*), and Cory's Shearwater (*Calonectris diomedea*). Petrels and shearwaters do not occur within the upland sections of the project site due to human activity and lack of suitable habitat. Brown pelicans have been observed roosting on docks and other structures within the harbor. Other sensitive avian species that could forage in the project area and vicinity include snowy egret, black-crowned night heron, terns, and Allen's hummingbird.

Pursuant to the Magnuson-Stevens Fishery Conservation and Management Act (MSA), as amended by the Sustainable Fisheries Act of 1996 (Public Law 104-267), when a federally permitted action has a potential to adversely affect an area designated as EFH, an EFH Assessment is required pursuant to requirements set forth in Paragraph (6)(g) of Federal Register Vol. 62, No. 24/December 19, 1997. By definition, EFH is described as "...those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity" (MSA §3). EFH applies to any and all species managed under a federal Fishery Management Plan (FMP). In California there are three FMPs. These include groundfish, coastal pelagic species, and Pacific salmon. A review of the NOAA Essential Fish Habitat Mapper listed potential habitat for coastal pelagic species such as mackerel (*Scomber* sp.), Pacific sardine (*Sardinops sagax caerulea*), and anchovy (*Engraulis* sp.). No Habitat Areas of Particular Concern or EFH areas protected from fishing occur in the project vicinity (<http://www.habitat.noaa.gov/protection/efh/efhmapper/index.html>, March 2015).

As the definition of EFH includes "waters and substrate," it was necessary to evaluate the water within the project reach as EFH. These waters are considered subtidal habitat, but do not satisfy the Magnuson-Stevens Act EFH definition as "those waterways and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity." The sand/silt bottom, devoid of emergent and submergent vegetation cannot accurately be described as "necessary" to fish for spawning, breeding, feeding, or growth to maturity as there is no shelter for escape or brood protection from predators (Compliance Biology, February 2012). Suitable EFH in shallow water areas typically include kelp, eelgrass and/or other vegetation or structure suitable for cover.







Imagery provided by ESRI and its licensors © 2015. Additional data layers from California Natural Diversity Database, February, 2015. Additional suppressed records reported by the CNDDDB known to occur or potentially occur within this search radius include: Monarch Butterfly. For more information please contact the Department of Fish and Wildlife. Imagery provided by ESRI and its licensors © 2014. Critical habitat data source: U.S. Fish and Wildlife Service, February 26, 2015. Final critical habitat acquired via the USFWS Critical Habitat Portal. It is only a general representation of the data and does not include all designated critical habitat. Contact USFWS for more specific data.

CNDDDB Occurrences within One Mile

Figure 10



**Table 3**  
**Species and Habitats tracked by the CNDDDB Within Five Miles of Project Site**

Common Name	Scientific Name
<b>Plants</b>	
Orcutt's pincushion	<i>Chaenactis glabriuscula</i> var. <i>orcuttiana</i>
beach goldenaster	<i>Heterotheca sessiliflora</i> ssp. <i>sessiliflora</i>
Coulter's goldfields	<i>Lasthenia glabrata</i> ssp. <i>Coulteri</i>
Mexican malacothrix	<i>Malacothrix similis</i>
white rabbit-tobacco	<i>Pseudognaphalium leucocephalum</i>
chaparral ragwort	<i>Senecio aphanactis</i>
suffrutescent wallflower	<i>Erysimum suffrutescens</i>
Aphanisma	<i>Aphanisma blitoides</i>
Coulter's saltbush	<i>Atriplex coulteri</i>
south coast saltscale	<i>Atriplex pacifica</i>
Davidson's saltscale	<i>Atriplex serenana</i> var. <i>davidsonii</i>
estuary seablite	<i>Suaeda esteroa</i>
western dichondra	<i>Dichondra occidentalis</i>
Blochman's dudleya	<i>Dudleya blochmaniae</i> ssp. <i>blochmaniae</i>
Verity's dudleya	<i>Dudleya verity</i>
small spikerush	<i>Eleocharis parvula</i>
Ventura Marsh milk-vetch	<i>Astragalus pycnostachyus</i> var. <i>lanosissimus</i>
southern California black walnut	<i>Juglans californica</i>
southwestern spiny rush	<i>Juncus acutus</i> ssp. <i>leopoldii</i>
fragrant pitcher sage	<i>Lepechinia fragrans</i>
white-veined monardella	<i>Monardella hypoleuca</i> ssp. <i>hypoleuca</i>
southern curly-leaved monardella	<i>Monardella sinuata</i> ssp. <i>sinuata</i>
Catalina mariposa-lily	<i>Calochortus catalinae</i>
late-flowered mariposa-lily	<i>Calochortus fimbriatus</i>
Plummer's mariposa-lily	<i>Calochortus plummerae</i>
red sand-verbena	<i>Abronia maritima</i>
salt marsh bird's-beak	<i>Chloropyron maritimum</i> ssp. <i>maritimum</i>
Ojai navarretia	<i>Navarretia ojaiensis</i>
conejo buckwheat	<i>Eriogonum crocatum</i>
dune larkspur	<i>Delphinium parryi</i> ssp. <i>blochmaniae</i>
<b>Sensitive Vegetation Communities</b>	
California Walnut Woodland	Southern Riparian Scrub
Coastal and Valley Freshwater Marsh	Southern Sycamore Alder Riparian Woodland
Southern Coast Live Oak Riparian Forest	Valley Needlegrass Grassland
Southern Coast Live Oak Riparian Forest	Southern California Coastal Lagoon
Southern Coastal Salt Marsh	Southern California Steelhead Stream
<b>Animals</b>	
Cooper's hawk	<i>Accipiter cooperi</i>
golden eagle	<i>Aquila chrysaetos</i>
ferruginous hawk	<i>Buteo regalis</i>
northern harrier	<i>Circus cyaneus</i>
white-tailed kite	<i>Elanus leucurus</i>
California horned lark	<i>Eremophila alpestris actia</i>
Canvasback	<i>Aythya valisineria</i>
Vaux's swift	<i>Chaetura vauxi</i>
great egret	<i>Ardea alba</i>
great blue heron	<i>Ardea Herodias</i>
American bittern	<i>Botaurus lentiginosus</i>
snowy egret	<i>Egretta thula</i>
black-crowned night heron	<i>Nycticorax nycticorax</i>
California condor	<i>Gymnogyps californianus</i>
western snowy plover	<i>Charadrius alexandrinus nivosus</i>
mountain plover	<i>Charadrius montanus</i>





**Table 3**  
**Species and Habitats tracked by the CNDDDB Within Five Miles of Project Site**

Common Name	Scientific Name
yellow-billed magpie	<i>Pica nuttalli</i>
western yellow-billed cuckoo	<i>Coccyzus americanus occidentalis</i>
southern California rufous-crowned sparrow	<i>Aimophila ruficeps canescens</i>
Belding's savannah sparrow	<i>Passerculus sandwichensis beldingi</i>
prairie falcon	<i>Falco mexicanus</i>
bank swallow	<i>Riparia riparia</i>
ashy storm-petrel	<i>Oceanodroma homochroa</i>
Caspian tern	<i>Hydroprogne caspia</i>
tricolored blackbird	<i>Agelaius tricolor</i>
loggerhead shrike	<i>Lanius ludovicianus</i>
California gull	<i>Larus californicus</i>
Forster's tern	<i>Sterna forsteri</i>
California least tern	<i>Sternula antillarum browni</i>
yellow-breasted chat	<i>Icteria virens</i>
yellow warbler	<i>Setophaga petechia</i>
California brown pelican	<i>Pelecanus occidentalis californicus</i>
double-crested cormorant	<i>Phalacrocorax auritus</i>
California black rail	<i>Laterallus jamaicensis coturniculus</i>
light-footed clapper rail	<i>Rallus longirostris levipes</i>
long-eared owl	<i>Asio otus</i>
burrowing owl	<i>Athene cunicularia</i>
coastal California gnatcatcher	<i>Polioptila californica californica</i>
summer tanager	<i>Piranga rubra</i>
white-faced ibis	<i>Plegadis chihi</i>
Allen's hummingbird	<i>Selasphorus sasin</i>
willow flycatcher	<i>Empidonax traillii</i>
southwestern willow flycatcher	<i>Empidonax traillii extimus</i>
vermillion flycatcher	<i>Pyrocephalus rubinus</i>
least Bell's vireo	<i>Vireo bellii pusillus</i>
Santa Ana sucker	<i>Catostomus santaanae</i>
arroyo chub	<i>Gila orcuttii</i>
resident threespine stickleback	<i>Gasterosteus aculeatus microcephalus</i>
unarmored threespine stickleback	<i>Gasterosteus aculeatus williamsoni</i>
tidewater goby	<i>Eucyclogobius newberryi</i>
southern steelhead - southern California DPS	<i>Oncorhynchus mykiss irideus</i>
Santa Monica grasshopper	<i>Trimerotropis occidentiloides</i>
western tidal-flat tiger beetle	<i>Cicindela gabbii</i>
sandy beach tiger beetle	<i>Cicindela hirticollis grvida</i>
senile tiger beetle	<i>Cicindela senilis frosti</i>
wandering (=saltmarsh) skipper	<i>Panoquina errans</i>
monarch butterfly	<i>Danaus plexippus</i>
globose dune beetle	<i>Coelus globosus</i>
Yuma mountain lion	<i>Puma concolor browni</i>
Dulzura pocket mouse	<i>Chaetodipus californicus femoralis</i>
western mastiff bat	<i>Eumops perotis californicus</i>
south coast marsh vole	<i>Microtus californicus stephensi</i>
American badger	<i>Taxidea taxus</i>
southern California saltmarsh shrew	<i>Sorex ornatus salicornicus</i>
pallid bat	<i>Antrozous pallidus</i>
Trask shoulderband	<i>Helminthoglypta traskii traskii</i>
mimic tryonia (=California brackishwater snail)	<i>Tryonia imitator</i>
silvery legless lizard	<i>Anniella pulchra pulchra</i>
western pond turtle	<i>Emys marmorata</i>
two-striped garter snake	<i>Thamnophis hammondi</i>





**Table 3**  
**Species and Habitats tracked by the CNDDDB Within Five Miles of Project Site**

Common Name	Scientific Name
south coast garter snake	Thamnophis sirtalis ssp.
coast horned lizard	Phrynosoma blainvillii

#### Sensitive Plant Species

Surveys and assessments for the presence of eelgrass (*Zostera* sp.) and other essential fish habitat requirements in the Ventura Harbor were conducted in support of the Ventura Harbor Village Revetment Repair Project (Rincon Consultants) and the Ventura Harbor Public Launch Ramp Replacement Project (Compliance Biology, 2012) in 2011 and 2012. The findings of these surveys were negative and existing conditions within the proposed project are not expected to have changed since these evaluations. Therefore, eel grass is not expected to occur within the project area.

No sensitive plant species were observed within the project area. Based on the existing development and disturbances, the project site does not contain suitable habitat for sensitive plant species.

#### Sensitive Plant Communities

No sensitive upland or terrestrial plant communities as defined by CNDDDB are present on the project site. Based on the findings of prior surveys (Rincon Consultants, Inc. 2011; Compliance Biology 2012), no eelgrass (*Zostera* sp.) is expected to occur within the project site.

#### Sensitive Wildlife Species

Landside developments adjacent to harbors can support breeding, roosting, foraging and feeding locations for a variety of migratory and oceanic wildlife. Although highly disturbed, the project site and surrounding area could provide low quality habitat for perching for waterfowl, migratory birds, or resting locations for marine mammals, as well as foraging habitat for sensitive species such as California least tern (described further below). There is no EFH for southern steelhead trout (*Oncorhynchus mykiss*) or Pacific salmon within Ventura Harbor. Further, the EFH evaluation in the project vicinity (Rincon Consultants Inc. 2011; Compliance Biology, January 2012) found the project area lacked habitat for fish species of management concern within or near the project area.

California least terns (*Sterna antillarum browni*), a federally and state endangered species, usually form colonies on bare or sparsely vegetated sand or dried mudflats along coasts or rivers, but also on sandy or shell islands and gravel and sand pits with a dependable food supply (Thompson et al. 1997, U.S. Fish and Wildlife Service 1985). Human activity on beaches has forced this species from nesting on beaches to mud and sand flats back from the ocean, and other man-made structures such as airports and landfills (U.S. Fish and Wildlife Service, 1985). California least terns are colonial nesters and a migratory species, being present on local nesting grounds from approximately mid-April to the end of August (Rincon Consultants, October 2011). Nests are composed of shell fragments or pebbles lining small depressions in the sand or other substrate. The California least tern obtains most of its food (fish), from shallow estuaries, lagoons, and nearshore ocean waters. This species may occasionally forage in the open waters



of Ventura Harbor from its nesting colonies at the Santa Clara Rivermouth, but is not expected to nest or roost in the area due to the current level of disturbance at or near the Ventura Harbor Boat Launch Ramp.

While the western snowy plover can be found in winter in the vicinity of the project, the Pacific Coast population of western snowy plover (*Charadrius alexandrinus nivosus*), a federally threatened species, is defined as those individuals that nest adjacent to tidal waters of the Pacific Ocean, and includes all nesting birds on the mainland coast, peninsulas, offshore islands, adjacent bays, estuaries, and coastal rivers (Fish and Wildlife Service, 2012). Coastal populations are both migratory and non-migratory, and breed in this area generally between March and September (Rincon Consultants, September 2011). This species prefers to nest colonially with California least terns (in Southern California) above the high tide line on coastal beaches, sand spits, dune-backed beaches, sparsely-vegetated dunes, beaches at creek and river mouths, and salt pans at lagoons and estuaries (U.S. Fish and Wildlife Service 2007). Less common nesting habitats include bluff-backed beaches, dredged material disposal sites, salt pond levees, dry salt ponds, and river bars. In winter, western snowy plovers are found on many of the beaches used for nesting as well as on beaches where they do not nest, in man-made salt ponds, and on estuarine sand and mud flats (Ibid). No snowy plovers were observed during the site visit and are not expected to roost or nest in the area due to the level of disturbance and lack of suitable habitat. Snowy plovers have been documented to nest on beaches / dunes south of the harbor (e.g. McGrath State Beach); however, these areas are a substantial distance and from the project site and isolated from the site by harbor developments.

Heron species, including black-crowned night-heron (*Nycticorax nycticorax*), great blue heron, great egret (*Ardea alba*), and snowy egret (*Egretta thula*) are reported to have nested in Mexican fan palms, magnolia, melaleuca, Monterey cypress, and Monterey pine trees at the south end of Channel Islands Harbor (J.B. Froke 2003-2009). Channel Islands harbor (approximately seven miles south of the project) is the nearest harbor with similar development and activities to that of Ventura Harbor. Therefore, these species could also nest in trees or other suitable structures in the project site. Palm trees south of the project, but within Ventura Harbor have been known to support great blue heron (*Ardea Herodias*) nests. Mexican fan palm and other palms are found within the project parking lot; however, they are not expected to be used as rookeries by waterfowl because the number of trees is few, and no inactive nests were observed or waterfowl were observed in the palm trees, and no whitewash (fecal matter) was observed at the base or on the leaves of these palm trees during the field survey. Rookeries, or nesting colonies, of these species has been designated by CDFW to be a conservation priority (CDFG 2009).

Brown pelicans (*Pelecanus occidentalis californicus*) have been delisted from the federal (November 2009) and state endangered species list as a result of documented population increases throughout its range (U.S. Fish and Wildlife Service, 2012b). Brown pelicans can be found foraging in the open ocean for fish, or resting on the water or on a wharf, inaccessible rocks, mudflats, sandy beaches, or jetties (Zeiner 1990). They are diurnal, and require undisturbed islands adjacent to good marine fishing areas for nesting. They nest on the ground, but sometimes on bushes, on a small mound of sticks or debris. Nesting locations can be found on rocky or low brushy slopes of undisturbed islands (Zeiner 1990). This species was not seen during the site visit, but has been documented in the harbor area, and could rest on boats or docks. Brown pelicans may perch and feed in the vicinity of the project site. Nesting for the



Southern California Bight population occurs on West Anacapa Island, Santa Barbara Island, Coronados Islands, Islas Todos Santos, and Isla San Martín (USFWS, 2007).

With respect to the harbor waterways, all marine mammals are protected under the Marine Mammal Protection Act (MMPA), which prohibits, with certain exceptions, the “take” of marine mammals in U.S. waters and by U.S. citizens on the high seas. “Take” is defined under the MMPA as “harass, hunt, capture, kill or collect, or attempt to harass, hunt, capture, kill or collect.” (Note that the definition of “take” differs for resources protected under the federal Endangered Species Act.) The MMPA is administered by the National Marine Fisheries Service. Harbor seals (*Phoca vitulina*) and coastal bottlenose dolphins (*Tursiops truncatus*) are known to occur within Ventura Harbor. California sea lions (*Zalophus californianus*) are found in open water and nearshore waters while harbor seals are found more often close to land. Harbor seals and coastal bottlenose dolphins may swim into the project site, but are not expected to breed or rear in the project site. Sea lions are found in the harbor, but would not be adversely affected by project development with implementation of avoidance and minimization measures.

Both species of seals forage on fish mainly, but also opportunistically cephalopods and crustaceans (Zeiner 1990). Both species occur in groups or singly, although while in the water, harbor seals usually occur singly (Zeiner 1990). California sea lion males establish and defend territories, while harbor seals are non-territorial (Zeiner 1990). Harbor seals breed from March to June and California sea lions breed between May and August, while gestation period for both species is approximately 11 months (Zeiner 1990). Harbor seals and California sea lions haul out for various reasons, some related to breeding and some related to energy management. California sea lions tend to gather in places that have undergone human intervention (Riedman 1990). While seals may utilize docks and ramps in the harbor to rest, Ventura Harbor is not a known haul-out area for breeding (NOAA National Marine Fisheries Service, Southwest Regional Office, California Pinniped Rookeries & Haul-out Sites; database accessed January 2012; <http://swr.nmfs.noaa.gov/psd/rookeryhauls/>). Harbor seals and California sea lions primarily forage on fish.

### Critical Habitat

Within a 5-mile radius of the project site the CNDDDB identified listed final critical habitat for southern California steelhead (*Oncorhynchus mykiss*), tidewater goby (*Eucyclogobius newberryi*), Ventura marsh milk-vetch (*Astragalus pycnostachyus* var. *lanosissimus*), southwestern willow flycatcher (*Empidonax traillii extimus*), and western snowy plover (*Charadrius alexandrinus nivosus*). No critical habitat is located within the project site and the species are not expected to occur within the vicinity of the project site due to the lack of suitable habitat.

As discussed above, no snowy plovers were observed during the site visit and are not expected to roost or nest in the area due to the level of disturbance and lack of California least terns and suitable habitat. The EFH Evaluation found the project area lacked habitat for fish species of management concern and no living fish were observed within or near the project site. Southern California steelhead are not expected within the vicinity of the project site.

### Nesting Birds

The federal Migratory Bird Treaty Act (MBTA) protects native birds and their nests. Palm trees and other ornamental vegetation and structures suitable for nesting of MBTA-protected species, including raptors such as red-tailed hawk (*Buteo jamaicensis*), and passerines (songbirds), occur





within the project area and are proposed for removal. Excluding the palm trees, the project site contains minimal vegetation for nesting. Native avian species such as Pied-billed grebe, double-crested cormorant, California gull, and western gull, are protected by the MBTA, and may forage in the parking lot, along the tide line on the boat ramp, however they are not expected to nest in the project area due to lack of suitable habitat.

#### Jurisdictional Drainages and Wetlands

No natural drainages or wetlands occur within the project area. The project site is located within the Ventura Harbor. The proposed project would not require any dredging. However, pile driving of new pilings may be considered fill, and additional permits would be required for the proposed activities. Section 404 of the Clean Water Act regulates navigable waters where fill material (discharge) is proposed below the ordinary high water mark and is administered by the USACE. The Act specifies, in Section 401, that states must certify that any activity subject to a permit issued by a federal agency, such as the USACE, meets all state water quality standards. In California, the state and regional water boards are responsible for certification of activities subject to USACE Section 404 permits. A RWQCB 401 Certification would therefore also be required for project implementation.

In addition, the harbor waterways are subject to USACE jurisdiction per Section 10 of the Rivers and Harbors Act.

*Title 33 U.S.C. 401. Construction of bridges, causeways, dams or dikes generally; exemptions*

*Title 33 U.S.C. 403. The creation of any obstruction not affirmatively authorized by Congress, to the navigable capacity of any of the waters of the United States is hereby prohibited; and it shall not be lawful to build or commence the building of any wharf, pier, dolphin, boom, weir, breakwater, bulkhead, jetty, or other structures in any port, roadstead, haven, harbor, canal, navigable river, or other water of the United States, outside established harbor lines, or where no harbor lines have been established, except on plans recommended by the Chief of Engineers and authorized by the Secretary of War; and it shall not be lawful to excavate or fill, or in any manner to alter or modify the course, location, condition, or capacity of, any port, roadstead, haven, harbor, canal, lake, harbor of refuge, or enclosure within the limits of any breakwater, or of the channel of any navigable water of the United States, unless the work has been recommended by the Chief of Engineers and authorized by the Secretary of War prior to beginning the same.*

Section 30233 of the Coastal Act states that the (a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible, mitigation measures have been provided to minimize adverse environmental effects.

#### Protected Trees

Trees with a single trunk girth of 90 inches or more, or with multiple trunks, two of which add up to 72 inches in girth, is protected by Ventura County Tree Ordinance as a Heritage Tree, except for certain types of trees (e.g., palm trees) unless they are 60 feet tall or 75 years old. The City of Ventura has no protected tree ordinance. No protected trees would be affected by the proposed activity.





### Other Regulated Areas

The project site is not located within a Habitat Conservation Plan (HCP) area or other sensitive biological area as indicated by the U.S. Fish and Wildlife Service Critical Habitat portal (<http://criticalhabitat.fws.gov/>) or the California Department of Fish and Wildlife Biogeographic Information and Observation System (<http://bios.dfg.ca.gov/>). The project is consistent with the City of San Buenaventura City Charter and Municipal Code (Volume I, 1999), the Ventura Harbor Ordinance 44 (adopted June 2004), and the City of Ventura General Plan (2005).

### Invasive Species

*Caulerpa taxifolia* was discovered in San Diego County's Agua Hedionda Lagoon and in Huntington Harbor in 2000. Eradication of the *Caulerpa* infestations in both Agua Hedionda Lagoon and Huntington Harbour were announced 2006 (San Diego Regional Water Quality Control Board, 2015). A green alga native to tropical waters, it has been highly invasive in the Mediterranean Sea. This species has not been reported in southern California since and therefore is not expected to occur in the project site. A 2012 survey at the nearby boat ramp did not detect *Caulerpa* (Compliance Biology, Inc., February 18, 2012).

*a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

The project site is an existing marina, yacht yard and parking lot. The proposed project would replace infrastructure, expanded the dock and existing number of slips which would cover more of the water surface at the marina, and potentially increase the amount and type of traffic within the marina. Because the turbidity and noise associated with the proposed project would be temporary the impacts to areas outside of the project limits would be considered less than significant. No threatened or endangered wildlife or plant species occur within the project vicinity and therefore none are expected to be impacted by this project. Potential impacts related to the proposed project could include disturbance to special status species and other wildlife moving through the marina during construction and long term use of the marina. This disturbance has the potential to impact nesting avian species, waterfowl, fish and harbor seals foraging in the area.

### **POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED**

#### **Mitigation Measures**

The following mitigation measures are required to reduce impacts to nesting avian species, waterfowl, fish and harbor seals foraging in the area, and eelgrass.

- BIO-1 Wildlife Clearance Survey.** Docks and other structures provide resting and roosting habitat for special status species. A general wildlife clearance survey shall be conducted prior to demolition of structures to ensure any special status wildlife species have left the area. California brown pelicans or harbor seals could enter the project area. If California brown pelicans or harbor seals are observed, construction activates that could impact these



species shall be halted until the animals leave the area. If other special status species are observed during the clearance survey, a Port-approved biologist shall determine an appropriate avoidance buffer and will be present during construction activities to determine if construction activities are impacting the species. Minimization measures, including buffers, for non-nesting MBTA special status species will be implemented under the direction of a Port-approved biologist.

**BIO-2 Nesting Bird Survey.** Palm trees, ornamental vegetation and structures suitable for nesting for MBTA-protected species, including raptors (such as barn owls), waterbirds, and songbirds occur within and adjacent to the project site. Direct and indirect impacts could occur to any nests, if present, from project activities. Therefore, if construction of the project begins during the bird-breeding season (February 15- September 15), a nesting bird survey of potentially suitable nesting habitat shall be conducted a maximum of seven days prior to the project start date by a Port-approved biologist (a person with a biology degree and/or established skills in bird recognition). If the project begins outside of the bird-breeding season and continues through the bird-breeding season, a survey shall be conducted a within seven days of February 15th. If a nest of a species afforded protection under the CFG Code or MBTA is found to be active, a Port-approved biologist shall determine an appropriate avoidance non-disturbance buffer that would be adequate to avoid take. The buffer zone area shall not be encroached into by construction work until such time as the biologist determines that nesting is complete and the young have fledged and are no longer dependent upon the nest site area.

**BIO-3 Pre-Construction Eelgrass and Caulerpa Survey, Avoidance, and Removal.** Prior to removal of existing piles and docks, the applicant shall conduct an underwater survey to determine whether or not eelgrass and/or caulerpa is present. The results of the survey shall be submitted to the Port District prior to initiating any offshore activity. If eelgrass is found to be present within the area of disturbance, the applicant must develop a mitigation plan to achieve no net loss in eelgrass function. Potential mitigation options would be coordinated with the National Marine Fisheries Service (NMFS) and may include: (1) in-kind compensatory mitigation involving the creation, restoration, or enhancement of habitat to mitigate for adverse impacts to the same type of habitat (such mitigation would need to achieve a final mitigation ratio of 1.2:1 across all areas of the state, independent of starting mitigation ratios); (2) contribution to a mitigation bank or in-lieu-fee program established by NMFS or another agency; or (3) out-of-kind compensatory mitigation involving the creation, restoration, or enhancement of another habitat type. In most cases, out-of-kind mitigation is discouraged, because eelgrass is a rare, special-status habitat in California. There may be some scenarios, however, where out-of-kind mitigation for eelgrass impacts is ecologically desirable or when in-kind mitigation is not feasible. If caulerpa is found to be present, it shall be



removed entirely in coordination with NMFS and/or CDFW prior to installation of new docks or piles.

No residual impacts would occur from mitigation measures BIO-1, BIO-2, or BIO-3.

*b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

No riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

### **NO IMPACT**

*c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

The project site is located within the Ventura Harbor. Potential impacts to the Harbor include water quality impacts from the discharge of materials, such as fuel and other hazardous materials, into the Harbor during construction and operation of the project.

The VHMY currently has a Clean Marina Plan in place to manage facility operations (April 2014, see Appendix D). The Clean Marina Plan includes policies for marina management, an emergency action plan, and rules and regulations for marina users. Clean Marina Plan rules, regulations, and policies are related to: emergencies, spill response, petroleum containment, vessel cleaning and maintenance, underwater boat hull cleaning, facility operations, stormwater pollution prevention, as well as debris, sewage, solid waste, fish waste, hazardous waste, and liquid waste management. These existing policies and procedures would reduce potential water quality impacts to the Harbor from discharge of contaminants during project operation.

The proposed project would involve replacing the existing dock structures and relocation and improvement of the existing fuel dock. The upgrades to the fueling station are to meet current environmental regulations and standards and reduce discharge and emissions. Two stormwater drainage collection drains are located within the project site. Like many marinas, these drainage systems do not currently have any filtration devices between the marina and the water body. The proposed project would involve adding sand filters to the storm drain inlets in order to prevent trash and debris from entering the Harbor. Therefore, the proposed project would reduce impacts to water quality, and also impacts to aquatic species, by improving the existing storm drain system and the fueling facility. Continued implementation and enforcement of the Clean Marina Plan would also reduce impacts to Harbor water quality.

Although operational impacts to the Harbor would be reduced by the proposed storm drain system and fuel dock improvements under the proposed project, water quality impacts during construction of the proposed project are potentially significant.

### **POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED**





### **Mitigation Measures**

The following mitigation measures are required to reduce impacts jurisdictional waters.

- BIO-4 Construction Responsibilities and Debris Removal.** The applicant shall comply with the following construction-related requirements:
- A. Any and all debris resulting from construction activities, wind and water erosion shall be removed from the site within twenty-four (24) hours of completion of construction and disposed of at an appropriate location.
  - B. A silt curtain utilized to control turbidity shall be installed prior to high turbidity generating activities.
  - C. Floating booms shall be used to contain debris discharged into coastal waters and any debris discharged shall be removed as soon as possible but no later than the end of each day.
  - D. Divers shall recover non-buoyant debris discharged into coastal waters as soon as possible after loss.
  - E. The applicant shall dispose of all construction debris resulting from the proposed project at an appropriate location outside the coastal zone. If the disposal site is located within the coastal zone, a separate coastal development permit shall be required before disposal can take place.
  - F. Reasonable and prudent measures shall be taken to prevent any discharge of fuel or oily waste from heavy machinery or construction equipment into coastal waters. The applicant and applicant's contractors shall have adequate equipment available to contain any such spill immediately. Reasonable and prudent measures may include, but not be limited to:
    - 1. Stop or control the release at the source.
    - 2. Use appropriate materials in spill kit to block the flow and prevent the release from discharging into the harbor.
      - a. Sweep dry spills -- do not wash or hose.
      - b. Absorb wet spills on concrete or asphalt.
      - c. Do not leave used absorbent (e.g., dry sweep) on the ground
      - d. Dig up wet spills on soil, including all exposed soils. Properly dispose of the soil.
  - G. All debris and trash shall be disposed of in the proper trash and recycling receptacles at the end of each construction day.
  - H. Any wood treatment used shall conform with the specifications of the American Wood Preservation Association for saltwater use. Wood treated with Creosote, CCA (Chromated Copper Arsenate), or ACA (Ammoniacal Copper Arsenate) is prohibited. No wood treated with ACZA (Ammoniacal Copper Zinc Arsenate) shall be used where it could come into direct contact with the water. All treated timber shall be free of chromium and arsenic.
  - I. The applicant shall use the least damaging method for the construction of pilings and dock structures and any other activity that will disturb benthic sediments. The applicant shall limit, to the





greatest extent practicable, the suspension of benthic sediments into the water column through BMPs such as the implementation of silt curtains, as described above.

**BIO-5 Conformance with the Requirements of the Resource Agencies.** The applicant shall comply with all permit requirements, and mitigation measures of the California Department of Fish and Wildlife, State Water Quality Control Board, Regional Water Quality Control Board, U.S. Army Corps of Engineers, and the U.S. Fish and Wildlife Service with respect to preservation and protection of water quality and marine environment. Any change in the approved project which may be required by the above-stated agencies shall be submitted to the Executive Director in order to determine if the proposed change shall require a permit amendment pursuant to the requirements of the Coastal Act and the California Code of Regulations.

No residual impacts would occur from mitigation measures BIO-4 and BIO-5.

*d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

The proposed project is not changing the size or depth of the existing harbor. The marina is not a migratory corridor. Any impacts related to wildlife movement would be temporary in nature and are not expected to impact substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors. No native wildlife nursery sites exist onsite.

**NO IMPACT**

*e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

The project as proposed would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

**NO IMPACT**

*f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*  
No NOAA Habitat Areas of Particular Concern or EFH areas protected from fishing occur in the project vicinity. The project as proposed would not conflict with any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

**NO IMPACT**





	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>V. CULTURAL RESOURCES</b>				
-- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*

The project site includes a restaurant, a yacht yard, a real estate office, a fuel dock/convenience store, and a dock structure. There are no historic resources within or adjacent to the project site (2005 Ventura County General Plan Final EIR, August 2005) and only the existing dock structure is proposed for demolition.

#### **NO IMPACT**

*b) Would the project cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?*

The Oxnard Plain, on which the City lies, has a history of human habitation dating back thousands of years. Portions of Ventura County were occupied by early Native American cultures from about 3,500 years ago to approximately the First Century A.D. Chumash Native Americans settled in the area around 1500 A.D. Literature searches undertaken through the UCLA Institute of Archaeology between 1984 and 1986 revealed seven archaeological sites in the County (City of Oxnard, Thresholds Guidelines 143-144).

The project site would include improvements to an existing parking area and existing facilities and expansion of a marina to include approximately 40 additional boat slips. The proposed project would also involve repaving of an existing parking lot. The proposed project would not include any ground-disturbing activities that would impact archaeological resources. The project site is highly disturbed and within Ventura Harbor, an area consisting largely of fill



material associated with creation of the harbor. The project site does not contain any evidence of archaeological resources.

**NO IMPACT**

*c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

The proposed project is currently developed and does not contain any unique geologic features (Rincon Consultants, Inc. site visit, February 2015). The proposed project would not involve any ground-disturbing activities that would impact paleontological resources.

**NO IMPACT**

*d) Would the project disturb any human remains, including those interred outside of formal cemeteries?*

The project site is developed and does not contain any evidence of human remains. Project-related construction activity would mainly be conducted over the water and land modifications would be limited to re-paving of an existing parking lot and removal of landscaping. Nevertheless, adherence to Section 7050.5(b) of the California Health and Safety Code would protect any previously unidentified buried human remains. In accordance with these codified requirements, in the event that human bone or bone of unknown origin is found during construction, all work is required to stop in the vicinity of the find and the County Coroner must be contacted immediately. If the remains are determined to be Native American, the Coroner is required to notify the Native American Heritage Commission, who then notifies the person it believes to be the most likely descendent. The most likely descendant would work with the contractor to develop a program for re-interment of the human remains and any associated artifacts

**NO IMPACT**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>VI. GEOLOGY AND SOILS</b>				
-- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>





	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>VI. GEOLOGY AND SOILS</b>				
-- Would the project:				
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*a.i) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?*

No active or potentially active faults have been mapped across the project site, according to the Alquist-Priolo Earthquake Fault Zoning Map (Ventura Quadrangle, 1978).

#### **NO IMPACT**

*a.ii) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?*

While no faults have been mapped across the project site, seismic events caused by active and potentially active faults in the region could result in seismic ground shaking on-site. The City of Ventura, along with all of Southern California and the Central Coast, is within Seismic Zone 4 and subject to seismic ground shaking from faults in the region. Therefore, a seismic hazard cannot be completely avoided. However, its effect can be minimized by implementing seismic requirements specified by the California Building Code (CBC), which includes design and





construction requirements related to fire and life safety and structural safety. The CBC applies to onshore structures such as restrooms, but not to floating docks. These non-permanent structures would be pre-fabricated and, since they float on the water, generally would not be subject to damage potential during a seismic event.

#### **LESS THAN SIGNIFICANT IMPACT**

*a.iii) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?*

Liquefaction is a temporary, but substantial, loss of shear strength in granular solids, such as sand, silt, and gravel, usually occurring during or after a major earthquake. The project site is located within a potential liquefaction zone as identified on the State Hazards map, which indicates that a general potential for liquefaction exists throughout the entire area (California Geological Survey, Seismic Hazard Zones, Ventura Quadrangle, 2003). Liquefaction is a condition that occurs when unconsolidated, saturated soils change to a near-liquid state during groundshaking. The project primarily involves the construction of docks over the water, but onshore facilities would be required to comply with applicable provisions of the most recently adopted version of the CBC and applicable City building regulations.

#### **LESS THAN SIGNIFICANT IMPACT**

*a.iv) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?*

The project site is not located on or near a hillside. The project site is not designated as a zone of required investigation for earthquake-induced landslides (California Geological Survey, Seismic Hazard Zones, Ventura Quadrangle, 2003).

#### **NO IMPACT**

*b) Would the project result in substantial soil erosion or the loss of topsoil?*

Erosion is a composite of all processes by which earth or rock materials are loosened or dissolved and moved from place to place. Natural erosion activity depends on the steepness of slopes, amount and intensity of rainfall and soil types.

Construction activity would involve removal and replacement of existing dock structures and ramps, construction of additional restroom facilities, and repaving of the existing parking lot. The proposed project would require minimal ground-disturbing construction activity. As a result, the potential for substantial erosion to occur over the site during construction is low.

During operation, the existing rock revetment along the waterline protects the shore from erosion. The proposed project would not affect or alter the rock revetment.

#### **NO IMPACT**

*c) Would the project be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?*





The proposed project involves replacement and expansion of dock structures in an existing marina and marina within the Ventura Harbor and other site improvements, as well as construction of restroom facilities and re-paving of an existing parking lot. These improvements would not result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

**NO IMPACT**

*d) Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property?*

Expansive soils are generally clayey and swell when wetted and shrink when dried. According to Figure 4.6-5 of the 2005 Ventura General Plan Final EIR, the project site is located in a “low” expansive soil zone.

**LESS THAN SIGNIFICANT IMPACT**

*e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

The project site is served by a sewer system and therefore septic systems are not proposed on-site.

**NO IMPACT**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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**VII. GREENHOUSE GAS EMISSIONS**

-- Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Climate change is the observed increase in the average temperature of the Earth’s atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. Climate change is the result of numerous, cumulative sources of greenhouse gases (GHGs). GHGs contribute to the “greenhouse effect,” which is a natural occurrence that helps regulate the temperature of the planet. The majority of radiation from the Sun hits the Earth’s surface and warms it. The surface





in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping back into space and re-radiate it in all directions. This process is essential to supporting life on Earth because it warms the planet by approximately 60° Fahrenheit. Emissions from human activities since the beginning of the industrial revolution (approximately 250 years ago) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat, thereby contributing to an average increase in the Earth's temperature.

GHGs occur from both human and non-human activities. Human activities that produce GHGs are the burning of fossil fuels (coal, oil and natural gas for heating and electricity, gasoline and diesel for transportation); methane from landfill wastes and raising livestock, deforestation activities; and some agricultural practices. Greenhouse gases produced by human activities include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>). Since 1750, it is estimated that the concentrations of carbon dioxide, methane, and nitrous oxide in the atmosphere have increased over by 36%, 148%, and 18% respectively. Emissions of GHGs affect the atmosphere directly by changing its chemical composition while changes to the land surface indirectly affect the atmosphere by changing the way in which the Earth absorbs gases from the atmosphere. Potential impacts of global warming in California may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (CEC, March 2009).

The adopted *CEQA Guidelines* provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. Neither VCAPCD, the City of Ventura, nor the Ventura Port District have adopted GHG emissions thresholds, and no GHG emissions reduction plan with established GHG emissions reduction strategies has been adopted locally. The VCAPCD staff, though, has examined options for GHG thresholds for CEQA documents. Among the approaches discussed, VCAPCD prefers consistency with the South Coast AQMD (VCAPCD, 2011). The South Coast AQMD is considering a tiered approach with locally adopted GHG reduction plans followed by GHG threshold values set to capture 90% of project GHG emissions by project type. SCAQMD's proposed threshold is 3,000 metric tons per year (SCAQMD, "Proposed Tier 3 Quantitative Thresholds - Option 1", September 2010).

This analysis is based on the methodologies recommended by the California Air Pollution Control Officers Association [CAPCOA] (January 2008) *CEQA and Climate Change* white paper. The analysis focuses on CO<sub>2</sub>, N<sub>2</sub>O, and CH<sub>4</sub> as these are the GHG emissions that onsite development would generate in the largest quantities. Fluorinated gases, such as HFCs, PFCs, and SF<sub>6</sub>, were also considered for the analysis. However, because the development potential would not involve industrial uses, the quantity of fluorinated gases would not be significant since fluorinated gases are primarily associated with industrial processes. Calculations were based on the methodologies discussed in the CAPCOA white paper (January 2008) and included the use of the California Climate Action Registry General Reporting Protocol (January 2009). Emissions associated with the proposed project were estimated using the California Emissions Estimator Model (CalEEMod) version 2013.2.2. Complete CalEEMod results and assumptions can be viewed in Appendix B.





a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Construction activities associated with the proposed project would generate temporary GHG emissions primarily due to the operation of construction equipment and truck trips. Operational emissions include emissions from energy use (electricity and natural gas production), area sources (consumer products and landscape maintenance), waste generation (emissions from waste decomposition at landfills), water sources (electricity to supply water to the project site), and mobile sources (vehicles traveling to and from the project site). Emissions were calculated in CalEEMod based on the increase in daily trips estimated in the project traffic study and assuming additional liveaboard residents. GHG emissions associated with the proposed project are shown in Table 4. As shown, total operational emissions are estimated at 62 metric tons CO<sub>2</sub>E per year, which is lower than the recommended 3,000 metric ton threshold.

**LESS THAN SIGNIFICANT IMPACT**

**Table 4  
Annual Greenhouse Gas Emissions**

<b>Emission Source</b>	<b>Annual Emissions (CO<sub>2</sub>E)</b>
Construction <sup>1</sup>	1 metric ton
Operation	
Area	<0.01 metric tons
Energy	6 metric tons
Solid Waste	1 metric tons
Water	1 metric tons
Mobile	53 metric tons
<b>Total</b>	<b>62 metric tons</b>

Sources: See Appendix B for calculations and for GHG emission factor assumptions.

<sup>1</sup> For the purpose of comparing construction emissions with annual emissions from operation of the proposed project, total construction emissions are amortized over a 30-year period (the assumed life of the project).

b) Would the project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Neither the VCAPCD, the Ventura Port District, nor the City of Ventura have an adopted Climate Action Plan or any other adopted plan, policy, or regulation adopted for the purpose of reducing GHG emissions.

Senate Bill 375, signed in August 2008, requires the inclusion of sustainable communities' strategies (SCS) in regional transportation plans (RTPs) for the purpose of reducing GHG emissions. In April 2012, the Southern California Association of Government (SCAG) adopted the 2012-2035 *Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS). SCAG's RTP/SCS includes a commitment to reduce emissions from transportation sources by promoting compact and infill development to comply with SB 375. A goal of the SCS is to "promote the development of better places to live and work through measures that encourage more compact development, varied housing options, bike and pedestrian improvements, and





efficient transportation infrastructure.” The proposed project involves expanding an existing marina. It would involve enhancement of existing facilities within an urbanized area. The proposed project would not conflict with the RTP/SCS.

Executive Order (EO) S-3-05 was issued by the Governor in June 2005. EO S-3-05 sets a GHG emission reduction target of 1990 levels by 2020. Assembly Bill 32, the “California Global Warming Solutions Act of 2006,” was signed into law in the fall of 2006. This bill also requires achievement of a statewide GHG emissions limit equivalent to 1990 emissions by 2020 (essentially a 25% reduction below 2005 emission levels) and the adoption of rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions. In response to EO S-3-05, CalEPA created the Climate Action Team (CAT), which in March 2006, published the *Climate Action Team Report* (CAT Report) (CalEPA, 2006). The 2006 CAT Report identified a recommended list of strategies that the state could pursue to reduce GHG emissions. The strategies include a variety of techniques aimed at the reduction of passenger and light duty truck emissions, reduction of energy and water use and increased recycling. In addition, in 2008 the California Attorney General published *The California Environmental Quality Act Addressing Global Warming Impacts at the Local Agency Level* (Office of the California Attorney General, Global Warming Measures Updated May 21, 2008). This document provides information that may be helpful to local agencies in carrying out their duties under CEQA as they relate to global warming. Included in this document are various measures that may reduce the global warming related impacts of a project such as reducing water use and encouraging smart land use. The proposed project is located adjacent to existing roadways and near commercial and retail. The proposed project would not conflict with applicable CAT strategies or 2008 Attorney General Greenhouse Gas Reduction Measures.

According to *The Impacts of Sea-Level Rise on the California Coast*, prepared by the California Climate Change Center (CCCC) (May 2009), climate change has the potential to induce sea level rise in the coming century. The rising sea level increases the likelihood and risk of flooding. The proposed project includes increasing the piling height for the docks in order to reduce tsunami risk. Increasing the piling height would also serve to protect against potential future sea level rise and would extend the life of the dock structure.

The proposed project would not conflict with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHGs and would be consistent with the objectives of the RTP/SCS, AB 32, SB 97 and SB 375.

#### **LESS THAN SIGNIFICANT IMPACT**





	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS</b>				
-- Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>





*a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

The proposed project involves relocation of and improvements to an existing fuel dock. Transportation and storage of fuel would occur as part of project operations. However, these operations would be comparable to existing conditions. The number of boats fueled at the existing fuel dock can range from about 2 to 6 Monday through Thursday and 15 to 30 on weekends. Use of the fuel pumps may increase with the proposed project as the proposed project would increase the number of boat slips. However, the amount of the increase cannot be predicted at this time.

The proposed new fuel dock would include various improvements that would reduce the potential for releases of hazardous materials. These include:

- *Improvements to feeder lines and new digital fuel pumps, which would provide a higher pump capacity*
- *Extended hose length on retractable rollers to enable docked commercial boats in that section of the dock to be fueled at their slips*
- *Spill resistant nozzles built to current code requirements*
- *Easy access kill switches*
- *New gauges and a stable, new docking area*

The facility would be required to meet City Code standards as well as applicable requirements of Title 23 of the California Code of Regulations. Compliance with State and City regulations regarding the transport and storage of fuels would reduce impacts to a less than significant level.

#### **LESS THAN SIGNIFICANT IMPACT**

*b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

The proposed project would involve transportation and storage of fuel as part of project operations. However, these operations would be comparable to existing conditions. In addition, as discussed in item a, the new fuel dock would include various improvements that would reduce the potential for an accidental release of fuel as compared to the existing fuel dock. The new facility would be required to meet current City Code standards as well as the California Building and Fire Codes. Compliance with City and State regulations regarding transport and storage of fuels and planning for foreseeable upset and accident conditions would reduce impacts to a less than significant level.

#### **LESS THAN SIGNIFICANT IMPACT**

*c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?*





The closest school is Pierpont Elementary School, located approximately 0.6 miles northwest of the project site. The proposed project would not emit hazardous materials in the vicinity of an existing school.

**NO IMPACT**

*d) Would the project be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

According to the Envirostor database maintained by the Department of Toxic Substances Control (<http://www.envirostor.dtsc.ca.gov/public/>), and GeoTracker database maintained by the State Water Resources Control Board (<http://geotracker.waterboards.ca.gov/>), the project site is not included in a list of hazardous material sites. The project site is not on any hazardous materials site compiled pursuant to Government Code Section 65962.5. There is one leaking underground storage tank within 1,000 feet of the project site located at 1404 Anchors Way Drive (Dave's Marine Fuel). However, this is listed as Completed-Case Closed, meaning that the site has been cleaned up and no hazards remain.

**LESS THAN SIGNIFICANT IMPACT**

*e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?*

The project site is located approximately six miles northwest of the Oxnard Airport. The site is not located within the Oxnard Airport land use plan (Airport Comprehensive Land Use Plan for Ventura County, 2000).

**NO IMPACT**

*f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*

The project site is not located within the vicinity of a private airstrip.

**NO IMPACT**

*g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

The proposed project would involve replacement and expansion of an existing marina and associated facilities on a developed project site. Harbor Boulevard near the project site is listed as an evacuation route in the Ventura County Operational Area Tsunami Evacuation Plan (August 2006). The proposed project would not add substantial traffic such that Harbor Boulevard would be congested and prevent emergency response (see Section XVI, *Transportation/Traffic*). The proposed project would be required to comply with applicable California Fire Code requirements regarding emergency access and Ventura Harbor Ordinance (Ventura Port District, Ordinance #44, adopted 2004, amended 2008) requirements regarding





emergency access. The proposed project would not interfere with any emergency response or evacuation plan.

**LESS THAN SIGNIFICANT IMPACT**

*h) Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

According to the 2005 Ventura General Plan Final EIR Figure 4.11-2, the project site is not located in a wildland fire hazard zone. The project site is in an urbanized area within the Ventura Harbor. Thus, the proposed project would not expose persons or structures to wildfire hazard risks.

**NO IMPACT**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>IX. HYDROLOGY AND WATER QUALITY</b>				
-- Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>





	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>IX. HYDROLOGY AND WATER QUALITY</b>				
-- Would the project:				
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Result in inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) *Would the project violate any water quality standards or waste discharge requirements?*

The proposed project would involve temporary disturbance of the waters within Ventura Harbor. Construction activities would create temporary increases in turbidity and associated reduction in water quality.

The proposed project is subject to various local, state, and federal regulations and permits regarding impacts to water resources. The Ventura County Watershed Protection District, the California Department of Water Resources, and the Los Angeles Regional Water Quality Control Board are the primary agencies responsible for the protection of watersheds, floodplains, water bodies, and water quality in the area. The federal government administers the National Pollutant Discharge Elimination System (NPDES) permit program, which regulates discharges into surface waters.

Section 10 of the Clean Water Act (33 U.S.C. 403) covers construction, excavation, or deposition of materials in, over, or under navigable water of the United States, or any work which would affect the course, location, condition or capacity of those waters. Actions requiring Section 10 permits include structures (e.g., piers, wharfs, breakwaters, bulkheads, jetties, weirs,





transmission lines) and work such as dredging or disposal of dredged material, or excavation, filling or other modifications to the navigable waters of the United States. The proposed project would require a Section 10 permit for construction activities. The Section 10 permit would require best management practices (BMPs) to reduce pollution and sedimentation from the project site into Ventura Harbor. Specific measures may include the following:

- *No contamination by cement, concrete, asphalt, washings, paint, etc. is permitted. Hazardous materials shall not be placed where they may accidentally spill or run off into the Harbor.*
- *No debris, soil, construction materials, concrete wash water, fluids, etc. shall be placed where they may be washed by rainfall or runoff into the Harbor.*
- *Harbor water may not be used for any construction activity (e.g. dust control, concrete mix).*
- *Stationary equipment (motors, pumps, generators, welders) located adjacent to the Harbor must be positioned over drip pans (e.g. plastic with sand bags).*
- *Oil absorbent pads must be onsite at all times in case of a spill. Spills shall be cleaned up immediately.*
- *Equipment and vehicles should be regularly checked and be properly maintained to prevent leaks.*
- *Staging, storage, fueling, and maintenance of equipment/vehicles shall occur as far away as possible from the Harbor water.*
- *Stockpiles must be covered during construction.*

The primary regulatory agency relevant to the protection of water quality is the State Water Resources Control Board. The Board establishes requirements prescribing the quality of point sources of discharge and establishes water quality objectives. These objectives are established based on the designated beneficial uses (e.g., water supply, recreation, and habitat) for a particular surface water or groundwater. NPDES permits are issued pursuant to Water Code Chapter 5.5, which implements the Federal Clean Water Act. Prohibited discharges are established locally by the Los Angeles Regional Water Quality Control Board. The NPDES General Construction Permit would not apply to the proposed project because construction activities would disturb less than one acre of land surface and would not be part of a larger common plan of development or the sale of one or more acres of disturbed land surface (California General Construction Permit 2009-0009-DWQ as amended by 2010-0014-DWQ, Modified September 2011).

Because the project site is within the City of Ventura, the applicant would be required to comply with applicable Municipal Code requirements, such as Section 8.600.430(B), Best Management Practices, as shown below, during construction activities:

*Notwithstanding the presence or absence of requirements promulgated pursuant to the foregoing subsection A., any person engaged in activities or operations, or owning facilities or property, which will or may result in pollutants entering the storm drain system, or watercourses will implement best management practices to the extent they are technologically and economically achievable to prevent and reduce such pollutants.*

The proposed project would also include the upgrade of existing on-site storm drain inlets with sand filters to reduce the amount of debris and trash entering harbor water from the project site. The locations of the inlets would not change. In addition, as discussed in Section



IV, *Biological Resources*, the proposed project would be subject to a Clean Marina Plan (see Appendix D) which would ensure that the long-term water-borne berthing of boats at the marina would be managed in a manner that protects water quality. The Clean Marina Plan includes rules and policies regarding oil containment, spill response, parking lot cleaning, landscaping irrigation, storm drain cleaning, etc. Continued implementation and enforcement of the policies and rules contained in the Clean Marina Plan would reduce the potential for pollutants to enter the harbor and affect water quality.

With compliance with the regulations described above and enforcement of the existing Clean Marina Plan, impacts to water quality would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

*b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?*

As described in Section XVII, *Utilities and Service Systems*, the proposed project would incrementally increase water demand. Water would be provided by the City of Ventura, which receives 47% of its water from groundwater sources (City of Ventura UWMP, 2011). However, the water demand associated with the proposed project would not be enough to substantially deplete groundwater supply, nor would the project interfere with groundwater recharge.

#### **LESS THAN SIGNIFICANT IMPACT**

*c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?*

Within the project area, surface water is transported overland via sheet flow, which is directed to a system of catch basins and storm drains along Anchors Way Drive and within the surface parking to vegetated areas, or directly into the Harbor. Within the project site, stormwater is transported through the existing rock revetment or via sheet flow on the launch ramp into Ventura Harbor.

The proposed project involves expansion of docks, re-paving of a parking area, adding additional restroom facilities, and other improvements to an existing marina. The proposed project would not alter the course of a stream or river and would not substantially alter the existing drainage pattern of the site. Therefore, it would not result in substantial erosion or siltation on- or off-site.

#### **NO IMPACT**

*d) Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*





The project site is currently developed. The proposed project would involve re-paving an existing parking area and removing some landscaping. This would involve replacing some pervious landscaping areas with impervious asphalt materials. However, the increase in impervious surfaces would be minimal and would not substantially alter the existing drainage pattern of the site. Therefore, the proposed project would not alter the existing drainage pattern of the site such that flooding on-or off-site would occur.

#### **NO IMPACT**

*e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

Currently, stormwater runoff is transported overland via sheet flow, which is directed to a system of catch basins and storm drains along Anchors Way Drive, to vegetated areas off-site, or directly into the Harbor. The portion of the project site on land is almost entirely covered with impervious surfaces. The proposed project would involve re-paving of an existing parking lot and addition of restroom facilities on areas already covered with impervious surfaces. The proposed project would not substantially increase the amount of runoff from the project site. Therefore, the proposed project would not generate stormwater volumes exceeding the capacity of stormwater drainage systems or provide substantial additional sources of polluted runoff.

#### **LESS THAN SIGNIFICANT IMPACT**

*f) Would the project otherwise substantially degrade water quality?*

Sources of water pollution in Ventura Harbor may include: stormwater runoff from paved areas, which can contain hydrocarbons, sediments, pesticides, herbicides, toxic metals, and coliform bacteria; illegal waste dumping can introduce contaminants such as gasoline, pesticides, herbicides, and other harmful chemicals; sediment from the rock revetment along the shoreline of the Harbor; and fuel leaks from boats or fuel docks within and adjacent to the Harbor.

With adherence to applicable regulations and policies mentioned above under part (a) during construction and operation, the project would not substantially degrade water quality.

#### **LESS THAN SIGNIFICANT IMPACT**

*g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

The western half of the project site is located on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) panel number 06111C0745E, dated January 20, 2010, and the eastern half of the project site is located on panel number 06111C0885E, dated January 20, 2010. According to maps, portions of the project site are located in Zone AE and the Special Flood Hazard Area subject to inundation by a 100-year flood. The project site does not contain any habitable structures and no habitable structures would be developed with the proposed project. The proposed project would involve replacement of docks and associated



improvements. The proposed project would add additional boat slips, which may increase the number of live aboard residents on-site. However, residents that live aboard docked boats would not be subject to flood hazards. In addition, the proposed project involves increasing the piling height by five feet in order to protect against damage associated with storms and sea level rise.

### **LESS THAN SIGNIFICANT IMPACT**

*h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

The proposed project would involve replacing existing dock structures, relocating and improving a fuel dock, construction of additional restroom facilities, and re-paving of an existing parking lot. The proposed project would not involve any new structures which would impede or redirect flood flows.

### **NO IMPACT**

*i) Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?*

The project site is within the potential dam inundation area for Bouquet Dam. The dam meets applicable safety requirements and is inspected by the Division of Dam Safety, California Department of Water Resources, twice per year to ensure they meet all safety requirements and that necessary maintenance is performed (2005 Ventura General Plan Final EIR, August 2005). The project site is not protected by any levees.

The proposed project does not involve any new habitable or other structures (other than restroom facilities) and would not expose additional people or structures to risk of loss, injury or death involving flooding as a result of the failure of a levee or dam.

### **NO IMPACT**

*j) Would the project result in inundation by seiche, tsunami, or mudflow?*

The project site is not subject to inundation by seiche or mudflow due to the topography and location of the project site. The project site is located within the Ventura Harbor adjacent to the shoreline of the Pacific Ocean and is subject to inundation by tsunami. According to the Tsunami Inundation Map for Emergency Planning, Ventura Quadrangle, most of the project site is located within the Tsunami Inundation Area (California Department of Conservation, 2009).

The proposed project would involve replacement and expansion of docks and associated facilities. As part of the improvements to the marina, piling heights would be raised an additional five feet over the existing height for better potential tsunami protection. Therefore, although the project site is subject to tsunami-related hazards, the proposed project would reduce hazards due to potential inundation by tsunami compared to existing conditions.



**LESS THAN SIGNIFICANT IMPACT**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>X. LAND USE AND PLANNING</b>				
-- Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with an applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*a) Would the project physically divide an established community?*

The project site is within Ventura Harbor. The proposed project involves improvements on an already developed site and does not include features that would physically divide an established community.

**NO IMPACT**

*b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

**City of Ventura**

The project site is zoned “Harbor Commercial” (HC), has a land use designation of “Commerce” and is within the Harbor Master Plan. The proposed project does not involve any change in land use. Rather, it involves improvements to and expansion of the existing marina. Therefore, the proposed project would be consistent with the applicable City of Ventura land use plans and policies.

**California Coastal Act**

The California Coastal Act of 1976 (Public Resources Code 30000 et. seq.) establishes policies guiding development and conservation along the California coast. Coastal Act policies fall into six general categories: (1) public access; (2) recreation; (3) marine environment; (4) land





resources; (5) development; and (6) industrial development. The Coastal Act requires local jurisdictions that are located (wholly or partly) in the coastal zone to prepare a Local Coastal Program (LCP) for the portion of the local jurisdiction that lies within the Coastal Zone. The LCP consists of a Land Use Plan (such as this General Plan) and an Implementation Plan (i.e., Zoning Regulations). The Coastal Commission must approve (i.e., “certify”) a City’s LCP in order to ensure that the LCP is consistent with, and achieves the objectives of, the Coastal Act. The project site is located within the coastal zone for the City of Ventura.

The following analysis assesses the proposed project’s consistency with applicable policies of the Coastal Act that were adopted for the purpose of avoiding or mitigating and environmental impact.

### Public Access

Article 2 of the Coastal Act provides a number of policies designed to ensure the public’s constitutionally endowed right of access to coastal resources. More specifically, Article 2 coastal access policies include, but are not limited to, the following: (1) access must be provided to coastal resources (Section 30210); (2) new development shall not interfere with existing public access to coastal resources (Section 30211); and (3) public access shall be provided in specific situations involving new development between the nearest public roadway and the shoreline (Section 30212).

The project site is located within Ventura Harbor and involves replacement and expansion of an existing marina to accommodate additional boat slips and associated facilities. The proposed project would not limit or interfere with public access to coastal resources or recreational activities or facilities. By providing additional boat slips, the proposed project would improve coastal access and opportunities for recreational boaters. The proposed project also involves repaving and reconfiguration of an existing parking lot to provide additional parking spaces and improving pedestrian access by improving walkways. The potential layouts of the reconfigured parking lot are shown on figures 6 and 7 (Figure 6 shows a total of 111 spaces and no relocation of the existing fence between the parking lot and dry storage area, while Figure 7 shows relocation of the fence to provide a total of 123 spaces). About 5-17 parking spaces would be added, bringing total onsite parking to between 111 and 123 spaces. According to the minimum criteria for construction by lessees at Ventura Harbor, 0.75 parking spaces should be provided for each boat slip. The proposed project would provide 111-123 spaces, which more than meets the parking requirement for the proposed 80 boat slips. Per the Port District’s 2008 agreement with the Department of Boating and Waterways, the project would not use parking spaces at the adjacent boat launching facility, which is to be used solely for purposes of the boat launching facility (State of California, 2008).

### Recreation

Article 3 of the California Coastal Act includes a number of policies designed to protect and enhance coastal-related recreational activities and facilities. Article 3 includes, but is not limited to, policies regulating the following recreational activities and facilities: (1) coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas (Section 30220); (2) oceanfront land suitable for recreational use (Section 30221); (3) private lands suitable for visitor-serving commercial recreational facilities (Section 30222); and (4) facilities designed to enhance recreational boating use of coastal waters (Section 30224).





The proposed project would increase recreational opportunities by providing additional boat slips for recreational boaters.

### Marine Environment

Article 4 of the Coastal Act is designed to maintain, enhance, and restore marine resources. More specifically, Article 4 includes, but is not limited to, policies intended to achieve the following: (1) maintenance of the biological productivity and quality of coastal waters, streams, wetlands, estuaries, and lakes (Section 30231) and (2) protection of commercial fishing and recreational boating facilities (Section 30234).

As discussed in Section IV, *Biological Resources*, the proposed project would not significantly affect biological productivity. As discussed in Section IX, *Hydrology and Water Quality*, the proposed project would not significantly affect the productivity and quality of coastal waters. The proposed project involves expansion of existing recreational boating facilities. Therefore, although the proposed project would temporarily disturb the coastal environment in and around the marina during demolition and construction, it would not degrade the marine environment in the long term.

### Land Resources, Development, and Industrial Development

Article 5 of the Coastal Act applies to development and local regulatory actions that involve environmentally sensitive habitat (Section 30240), the maintenance or conversion of agricultural lands (Section 30241-30243), and archaeological or paleontological resources (Section 30244). Article 6 of the Coastal Act applies to new development in the Coastal Zone and Article 7 includes policies that apply to coastal-dependent industrial development.

The proposed project would not involve environmentally sensitive habitat (see Section IV, *Biological Resources*), the conversion of agricultural land (see Section II, *Agriculture and Forest Resources*), or impacts to archaeological or paleontological resources (see Section V, *Cultural Resources*). The proposed project would not involve any new development or industrial development. These policies would not apply.

The proposed project would not conflict with Coastal Act policies regarding public access, recreation, or the marine environment. Other policies related to land development and industrial development would not apply. The proposed project would not conflict with Coastal Act policies or policies in the City of Ventura LCP.

### **LESS THAN SIGNIFICANT IMPACT**

*c) Would the project conflict with an applicable habitat conservation plan or natural community conservation plan?*

No habitat conservation plans or natural community plans apply to the proposed project (2005 Ventura General Plan Final EIR, August 2005). Therefore, the proposed project would not conflict with any habitat or natural community plans.

### **NO IMPACT**





	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XI. MINERAL RESOURCES</b>				
-- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

According to the 2005 Ventura General Plan Final EIR (Figure 4.9-2), the project site is in Mineral Resource Protection Zone 1 (MRZ-1). This zone indicates that no significant aggregate resources are present. The project site includes commercial uses and does not involve any mineral mining.

**NO IMPACT**

*b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

According to the 2005 Ventura General Plan Final EIR, oil production has played an integral role in the development of the west Ventura area. As shown on Figure 4.9-1 of the Final EIR, the project site is not located in a known petroleum field. The project site includes commercial uses and does not involve any petroleum mining.

**NO IMPACT**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XII. NOISE</b>				
-- Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>





	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XII. NOISE</b>				
-- Would the project result in:				
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### **Fundamentals of Noise and Vibration**

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Because of the logarithmic scale of the decibel unit, sound levels cannot be added or subtracted arithmetically. If a sound's physical intensity is doubled, the sound level increases by 3 dBA, regardless of the initial sound level. For example, 60 dBA plus 60 dBA equals 63 dBA. Where ambient noise levels are high in comparison to a new noise source, the change in noise level would be less than 3 dBA. For example, 70 dBA ambient noise levels are combined with a 60 dBA noise source the resulting noise level equals 70.4 dBA.

Noise that is experienced at any receptor can be attenuated by distance or the presence of noise barriers or intervening terrain. Sound from a single source (i.e., a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates (or drops off) at a rate of 6 dBA for each doubling of distance. For acoustically





absorptive, or soft, sites (i.e., sites with an absorptive ground surface, such as soft dirt, grass, or scattered bushes and trees), an excess ground attenuation value of 1.5 dBA per doubling of distance is normally assumed. A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by this shielding depends on the size of the object, proximity to the noise source and receiver, surface weight, solidity, and the frequency content of the noise source. Natural terrain features (such as hills and dense woods) and human-made features (such as buildings and walls) can substantially reduce noise levels. Walls are often constructed between a source and a receiver specifically to reduce noise. A barrier that breaks the line of sight between a source and a receiver will typically result in at least 5 dBA of noise reduction.

Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the U.S.

The vibration velocity level threshold of perception for humans is approximately 65 VdB. The vibration thresholds established by the Federal Transit Administration (FTA) are 65 VdB for buildings where low ambient vibration is essential for interior operations (such as hospitals and recording studios), 72 VdB during normal sleep hours for residences and buildings where people normally sleep, including hotels, and 75 VdB for institutional land uses with primary daytime use (such as churches and schools). The thresholds for the proposed project include 72 VdB during normal sleep hours for residences and hotels, as these are the only sensitive receptors in the vicinity of the site. In terms of ground-borne vibration impacts on structures, the FTA states that ground-borne vibration levels in excess of 100 VdB would damage fragile buildings and levels in excess of 95 VdB would damage extremely fragile historic buildings.

The most common and primary sources of noise in the project site vicinity are motor vehicles (e.g., automobiles, buses, and trucks) traveling along Anchors Way Drive and boats idling and traveling in the Harbor. Motor vehicle noise is of concern because it is characterized by a high number of individual events, which often create a sustained noise level, and because of its proximity to noise sensitive uses.

### **Regulatory Setting**

The City of Ventura Noise Ordinance (Municipal Code § 10.650) prohibits unnecessary, excessive, or annoying noise in the City. The Ordinance does not control traffic noise on public rights-of-way, but applies to all noise sources located on private property, including traffic noise. As part of the Ordinance, properties within the City are assigned a noise zone based on their corresponding land use. “Noise-sensitive” properties are designated as Noise Zone I; residential properties are designated Noise Zone II; commercial properties are included in Noise Zone III, and industrial/agricultural districts are designated as Noise Zone IV. The Ordinance also limits the amount of noise generated by uses during normal operation that may affect surrounding areas. Table 5 shows the allowable exterior noise levels and corresponding times of day for each of the identified noise zones.



**Table 5**  
**Noise Zone Exterior Noise Limits**

Designated Zone		Time Interval	Exterior Noise Levels (dBA)
<b>Zone I</b>	Noise sensitive properties	7 a.m.—10 p.m.	50
		10 p.m.—7 a.m.	45
<b>Zone II</b>	Residential properties	7 a.m.—10 p.m.	50
		10 p.m.—7 a.m.	45
<b>Zone III</b>	Commercial properties	7 a.m.—10 p.m.	60
		10 p.m.—7 a.m.	55
<b>Zone IV</b>	Industrial and agricultural	Anytime	70

Source: City of Ventura Municipal Code, Section 10.650.130B

The noise standards shown in Table 5 apply to any noise-generating activity that exceeds the applicable level for a cumulative period of more than 30 minutes in any hour. For noise levels that last less than 30 minutes, the standards are as follows:

- The exterior noise levels plus 5 dB for a total period of more than 15 minutes in any consecutive 60 minutes;
- The exterior noise levels plus 10 dB for a total period of more than 5 minutes in any consecutive 60 minutes; or
- The exterior noise levels plus 15 dB for a total period of more than 1 minute in any consecutive 60 minutes; or
- The exterior noise levels plus 20 dB for any period of time.

Noise Zone II standards would apply to the noise-sensitive receptors closest to the project site, since the project site is bordered by residential uses to the northeast. Current noise standards for Zone II permit noise levels less than 50 dBA between 7:00 AM and 10:00 PM and noise levels less than 45 dBA between 10:00 PM and 7:00 AM.

*a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

The proposed project involves expansion of and improvements to an existing marina. The proposed project does not involve new residential uses; however, the proposed project could result in the addition of live aboard residents on boats docked at the project site. The project site is not located near a major roadway, freeway, or other major noise generator. Noise levels would be comparable to existing conditions. The proposed project would not result in the exposure of persons to or generation of noise levels in excess of City of Ventura standards.

#### **LESS THAN SIGNIFICANT IMPACT**

*b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

The proposed project does not have any operational uses that generate groundborne vibration. During construction, the proposed project would involve re-paving of the existing parking area,





removal of dock structures and construction of new structures, which may involve pile driving. Depending on the equipment used, construction activities may generate groundbourne vibration.

Table 6 shows typical vibration levels associated with construction equipment.

As shown in Table 6, vibration levels could reach about 75 VdB at the timeshare facility approximately 100 feet northwest of the project site and 72 VdB at the residences 150 feet northeast of the site.

As discussed above, 100 VdB is the general threshold where minor damage can occur in fragile buildings. As vibration levels would not reach 100 VdB, structural damage would not occur as a result of construction activities. Vibration levels at the timeshare facility 100 feet from the project site could exceed the groundborne velocity threshold level of 72 VdB established by the Federal Transit Administration for residences and buildings where people normally sleep. Construction is not anticipated to take place during normal sleep hours. However, as discussed under part (d), construction activities would not occur during normal sleep hours.

**Table 6**  
**Vibration Levels for Construction Equipment**

Equipment	Approximate VdB			
	50 Feet	100 Feet	150	200 Feet
Large Bulldozer	81	75	72	69
Loaded Trucks	80	74	71	68
Jackhammer	73	67	64	61
Small Bulldozer	52	46	43	40
Underwater Pile Driving	87	81	75	69

Noise levels assume an attenuation rate of 6 VdB per doubling of distance.  
Source: Federal Transit Administration (FTA), May 2006; Federal Railroad Administration, 1998

### **LESS THAN SIGNIFICANT IMPACT**

*c) Would the project result in a substantial permanent increase in ambient noise levels above levels existing without the project?*

The proposed project would not involve a change in use on the project site, but would expand the dock facilities to accommodate an additional 40 boat slips (a doubling of boats) and would accommodate larger boats. Therefore, the proposed project could increase incrementally operational noise levels associated with engine idling and from boats entering and exiting the harbor and other activities at the project site. Boats entering and exiting the facility would pass in front of the Harbortown Point timeshare complex adjacent to the project site and thus may incrementally increase noise at that facility. However, project-generated boat noise would be intermittent and would constitute a small fraction of the overall boat-generated noise in the harbor, which has about 1,500 overall boat slips as well as a boat launch. The 3% increase in the overall number of boat slips in the Harbor would have a negligible effect on noise levels. Boats at the marina include and would continue to include a mix of sailboats and motor boats.



Sailboats would not involve high noise levels and motorboats would travel at low speeds (with low noise levels) within the harbor. The fuel dock would be relocated to be further away from timeshare complex to the north of the project site; therefore, noise associated with boat refueling (which generates a minimal amount of noise) would be reduced for nearby receptors. The route for boats entering and exiting the marina would not change compared to current conditions. The proposed project would not result in a substantial permanent noise increase above existing conditions.

**LESS THAN SIGNIFICANT IMPACT**

*d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

Construction and demolition activities associated with the project would temporarily increase noise levels in the vicinity of the project site. Construction of each project phase is expected to take about 4-6 months so the total time of construction would be 8-12 months. Typical noise levels associated with construction activities are shown in Table 7.

Noise levels at the timeshare facility 100 feet northwest of the project site may reach up to 83 dBA during paving activities. Section 10.650.150 of the City of Ventura Noise Ordinance exempts construction activities from the long-term operational standards discussed above, provided that they are conducted between 7:00 AM and 8:00 PM when people are generally less sensitive to noise. Therefore, since construction activities would be temporary and would be subject to the City's Noise Ordinance timing requirements, impacts would be less than significant.

**Table 7  
Typical Noise Levels at Construction Sites**

<b>Equipment Onsite</b>	<b>Typical Level (dBA) 50 Feet from the Source</b>	<b>Typical Level (dBA) 100 Feet from the Source</b>	<b>Typical Level (dBA) 150 Feet from the Source</b>
Air Compressor	81	75	73
Backhoe	80	74	71
Concrete Mixer	85	79	76
Crane, mobile	83	77	74
Dozer	85	79	76
Jack Hammer	88	82	79
Paver	89	83	80
Saw	76	70	67
Truck	88	82	79
Underwater Pile Driving	88	82	79

*Noise levels assume a noise attenuation rate of 6 dBA per doubling of distance.*

*Source: Federal Transit Administration (FTA), May 2006; Noise From Construction Equipment and Operations, EPA PB 206 717*

**LESS THAN SIGNIFICANT IMPACT**





*e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

The project site is located approximately six miles northwest of Oxnard Airport. The proposed project is not located within the Oxnard Airport land use plan (Airport Comprehensive Land Use Plan for Ventura County, 2000).

**NO IMPACT**

*f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise?*

The project site is not within the vicinity of a private airstrip.

**NO IMPACT**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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### **XIII. POPULATION AND HOUSING**

-- Would the project:

- a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

The proposed project does not involve the construction of residential uses. However, people are allowed to live aboard docked boats. The allowed number of liveaboard residences is based on the available restroom facilities. Each toilet/shower can serve about five liveaboards. Because the proposed project would add up to four additional toilets and three additional showers, the allowed number of liveaboards could increase by 15.



The City's current population is approximately 108,387 (DOF, 2014). With the addition of up to 15 residents associated with the proposed project, the City's population would be 108,402. The Growth Forecast Appendix of SCAG's 2012-2035 Regional Transportation Plan, which was adopted in April 2012, projects that the City of Ventura's population will increase to 116,900 in 2020 and 128,800 in 2035 (SCAG, 2012). The City's 2005 General Plan Final EIR estimates the City will have a 2025 population between 126,153 and 133,160. An increase of 15 residents would be within 2025 and 2035 growth forecasts for the City. Therefore, the proposed project would be consistent with population forecasts for the City and would not generate substantial population growth.

**LESS THAN SIGNIFICANT IMPACT**

*b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

Currently, there are seven live aboard residents on four boats docked on the project site. The proposed project would involve expanding the existing dock structure. During Phase 1 of construction, boats would be moved to the other side of the docks. During Phase 2, the west side of the docks would be replaced and boats would be docked on the east side. Therefore, no temporary or long-term displacement of boats would occur. In addition, the proposed project would add live aboard residential opportunities and could provide housing for up to 15 additional residents.

**NO IMPACT**

*c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

As discussed above, the phased construction would avoid any temporary displacement of liveaboards. No people would be displaced in the long term.

**NO IMPACT**



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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#### **XIV. PUBLIC SERVICES**

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*a (i) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?*

The project site is served by the Ventura Harbor Patrol, which provides water fire suppression, rescue, and emergency medical services, as well as the Ventura City Fire Department (VCFD) which provides landside fire suppression and emergency medical services. The Ventura Harbor Patrol provides both land and waterside services within the Ventura Harbor and the Harbor Patrol station is located approximately 1,000 feet northwest of the project site (Ventura Harbor Patrol website, accessed February 2015). The closest VCFD station is Station #5, located at 4225 East Main Street, approximately 3.5 miles east of the project site.

The proposed project involves repaving a parking lot and expansion of an existing marina and relocation of the fuel dock. Because the proposed project involves expansion of the marina, the proposed project may incrementally increase the number of emergency calls. However, the proposed project is within existing service areas and would not create the need for new or physically altered Harbor Patrol or VCFD facilities. In addition, the proposed project involves relocating and upgrading the existing fuel dock, which would reduce the risk of fire from the fuel facilities. Further, the proposed project includes the upgrade of an existing three-inch





diameter water line to a six-inch diameter. Therefore, the proposed project would increase water pressure and water availability for the fire department. The proposed project would be required to comply with all applicable regulations regarding fire prevention, including the Ventura Harbor Ordinance (Ventura Port District, Ordinance #44, adopted 2004, amended 2008) which includes provisions for emergency access, fire access, and regulations regarding flammable materials.

#### **NO IMPACT**

*a (ii) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?*

The proposed project would be served by the City of Ventura Police Department (VPD). The VPD headquarters are located at 1425 Dowell Drive approximately 4 miles east of the project site. The proposed project would involve expansion of the existing marina. The proposed project may increase the number of live aboard residents, which may incrementally increase the need for police protection services. However, the proposed project involves installation of keyless card system for docks and the facilities to provide better safety and security. The incremental increase in the number of live aboard residents would not substantially affect demands on the VPD such that new or expanded facilities would be required.

#### **NO IMPACT**

*a (iii) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools?*

The project site is within the boundary of the Ventura Unified School District. The existing yacht yard currently houses seven live aboard residents on four boats. The proposed project involves expansion of an existing yacht yard to increase the number of boat slips and associated facilities. With the increase in the number of boat slips as a result of the proposed project, the number of live aboard residents could increase. However, the exact number of future live aboard residents with the proposed project is unknown at this time. As the proposed project involves an approximate doubling of boat slips, it is assumed for the purposes of this analysis that the number of live aboard residents would double to 15 residents. However, it is unlikely that the proposed project would house school-aged children. Nonetheless, should the number of school-aged children increase as a result of the proposed project, the increase would be incremental and would not require the need for new or physically altered schools.

#### **NO IMPACT**

*a (iv) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?*



The proposed project involves expansion of the existing marina and may incrementally increase the population of Ventura by an estimated 15 residents. This incremental increase in the number of residents would not result in need for new or physically altered parks. (See also discussion below in Section XV, *Recreation*.)

**NO IMPACT**

*a (v) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities?*

The proposed project would not result in the need for any other new or physically altered government facilities.

**NO IMPACT**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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**XV. RECREATION**

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

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☐
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b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

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*a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

The proposed project involves expansion of the existing marina and may incrementally increase the population of Ventura by an estimated 15 residents. This incremental increase in the number of residents would not increase the use of existing parks and recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. The proposed project would improve recreational facilities for boaters by providing additional boat slips and associated recreational boating facilities.

**NO IMPACT**

*b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*





The proposed project involves expansion of an existing marina for recreational boaters. The environmental impacts associated with the proposed project are discussed throughout this document. No impact would occur.

**NO IMPACT**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XVI. TRANSPORTATION/TRAFFIC</b>				
-- Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*a) Would the project conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of*





*transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?*

Associated Transportation Engineers (ATE) prepared a traffic impact analysis for the proposed project (see Appendix C). The following is based on the ATE report.

The project site is served by a network of arterial roads and collector streets, including:

- **Harbor Boulevard** – a four-lane arterial roadway that extends north-south from the Ventura County Fairgrounds to Channel Islands Harbor in the City of Port Hueneme.
- **Schooner Drive** – a four-lane collector street that extends east-west between Anchors Way Drive and Harbor Boulevard.
- **Anchors Way Drive** – a two-lane roadway that extends from the northern harbor boundary to its terminus at Navigator Drive.

Access to the project site is provided via four driveway connections to Anchors Way Drive.

### Project Trip Generation

Trip generation estimates for the proposed project were developed using data published in the San Diego Association of Governments (SANDAG) trip generation report for marinas. Table 8 shows the trip generation forecasts for the proposed project. As shown, the proposed project would generate an estimated 156 average daily trips (ADT), 5 AM peak hour trips, and 11 PM peak hour trips.

**Table 8**  
**Project Trip Generation**

Land Use	Size	ADT		AM Peak Hour		PM Peak Hour	
		Rate	Trips	Rate	Trips (in/out)	Rate	Trips (in/out)
Marina	40 Boat Slips	4.0	160	0.12	5 (2/3)	0.28	11 (7/4)

Source: ATE, 2015

### Project Trip Distribution

Trip distribution percentages were developed for project traffic based on traffic patterns observed at the Harbor Boulevard/Schooner Drive intersection.<sup>1</sup> Table 9 presents the trip distribution pattern developed for the proposed project.

<sup>1</sup> It is anticipated that only minimal traffic would access the project site via Beachmont Street because of the traffic calming devices along that residential street. Use of Beachmont Street to access the project site would be further reduced by a partial cul-de-sac planned at the terminus of Beachmont Street that would prevent vehicles on Beachmont Street from entering Anchors Way. Consequently, the analysis focuses on potential impacts at the Harbor Boulevard/Schooner Drive intersection.





**Table 9**  
**Project Trip Generation**

Origin/Destination	Direction	Distribution %
Harbor Boulevard	North	65%
Harbor Boulevard	South	35%

Source: ATE, 2015

#### Existing + Project Intersection Operations

Because traffic flow on city streets is generally most constrained at intersections, detailed traffic flow analysis focuses on intersection operations during peak travel periods. In rating intersection operations, “Level of Service” (LOS) A through F are used, with LOS A indicating free flow operations and LOS F indicating congested operations. The City of Ventura considers LOS E as the acceptable standard for freeway interchange intersections and LOS D as the acceptable standard at Principal Intersections within the City. Principal Intersections are intersections that are regularly monitored by the City as a gauge of the operation of the City’s circulation system. The City does not have a level of service standard for non-Principal Intersections, except for those that are located on the CMP network, where LOS E is the acceptable standard.

Existing volumes for the Harbor Boulevard/Schooner Drive intersection were obtained from counts conducted in February 2015 (traffic counts are included as an appendix to the traffic study, Appendix C). Level of service for the study area intersections were calculated based on the “Intersection Capacity Utilization” (ICU) methodology parameters outlined in the City’s 2005 *Ventura General Plan EIR*.

Table 10 compares the delay time and LOS between existing conditions and existing conditions plus the proposed project. As shown, project development would not significantly impact traffic operations, and would not conflict with LOS standards adopted by the City of Ventura.

**Table 10**  
**Existing + Project AM and PM Peak Hour Levels of Service**

Intersection	Peak Hour	Existing		Existing + Project		Project-Added Trips	Significant Impact?
		ICU	LOS	ICU	LOS		
Harbor Boulevard/ Schooner Drive	AM	0.41	A	0.41	A	5	No
	PM	0.43	A	0.43	A	11	No

Source: ATE, 2015

#### Cumulative + Project Intersection Operations

Cumulative traffic volume forecasts for the Harbor Boulevard/Schooner Drive intersection were developed using data from the City’s General Plan Traffic Model and future developments in the harbor area. Development projects in the Harbor area include the Sonderman Marina project (104 new boat slips) and the Port District G&H Dock project (loss of 20 boat slips).





Table 11 compares the delay time and LOS between cumulative conditions and cumulative conditions plus the proposed project. As shown, project development would not significantly impact cumulative traffic operations, and would not conflict with LOS standards adopted by the City of Ventura.

**Table 11**  
**Cumulative + Project AM and PM Peak Hour Levels of Service**

Intersection	Peak Hour	Cumulative		Cumulative + Project		Project-Added Trips	Significant Impact?
		ICU	LOS	ICU	LOS		
Harbor Boulevard/ Schooner Drive	AM	0.44	A	0.44	A	5	No
	PM	0.64	B	0.64	B	11	No

Source: ATE, 2015 (see Appendix C).

### **LESS THAN SIGNIFICANT IMPACT**

*b) Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*

The Ventura County Congestion Management Program (CMP) road network is comprised of the state highway system and principal arterials in Ventura County. Harbor Boulevard near the project site is located within the CMP network (CMP, 2009). As shown above in tables 10 and 11, the proposed project would not significant affect operations on Harbor Boulevard.

### **LESS THAN SIGNIFICANT IMPACT**

*c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

The airport closest to the project site is the Oxnard Airport located approximately six miles southeast of the project site. The proposed project would not affect air traffic at this airport.

### **NO IMPACT**

*d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?*

The project does not include any design features that would increase hazards. The proposed project would not involve a change in use on the project site and would not involve the use of vehicles or equipment, such as farm equipment or tractors, that would be incompatible with the existing land uses surrounding the area.

The project would add boat slips, accommodate larger boats, and include a relocated fuel dock. It would also extend the dock farther into the main harbor channel as compared to the existing dock. However, the extended dock would be consistent with the channel limit adopted by the Port District Commission in June 2014. In addition, new facilities would be built to current design standards and would not include any features that would create hazardous conditions.





As discussed in Section VIII, *Hazards and Hazardous Materials*, the new fuel dock is expected to improve safety conditions as compared to the existing facility. The larger boats can be accommodated within the proposed new docks and would not adversely affect safety conditions in Ventura Harbor.

**LESS THAN SIGNIFICANT IMPACT**

*e) Would the project result in inadequate emergency access?*

Emergency vehicles can currently access the project site by land via existing roadways and by water within the Harbor. The proposed project would not involve construction of new structures such that inadequate emergency access would occur. The project would be required to conform to safety regulations that specify adequate emergency access measures and would expand onsite parking. The site is located along an existing roadway lacking any identified significant safety hazards. The proposed project would not hinder emergency access or evacuation.

**LESS THAN SIGNIFICANT IMPACT**

*f) Would the project conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?*

The project site includes pedestrian facilities in the form of sidewalks and ramps to the existing boat slips. Sidewalks are located along the water line and along Anchors Way Drive. No bicycle or public transit facilities are located on or near the project site.

The proposed project would improve pedestrian facilities by providing an ADA-compliant ramp on the promenade walkway, which would span the distance of the marina and connect to adjacent public walkways. The proposed project would not conflict with adopted pedestrian policies, plans or programs.

The proposed project would not affect public transit or bikeway facilities and would not conflict with adopted public transit or bikeway policies, plans, or programs.

**LESS THAN SIGNIFICANT IMPACT**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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**XVII. UTILITIES AND SERVICE SYSTEMS**

-- Would the project:

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

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☐




	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XVII. UTILITIES AND SERVICE SYSTEMS</b>				
-- Would the project:				
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

The proposed project would add up to four additional toilets and three additional showers to serve guests and residents. Therefore, the proposed project may incrementally increase wastewater generation compared to existing conditions.

The project site is within the service area of the City of Ventura's Water Department (Ventura Water), which provides water and wastewater services to most of the City. The Ventura Water Reclamation Facility, located in the Ventura Harbor area, treats most of the wastewater for the City, including the Downtown. This plant was originally designed with a capacity of 14 million gallons per day (MGD) and provides tertiary treatment, effluent filtration and chlorination/dechlorination. The effluent then discharges into the Santa Clara River Estuary. Solids handling consists of thickening, anaerobic digestion and dewatering by filter presses prior to land





application. Plant flow in 2004 averaged just under 9.0 MGD. A minimum of 5.6 MGD of the effluent is discharged to the Santa Clara Estuary as required by the City's Regional Water Quality Control Board (RWQCB) Permit. The remaining effluent is either transferred to recycling ponds, where a portion is delivered as reclaimed water, or lost through percolation or evaporation.

Additional demands on the City's wastewater systems have been anticipated in the 2005 General Plan and the 2005 General Plan FEIR, which was reviewed by the South Coast Regional Water Quality Control Board (SCRWQCB). Liveaboards and day users of the docks could use new bathroom facilities and incrementally increase wastewater generation. However, as discussed in Section XIII, *Population and Housing*, the incremental increase in population that could be accommodated by the proposed project is within the growth forecast anticipated in the City's General Plan. Therefore, the proposed project would not generate wastewater exceeding wastewater treatment requirements of the SCRWQCB.

#### **LESS THAN SIGNIFICANT IMPACT**

*b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

As discussed above, additional demands on the City's water and wastewater systems have been anticipated in the 2005 General Plan and the 2005 General Plan Final EIR. The incremental increase in population that could be accommodated by the proposed project is within the growth projections anticipated in the City's General Plan and General Plan Final EIR. Therefore, the proposed project would not require the construction of new water or wastewater treatment facilities.

#### **LESS THAN SIGNIFICANT IMPACT**

*c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

As discussed in Section IX(c), *Hydrology and Water Quality*, the proposed project would not increase the amount of impervious surfaces on the project site. Therefore, the proposed project would not increase stormwater runoff compared to existing conditions. Stormwater runoff levels would be comparable to existing conditions and stormwater would continue to flow to gutter facilities and catch basins along Anchors Way Drive and via sheet flow to the Harbor. The proposed project would not require the construction of new storm water drainage facilities or expansion of existing facilities.

#### **LESS THAN SIGNIFICANT IMPACT**

*d) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

The City of Ventura's Comprehensive Water Resources Report (CWRR) identifies the City's existing (as of May 1, 2014) baseline water demand as 17,343 AFY and the existing and reliable





water supply as 19,600 AFY. The future water supply projections range from 19,535 AFY to 20,935 AFY. The future water demand for all existing development that is either under construction or approved is projected to be 17,343 AFY according to the 2014 Comprehensive Water Resources Report.

The proposed project would involve adding additional restroom facilities which may incrementally increase on-site water demand. Assuming the two additional restroom facilities would use approximately 250 gallons per day, the proposed project would increase water demand by approximately 500 gallons per day or 0.56 acre feet per year. Therefore, the demand and build out would be within the City's estimate of water supply. The proposed project's estimated annual water supply of 0.56 AFY would not cause the City's water demand to exceed the projected supply and groundwater supplies would not be depleted.

### **LESS THAN SIGNIFICANT IMPACT**

*e) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

The proposed project would add up to four additional toilets and three additional showers to serve guests and residents. Therefore, the proposed project may incrementally increase wastewater generation compared to existing conditions. Wastewater flows from the project site are treated at the City's Ventura Water Reclamation Facility in the Harbor area near the mouth of the Santa Clara River. Additional demands on the City's wastewater systems have been anticipated in the 2005 General Plan and the 2005 General Plan FEIR. As discussed in Section XIII, *Population and Housing*, the proposed project is within the growth forecast anticipated in the City's General Plan. Therefore, the proposed project would not exceed the capacity of the Ventura Water Reclamation Facility.

### **LESS THAN SIGNIFICANT IMPACT**

*f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

Solid waste disposal is an issue of regional and statewide significance, especially as landfills are approaching and/or reaching their capacities. In addition, the ability to develop new landfills is complicated by numerous environmental, regulatory and political concerns. Recycling and reusing waste materials provides significant additional environmental benefits such as reducing resource and energy use, conserving water, and reducing pollution, but recycling and reusing waste materials has not eliminated the need to develop new landfills.

Assembly Bill 939, passed in 1989, required all jurisdictions in California to increase their landfill diversion to 50% by the year 2000. In addition, AB 341 passed in 2012, sets a new statewide goal of achieving 75% landfill diversion by 2020. The bill also requires businesses generating more than 4 cubic yards of solid waste to recycle and requires owners of multi-family housing with 5 or more units to provide recycling for their tenants. New development projects in Ventura are required to implement site-specific source reduction, recycling, and re-use programs to comply with AB 939 and AB 341.





Construction and demolition projects can generate large amounts of waste. Demolition would generate the following materials requiring disposal:

- 20,320 cubic feet of cement
- 20,320 cubic feet of wood
- 83 wood pilings of different sizes
- 20 12" x 12' beams
- 40 4" x 20' cross beams

Most of the waste is recyclable, including asphalt, concrete, wood, cardboard and metal. As of January 1, 2011, the new *California Green Building Standards Code* (California Code of Regulations, Title 24, Part II, available online at <http://www.bsc.ca.gov/Home/CALGreen.aspx>) went into effect. Section 5.408 now requires all new construction projects to file and implement a construction and demolition Waste Management Plan (WMP). The City's Environmental Sustainability Division works in conjunction with its Building and Safety Division in reviewing and assisting applicants with their WMP plans. The WMP must be submitted and approved as part of the plan-check process before a building permit can be issued. Implementation of the WMP must result in diversion of at least 50% of the waste generated during a construction project.

Solid waste generated in the City of Ventura is typically hauled to Gold Coast Recycling and Transfer Station. Solid waste is sorted and either hauled to Toland Road Landfill (maximum permitted capacity of 1,500 tons per day) for disposal or segregated into recyclable materials and sent off to various recycling markets.

The proposed project would also add up to 15 additional liveaboards as well as additional day users of the docks. Using the per capita solid waste generation factor of 0.0096 tons per person per day from Table 4.11-17 of the 2005 General Plan Final EIR, the new liveaboards would generate an estimated 0.144 tons of additional solid waste per day. With a diversion rate of at least 50% in accordance with AB 939, the total net increase would be 0.072 tons per day. This incremental increase in solid waste generation would not exceed the capacity of local landfills. Solid waste associated with day users would be nominal and would not adversely affect local landfills.

#### ***LESS THAN SIGNIFICANT IMPACT***

*g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?*

As discussed under part (f), the proposed project would comply with applicable states and regulations including AB 939 and AB 341 and California Green Building Code regulations regarding construction and demolition waste.

#### ***LESS THAN SIGNIFICANT IMPACT***





	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XVIII. MANDATORY FINDINGS OF SIGNIFICANCE</b>				
a) Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*a) Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

As noted in Section IV, *Biological Resources*, impacts to biological resources are potentially significant but incorporation of this mitigation measures BIO-1 through BIO-4 would reduce impacts to wildlife to a less than significant level. As noted under Section V, *Cultural Resources*, the proposed project would not impact known cultural or historic resources. Potential impacts to important examples of the major periods of California history or prehistory would be less than significant.

#### **POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED**

*b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*





All potential environmental impacts of the project have been determined in this Initial Study to have no impact, a less than significant impact, or less than significant with mitigation incorporated. Cumulative impacts with some of the resource areas have been addressed in the individual resource sections above: Air Quality, Greenhouse Gases, Wastewater, Water Supply, and Solid Waste (see CEQA Guidelines Section 15064(h)(3)). As described in Section XVI, *Transportation/Traffic*, the proposed project would not contribute to any significant cumulative impacts. As noted in Section IV, *Biological Resources*, impacts to biological resources could be potentially significant and therefore mitigation measures BIO-1 through BIO-5 has been required to reduce potential impacts. Incorporation of these mitigation measures would reduce impacts to wildlife to a less than significant level. Development projects in the Harbor area include the Sonderman Marina project (104 new boat slips) and the Port District G&H Dock project (loss of 20 boat slips). These projects would have similar impacts to that of the proposed project with respect to traffic, hydrology and water quality, and biological resources. However, with adherence to existing regulations and implementation of standard mitigation there would be no cumulative impacts. As such, cumulative impacts would be less than significant (not cumulatively considerable).

#### **LESS THAN SIGNIFICANT IMPACT**

*c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

In general, impacts to human beings are associated with air quality, hazards and hazardous materials, traffic, and noise impacts. As detailed in the preceding sections, the proposed project would not result, either directly or indirectly, in adverse hazards related to air quality, hazards or hazardous materials, noise or traffic.

#### **LESS THAN SIGNIFICANT IMPACT**



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## Appendix A

### *Air Quality Modeling Results*





## Ventura Harbor Marina and Yacht Yard Expansion Project

### Ventura County, Winter

## 1.0 Project Characteristics

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### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	50.00	Space	0.75	20,000.00	0
Gasoline/Service Station	1.00	Pump	0.00	141.17	0

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.6	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	8			<b>Operational Year</b>	2017
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MW hr)</b>	630.89	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Site size

Construction Phase - Estimated schedule

Trips and VMT - Estimated trips.

Vehicle Trips - Estimated 208 trips per day (ATE, 2015)



# ATTACHMENT 2

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Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	10.00
tblConstructionPhase	NumDays	100.00	30.00
tblConstructionPhase	PhaseEndDate	3/10/2016	3/9/2016
tblConstructionPhase	PhaseStartDate	2/26/2016	2/25/2016
tblLandUse	LotAcreage	0.45	0.75
tblProjectCharacteristics	OperationalYear	2014	2017
tblVehicleTrips	ST_TR	162.78	208.00
tblVehicleTrips	SU_TR	162.78	208.00
tblVehicleTrips	WD_TR	162.78	208.00

## 2.0 Emissions Summary

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**2.1 Overall Construction (Maximum Daily Emission)****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	2.8286	24.7461	17.0553	0.0255	0.2333	1.6069	1.8402	0.0623	1.4819	1.5442	0.0000	2,531.1588	2,531.1588	0.6633	0.0000	2,545.0886
<b>Total</b>	<b>2.8286</b>	<b>24.7461</b>	<b>17.0553</b>	<b>0.0255</b>	<b>0.2333</b>	<b>1.6069</b>	<b>1.8402</b>	<b>0.0623</b>	<b>1.4819</b>	<b>1.5442</b>	<b>0.0000</b>	<b>2,531.1588</b>	<b>2,531.1588</b>	<b>0.6633</b>	<b>0.0000</b>	<b>2,545.0886</b>

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	2.8286	24.7461	17.0553	0.0255	0.2333	1.6069	1.8402	0.0623	1.4819	1.5442	0.0000	2,531.1588	2,531.1588	0.6633	0.0000	2,545.0886
<b>Total</b>	<b>2.8286</b>	<b>24.7461</b>	<b>17.0553</b>	<b>0.0255</b>	<b>0.2333</b>	<b>1.6069</b>	<b>1.8402</b>	<b>0.0623</b>	<b>1.4819</b>	<b>1.5442</b>	<b>0.0000</b>	<b>2,531.1588</b>	<b>2,531.1588</b>	<b>0.6633</b>	<b>0.0000</b>	<b>2,545.0886</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>



**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.4362	5.0000e-005	5.3100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0112	0.0112	3.0000e-005		0.0118
Energy	9.0000e-005	8.2000e-004	6.9000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.9847	0.9847	2.0000e-005	2.0000e-005	0.9907
Mobile	0.5624	0.5761	3.4008	3.7700e-003	0.2529	5.6000e-003	0.2585	0.0674	5.1500e-003	0.0726		318.0370	318.0370	0.0165		318.3841
<b>Total</b>	<b>0.9987</b>	<b>0.5770</b>	<b>3.4068</b>	<b>3.7700e-003</b>	<b>0.2529</b>	<b>5.6800e-003</b>	<b>0.2586</b>	<b>0.0674</b>	<b>5.2300e-003</b>	<b>0.0727</b>		<b>319.0328</b>	<b>319.0328</b>	<b>0.0166</b>	<b>2.0000e-005</b>	<b>319.3865</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.4362	5.0000e-005	5.3100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0112	0.0112	3.0000e-005		0.0118
Energy	9.0000e-005	8.2000e-004	6.9000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.9847	0.9847	2.0000e-005	2.0000e-005	0.9907
Mobile	0.5624	0.5761	3.4008	3.7700e-003	0.2529	5.6000e-003	0.2585	0.0674	5.1500e-003	0.0726		318.0370	318.0370	0.0165		318.3841
<b>Total</b>	<b>0.9987</b>	<b>0.5770</b>	<b>3.4068</b>	<b>3.7700e-003</b>	<b>0.2529</b>	<b>5.6800e-003</b>	<b>0.2586</b>	<b>0.0674</b>	<b>5.2300e-003</b>	<b>0.0727</b>		<b>319.0328</b>	<b>319.0328</b>	<b>0.0166</b>	<b>2.0000e-005</b>	<b>319.3865</b>



	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.0 Construction Detail

#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition of dock structures	Demolition	1/1/2016	1/14/2016	5	10	
2	Construction of dock structures	Building Construction	1/15/2016	2/25/2016	5	30	
3	Parking lot repaving	Paving	2/25/2016	3/9/2016	5	10	

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 0**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)**

#### OffRoad Equipment



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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Parking lot repaving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition of dock structures	Concrete/Industrial Saws	1	8.00	81	0.73
Construction of dock structures	Cranes	1	4.00	226	0.29
Construction of dock structures	Forklifts	2	6.00	89	0.20
Parking lot repaving	Pavers	1	7.00	125	0.42
Parking lot repaving	Rollers	1	7.00	80	0.38
Demolition of dock structures	Rubber Tired Dozers	1	1.00	255	0.40
Construction of dock structures	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition of dock structures	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Parking lot repaving	Tractors/Loaders/Backhoes	1	7.00	97	0.37

## Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Construction of dock structures	5	8.00	3.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Demolition of dock structures	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Parking lot repaving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

## 3.1 Mitigation Measures Construction



**3.2 Demolition of dock structures - 2016****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3122	11.2385	8.7048	0.0120		0.8039	0.8039		0.7674	0.7674		1,193.6106	1,193.6106	0.2386		1,198.6217
<b>Total</b>	<b>1.3122</b>	<b>11.2385</b>	<b>8.7048</b>	<b>0.0120</b>		<b>0.8039</b>	<b>0.8039</b>		<b>0.7674</b>	<b>0.7674</b>		<b>1,193.6106</b>	<b>1,193.6106</b>	<b>0.2386</b>		<b>1,198.6217</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0384	0.0438	0.4340	9.3000e-004	0.0822	6.3000e-004	0.0828	0.0218	5.8000e-004	0.0224		77.8796	77.8796	4.0400e-003		77.9645
<b>Total</b>	<b>0.0384</b>	<b>0.0438</b>	<b>0.4340</b>	<b>9.3000e-004</b>	<b>0.0822</b>	<b>6.3000e-004</b>	<b>0.0828</b>	<b>0.0218</b>	<b>5.8000e-004</b>	<b>0.0224</b>		<b>77.8796</b>	<b>77.8796</b>	<b>4.0400e-003</b>		<b>77.9645</b>



**3.2 Demolition of dock structures - 2016****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3122	11.2385	8.7048	0.0120		0.8039	0.8039		0.7674	0.7674	0.0000	1,193.6106	1,193.6106	0.2386		1,198.6217
<b>Total</b>	<b>1.3122</b>	<b>11.2385</b>	<b>8.7048</b>	<b>0.0120</b>		<b>0.8039</b>	<b>0.8039</b>		<b>0.7674</b>	<b>0.7674</b>	<b>0.0000</b>	<b>1,193.6106</b>	<b>1,193.6106</b>	<b>0.2386</b>		<b>1,198.6217</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0384	0.0438	0.4340	9.3000e-004	0.0822	6.3000e-004	0.0828	0.0218	5.8000e-004	0.0224		77.8796	77.8796	4.0400e-003		77.9645
<b>Total</b>	<b>0.0384</b>	<b>0.0438</b>	<b>0.4340</b>	<b>9.3000e-004</b>	<b>0.0822</b>	<b>6.3000e-004</b>	<b>0.0828</b>	<b>0.0218</b>	<b>5.8000e-004</b>	<b>0.0224</b>		<b>77.8796</b>	<b>77.8796</b>	<b>4.0400e-003</b>		<b>77.9645</b>



**3.3 Construction of dock structures - 2016****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3816	13.7058	8.2122	0.0113		0.9398	0.9398		0.8646	0.8646		1,178.5549	1,178.5549	0.3555		1,186.0202
<b>Total</b>	<b>1.3816</b>	<b>13.7058</b>	<b>8.2122</b>	<b>0.0113</b>		<b>0.9398</b>	<b>0.9398</b>		<b>0.8646</b>	<b>0.8646</b>		<b>1,178.5549</b>	<b>1,178.5549</b>	<b>0.3555</b>		<b>1,186.0202</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0305	0.2981	0.4212	6.7000e-004	0.0197	4.8500e-003	0.0246	5.6100e-003	4.4600e-003	0.0101		66.5338	66.5338	4.6000e-004		66.5433
Worker	0.0307	0.0350	0.3472	7.5000e-004	0.0657	5.1000e-004	0.0662	0.0174	4.7000e-004	0.0179		62.3037	62.3037	3.2300e-003		62.3716
<b>Total</b>	<b>0.0612</b>	<b>0.3332</b>	<b>0.7684</b>	<b>1.4200e-003</b>	<b>0.0855</b>	<b>5.3600e-003</b>	<b>0.0908</b>	<b>0.0230</b>	<b>4.9300e-003</b>	<b>0.0280</b>		<b>128.8374</b>	<b>128.8374</b>	<b>3.6900e-003</b>		<b>128.9149</b>



**3.3 Construction of dock structures - 2016****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3816	13.7058	8.2122	0.0113		0.9398	0.9398		0.8646	0.8646	0.0000	1,178.5549	1,178.5549	0.3555		1,186.0202
<b>Total</b>	<b>1.3816</b>	<b>13.7058</b>	<b>8.2122</b>	<b>0.0113</b>		<b>0.9398</b>	<b>0.9398</b>		<b>0.8646</b>	<b>0.8646</b>	<b>0.0000</b>	<b>1,178.5549</b>	<b>1,178.5549</b>	<b>0.3555</b>		<b>1,186.0202</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0305	0.2981	0.4212	6.7000e-004	0.0197	4.8500e-003	0.0246	5.6100e-003	4.4600e-003	0.0101		66.5338	66.5338	4.6000e-004		66.5433
Worker	0.0307	0.0350	0.3472	7.5000e-004	0.0657	5.1000e-004	0.0662	0.0174	4.7000e-004	0.0179		62.3037	62.3037	3.2300e-003		62.3716
<b>Total</b>	<b>0.0612</b>	<b>0.3332</b>	<b>0.7684</b>	<b>1.4200e-003</b>	<b>0.0855</b>	<b>5.3600e-003</b>	<b>0.0908</b>	<b>0.0230</b>	<b>4.9300e-003</b>	<b>0.0280</b>		<b>128.8374</b>	<b>128.8374</b>	<b>3.6900e-003</b>		<b>128.9149</b>



**3.4 Parking lot repaving - 2016****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1203	10.6282	7.2935	0.0111		0.6606	0.6606		0.6113	0.6113		1,083.583 2	1,083.583 2	0.2969		1,089.817 5
Paving	0.1965					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.3168</b>	<b>10.6282</b>	<b>7.2935</b>	<b>0.0111</b>		<b>0.6606</b>	<b>0.6606</b>		<b>0.6113</b>	<b>0.6113</b>		<b>1,083.583 2</b>	<b>1,083.583 2</b>	<b>0.2969</b>		<b>1,089.817 5</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0691	0.0788	0.7812	1.6800e-003	0.1479	1.1400e-003	0.1490	0.0392	1.0500e-003	0.0403		140.1833	140.1833	7.2700e-003		140.3360
<b>Total</b>	<b>0.0691</b>	<b>0.0788</b>	<b>0.7812</b>	<b>1.6800e-003</b>	<b>0.1479</b>	<b>1.1400e-003</b>	<b>0.1490</b>	<b>0.0392</b>	<b>1.0500e-003</b>	<b>0.0403</b>		<b>140.1833</b>	<b>140.1833</b>	<b>7.2700e-003</b>		<b>140.3360</b>



**3.4 Parking lot repaving - 2016****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1203	10.6282	7.2935	0.0111		0.6606	0.6606		0.6113	0.6113	0.0000	1,083.583 2	1,083.583 2	0.2969		1,089.817 5
Paving	0.1965					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.3168</b>	<b>10.6282</b>	<b>7.2935</b>	<b>0.0111</b>		<b>0.6606</b>	<b>0.6606</b>		<b>0.6113</b>	<b>0.6113</b>	<b>0.0000</b>	<b>1,083.583 2</b>	<b>1,083.583 2</b>	<b>0.2969</b>		<b>1,089.817 5</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0691	0.0788	0.7812	1.6800e-003	0.1479	1.1400e-003	0.1490	0.0392	1.0500e-003	0.0403		140.1833	140.1833	7.2700e-003		140.3360
<b>Total</b>	<b>0.0691</b>	<b>0.0788</b>	<b>0.7812</b>	<b>1.6800e-003</b>	<b>0.1479</b>	<b>1.1400e-003</b>	<b>0.1490</b>	<b>0.0392</b>	<b>1.0500e-003</b>	<b>0.0403</b>		<b>140.1833</b>	<b>140.1833</b>	<b>7.2700e-003</b>		<b>140.3360</b>

**4.0 Operational Detail - Mobile**



## 4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.5624	0.5761	3.4008	3.7700e-003	0.2529	5.6000e-003	0.2585	0.0674	5.1500e-003	0.0726		318.0370	318.0370	0.0165		318.3841
Unmitigated	0.5624	0.5761	3.4008	3.7700e-003	0.2529	5.6000e-003	0.2585	0.0674	5.1500e-003	0.0726		318.0370	318.0370	0.0165		318.3841

## 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Gasoline/Service Station	208.00	208.00	208.00	119,843	119,843
Parking Lot	0.00	0.00	0.00		
Total	208.00	208.00	208.00	119,843	119,843

## 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Gasoline/Service Station	9.50	7.30	7.30	2.00	79.00	19.00	14	27	59
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.474465	0.063133	0.180505	0.158349	0.070139	0.010387	0.013452	0.017129	0.000779	0.000670	0.005599	0.000320	0.005072



**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	9.0000e-005	8.2000e-004	6.9000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.9847	0.9847	2.0000e-005	2.0000e-005	0.9907
NaturalGas Unmitigated	9.0000e-005	8.2000e-004	6.9000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.9847	0.9847	2.0000e-005	2.0000e-005	0.9907

**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Gasoline/Service Station	8.36964	9.0000e-005	8.2000e-004	6.9000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.9847	0.9847	2.0000e-005	2.0000e-005	0.9907
<b>Total</b>		<b>9.0000e-005</b>	<b>8.2000e-004</b>	<b>6.9000e-004</b>	<b>0.0000</b>		<b>6.0000e-005</b>	<b>6.0000e-005</b>		<b>6.0000e-005</b>	<b>6.0000e-005</b>		<b>0.9847</b>	<b>0.9847</b>	<b>2.0000e-005</b>	<b>2.0000e-005</b>	<b>0.9907</b>



**5.2 Energy by Land Use - NaturalGas****Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Gasoline/Service Station	0.00836964	9.0000e-005	8.2000e-004	6.9000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.9847	0.9847	2.0000e-005	2.0000e-005	0.9907
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>9.0000e-005</b>	<b>8.2000e-004</b>	<b>6.9000e-004</b>	<b>0.0000</b>		<b>6.0000e-005</b>	<b>6.0000e-005</b>		<b>6.0000e-005</b>	<b>6.0000e-005</b>		<b>0.9847</b>	<b>0.9847</b>	<b>2.0000e-005</b>	<b>2.0000e-005</b>	<b>0.9907</b>

**6.0 Area Detail****6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4362	5.0000e-005	5.3100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0112	0.0112	3.0000e-005		0.0118
Unmitigated	0.4362	5.0000e-005	5.3100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0112	0.0112	3.0000e-005		0.0118



**6.2 Area by SubCategory****Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	4.7100e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4310					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.1000e-004	5.0000e-005	5.3100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0112	0.0112	3.0000e-005		0.0118
<b>Total</b>	<b>0.4362</b>	<b>5.0000e-005</b>	<b>5.3100e-003</b>	<b>0.0000</b>		<b>2.0000e-005</b>	<b>2.0000e-005</b>		<b>2.0000e-005</b>	<b>2.0000e-005</b>		<b>0.0112</b>	<b>0.0112</b>	<b>3.0000e-005</b>		<b>0.0118</b>

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	4.7100e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4310					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.1000e-004	5.0000e-005	5.3100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0112	0.0112	3.0000e-005		0.0118
<b>Total</b>	<b>0.4362</b>	<b>5.0000e-005</b>	<b>5.3100e-003</b>	<b>0.0000</b>		<b>2.0000e-005</b>	<b>2.0000e-005</b>		<b>2.0000e-005</b>	<b>2.0000e-005</b>		<b>0.0112</b>	<b>0.0112</b>	<b>3.0000e-005</b>		<b>0.0118</b>

**7.0 Water Detail**



**7.1 Mitigation Measures Water****8.0 Waste Detail**

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**8.1 Mitigation Measures Waste****9.0 Operational Offroad**

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Vegetation**

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## **Appendix B**

### *Greenhouse Gas Modeling Results*





## Ventura Harbor Marina and Yacht Yard Expansion Project

### Ventura County, Annual

## 1.0 Project Characteristics

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### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	50.00	Space	0.75	20,000.00	0
Gasoline/Service Station	1.00	Pump	0.00	141.17	0

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.6	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	8			<b>Operational Year</b>	2017
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MW hr)</b>	630.89	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Site size

Construction Phase - Estimated schedule

Trips and VMT - Estimated trips.

Vehicle Trips - Estimated 208 trips per day (ATE, 2015)



## ATTACHMENT 2

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Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	10.00
tblConstructionPhase	NumDays	100.00	30.00
tblConstructionPhase	PhaseEndDate	3/10/2016	3/9/2016
tblConstructionPhase	PhaseStartDate	2/26/2016	2/25/2016
tblLandUse	LotAcreage	0.45	0.75
tblProjectCharacteristics	OperationalYear	2014	2017
tblVehicleTrips	ST_TR	162.78	208.00
tblVehicleTrips	SU_TR	162.78	208.00
tblVehicleTrips	WD_TR	162.78	208.00

## 2.0 Emissions Summary

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# ATTACHMENT 2

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## 2.1 Overall Construction

### Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	0.0352	0.3205	0.2197	3.2000e-004	2.3900e-003	0.0215	0.0239	6.4000e-004	0.0199	0.0206	0.0000	29.1281	29.1281	7.3700e-003	0.0000	29.2828
Total	0.0352	0.3205	0.2197	3.2000e-004	2.3900e-003	0.0215	0.0239	6.4000e-004	0.0199	0.0206	0.0000	29.1281	29.1281	7.3700e-003	0.0000	29.2828

### Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	0.0352	0.3205	0.2197	3.2000e-004	2.3900e-003	0.0215	0.0239	6.4000e-004	0.0199	0.0206	0.0000	29.1280	29.1280	7.3700e-003	0.0000	29.2827
Total	0.0352	0.3205	0.2197	3.2000e-004	2.3900e-003	0.0215	0.0239	6.4000e-004	0.0199	0.0206	0.0000	29.1280	29.1280	7.3700e-003	0.0000	29.2827

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0796	0.0000	4.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.1000e-004	9.1000e-004	0.0000	0.0000	9.6000e-004
Energy	2.0000e-005	1.5000e-004	1.3000e-004	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.5728	5.5728	2.5000e-004	5.0000e-005	5.5950
Mobile	0.0937	0.1035	0.5557	6.9000e-004	0.0452	1.0100e-003	0.0462	0.0121	9.3000e-004	0.0130	0.0000	52.8497	52.8497	2.7200e-003	0.0000	52.9069
Waste						0.0000	0.0000		0.0000	0.0000	0.1096	0.0000	0.1096	6.4800e-003	0.0000	0.2457
Water						0.0000	0.0000		0.0000	0.0000	4.2100e-003	0.0754	0.0796	4.4000e-004	1.0000e-005	0.0921
<b>Total</b>	<b>0.1733</b>	<b>0.1036</b>	<b>0.5563</b>	<b>6.9000e-004</b>	<b>0.0452</b>	<b>1.0200e-003</b>	<b>0.0462</b>	<b>0.0121</b>	<b>9.4000e-004</b>	<b>0.0130</b>	<b>0.1138</b>	<b>58.4988</b>	<b>58.6127</b>	<b>9.8900e-003</b>	<b>6.0000e-005</b>	<b>58.8406</b>



# ATTACHMENT 2

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## 2.2 Overall Operational

### Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0796	0.0000	4.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.1000e-004	9.1000e-004	0.0000	0.0000	9.6000e-004
Energy	2.0000e-005	1.5000e-004	1.3000e-004	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.5728	5.5728	2.5000e-004	5.0000e-005	5.5950
Mobile	0.0937	0.1035	0.5557	6.9000e-004	0.0452	1.0100e-003	0.0462	0.0121	9.3000e-004	0.0130	0.0000	52.8497	52.8497	2.7200e-003	0.0000	52.9069
Waste						0.0000	0.0000		0.0000	0.0000	0.1096	0.0000	0.1096	6.4800e-003	0.0000	0.2457
Water						0.0000	0.0000		0.0000	0.0000	4.2100e-003	0.0754	0.0796	4.4000e-004	1.0000e-005	0.0921
<b>Total</b>	<b>0.1733</b>	<b>0.1036</b>	<b>0.5563</b>	<b>6.9000e-004</b>	<b>0.0452</b>	<b>1.0200e-003</b>	<b>0.0462</b>	<b>0.0121</b>	<b>9.4000e-004</b>	<b>0.0130</b>	<b>0.1138</b>	<b>58.4988</b>	<b>58.6127</b>	<b>9.8900e-003</b>	<b>6.0000e-005</b>	<b>58.8406</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

## 3.0 Construction Detail

### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition of dock structures	Demolition	1/1/2016	1/14/2016	5	10	
2	Construction of dock structures	Building Construction	1/15/2016	2/25/2016	5	30	
3	Parking lot repaving	Paving	2/25/2016	3/9/2016	5	10	



**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 0**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)**

### OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Parking lot repaving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition of dock structures	Concrete/Industrial Saws	1	8.00	81	0.73
Construction of dock structures	Cranes	1	4.00	226	0.29
Construction of dock structures	Forklifts	2	6.00	89	0.20
Parking lot repaving	Pavers	1	7.00	125	0.42
Parking lot repaving	Rollers	1	7.00	80	0.38
Demolition of dock structures	Rubber Tired Dozers	1	1.00	255	0.40
Construction of dock structures	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition of dock structures	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Parking lot repaving	Tractors/Loaders/Backhoes	1	7.00	97	0.37

### Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Construction of dock structures	5	8.00	3.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Demolition of dock structures	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Parking lot repaving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

### **3.1 Mitigation Measures Construction**



**3.2 Demolition of dock structures - 2016****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.5600e-003	0.0562	0.0435	6.0000e-005		4.0200e-003	4.0200e-003		3.8400e-003	3.8400e-003	0.0000	5.4141	5.4141	1.0800e-003	0.0000	5.4369
<b>Total</b>	<b>6.5600e-003</b>	<b>0.0562</b>	<b>0.0435</b>	<b>6.0000e-005</b>		<b>4.0200e-003</b>	<b>4.0200e-003</b>		<b>3.8400e-003</b>	<b>3.8400e-003</b>	<b>0.0000</b>	<b>5.4141</b>	<b>5.4141</b>	<b>1.0800e-003</b>	<b>0.0000</b>	<b>5.4369</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8000e-004	2.1000e-004	2.1200e-003	0.0000	4.0000e-004	0.0000	4.1000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3561	0.3561	2.0000e-005	0.0000	0.3565
<b>Total</b>	<b>1.8000e-004</b>	<b>2.1000e-004</b>	<b>2.1200e-003</b>	<b>0.0000</b>	<b>4.0000e-004</b>	<b>0.0000</b>	<b>4.1000e-004</b>	<b>1.1000e-004</b>	<b>0.0000</b>	<b>1.1000e-004</b>	<b>0.0000</b>	<b>0.3561</b>	<b>0.3561</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.3565</b>



**3.2 Demolition of dock structures - 2016****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.5600e-003	0.0562	0.0435	6.0000e-005		4.0200e-003	4.0200e-003		3.8400e-003	3.8400e-003	0.0000	5.4141	5.4141	1.0800e-003	0.0000	5.4369
<b>Total</b>	<b>6.5600e-003</b>	<b>0.0562</b>	<b>0.0435</b>	<b>6.0000e-005</b>		<b>4.0200e-003</b>	<b>4.0200e-003</b>		<b>3.8400e-003</b>	<b>3.8400e-003</b>	<b>0.0000</b>	<b>5.4141</b>	<b>5.4141</b>	<b>1.0800e-003</b>	<b>0.0000</b>	<b>5.4369</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8000e-004	2.1000e-004	2.1200e-003	0.0000	4.0000e-004	0.0000	4.1000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3561	0.3561	2.0000e-005	0.0000	0.3565
<b>Total</b>	<b>1.8000e-004</b>	<b>2.1000e-004</b>	<b>2.1200e-003</b>	<b>0.0000</b>	<b>4.0000e-004</b>	<b>0.0000</b>	<b>4.1000e-004</b>	<b>1.1000e-004</b>	<b>0.0000</b>	<b>1.1000e-004</b>	<b>0.0000</b>	<b>0.3561</b>	<b>0.3561</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.3565</b>



**3.3 Construction of dock structures - 2016****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0207	0.2056	0.1232	1.7000e-004		0.0141	0.0141		0.0130	0.0130	0.0000	16.0375	16.0375	4.8400e-003	0.0000	16.1391
<b>Total</b>	<b>0.0207</b>	<b>0.2056</b>	<b>0.1232</b>	<b>1.7000e-004</b>		<b>0.0141</b>	<b>0.0141</b>		<b>0.0130</b>	<b>0.0130</b>	<b>0.0000</b>	<b>16.0375</b>	<b>16.0375</b>	<b>4.8400e-003</b>	<b>0.0000</b>	<b>16.1391</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2000e-004	4.5100e-003	5.5300e-003	1.0000e-005	2.9000e-004	7.0000e-005	3.6000e-004	8.0000e-005	7.0000e-005	1.5000e-004	0.0000	0.9097	0.9097	1.0000e-005	0.0000	0.9098
Worker	4.2000e-004	5.1000e-004	5.0900e-003	1.0000e-005	9.7000e-004	1.0000e-005	9.8000e-004	2.6000e-004	1.0000e-005	2.6000e-004	0.0000	0.8546	0.8546	4.0000e-005	0.0000	0.8555
<b>Total</b>	<b>8.4000e-004</b>	<b>5.0200e-003</b>	<b>0.0106</b>	<b>2.0000e-005</b>	<b>1.2600e-003</b>	<b>8.0000e-005</b>	<b>1.3400e-003</b>	<b>3.4000e-004</b>	<b>8.0000e-005</b>	<b>4.1000e-004</b>	<b>0.0000</b>	<b>1.7643</b>	<b>1.7643</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>1.7654</b>



**3.3 Construction of dock structures - 2016****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0207	0.2056	0.1232	1.7000e-004		0.0141	0.0141		0.0130	0.0130	0.0000	16.0375	16.0375	4.8400e-003	0.0000	16.1391
<b>Total</b>	<b>0.0207</b>	<b>0.2056</b>	<b>0.1232</b>	<b>1.7000e-004</b>		<b>0.0141</b>	<b>0.0141</b>		<b>0.0130</b>	<b>0.0130</b>	<b>0.0000</b>	<b>16.0375</b>	<b>16.0375</b>	<b>4.8400e-003</b>	<b>0.0000</b>	<b>16.1391</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2000e-004	4.5100e-003	5.5300e-003	1.0000e-005	2.9000e-004	7.0000e-005	3.6000e-004	8.0000e-005	7.0000e-005	1.5000e-004	0.0000	0.9097	0.9097	1.0000e-005	0.0000	0.9098
Worker	4.2000e-004	5.1000e-004	5.0900e-003	1.0000e-005	9.7000e-004	1.0000e-005	9.8000e-004	2.6000e-004	1.0000e-005	2.6000e-004	0.0000	0.8546	0.8546	4.0000e-005	0.0000	0.8555
<b>Total</b>	<b>8.4000e-004</b>	<b>5.0200e-003</b>	<b>0.0106</b>	<b>2.0000e-005</b>	<b>1.2600e-003</b>	<b>8.0000e-005</b>	<b>1.3400e-003</b>	<b>3.4000e-004</b>	<b>8.0000e-005</b>	<b>4.1000e-004</b>	<b>0.0000</b>	<b>1.7643</b>	<b>1.7643</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>1.7654</b>



**3.4 Parking lot repaving - 2016****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.6000e-003	0.0531	0.0365	6.0000e-005		3.3000e-003	3.3000e-003		3.0600e-003	3.0600e-003	0.0000	4.9151	4.9151	1.3500e-003	0.0000	4.9433
Paving	9.8000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>6.5800e-003</b>	<b>0.0531</b>	<b>0.0365</b>	<b>6.0000e-005</b>		<b>3.3000e-003</b>	<b>3.3000e-003</b>		<b>3.0600e-003</b>	<b>3.0600e-003</b>	<b>0.0000</b>	<b>4.9151</b>	<b>4.9151</b>	<b>1.3500e-003</b>	<b>0.0000</b>	<b>4.9433</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.2000e-004	3.8000e-004	3.8200e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6410	0.6410	3.0000e-005	0.0000	0.6417
<b>Total</b>	<b>3.2000e-004</b>	<b>3.8000e-004</b>	<b>3.8200e-003</b>	<b>1.0000e-005</b>	<b>7.3000e-004</b>	<b>1.0000e-005</b>	<b>7.3000e-004</b>	<b>1.9000e-004</b>	<b>1.0000e-005</b>	<b>2.0000e-004</b>	<b>0.0000</b>	<b>0.6410</b>	<b>0.6410</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>0.6417</b>



**3.4 Parking lot repaving - 2016****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.6000e-003	0.0531	0.0365	6.0000e-005		3.3000e-003	3.3000e-003		3.0600e-003	3.0600e-003	0.0000	4.9151	4.9151	1.3500e-003	0.0000	4.9433
Paving	9.8000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>6.5800e-003</b>	<b>0.0531</b>	<b>0.0365</b>	<b>6.0000e-005</b>		<b>3.3000e-003</b>	<b>3.3000e-003</b>		<b>3.0600e-003</b>	<b>3.0600e-003</b>	<b>0.0000</b>	<b>4.9151</b>	<b>4.9151</b>	<b>1.3500e-003</b>	<b>0.0000</b>	<b>4.9433</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.2000e-004	3.8000e-004	3.8200e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6410	0.6410	3.0000e-005	0.0000	0.6417
<b>Total</b>	<b>3.2000e-004</b>	<b>3.8000e-004</b>	<b>3.8200e-003</b>	<b>1.0000e-005</b>	<b>7.3000e-004</b>	<b>1.0000e-005</b>	<b>7.3000e-004</b>	<b>1.9000e-004</b>	<b>1.0000e-005</b>	<b>2.0000e-004</b>	<b>0.0000</b>	<b>0.6410</b>	<b>0.6410</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>0.6417</b>

**4.0 Operational Detail - Mobile**



**4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0937	0.1035	0.5557	6.9000e-004	0.0452	1.0100e-003	0.0462	0.0121	9.3000e-004	0.0130	0.0000	52.8497	52.8497	2.7200e-003	0.0000	52.9069
Unmitigated	0.0937	0.1035	0.5557	6.9000e-004	0.0452	1.0100e-003	0.0462	0.0121	9.3000e-004	0.0130	0.0000	52.8497	52.8497	2.7200e-003	0.0000	52.9069

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Gasoline/Service Station	208.00	208.00	208.00	119,843	119,843
Parking Lot	0.00	0.00	0.00		
Total	208.00	208.00	208.00	119,843	119,843

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Gasoline/Service Station	9.50	7.30	7.30	2.00	79.00	19.00	14	27	59
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.474465	0.063133	0.180505	0.158349	0.070139	0.010387	0.013452	0.017129	0.000779	0.000670	0.005599	0.000320	0.005072



**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	5.4098	5.4098	2.5000e-004	5.0000e-005	5.4310
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	5.4098	5.4098	2.5000e-004	5.0000e-005	5.4310
NaturalGas Mitigated	2.0000e-005	1.5000e-004	1.3000e-004	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.1630	0.1630	0.0000	0.0000	0.1640
NaturalGas Unmitigated	2.0000e-005	1.5000e-004	1.3000e-004	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.1630	0.1630	0.0000	0.0000	0.1640



**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Gasoline/Service Station	3054.92	2.0000e-005	1.5000e-004	1.3000e-004	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.1630	0.1630	0.0000	0.0000	0.1640
<b>Total</b>		<b>2.0000e-005</b>	<b>1.5000e-004</b>	<b>1.3000e-004</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.1630</b>	<b>0.1630</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.1640</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Gasoline/Service Station	3054.92	2.0000e-005	1.5000e-004	1.3000e-004	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.1630	0.1630	0.0000	0.0000	0.1640
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>2.0000e-005</b>	<b>1.5000e-004</b>	<b>1.3000e-004</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.1630</b>	<b>0.1630</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.1640</b>



### 5.3 Energy by Land Use - Electricity

#### Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Gasoline/Service Station	1304.41	0.3733	2.0000e-005	0.0000	0.3747
Parking Lot	17600	5.0365	2.3000e-004	5.0000e-005	5.0563
<b>Total</b>		<b>5.4098</b>	<b>2.5000e-004</b>	<b>5.0000e-005</b>	<b>5.4310</b>

#### Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Gasoline/Service Station	1304.41	0.3733	2.0000e-005	0.0000	0.3747
Parking Lot	17600	5.0365	2.3000e-004	5.0000e-005	5.0563
<b>Total</b>		<b>5.4098</b>	<b>2.5000e-004</b>	<b>5.0000e-005</b>	<b>5.4310</b>

### 6.0 Area Detail

#### 6.1 Mitigation Measures Area



	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0796	0.0000	4.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.1000e-004	9.1000e-004	0.0000	0.0000	9.6000e-004
Unmitigated	0.0796	0.0000	4.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.1000e-004	9.1000e-004	0.0000	0.0000	9.6000e-004

## 6.2 Area by SubCategory

### Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	8.6000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0787					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0000e-005	0.0000	4.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.1000e-004	9.1000e-004	0.0000	0.0000	9.6000e-004
<b>Total</b>	<b>0.0796</b>	<b>0.0000</b>	<b>4.8000e-004</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>9.1000e-004</b>	<b>9.1000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>9.6000e-004</b>



**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	8.6000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0787					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0000e-005	0.0000	4.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.1000e-004	9.1000e-004	0.0000	0.0000	9.6000e-004
<b>Total</b>	<b>0.0796</b>	<b>0.0000</b>	<b>4.8000e-004</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>9.1000e-004</b>	<b>9.1000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>9.6000e-004</b>

**7.0 Water Detail****7.1 Mitigation Measures Water**

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0796	4.4000e-004	1.0000e-005	0.0921
Unmitigated	0.0796	4.4000e-004	1.0000e-005	0.0921



## 7.2 Water by Land Use

### Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Gasoline/Service Station	0.0132819 / 0.0081405	0.0796	4.4000e-004	1.0000e-005	0.0921
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0796</b>	<b>4.4000e-004</b>	<b>1.0000e-005</b>	<b>0.0921</b>

### Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Gasoline/Service Station	0.0132819 / 0.0081405	0.0796	4.4000e-004	1.0000e-005	0.0921
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0796</b>	<b>4.4000e-004</b>	<b>1.0000e-005</b>	<b>0.0921</b>

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste



**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.1096	6.4800e-003	0.0000	0.2457
Unmitigated	0.1096	6.4800e-003	0.0000	0.2457

**8.2 Waste by Land Use****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Gasoline/Service Station	0.54	0.1096	6.4800e-003	0.0000	0.2457
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.1096</b>	<b>6.4800e-003</b>	<b>0.0000</b>	<b>0.2457</b>



**8.2 Waste by Land Use****Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Gasoline/Service Station	0.54	0.1096	6.4800e- 003	0.0000	0.2457
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.1096</b>	<b>6.4800e- 003</b>	<b>0.0000</b>	<b>0.2457</b>

**9.0 Operational Offroad**

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Vegetation**

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## Appendix C

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*Traffic Impact Analysis*







Since 1978

## **ASSOCIATED TRANSPORTATION ENGINEERS**

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Richard L. Pool, P.E.  
Scott A. Schell, AICP, PTP

March 16, 2015

15008\_L02

Mr. Joe Power  
Rincon Consultants Inc.  
180 North Ashwood Avenue  
Ventura, California 93003

### **TRAFFIC IMPACT ANALYSIS FOR THE VENTURA HARBOR MARINA AND YACHT YARD EXPANSION PROJECT - VENTURA, CALIFORNIA**

Associated Transportation Engineers (ATE) has prepared the following traffic impact analysis for the Ventura Harbor Marina and Yacht Yard Expansion Project. The analysis presents the trip generation estimates developed for the project and identifies potential project-specific and cumulative impacts to the surrounding street network based on the City of Ventura's impact thresholds.

#### **PROJECT DESCRIPTION**

The project site is located at 1644 Anchors Way Drive in the northern portion of the Ventura Harbor. Figure 1 (attached) presents the location of the project site within the harbor. The project is proposing to increase the number of boat slips from 40 to 79 (39 new boat slips) and relocate the existing fuel dock and bait receiver facilities. The new boat slips would be used by a mix of commercial and private vessels. Figure 2 presents the project site plan.

#### **EXISTING CONDITIONS**

##### **Street Network**

The project site is served by a network of arterial roads and collector streets as illustrated in Figure 1. The following text provides a brief description of the major components of the study-area street network.



**Harbor Boulevard** is a four-lane arterial roadway that extends north-south from the Ventura County Fairgrounds to Channel Islands Harbor in the City of Port Heuneme.

**Schooner Drive** is a four-lane collector street that extends east-west between Anchors Way Drive and Harbor Boulevard.

**Anchors Way Drive** is a two-lane roadway that extends from the northern harbor boundary to its terminus at Navigator Drive. Access to the project is provided via four driveway connections to Anchors Way Drive.

### Existing Intersection Operations

Because traffic flow on city streets is generally most constrained at intersections, detailed traffic flow analyses focus on intersection operations during peak travel periods. In rating intersection operations, "Levels of Service" (LOS) A through F are used, with LOS A indicating free flow operations and LOS F indicating congested operations. The City of Ventura considers LOS E as the acceptable standard at freeway interchange intersections and LOS D as the acceptable standard at the Principal Intersections within the City. Principal Intersections are intersections that are regularly monitored by the City as a gauge of the operation of the City's circulation system. The City does not have a level of service standard for non-Principal Intersections, except for those that are located on the CMP<sup>1</sup> network, where LOS E is the acceptable standard.

Existing traffic volumes for the Harbor Boulevard/Schooner Drive intersection were obtained from counts conducted for this study in February 2015 (count data attached for reference). Figure 3 present the existing traffic volumes for the study-area intersection.

Levels of service for the study-area intersection was calculated based on the "Intersection Capacity Utilization" (ICU) methodology parameters outlined in the City's 2005 Ventura General Plan EIR<sup>2</sup>. Table 1 presents the existing A.M. and P.M. peak hour levels of service for the study-area intersection (LOS calculation worksheets are attached for reference).

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<sup>1</sup> 2004-2005 Ventura County Congestion Management Program, Ventura County Transportation Commission, 2005.

<sup>2</sup> City of Ventura 2005 General Plan, Final Environmental Impact Report, City of Ventura, August 2005.



**Table 1**  
**Existing Intersection Operations**

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		ICU	LOS	ICU	LOS
Harbor Boulevard/Schooner Drive	Signal	0.41	LOS A	0.43	LOS A

As shown in Table 1, the Harbor Boulevard/Schooner Drive intersection currently operates at LOS A during the peak hour periods. These operations are considered acceptable based on the City's operating standards.

## PROJECT-SPECIFIC ANALYSIS

### Project Trip Generation

Trip generation estimates for the proposed marina expansion were developed using data published in the San Diego Association of Governments (SANDAG) trip generation report for Marinas<sup>3</sup>. Table 2 presents the trip generation forecasts developed for the project.

**Table 2**  
**Project Trip Generation Estimates**

Land-Use	Size	ADT		A.M. Peak Hour		P.M. Peak Hour	
		Rate	Trips	Rate	Trips (In/Out)	Rate	Trips (In/Out)
Marina	39 Boat Slips	4.0	156	0.12	5 (2/3)	0.28	11 (7/4)

The data presented in Table 2 show that the proposed marina expansion is forecast to generate 156 average daily trips (ADT), 5 A.M. peak hour trips, and 11 P.M. peak hour trips.

### Project Trip Distribution

Trip distribution percentages were developed for project traffic based on traffic patterns observed at the Harbor Boulevard/Schooner Drive intersection. Table 3 presents the trip distribution pattern developed for the project. Figure 4 shows the distribution and assignment of project-generated trips to the study-area street network.

<sup>3</sup> Trip Generators, San Diego County Association of Governments, April 2002.



**Table 3**  
**Project Trip Distribution Percentages**

Origin/Destination	Direction	Distribution %
Harbor Boulevard	North	65%
Harbor Boulevard	South	35%
<b>Total</b>		<b>100%</b>

### Existing + Project Intersection Operations

Levels of service were calculated for the Harbor Boulevard/Schooner Drive intersection assuming the Existing + Project traffic volumes presented on Figure 5. Tables 4 and 5 compare the Existing and Existing + Project LOS and identify impacts based on the City of Ventura's impact thresholds.

**Table 4**  
**Existing + Project Intersection Operations - A.M. Peak Hour**

Location	ICU / LOS		Project-Added Trips	Impact?
	Existing	Existing + Project		
Harbor Boulevard/Schooner Drive	0.41/LOS A	0.41/LOS A	5	No

**Table 5**  
**Existing + Project Intersection Operations - P.M. Peak Hour**

Location	ICU / LOS		Project-Added Trips	Impact?
	Existing	Existing + Project		
Harbor Boulevard/Schooner Drive	0.43/LOS A	0.43/LOS A	11	No

The data presented in Tables 4 and 5 indicate that the Harbor Boulevard/Schooner Drive intersection would continue to operate at LOS A with Existing + Project traffic volumes. The proposed marina expansion would not generate significant impacts to the study-area intersection based on the City's impact thresholds.



## CUMULATIVE ANALYSIS

### Cumulative Traffic Volumes

Cumulative traffic volume forecasts for the Harbor Boulevard/Schooner Drive intersection were developed using data from the City's General Plan Traffic Model and future developments in the harbor area. Figure 5 presents the cumulative peak hour traffic volumes for the study-area intersection.

### Cumulative + Project Intersection Operations

Levels of service were calculated for the Harbor Boulevard/Schooner Drive intersection assuming the Cumulative Cumulative + Project traffic volumes presented on Figure 6. Tables 6 and 7 compare the Cumulative and Cumulative + Project LOS and identify impacts based on the City of Ventura's impact thresholds.

**Table 6**  
**Cumulative + Project Intersection Operations - A.M. Peak Hour**

Location	ICU / LOS		Project-Added Trips	Impact?
	Cumulative	Cumulative + Project		
Harbor Boulevard/Schooner Drive	0.44/LOS A	0.44/LOS A	5	No

**Table 7**  
**Cumulative + Project Intersection Operations - P.M. Peak Hour**

Location	ICU / LOS		Project-Added Trips	Impact?
	Cumulative	Cumulative + Project		
Harbor Boulevard/Schooner Drive	0.64/LOS B	0.64/LOS B	11	No

The data presented in Tables 6 and 7 indicate that the Harbor Boulevard/Schooner Drive intersection is forecast to operate at LOS B or better with the addition of cumulative traffic. The proposed marina expansion would not generate cumulative significant impacts to the study-area intersection based on the City's impact thresholds.



Joe Power

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March 16, 2015

This concludes our traffic impact analysis for the Ventura Harbor Marina and Yacht Yard Expansion Project.

Associated Transportation Engineers

A handwritten signature in black ink, appearing to read 'AS A AE', is positioned above the printed name.

Scott A. Schell, AICP, PTP  
Principal Transportation Planner

SAS/MMF

Attachments



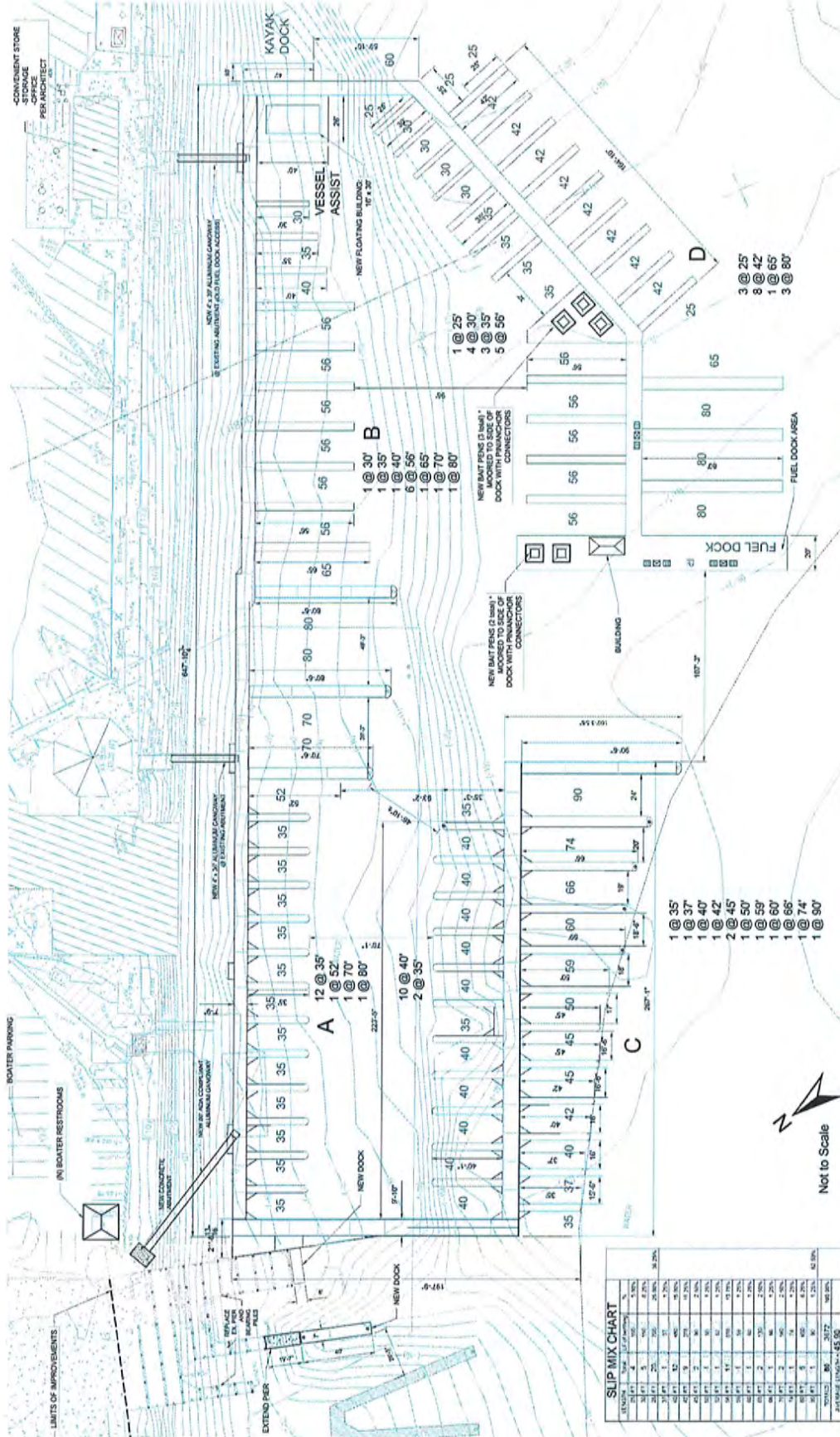


Source: Google Maps

FIGURE 1

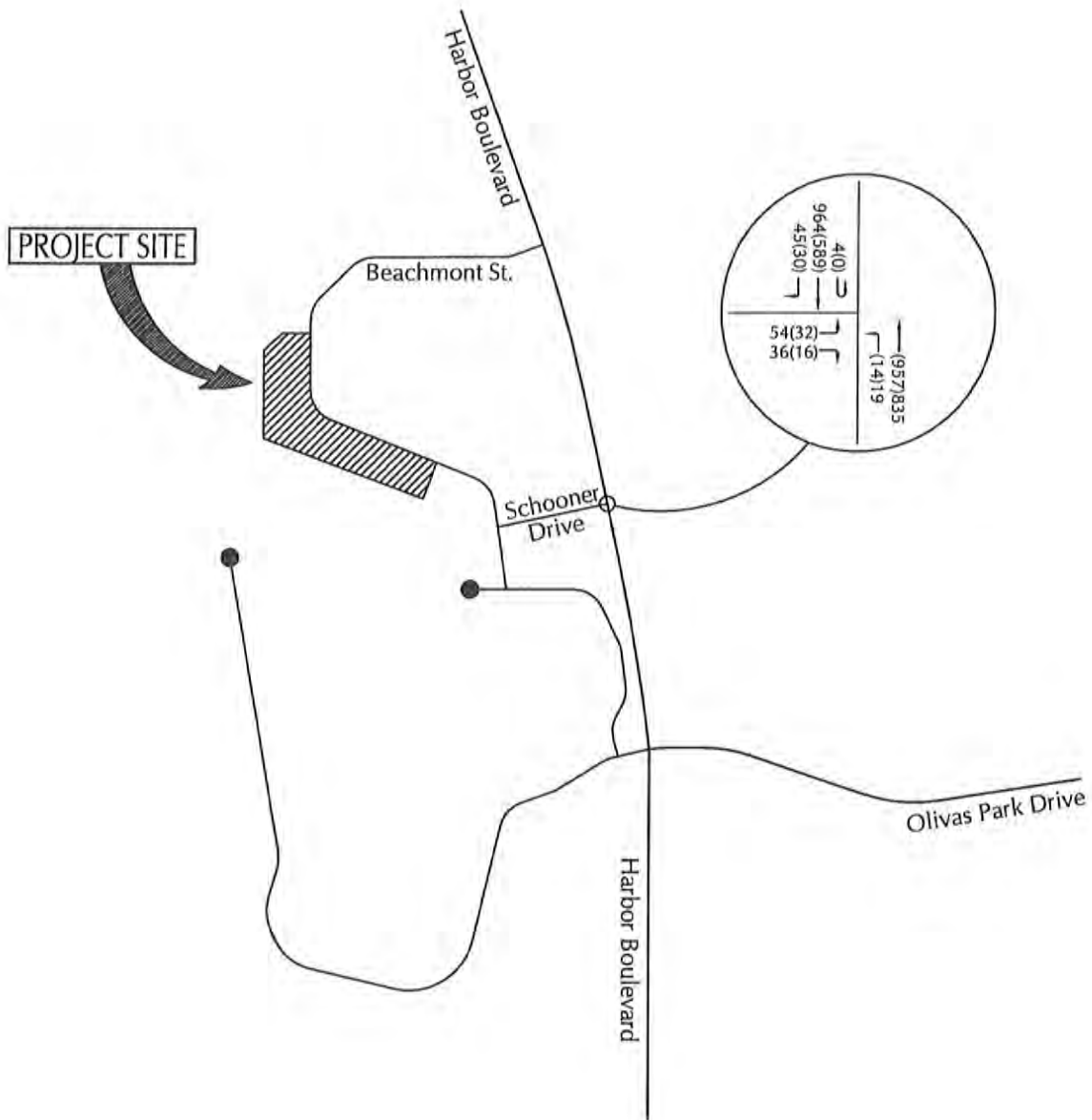
EXISTING STREET NETWORKPROJECT SITE LOCATION





PROJECT SITE PLAN





LEGEND

(XX)XX - (A.M.)P.M. Peak Hour Volume

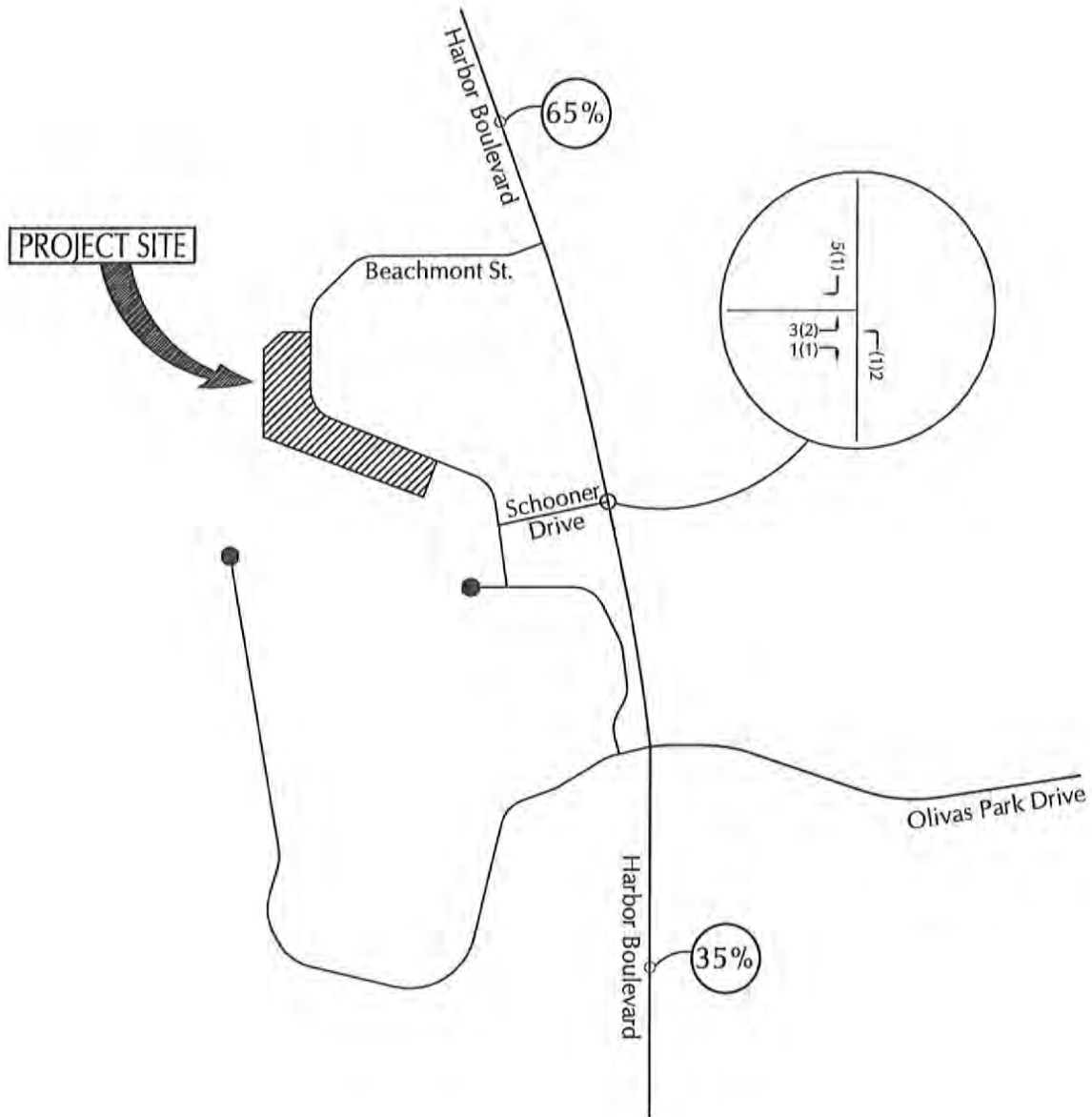


ASSOCIATED  
TRANSPORTATION  
ENGINEERS

EXISTING PEAK HOUR TRAFFIC VOLUMES

FIGURE 3





LEGEND

⌋(XX)XX - (A.M.)P.M. Peak Hour Volume

⊙ - Distribution Percentage



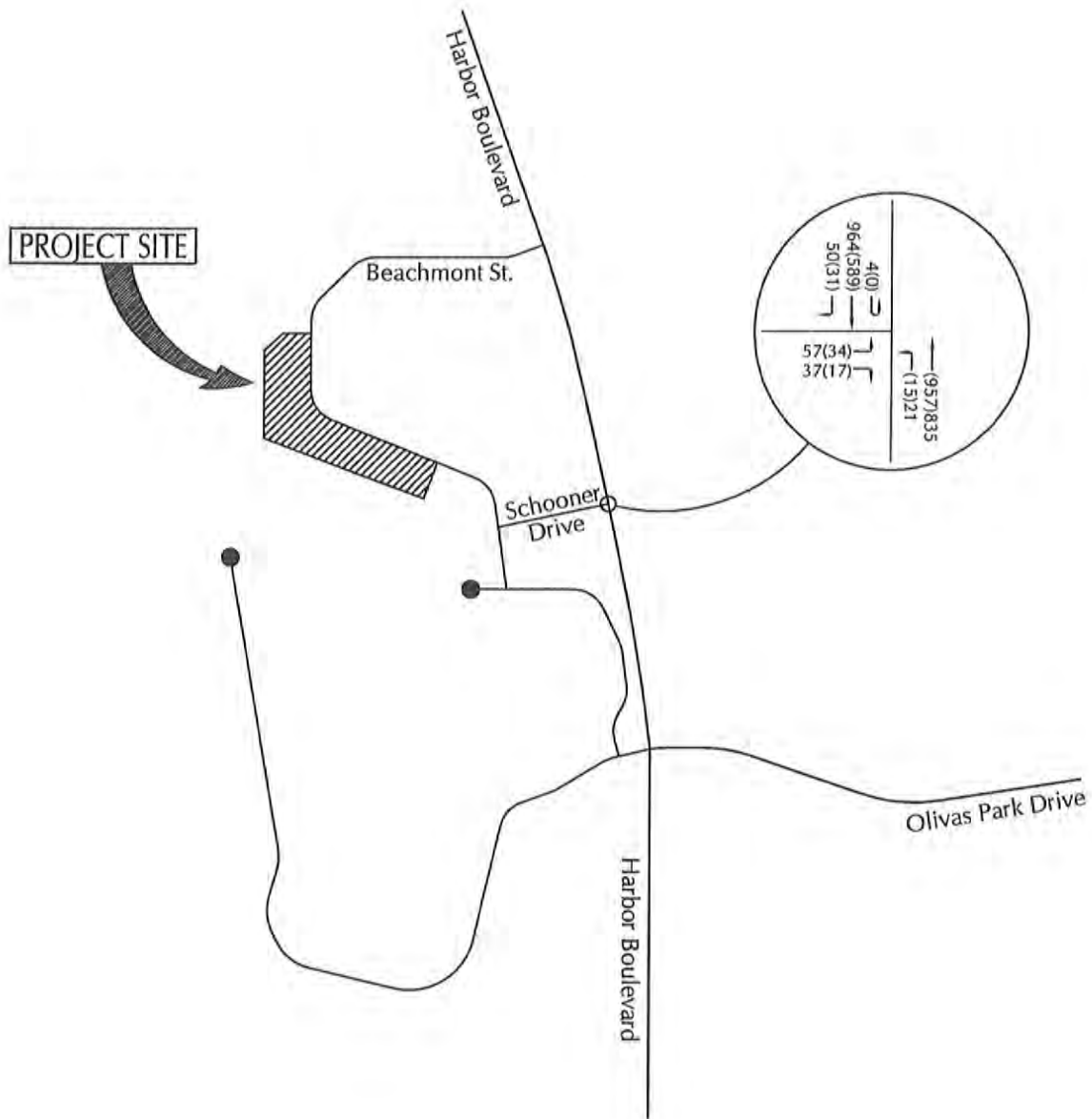
ASSOCIATED  
TRANSPORTATION  
ENGINEERS

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

FIGURE

4





LEGEND

⌋(XX)XX - (A.M.)P.M. Peak Hour Volume



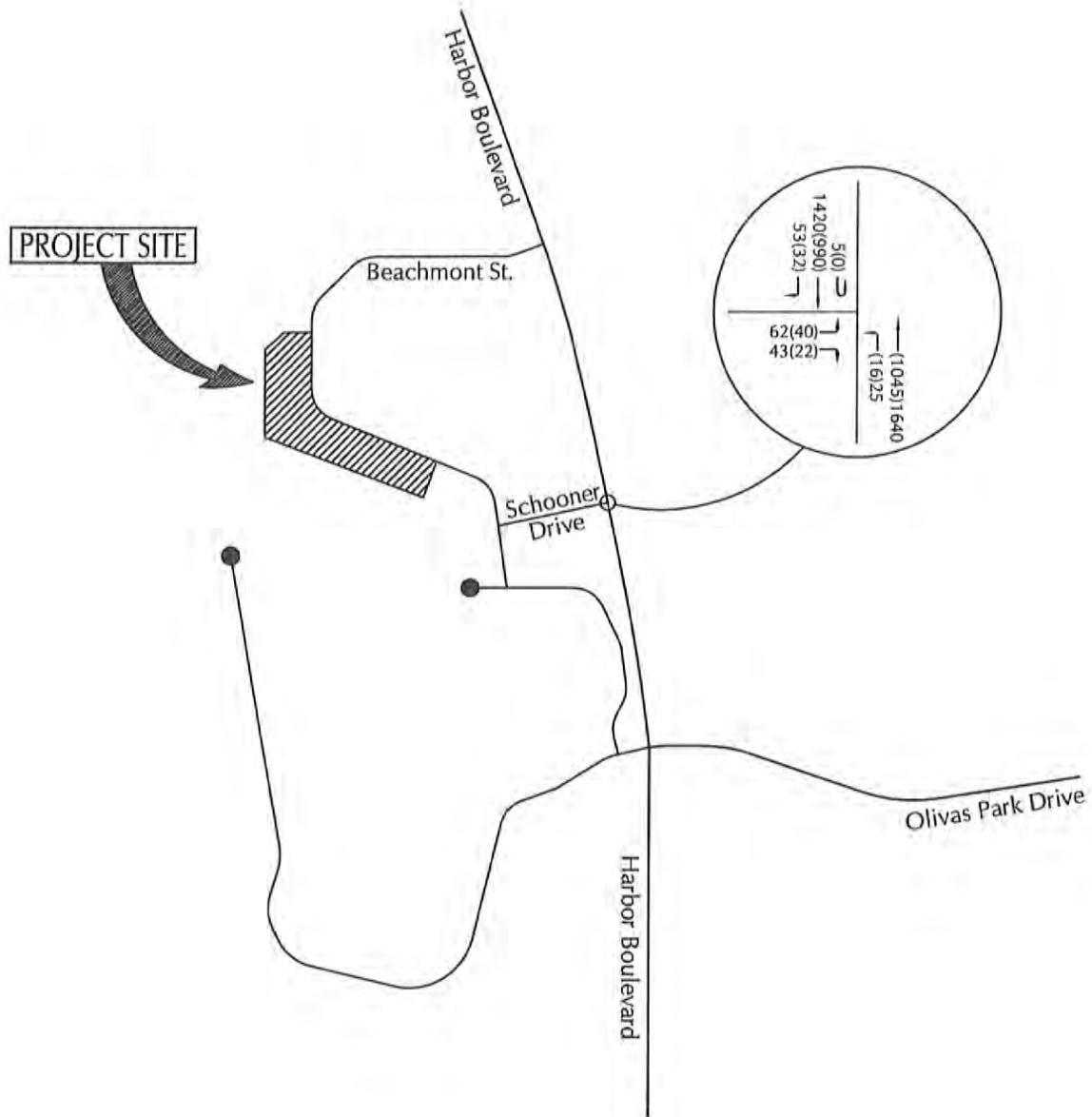
ASSOCIATED  
TRANSPORTATION  
ENGINEERS

EXISTING + PROJECT PEAK HOUR TRAFFIC VOLUMES

FIGURE 5

MMF - #15008





LEGEND

(XX)XX - (A.M.)P.M. Peak Hour Volume

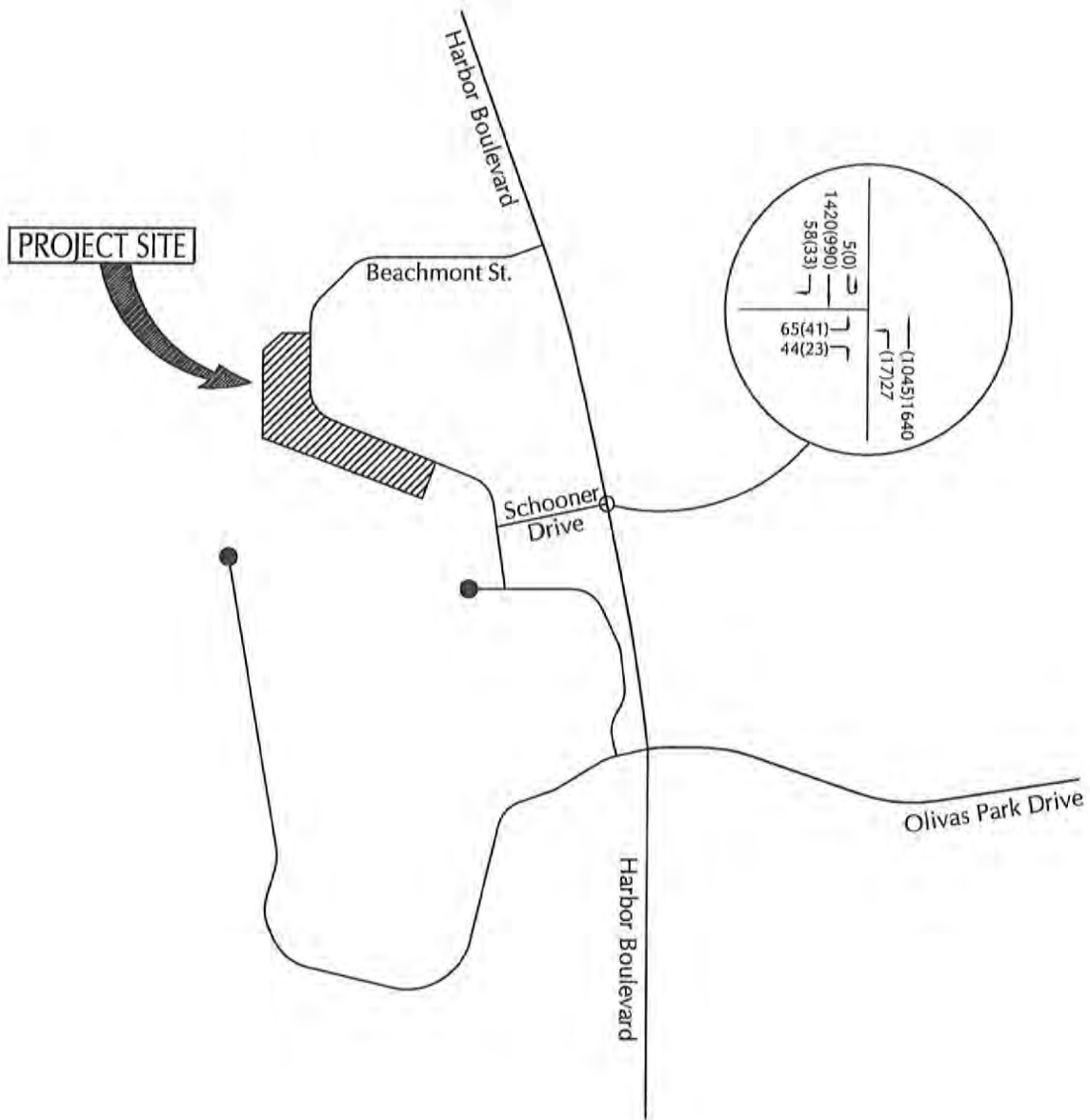


ASSOCIATED  
TRANSPORTATION  
ENGINEERS

CUMULATIVE PEAK HOUR TRAFFIC VOLUMES

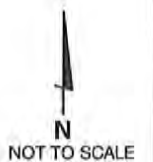
FIGURE 6





LEGEND

(XX)XX - (A.M.)P.M. Peak Hour Volume



ASSOCIATED  
TRANSPORTATION  
ENGINEERS

CUMULATIVE + PROJECT PEAK HOUR TRAFFIC VOLUMES

FIGURE 7



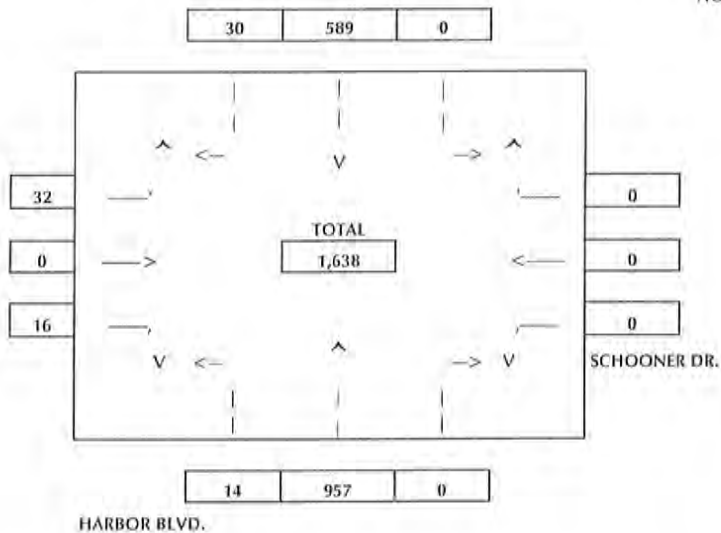
# ASSOCIATED TRANSPORTATION ENGINEERS

ATTACHMENT 2

## INTERSECTION TURNING MOVEMENT SUMMARY

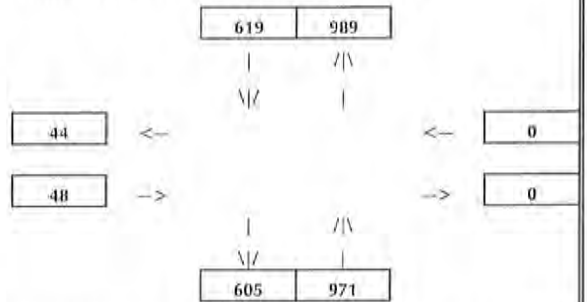
PROJECT: VENTURA HARBOR EXPANSION	PROJECT #: 15008	COUNT DATE: 02-10-2015	FILE NAME: 01_AM
N-S Approach: HARBOR BLVD.		COUNT TIME: 7:00 A.M. TO 9:00 A.M.	
E-W Approach: SCHOONER DR.		CITY: VENTURA HARBOR	WEATHER: SUNNY

PEAK HOUR: 07:15 AM TO 08:15 AM



CONTROL TYPE: SIGNAL

### ARRIVAL / DEPARTURE VOLUMES



TIME PERIOD		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES

### COUNT DATA

07:00 AM	—	07:15 AM	1	180	0	0	106	7	8	0	4	0	0	0	306
07:15 AM	—	07:30 AM	3	375	0	0	237	9	15	0	7	0	0	0	646
07:30 AM	—	07:45 AM	10	662	0	0	415	18	22	0	10	0	0	0	1137
07:45 AM	—	08:00 AM	11	934	0	0	568	27	31	0	16	0	0	0	1587
08:00 AM	—	08:15 AM	15	1137	0	0	695	37	40	0	20	0	0	0	1944
08:15 AM	—	08:30 AM	20	1339	0	0	801	43	46	0	23	0	0	0	2272
08:30 AM	—	08:45 AM	21	1523	0	0	941	46	62	0	34	0	0	0	2627
08:45 AM	—	09:00 AM	24	1680	0	0	1063	57	78	0	38	0	0	0	2940

### TOTAL BY PERIOD

07:00 AM	—	07:15 AM	1	180	0	0	106	7	8	0	4	0	0	0	306
07:15 AM	—	07:30 AM	2	195	0	0	131	2	7	0	3	0	0	0	340
07:30 AM	—	07:45 AM	7	287	0	0	178	9	7	0	3	0	0	0	491
07:45 AM	—	08:00 AM	1	272	0	0	153	9	9	0	6	0	0	0	450
08:00 AM	—	08:15 AM	4	203	0	0	127	10	9	0	4	0	0	0	357
08:15 AM	—	08:30 AM	5	202	0	0	106	6	6	0	3	0	0	0	328
08:30 AM	—	08:45 AM	1	184	0	0	140	3	16	0	11	0	0	0	355
08:45 AM	—	09:00 AM	3	157	0	0	122	11	16	0	4	0	0	0	313

### HOURLY TOTALS

07:00 AM	—	08:00 AM	11	934	0	0	568	27	31	0	16	0	0	0	1587
07:15 AM	—	08:15 AM	14	957	0	0	589	30	32	0	16	0	0	0	1638
07:30 AM	—	08:30 AM	17	964	0	0	564	34	31	0	16	0	0	0	1626
07:45 AM	—	08:45 AM	11	861	0	0	526	28	40	0	24	0	0	0	1490
08:00 AM	—	09:00 AM	13	746	0	0	495	30	47	0	22	0	0	0	1353

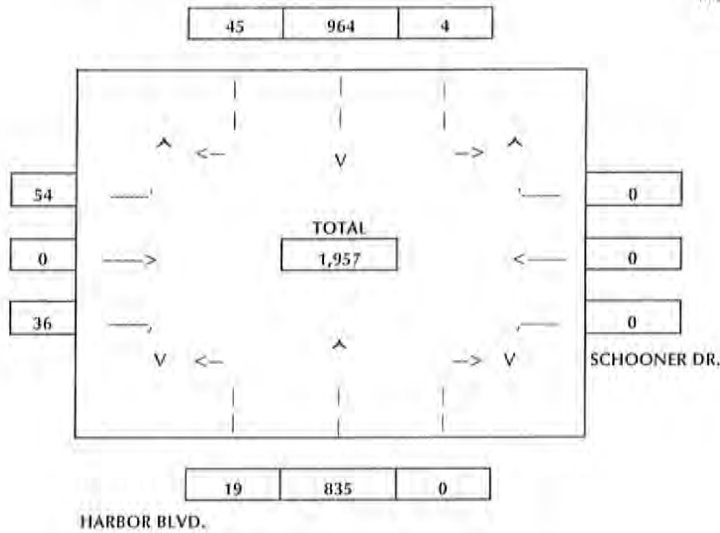


# ASSOCIATED TRANSPORTATION ENGINEERS

## INTERSECTION TURNING MOVEMENT SUMMARY

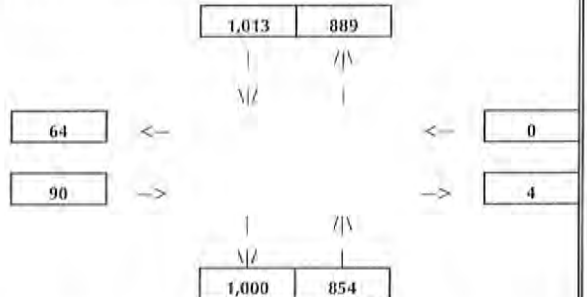
PROJECT: VENTURA HARBOR EXPANSION PROJECT #: 15008 COUNT DATE: 02-10-2015 FILE NAME: 01\_PM  
 N-S Approach: HARBOR BLVD. COUNT TIME: 4:00 P.M. TO 6:00 P.M.  
 E-W Approach: SCHOONER DR. CITY: VENTURA HARBOR WEATHER: SUNNY

PEAK HOUR: 04:30 PM TO 05:30 PM



CONTROL TYPE: SIGNAL

### ARRIVAL / DEPARTURE VOLUMES



TIME PERIOD			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	---	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
COUNT DATA															
04:00 PM	—	04:15 PM	8	221	0	2	259	15	8	0	12	0	0	0	525
04:15 PM	—	04:30 PM	13	395	0	2	505	28	16	0	15	0	0	0	974
04:30 PM	—	04:45 PM	18	592	0	3	748	38	30	0	28	0	0	0	1457
04:45 PM	—	05:00 PM	24	789	0	3	948	51	42	0	38	0	0	0	1895
05:00 PM	—	05:15 PM	27	1025	0	5	1215	64	55	0	46	0	0	0	2437
05:15 PM	—	05:30 PM	32	1230	0	6	1469	73	70	0	51	0	0	0	2931
05:30 PM	—	05:45 PM	39	1418	0	6	1714	85	77	0	52	0	0	0	3391
05:45 PM	—	06:00 PM	43	1561	0	6	1892	97	86	0	57	0	0	0	3742
TOTAL BY PERIOD															
04:00 PM	—	04:15 PM	8	221	0	2	259	15	8	0	12	0	0	0	525
04:15 PM	—	04:30 PM	5	174	0	0	246	13	8	0	3	0	0	0	449
04:30 PM	—	04:45 PM	5	197	0	1	243	10	14	0	13	0	0	0	483
04:45 PM	—	05:00 PM	6	197	0	0	200	13	12	0	10	0	0	0	438
05:00 PM	—	05:15 PM	3	236	0	2	267	13	13	0	8	0	0	0	542
05:15 PM	—	05:30 PM	5	205	0	1	254	9	15	0	5	0	0	0	494
05:30 PM	—	05:45 PM	7	188	0	0	245	12	7	0	1	0	0	0	460
05:45 PM	—	06:00 PM	4	143	0	0	178	12	9	0	5	0	0	0	351
HOURLY TOTALS															
04:00 PM	—	05:00 PM	24	789	0	3	948	51	42	0	38	0	0	0	1895
04:15 PM	—	05:15 PM	19	804	0	3	956	49	47	0	34	0	0	0	1912
04:30 PM	—	05:30 PM	19	835	0	4	964	45	54	0	36	0	0	0	1957
04:45 PM	—	05:45 PM	21	826	0	3	966	47	47	0	24	0	0	0	1934
05:00 PM	—	06:00 PM	19	772	0	3	944	46	44	0	19	0	0	0	1847



# ATTACHMENT 2 ASSOCIATED TRANSPORTATION ENGINEERS

## INTERSECTION CAPACITY UTILIZATION WORKSHEET

PROJECT: VENTURA HARBOR EXPANSION PROJECT (#15008)  
COUNT DATE: 2/15/2015  
TIME PERIOD: A.M. PEAK HOUR  
N/S STREET: HARBOR BOULEVARD  
E/W STREET: SCHOONER DRIVE

REF: 01\_AM

### TRAFFIC VOLUME SUMMARY

TRAFFIC VOLUMES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	14	957	0	0	589	30	31	0	16	0	0	0
(B) PROJECT-ADDED	1	0	0	0	0	1	2	0	1	0	0	0
(C) CUMULATIVE	16	1045	0	0	990	32	40	0	22	0	0	0

### GEOMETRICS

EXISTING GEOMETRICS:	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
	L	TT	L	TT R	LL	R		

### TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)  
SCENARIO 2: EXISTING+PROJECT (A+B)  
SCENARIO 3: CUMULATIVE (C)  
SCENARIO 4: CUMULATIVE+PROJECT (C+B)

### LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	1	1600	14	15	16	17	0.009	0.009	0.010	0.011		
NBT	2	3200	957	957	1045	1045	0.299 *	0.299 *	0.327 *	0.327 *		
NBR	0	0	0	0	0	0	-	-	-	-		
SBL	1	1600	0	0	0	0	0.000 *	0.000 *	0.000 *	0.000 *		
SBT	2	3200	589	589	990	990	0.184	0.184	0.309	0.309		
SBR (a)	1	1600	25	26	27	27	0.016	0.016	0.017	0.017		
EBL	2	3200	31	33	40	42	0.010 *	0.010 *	0.013 *	0.013 *		
EBT	0	0	0	0	0	0	-	-	-	-		
EBR (b)	1	1600	3	3	4	4	0.002	0.002	0.003	0.003		
WBL	0	0	0	0	0	0	-	-	-	-		
WBT	0	0	0	0	0	0	-	-	-	-		
WBR	0	0	0	0	0	0	-	-	-	-		
LOST TIME:							0.100 *	0.100 *	0.100 *	0.100 *		
INTERSECTION CAPACITY UTILIZATION:							0.409	0.409	0.440	0.440		
SCENARIO LEVEL OF SERVICE:							A	A	A	A		

#### NOTES:

RTOR: (a) 17%  
(b) 81%

3/16/2015 8:43



# ATTACHMENT 2 ASSOCIATED TRANSPORTATION ENGINEERS

## INTERSECTION CAPACITY UTILIZATION WORKSHEET

PROJECT: VENTURA HARBOR EXPANSION PROJECT (#15008)  
COUNT DATE: 2/15/2015  
TIME PERIOD: P.M. PEAK HOUR  
N/S STREET: HARBOR BOULEVARD  
E/W STREET: SCHOONER DRIVE

REF: 01\_PM

### TRAFFIC VOLUME SUMMARY

TRAFFIC VOLUMES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	19	835	0	4	964	45	54	0	36	0	0	0
(B) PROJECT-ADDED	2	0	0	0	0	5	3	0	1	0	0	0
(C) CUMULATIVE	25	1640	0	5	1420	53	62	0	43	0	0	0

### GEOMETRICS

EXISTING GEOMETRICS:	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
	L	TT	L	TT R	LL	R		

### TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)  
SCENARIO 2: EXISTING + PROJECT (A+B)  
SCENARIO 3: CUMULATIVE (C)  
SCENARIO 4: CUMULATIVE + PROJECT (C+B)

### LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	1	1600	19	21	25	27	0.012 *	0.013 *	0.016	0.017		
NBT	2	3200	835	835	1640	1640	0.261	0.261	0.513 *	0.513 *		
NBR	0	0	0	0	0	0	-	-	-	-		
SBL	1	1600	4	4	5	5	0.003	0.003	0.003 *	0.003 *		
SBT	2	3200	964	964	1420	1420	0.301 *	0.301 *	0.444	0.444		
SBR (a)	1	1600	45	50	53	58	0.028	0.031	0.033	0.036		
EBL	2	3200	54	57	62	65	0.017 *	0.018 *	0.019 *	0.020 *		
EBT	0	0	0	0	0	0	-	-	-	-		
EBR (b)	1	1600	6	6	7	7	0.004	0.004	0.004	0.004		
WBL	0	0	0	0	0	0	-	-	-	-		
WBT	0	0	0	0	0	0	-	-	-	-		
WBR	0	0	0	0	0	0	-	-	-	-		
LOST TIME:							0.100 *	0.100 *	0.100 *	0.100 *		
INTERSECTION CAPACITY UTILIZATION:							0.430	0.432	0.635	0.636		
SCENARIO LEVEL OF SERVICE:							A	A	B	B		

#### NOTES:

RTOR: (a) 0%  
(b) 83%

3/16/2015 8:43



## Appendix D

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*Ventura Harbor Marina & Yacht Yard Clean Marina Plan*





# CLEAN MARINA PLAN and SLIP RULES & REGULATIONS



April 2014



ATTACHMENT 2  
Ventura Harbor Marina & Yacht Yard  
Clean Marina Plan – 2014

**1     EMERGENCIES**

- 1     Emergency Action Plan: VHMYY has an emergency action plan which is found In Attachment A of this document.
- 2     Emergency Containment and Cleanup Materials: VHMYY maintains a supply of emergency containment/clean up materials including oil absorbent pads and booms. By policy VHMYY maintains enough boom material to encircle the largest vessel and an entire Dock Area at the facility.
- 3     Training: All VHMYY staff receive training on proper emergency procedures. This training is provided to employees every 6 months and to all new employees. This training is to include:
  - a. Familiarization of Emergency Action Plan.
  - b. Location and use of first responder containment and cleanup materials.
  - c. Proper notifications for all types of emergencies.
  - d. Location and use of fire suppression equipment.
- 4     Boater Education: VHMYY maintains supplies of pamphlets on:
  - a. Boat Fire Extinguishers.
  - b. Safe Boat Maintenance.
  - c. Continuous Ventilation.

**1     PETROLEUM CONTAINMENT:**

- 1     Fuel & Oil Spill Prevention and Containment Plan (FOPC): VHMYY maintains an FOPC which is found as part of Emergency Action Plan (Attachment A) of this plan.
- 2     Training: VHMYY staff receive training to identify fuel/oil spills in the water, notify the Harbor Patrol, Vessel Assit and VHMYY Management, and in the proper use and location of first response containment/clean up materials. This training is provided to employees every 6 month and to all new employees.
- 3     Emulsifiers:  
It is a violation of VHMYY Rules and Regulations to use detergents or other emulsifying agents when addressing fuel or oil spills (see Rules).



## ATTACHMENT 2

- 4 Absorbent Bilge Materials: VHMYY requires that all boats located at the facility use oil absorbent materials in their bilges to reduce the changes of illegal overboard discharges of oily bilge water. (See Rules).
- 5 Clean & Green Program: VHMYY participates in the Clean and Green Campaign created by the California Coastal Commission. Through this program the Marina provides oil absorbent pads to boaters and disposal of used pads. Pads are placed in bilges, or can be used to clean up oil spills in or out of the water. Information about the oil absorbent pad exchange program is available at the VHMYY office. Signs about the program are posted at the waste oil disposal units.
- 6 Boater Education: VHMYY maintains supplies of pamphlet on:
  - a. Filling fuel containers.
  - b. Appropriate engine maintenance.
  - c. Appropriate use of oil absorbent materials
  - d. Appropriate bilge pumping.
- 7 Used Oil Collection: Waste Oil disposal is located behind VHMYY offices. There is a fee for this and you must contact office during work hours. Flyers directing boaters to the oil collection facilities are available at the VHMYY office.

### 1 VESSEL CLEANING AND MAINTENANCE:

- 1 VHMYY Rules and Regulations: VHMYY maintains comprehensive rules and regulations for boaters and others at the facility. VHMYY rules and regulations are posted at the VHMYY office during work hours. These rules and regulations will be strictly enforced at all times.
- 2 Best Management Practices: VHMYY rules and regulations include best management practices (BMPs) for environmentally sound boat maintenance practices. Boaters at the the facility should be made aware of these helpful policies. (See Attachment B).
- 3 Working on Vessels: VHMYY rules and regulations limit the amount and type of work which is allowed on vessels in water and in the yard. (See Rules ).
- 4 Environmental Laws: The VHMYY rules and regulations also contain a compilation of laws protecting the ocean environment. Boaters at theVHMYY facility should be made aware of these important laws.
- 5 Training: VHMYY staff is trained to report spills whenever they observe



## ATTACHMENT 2

boat owners or workers causing a substance to be released into or on the water or in the Yard. All cases of known or suspected water pollution will be reported to the Harbor patrol and first responder, clean up will be initiated if appropriate. Confirmed cases of pollution will be reported to appropriate agencies.

- 6 Boater Education: The best management practices found in the VHMYY rules and regulations contain information on the following:
  - a. Limiting in slip maintenance to minor projects.
  - b. Proper recovery and disposal of sanding dust and other debris. (Rules).
  - c. Environmentally safe cleaning and painting practices (Rules).
  - d. Spill avoidance practices. (Rules).

Additional pamphlets on environmentally sounding boat maintenance practices are available at the VHMYY office.

### 1

#### UNDERWATER BOAT HULL CLEANING

- 1 Non toxic Hull Paints: VHMYY promotes the use of non toxic and legal hull paints. (See Rules). Contact The VHMYY boatyard office for the latest information on non toxic hull paint alternatives.
- 2 Hull Cleaners: When looking for a diver to perform hull cleaning services, VHMYY recommends that you make sure your diver is using environmentally sound hull cleaning practices. (See Rules).
- 3 Training. VHMYY staff is trained to report spills whenever they observe boat owners or workers causing a substance to be released into or on the water. All cases of known or suspected water pollution will be reported to the Harbor Patrol and First clean up will be initiated if appropriate. Confirmed cases of pollution will be reported to appropriate agency for administrative action.
- 4 Boater Education: The best management practices forum in the VHMYY rules and regulations contain information on the following:
  - a. Properly applying and maintaining hull paints (Rules).
  - b. Waiting 90 days before cleaning after application of hull paint
  - c. Regularly scheduled hull cleaning services using best management practices (Rules).
  - d. Encourage hull cleaners to use less abrasive pads and methods when possible (Rules).

### 1

#### FACILITY OPERATIONS

- 1 Emergency Spill Training: All VHMYY staff are to receive training on proper emergency procedures. This training is provided to employees every 6 months and for all new employees. This training is to include:
  - a. Familiarization of Emergency Action Plan.



## ATTACHMENT 2

### b. Location and use of first responder containment and cleanup

#### Materials

c. Proper notifications for all types of emergencies.

d. Location and use of fire suppression equipment.

- 2 Vehicles on Docks: All types of motorized and non motorized vehicles are prohibited from VHMYY docks (Rules)
- 3 Unattended Paints: Paints, varnishes, and other boat maintenance supplies should never be left unattended on VHMYY docks. (Rules). Any such unattended items will be removed by VHMYY staff for proper disposal at owners expense
- 4 Maintenance Supplies: By policy VHMYY staff will store all maintenance supplies/chemicals indoors or in covered containers. All spills will be cleaned up immediately using environmentally friendly methods.

5

Boater Education: The VHMYY office maintains information on:

- a. Proper storage and disposal of materials.
- b. Emergency spill response.
- c. Household Hazardous Waste disposal site locations.

## FACILITY DEBRIS

- 1 Landscaping & Maintenance Spills: VHMYY staff and service providers will be informed that all spills must be cleaned up immediately. This includes all chemicals, pesticides, fertilizers and soils.
- 2 Storage on Docks: VHMYY prohibits the storage of all items on docks. This is a common source of trash and debris in the water.
- 3 Pets: must leashed or controlled pets at the VHMYY facility. Pet owners are required to immediately clean up after their pets. Pet waste bags are made available.
- 4 Parking Lot Cleaning: By policy VHMYY parking lots are cleaned regularly and debris removed
- 5 Overboard Disposal: Rules prohibits any boater from throwing,



## ATTACHMENT 2

disposing or otherwise discharging anything into harbor waters.

- 6 Landside Refuse: VHMYY maintains outdoor trash receptacles conveniently located at the facility. Trash is removed from each receptacle of once per day and transported to facility dumpsters. Dumpsters are emptied a minimum of 3 times per week. To prevent trash from escaping into the harbor, dumpster lids are to remain closed only opened when rubbish is being deposited. Please report homeless attempts to search through trash to office.
- 7 Trash Policing: Each day VHMYY staff pick up all trash from facility side walks and parking lots. Docks are cleaned daily. Debris from facility landscaping services is hauled away by the service provider.
- 8 Water Refuse: VHMYY engages the staff to remove trash and debris from the waters surrounding the VHMYY. This is done when necessary using yard boat, nets or poles. During heavy rains additional efforts are made
- 9 Dock Repairs: VHMYY staff ensures the removal of debris created by our ongoing dock maintenance program. Tarps are used in the yard to prevent debris from going into the water and limit its dispersal on land. All boat owners work on boats on land in a manner that will create debris dispersal, such as sanding are required to tarp or tent their boats. Sanding on vessels in the water is prohibited without complete collection of debris or dust through the use of vacuum sanding devices. Material found dispersing in the water is illegal. VHMYY staff is thoroughly instructed on methods to prevent construction debris from entering harbor waters. VHMYY staff is trained according to facility Best Management Practices to minimize the impact of facility operations on the environment.

### 1

## SEWAGE MANAGEMENT

### 7.1

Laws Regarding Sewage Discharges: A compilation of existing environmental regulations is contained at the end of VHMYY Rules and Regulations. These laws and regulations will be strictly enforced and violations will be



## ATTACHMENT 2

reported immediately to the Harbor Patrol.

### 7.2 Pump out Facilities:

Pump out facilities are located at two locations in the Harbor.

Boater Education: The VHMYY office maintains information on:

- a. Proper use of marine sanitation devices.
- b. Clean boater practices.

## **SOLID WASTE**

### 8.1 Proper Disposal:

By policy solid waste and debris is properly disposed of in accordance with all applicable laws and regulation.

8.2 Landside Refuse: VHMYY maintains outdoor trash receptacles conveniently located around Boat yard and on docks and along pedestrian areas. Trash is removed from each trash receptacle a minimum of once per day. Then transported to facility dumpsters. Dumpsters are emptied a minimum of 3 times per week.

In addition:

- a. To prevent trash from escaping into the harbor, dumpster lids are to remain closed only being opened with rubbish is being deposited.
- b. The area surrounding the facility dumpster is cleaned frequently.
- c. Cleanup equipment and materials are maintained onsite.
- d. Dumpster area is inspected at least once daily.

### 3 Trash Policing:

Each day VHMYY staff pick up all trash from facility sidewalks and parking lots. Each week the docks are cleaned to prevent trash from entering the harbor waters. Debris from facility landscaping services is hauled away by the service provider and the parking lot is cleaned of leaves and debris on a weekly basis.

4 Water Refuse: VHMYY staff remove trash and debris from the waters surrounding the VHMYY facility. This is done when necessary utilizing tools mentioned above.

5 Boater Education: The VHMYY office maintains information on :  

- a. Laws and rules prohibiting dumping of wastes into water (Rules).
- b. Proper disposal of garbage, recyclables, and other wastes (Rules)
- c. Proper disposal of batteries and zinc anodes.



## ATTACHMENT 2

### LIQUID WASTE

9.1

Fuel and Oil Spill Prevention and Containment Plan (FOPC): VHMYY maintains an FOPC which is found as part of Emergency Action Plan (Attachment A) of this document.

9.2

Training: VHMYY staff receive training to identify fuel/oil spills in the water, notify the Harbor Patrol and VHMYY Management, and in the proper use and location of first response containment/clean up materials.

9.3

Rules and Regulations: Rules require that all refuse be disposed of in a proper manner.

9.4

Household Hazardous Waste: The VHMYY office maintains the telephone number for information on the VC Household Hazardous Waste disposal sites.

9.5 Environmentally Friendly Liquids:

Many of the types of cleaners and materials used in the maintenance of the VHMYY facility could be considered a hazard to the environment. By policy environmentally friendly materials will be used whenever possible.

9.6 Used Oil Collection: Waste oil recycling is available at the VHMYY Boat

Yard office. There is a fee for the disposal of these materials. However Ventura has a number of sites available for free for small amounts. Please enquire at the Office

9.7 Hazardous Waste Recycling. The recycling station is located at Boat yard office. Please contact Office for specifics

Hazardous Materials Storage: VHMYY staff will minimize the amounts of hazardous materials kept onsite. Hazmats will be properly stored and disposed of.

9.9 Boater Education: The VHMYY office maintains information on:

- a. Proper disposal of used oil and filters.
- b. Proper disposal of recyclable hazardous materials.
- c. Checking a bilge before pumping.
- d. Proper oil changing techniques.
- e. Spill response procedures.



## ATTACHMENT 2

### FISH WASTE MANAGEMENT

10.1 Docks: Fish cleaning is prohibited on VHMYY docks. When such activity is observed, the violator is immediately advised to discontinue cleaning and remove all fish waste.

2 Harbor:

Dumping fish waste into harbor waters is a violation of law and will be immediately reported to the Harbor Patrol.

3 Boater Education: The VHMYY office maintains information on:

- a. Rules and regulations that prohibit fishing on the docks
- b. Rules and regulations that prohibit fish cleaning at the docks.

### HAZARDOUS WASTE MANAGEMENT

Hazardous Materials management Plan:

VHMYY maintains an oil spill response plan and has first responder containment/clean up supplies available at the office. A copy of the oil spill response plan is found within this Clean Marina Plan.

1 Designated Emergency Coordinator: The VHMYY Manager is the designated emergency coordinator for the VHMYY facility. Duties include:

- a. Development and implementation of emergency plan and policies.
- b. Training supervision.

2 Hazardous Waste Disposal:

All hazardous waste generated at the VHMYY facility will be properly disposed of using approved hazardous waste hauler.

3 Hazmat Storage: The storage of hazardous materials or refueling of vessels is prohibited on VHMYY docks. Weekly inspections of docks, for the purpose of identifying and removing hazardous waste in its various forms (liquids, spent zinc anodes, batteries, etc) are conducted by VHMYY. VHMYY staff will minimize the amounts of hazardous materials kept onsite.

Hazmats will be properly and legally stored and segregated to ensure that only hazmats are handled as such. Hazardous materials will be stored off of the ground in a covered location. Containers will be in good condition and covered.



## ATTACHMENT 2

5 Emergency Spill Training: All VHMY staff are to receive training on proper emergency procedures. This training is provided to employees every 180 days and for all new employees. This training is to include:

- a. Familiarization of Emergency Action Plan.
- b. Location and use of first responder containment and cleanup materials.
- c. Proper notifications for all types of emergencies.
- d. Location and use of fire suppression equipment.

### 1 STORM WATER PREVENTION PLAN

12.1 Spill Response: Spill response supplies are provided for VHMY by the Marina Operators. These include tarps, sandbags and shovels. All spills that have the potential of polluting harbor waters shall be reported to the Nation Response Center and Office of Emergency Services. VHMY maintains a supply of absorbent pads and booms to prevent spills from reaching storm drains. VHMY staff are trained regularly on the location of spill materials and their use.

2 Vehicles: Rules prohibits the servicing or washing of vehicles at the VHMY facility as well as using the lot for any purpose other than parking.

3 Parking Lots: All VHMY parking lots are cleaned on a weekly basis.

12.4 Landscaping: All landscaping trimmings are hauled away promptly.

5 Signage: All storm drains are marked "No Dumping – Drains into Harbor and Ocean".

6 Irrigation: System is inspected weekly to reduce runoff into storm drains. Necessary repairs are done quickly. Whenever possible water conserving irrigation will be used. Soil level in planters shall be kept several inches below surrounding curbs to further minimize run off.

7 Grates & Filters: Have been installed on all storm drain inlets to reduce trash and debris from entering harbor water. Filters are maintained quarterly.

12.8 Facility Litter: Staff perform daily patrols of all landside areas for litter to prevent trash from entering storm drains.



## ATTACHMENT 2

9 Storm Drain Cleanout: Staff annually clean all storm drains prior to the rainy season.

### Attachment A VHMYE Emergency Action Plans

#### **Fuel & Oil Spill Prevention & Containment Plan**

##### 1.1 Prevention

Waste Oil Station: The nearest waste oil recycling station is located at VHMYE office. There is a charge by the Marina Operators. We provide and maintain a waste oil disposal station. The disposal unit is above ground and within secondary containment enclosures. The disposal unit is open daily between the hours of 9am and 4pm, and is inspected daily by VHMYE staff. The facility is licensed by Ventura County Fire Authority.

Recycling: Waste oil is recycled by a qualified Hazardous Waste Hauler. Haz Mat Manifests for each disposal are maintained on file at the VHMYE office.

##### Clean and Green Campaign:

This program is promoted by the California Coastal Commission and monitored by the Ventura County Health Dept. Through the program, VHMYE can provide boaters free oil absorbent pads. Information about the oil absorbent pad exchange program is available at the VHMYE office. Signs about the program are posted at all dock gates and at the waste oil disposal stations.

##### 1.2 Containment

Storage: VHMYE staff shall take all reasonable efforts to store chemicals in a manner that prevents spills.

Spills: VHMYE staff shall clean up all spills immediately. If unable to do so, the incident shall be reported to VHMYE manager immediately.

#### **Fuel & Oil Spill Response Plan**

- 1 Upon receiving a report of a spill, VHMYE manager shall be notified and dispatched to assess the situation and direct clean up efforts:
  - a. Immediate notification of local authorities.
  - b. Deployment of emergency remediation supplies
  - c. Acquisition of additional remediation supplies and services, including proper disposal of clean up materials.
  - d. VHMYE staff will assist in identifying the source of the spill. Once the source of the spill is identified, vessel owner shall be immediately



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notified and vessel owner information provided to the Harbor Patrol.

e. In extreme cases the vessel may be taken to the VHMYY Shipyard for emergency repairs or haul out.

f. A complete report of the incident shall be created and filed by the VHMYY manager.

### Hazardous Materials Management Plan

- 1 Oil and Fuel Spill Response Plan: VHMYY maintains an oil spill response plan and has first responder containment/cleanup supplies available. A copy of the oil spill response plan is found within this Clean Marina Plan.
- 2 Training: VHMYY staff are trained to identify potential hazardous materials, wastes, and spills and the proper procedures for containment, cleanup and disposal.
- 3 Haz Mat Storage & Disposal: The storage of hazardous materials or refueling of vessels is prohibited on VHMYY docks. Weekly inspections of docks, for the purpose of identifying and removing hazardous waste in its various forms (liquids, spent zinc anodes, batteries), are conducted by VHMYY staff.
- 4 Trash Removal: The VHMYY trash dumpster is posted with a sign prohibiting all hazardous waste disposals. All Haz Mat that is encountered at VHMYY facility is collected by Marina Operators for proper disposal.

### Emergency Telephone Numbers

#### Emergency Telephone Number 911

Ventura Harbor Patrol	805-642-8618
Ventura Police Dept.	805-650-8010
Vessel Assist	805-947-8566
Ventura Fire Dept Station 5	805-339-4300

VHMYY Best  
Management  
Practices



## Introduction

These Best Management Practices (BMPs) are intended for the education and training of VHMY staff, to ensure clean and environmentally sound work practices through the following:

1. Promoting good water quality, abundant sea life and a clean boating environment.
1. Take active measures to protect the environment from all pollutants.
1. Set a good example for boaters, contractors and the general public by using environmentally sound practices.

## Contents

- Litter & Trash Handling
- Hazardous Materials
- Fuel & Oil Spills
- Storm Drain Pollution Prevention
- Clean Work Practices

## Littering and Trash Handling

- 1 Littering: Every piece of litter has the potential to end up in the ocean, so VHMY dedicates many man hours to litter pick up.

In the course of all assignments, eachVHMY employee is asked to pick up litter as it is encountered on the premises. This is a standing assignment to all personnel.

Picking up litter reduces future littering. An individual is less likely to litter if facility is kept clean. Imagine that you toss a piece of litter and it misses the trash can. Wouldn't you be less likely to pick it up if the can is already surrounded by litter?

Docks will be checked on a weekly basis. Water areas are patrolled for litter by boat twice weekly or more often if necessary.

Things you can do to reduce litter:

- ☐ Report litter problems to your VHMY office.
- ☐ Make sure you have the proper equipment – equipment needs should be directed to VHMY office.



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- ☐ Make sure that all trash & restrooms have sufficient trash receptacles and are emptied regularly.
- ☐ Set a good example by making sure you do not litter.
- ☐ Pick up all litter you encounter.
- ☐ Ensure that company vehicles do not have loose litter that could blow out.

- 2     Trash Handling: Outdoor trash receptacles are located conveniently throughout the VHMYY facility.

Once daily all trash receptacles will be emptied, the trash taken to the facility dumpsters. Recyclables are to be kept separate and disposed of in the designated recycling dumpsters.

The local refuse hauler will haul away the trash no less than three times a week. Additional dumpsters may be provided during peak times.

Additional things you can do:

- Make sure there is no loose trash I the back of company vehicles. Trash should be securely bagged.
- Make sure you have the proper equipment when assigned to trash pick up.

If you encounter hazardous wastes in the trash, report it to VHMYY office immediately (see section on Hazardous Materials).

### Hazardous Materials

Hazardous materials pose a serious threat to the environment and safety. There are many ways you can prevent haz mat exposures:

#### 4.1     Work Place Hazardous Materials

- ☐ Whenever possible use products which are environmentally friendly.
- ☐ Limit the amount of open chemicals or containers used on a project.
- ☐ Most common hazardous materials are – cleaning supplies, paints & thinners, fertilizers, insecticides & herbicides, automobile batteries – B UT THERE ARE MANY OTHERS.
- ☐ Most hazardous materials are to be stored in the maintenance sheds. Be sure to use hazardous materials/chemicals according to their instructions. If unsure, contact your dept. manager. All spray bottles should be clearly marked. Hazardous wastes should be reported to the VHMYY office for proper



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disposal. Use proper protections such as gloves and tarps, when using hazardous materials.

### 2 Boaters:

- Boaters may not discharge anything but clean water into the harbor.
  - Hazardous & flammable materials may not be stored on the dock or in the dock steps. If you discover hazardous materials on the dock contact V HMYY office.
  - Refueling at dockside is prohibited.
- The V HMYY office maintains literature on clean boating practices.
- Hazardous materials may not be disposed of in trash receptacles or dumpsters. Signs are posted.
  - If you find hazardous materials in the trash, set them aside and report them to the V HMYY office for proper disposal.
  - If you observe any individual disposing of hazardous materials improperly, report them to the V HMYY office.

### 3

#### Hazardous Material Spill Action Plan

- Upon receiving a report of a hazardous material spill, V HMYY manager shall be immediately notified and dispatched to assess the situation and direct clean up efforts including:
  - a. Immediate notification of local authorities (fire department).
  - b. Deployment of any or all emergency remediation supplies.
  - c. Acquisition of additional remediation services,
    - \* Every effort shall be made to prevent the spill from reaching storm drains or harbor waters.
- Should a spill reach a storm drain or harbor waters, the Ventura Fire Dept. Station 5 shall be notified immediately.

#### **Fuel & Oil Spills – Water**

Fuel and oil spills are a common source of pollution in the harbor which is why all V HMYY staff are trained to detect spills and report them to the Harbor Patrol office.

Upon receiving a report of a spill, V HMYY manager shall be notified and dispatched to assess the situation and direct clean up efforts including:



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- Immediate notification of local authorities.
- Deployment of emergency remediation supplies.
- Acquisition of additional remediation services, such as contacting marina Operators and disposal of clean up materials.
- VHMYY staff will assist the harbor patrol in identifying the source of the spill. Once the source of the spill is identified, vessel owner shall be immediately notified and owner information shall be provided to the Harbor Patrol.
- In extreme cases, the vessel may be taken to the VHMYY yard for emergency repairs or haul out.
- A complete report of the incident shall be created and filed by the VHMYY manager.

### **Storm Drain Pollution**

All storm drains at the facility empty into the harbor and are often the source of the following types of pollutants:

- Biological – sewage, pet waste, decaying plant material.
- Chemical – oil, fuel, thinners, insecticides, herbicides, cleaners.
- Litter & garbage.

You should never put anything into the storm drain except small amounts of clean water. To further prevent pollution we have created a storm drain pollution prevention plan.

#### **Storm Drain Pollution Prevention Plan**

- Parking Lots: All parking lots are swept on a weekly basis.
- Landscaping: All landscaping trimmings are hauled away.
- Irrigation: System is inspected weekly to reduce runoff into storm drains. Necessary repairs are done quickly. When possible water conserving irrigation will be used. Soil level in planters shall be kept several inches below surrounding curbs to further minimize run off
- Facility Litter: Staff perform daily patrols of all landside areas for litter at the facility.
- SD Cleanout: Staff annually clean all storm drains prior to the rainy season.
- Grates and Filters: Have been installed on all storm drain inlets to prevent trash and debris from entering the harbor.
- Signage: All storm drains are marked "No Dumping – Drains into harbor &



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Ocean".

- Automobile maintenance and washing is prohibited inVHMYY lots.
- VHMYY maintains a supply of absorbent pads and booms and staff are trained regularly on the location of spill materials and their use.
- Water Quality Protections are included in project specifications.

### Clean Work Practices

All employees are required to work in a clean manner and take great care to avoid polluting the environment. Here are a few clean work practices you can use:

- Use tarps or other materials and equipment to ensure nothing gets into the ocean.
- Use chemicals and materials sparingly. Use environmentally friendly chemicals whenever possible.
- Bring clean up equipment with you so you are prepared to clean up throughout each project.
- Avoid jobs on the dock or near the water unless absolutely necessary.
- Be on the lookout for all sources of pollution at VHMYY and boaters violating VHMYY Rules and Regulations.
- Immediately report all sources of pollution and spills to VHMYY manager.



## ATTACHMENT 2

### **Ventura Harbor Marina & Yacht Yard (VHMY) Attachment D**

#### RULES AND REGULATIONS

These Rules and Regulations are an attachment to and incorporated in the Slip/work Agreement. These Rules and Regulations are for the benefit of all those who maintain a boat at VHMY docks or yard. Owners are required to notify VHMY or Manager of any unsafe or hazardous conditions that come to their attention. A breach of any of these Rules and Regulations shall constitute a breach of the agreement and shall permit VHMY to exercise all rights and remedies permitted at law or in equity to remedy said breach, including, but not limited to, a termination of the agreement and expulsion from facility.

1. Water/Power Lines. Water, telephone, cable or power lines shall not cross main headwalks and be in good/safe condition.
2. Safe Mooring. All boats shall be moored in a safe manner.
3. Vessel Inspections. VHMY reserves the right to inspect all boats to determine if they are properly identified and equipped for safe operation in accordance with Coast Guard Regulations and other applicable regulations. VHMY may, at their discretion require a current inspection by the U.S. Coast Guard.
4. Seaworthiness. All vessels must be able to actively navigate seas or open waters (seaworthy).  
Non operational Houseboats and other unseaworthy vessels are prohibited in the Marina.
5. Fishing/Swimming. Fishing or swimming within Marina, including fishing from boats within the Marina shall not be permitted.
6. Bicycles/Skates, Etc. No person shall roller skate, roller blade, skateboard, ride bicycles, go-peds (or other motorized or non-motorized scooter, skateboard, mini-bike or similar type device) or motorcycles on the docks or gangways located at the Marina.
7. Projections Beyond End of Berth. The maximum distance by which any boat (including all extensions such as swim steps, booms, bait tanks, etc.) may project beyond the end of the berth into the waterway shall be 3 feet unless otherwise permitted in writing. No part of the boat shall extend over



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the main headwalk. All boats shall be tied with bow toward headwalk so boarding will be done on starboard or port side. All Slips must be occupied by an appropriate size Vessel.

8. Electrical Connections. In accordance with the Ventura County Fire Code all connections made to the Marina receptacles shall be grounded and U.L. approved. Wiring must be of adequate size for the power provided. Electrical shore-power connections must be marine grade and be in good, safe condition. Electrical cords may not be affixed or secured to the docks or be allowed to hang into the harbor.

9. Children. Children under 12 years are not permitted on docks without the immediate presence of their parents or other responsible adults. (Non-swimmers or toddlers are required to wear life jackets when on the docks or boat decks.)

10. Notification of Unsafe Conditions. Owners and all other members of the Marina, their guests and invitees shall promptly notify County or VHMY of any unsafe or hazardous condition that comes to their attention.

11. Hazardous Activities/Barbecues. All high-risk fire hazards, i.e., refueling boats at dock side, storing flammable or hazardous material in dock boxes, welding, etc. is strictly prohibited. Barbecues are strictly prohibited on all dock areas.

12. Discharges from Vessels/Disposal of Liquids. No vessel owner or guests of the VHMY docks shall throw, discharge or deposit from any vessel, dock or premises any refuse matter, oil, spirits, inflammable liquid, oily bilges in the harbor. All such matter shall be deposited in appropriately-marked containers within the Marina. Ventura County Ordinance provides it is unlawful to throw, discharge or deposit from any vessel or float any refuse, oily bilge fluids, inflammable liquids and other contaminants into water or upon the premises. Vessels with automatic bilge pumps will be maintained in such a manner as to prevent the discharge of contaminants overboard by using oil absorbent bilge pads. Trash receptacles and recyclable receptacles are provided for



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the convenience of vessel owners.

13. Use of Chlorinators. Use of boat toilets not equipped with chlorinators or storage devices approved by the Ventura County Health Department shall not be permitted within the Marina. VHMYY reserves the right to inspect all boats for installation and operation of such devices.

14. Laundry. There shall be no laundering or drying of clothes on deck or rigging at the Marina.

15. Noise. Except for entering or leaving the Slip, main engines, power-generation equipment, or other noise-making machinery shall not be operated between the hours of 8:00 p.m. and 7:00 a.m. Unnecessary operation of engines in the Slip shall not be permitted.

16. Engine Operation. Engines may not be operated in gear while boats are secured to dock.

17. Speed Limit. The maximum speed limit within Ventura Harbor shall be 5 mph (no wake permitted). The maximum speed limit within all Marina parking lots shall be 5 mph and all unsafe driving is strictly prohibited.

18. Improper Vessel Handling. Improper or unsafe boat handling shall be just cause for immediate termination of the Slip/storage Agreement. Owners shall immediately report to VHMYY any and all vessel or vehicle accidents / damage occurring at Marina or Boat yard.

19. Use of Docks/Floats. The use of docks/floats to store or place supplies, materials, accessories, or gear of any kind shall not be permitted within the Marina except in any lockers provided by VHMYY in future. Owners further agree that VHMYY in its exclusive discretion may remove, impound and/or dispose of any such improperly stored items in which case VHMYY assumes no responsibility or liability.

20. Boarding Steps. Any steps used for ingress to and egress from a Vessel shall not be wider than one-half ( $\frac{1}{2}$ ) of the width of the finger to which the Vessel is moored, and no more than five feet in length. The steps must be of a light weight



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construction and approved in advance by the Manager. The steps may not be used as a storage locker except as approved by office.

21. Vessel Repairs. Apart from work accomplished wholly below decks, no rebuilding, hull painting, sander use, spray gun use, welding, overhauls or other vessel maintenance or refurbishment efforts are permitted while in the Marina. However, minor maintenance and bright work may be permitted. The types and extent of maintenance which will be permitted are within the sole discretion of VHMYY and Owners should contact the Office with questions. Any damage caused to the premises by the boat owner shall be repaired by VHMYY, at the expense of boat owner.

22. Damage to Marina Property. Each boat owner in the Marina will be held responsible for any damage to the Marina and/or structures caused by a boat owner, his or her guests, agents and/or employees. Boat owners shall immediately notify VHMYY of any and all damages caused to Marina/Yard property.

23. Repair of Damages Caused by Boat Owner. Any damage to the Slip, Marina or Harbor by any boat owner or his or her guests, agents and/or employees may, at VHMYY option, be repaired or corrected solely by VHMYY at the expense of said boat owner.

24. Offensive or Harmful Conduct. Disorder, depredations or indecorous conduct by any boat owner or his or her guests, agents and/or employees that might injure a person, disturb other boat owners, cause damage to the Marina or the Harbor or harm the reputation of VHMYY shall be just cause for immediate termination of this Slip/yard agreement.

25. Solicitations. It is unlawful for any unauthorized person to solicit or advertise business or offer for sale goods, wares, merchandise or services, or solicit orders for such sales on the premises of the Marina and Boat Yard, including but not limited to the docks, buildings or parking or vehicles and vessels within the Marina.

26. Signs. Unauthorized signs or banners are prohibited



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aboard any boat in the Marina or upon the Marina premises. Each boat owner is authorized one "vessel for sale" sign aboard the Vessel, no greater than 18" by 24".

27. Commercial Use of Vessel. Use of any Vessel moored at the Marina for commercial purposes is not permitted without the prior written approval of the VHMY.

28. Small Boat Storage. A "small boat" is defined as a boat, inflatable, dinghy, jet skis or similar vessel with a LOA of 10 feet or less, or a canoe or kayak with a LOA of 12 feet or less. A small boat may be stored on the Vessel or within the Slip water space. Dinghies and kayaks may be launched from Marina docks provided the boat owner of such vessel(s) is entitled as a party to a current and valid License AND the small boat weighs less than 100 pounds. Jet skis, personal watercraft and vessels weighing in excess of 100 pounds shall not be launched from Marina docks at any time. Vessels with an LOA greater than 10 feet or kayaks with an LOA greater than 12 feet do not qualify as a Small Boat under this rule and cannot be stored in a Slip without the prior written permission of VHMY.

29. Amendment of Rules/Statutes/Regulations. The Harbor Ordinances, County and DPYC Rules and Regulations set forth herein and as they maybe amended from time to time and all other laws, rules, statutes and regulations established by regulatory bodies having jurisdiction, including VHMY, Ventura County, State of California and the United States of America shall form a part of the License as though printed herein.

30. Television Antennas. Aerial television antennas are not permitted on Vessels moored in the Marina. A single satellite dish or marine television antenna (less than 30") is permitted on a Vessel moored in the Marina.

31. No Mooring at Marina Without Valid Slip Agreement. No Vessel may be moored at Marina unless a current Slip Agreement is in effect between the owner of said vessel and VHMY. Boat owner is prohibited from storing more than one vessel in a Slip unless vessel qualifies as a "small boat" under rule 28, or has obtained prior written approval of VHMY.



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Liveaboard permits shall be limited to no more than thirty-five percent (35%) of total Marina slips.

32. Use of Approved Equipment/Alterations to Docks & Premises. All equipment, used on docks by Marina boat owner (dock wheels, boarding ladders, etc.) must be approved by VHMY. Boat owners may not install additional dock lockers, fenders, bumpers, rub rails, rollers or in any way make alterations to the dock, dock box or fingers. Boat slip liners and boat lifts are prohibited. All installations on the floats shall be installed by Manager's staff at the cost of the Boat owner and shall be approved by VHMY on an individual basis.

33. Parking. No vehicle may remain on the parking lots provided for boat owners use or other parts of the Marina for a period exceeding 72 hours unless prior written approval is obtained from VHMY. All types of trailers, RVs and vehicles longer than 23' are prohibited in the Marina parking lots without the prior written approval of VHMY. Failure to comply with these parking rules may result in the towing of vehicles, at their owner(s) sole expense and risk. Neither VHMY nor its respective officers, agents or employees shall be liable to Boat owner or Boat owners guests, employees, or agents for any loss of, or damage of any kind to any motor vehicles or other personal property in or on the buildings, parking lots, or other portions of the Marina. All changes to parking regulations will be posted at the VHMY. The washing of any vehicle, vessel or apparatus is prohibited in the Marinas parking lots.

34. Maintenance of Slip and Surrounding Environs. Boat owners agrees to maintain the Slip, the walks, floats, ramps, gangways and docks in, about and surrounding the Slip in a neat, clean and unobstructed condition at all times. Should it become necessary for VHMY to maintain the area in said condition, it will be done at Boat owners expense.

35. Disposal of Refuse: The boat owner shall not deposit into any garbage can or other receptacle located on Marina or boat yard property any of the following: (1) paint, varnish, thinner, non-edible oil or other flammable or hazardous materials; (2) vessel parts, including but not limited to engine machinery



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parts, interior parts, fastenings or upholstery; or (3) any item weighing in excess of 20 pounds. For the location of household hazardous waste disposal sites, contact the Manager.

36. Pets: Ventura County Ordinance provides that all pets shall be on a leash not longer than 6 feet, at all times and under the direct control of an adult. Should any pet become a nuisance at the Marina, Manager may require said pet to be removed from the Marina. Animals are not permitted in the restrooms. Dogs without licenses will be considered a violation of this License and grounds for termination. Animal droppings are required to immediately be cleaned up.

37. Hose – Nozzles. Automatic shut-off nozzles must be attached to hoses in order to conserve water. Water hoses shall not be left running in a manner that waste water.

38. Vessel Maintenance / Contractors. Apart from minor maintenance and light work, no work involving the Vessel may be accomplished while at the dock or otherwise on Marina property. The determination of what constitutes minor maintenance and bright work will be at the sole and absolute discretion of the Manager. Prohibited work includes, but is not limited to, painting, sanding, use of paint remover, spray guns, welding or the burning of paint on the topsides or above the decks. Contractors hired by Boat owner to work on the Vessel must be registered with the Office prior to the commencement of such work, and each such contractor must maintain and provide proof of liability insurance in an amount of at least \$1 million. Boat owner further agrees to comply with all applicable rules, regulations, orders, statutes and laws of VHMYY, the State of California and/or all other governmental entities with jurisdiction over the Harbor or the Marina. Access will not be provided to un-registered contractors.

39. Flammable Materials and Use of Dock Boxes. Neither Boat owners nor anyone acting on his/her behalf shall burn paint or use flammable materials without the prior written consent of VHMYY. Boat owner agrees not to store any



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flammable or hazardous materials in a dock box locker.

VHMY assumes no responsibility for the protection or safety of Boat owners possessions, including but not limited to, belongings kept by Boat owner in a dock box.

40. Fish Cleaning. No fish cleaning is permitted within the Harbor.

41. Storage in Parking Lot. The Marina's parking lot is for the use of Boat owners and authorized visitors. Boat owners shall not store in the Marina's parking lots any vehicle, trailer, camper or anything else without the prior express written approval of VHMY.

42. Articles Left in a Storage Locker. VHMY is not responsible for any article remaining in a Boat owners storage locker once Boat owner has moved his/her Vessel or abandoned his/her Vessel. Boat owner further agrees that VHMY, in its exclusive discretion, may remove and dispose of any such articles left behind in which case all proceeds derived from such disposal, if any, shall become the sole property of VHMY.

43. Noise and Conduct. Boat Owners shall not make or allow any disturbing noises on the docks or anywhere on the premises, with particular emphasis between the hours of 8:00 p.m. and 7:00 a.m., either by Boat owner or his/her family or guests, nor shall Boat owner permit such persons to engage in any conduct which will interfere with the rights, comforts or convenience of others. The activities and conduct of Boat owner and/or Boat owner's family while on Marina/Yard premises must be reasonable at all times. Boat owner assumes full responsibility for his/her guests' conduct and agrees to be held jointly and severally liable for all consequences of his/her guests actions or misconduct.

44. Storage of Equipment. Boat owner shall not store or leave any items on the floats, docks, fingers, landings or landside areas of the Marina, including plants, bicycles, dinghies and other items. Bicycles must be stored on the Vessel. Dinghies may only be stored on the Vessel or in an authorized storage space designated by VHMY. VHMY strongly urges Owners



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secure all items, as VHMYY shall not be held liable for the loss or theft of any personal belongings.

45. Dinghy Storage. VHMYY may but is not required to provide storage for dinghies and/or kayaks.

If VHMYY elects to do so Owner is not assured he/she will be provided storage space. If dinghy storage space is provided Owners agrees to tender the then current dinghy storage fee no later than the first day of each month, together with other fees due. Dinghies with an LOA greater than 10 feet or a kayak with an LOA of 12 feet may not be stored in the Slip without the express prior approval of the Manager.

46. Halyard Noise. Halyards shall be tied off to eliminate noise. Dock lines shall be maintained in a safe, unchafed, manner and shall be of adequate size for the Vessel.

47. Transfer of Interest in Vessel. Should Boat owner sell or otherwise transfer interest in Vessel, Boat owner may upon written approval of Manager, continue renting the Slip provided Boat owner obtains a new vessel of size appropriate for the Slip within 90 days. Failure to do so will result in termination of this agreement.

48. Change of Ownership. Boat owner shall notify Manager in writing within five (5) days of any change of ownership of Vessel resulting from a gift, sale, withdrawal, addition or substitution of partners, the sale or transfer of stock or change of directors or officers in a closely held corporation owning the vessel. Boat owner must maintain a minimum of 20% interest in Vessel and an interest in Vessel equal to or greater than that of all other parties.

49. False Information. Providing false information or documentation to VHMYY or County to obtain or maintain a Slip in Marina shall be considered grounds for immediate termination of this agreement.

50. Registration and Insurance. Boat owner shall provide VHMYY office a copy of current vessel registration from the CA DMV or vessel documentation from US DOT. Registration or



## ATTACHMENT 2

documentation must list all vessel owners and Marina tenants of record. Before locating a vessel in Marina, Boat owner shall provide Marina proof of current vessel insurance for \$300,000 single limit liability. Failure to provide current vessel registration / documentation and current vessel insurance for the entire term of the license may result in termination of the agreement.

51. Taxes and Assessments. This Agreement may create a possessory interest, which is subject to the payment of taxes levied on such interest. It is understood and agreed that all taxes and assessments (including but not limited to said possessory interest tax) which become due and payable upon the Slip, shall be the full responsibility of Boat owner, and Boat owner shall cause said taxes and assessments to be paid promptly.”

52. Maintenance Best Management Practices. Boat owner and boat owners contractors must adhere to the following procedures. Failure to follow these policies /procedures will result in immediate termination of the agreement:

### A. Policies.

1) All contractors, independent contractors and self-employed boat workers hired by Licensee must show proof of insurance in the amount of \$1 million naming VHMY as additional insured, and register with and receive prior approval from the Marina before beginning work on the Marina or yard premises.

2) Boat owners may undertake basic boat projects as needed to maintain their vessel safety, appearance and utility. The extent of such repairs and projects allowed in the marina shall be at the sole discretion of the Marina.

3) New or substantial work must be approved by the Marina prior to undertaking the project.

4) Minor vessel maintenance projects should be limited to work on 25% or less of the vessels surface and not to exceed 5 days.

5) All Boat owners are reminded that the Marina is a recreational area and that the boat yard is a repair facility. Boaters are required to protect water quality at all times



## ATTACHMENT 2

6) Boaters are encouraged to use environmentally friendly cleaning products. Products should be phosphate free and be biodegradable. Avoid cleaners that contain lye, sodium hydrochloride, chlorine, or petroleum distillates.

7) Boaters are encouraged to use non-toxic and legal paints. Use products that are low in VOCs (Volatile Organic Compounds) which are a source of air pollution.

### B. Engines and Bilges.

1) Boat owners must use absorbent bilge pads to soak up oil and fuel in the bilge.

2) Do not discharge bilge water if there is a sheen to it.

3) Recycle oil and fuel products properly.

4) Dispose of absorbent pads and filters properly.

5) Do not dispose of any fuel, paint, oil, absorbent pads/rags, batteries, engine parts, or other contaminated materials into the Marina trash receptacles or dumpsters.

6) Use caution when fueling to avoid spills and potential hazardous situations. Fueling at dockside is prohibited. Avoid overfilling fuel tanks.

7) Keep engines properly maintained for efficient fuel consumption and clean exhaust.

8) The use of detergents and/or emulsifiers of fuel spills in the water are prohibited.

9) Use oil absorbent pads while fueling to catch any drips or spills.

10) Routinely check engines for leaks and use drip pans or absorbent pads under engines. 11) Report all spills to the VHMY office immediately (805)642-6755.

### C. Painting and Varnishing.

1) Limit the amount of open solvents or paints on the docks to one (1) gallon at a time. Never leave open paints unattended.

2) Always mix paints and epoxy over a tarp.

3) Always use a pan or drop cloth.

4) Use up remaining bits of paint by spreading it on an old board.

5) Spray painting or spraying of varnishes is prohibited in the



marina.

6) Do not dispose of any paint, oil, varnish, absorbent pads/rags or other contaminated material into the Marina trash cans or dumpsters. Paints, solvents and other hazardous materials must be disposed of legally at a household hazardous waste station or other appropriate disposal facility.

D. Surface Preparation.

- 1) Use biodegradable soaps, cleaners and teak cleaners approved for ocean waters.
- 2) Liberally use tarps to capture all scrapings, debris and drips. No material may enter the water.
- 3) Use vacuum power sanders, vacuum all dust and debris. No material may enter the water.

E. Sewage

- 1) Untreated sewage must never be discharged into the harbor waters.
- 2) Store sewage in holding tanks and dispose of sewage properly at pump-out stations.
- 3) Never discharge Type I sewage while moored in the Marina.
- 4) Use shore-side restrooms whenever possible, rather than toilets aboard vessels.

F. Solid Waste Disposal.

- 1) Dispose of all garbage in proper shore-side dumpsters.
- 2) Let empty cans dry thoroughly before disposing of them into trash dumpsters.
- 3) Please recycle green, brown and clear glass, newspapers and aluminum products.

G. Chemical Storage.

- 1) Purchase only the amount of chemicals/paints you need for a project.
- 2) Review storage of paints, varnishes, solvents, and chemicals every six months. Properly dispose of old or unnecessary products.



## ATTACHMENT 2

- 3) Do not store more than two gallons (total) of these products on your Vessel.
- 4) Never store any of these products in a dock locker.

### H. Hull Maintenance

- 1) The use of non-toxic and legal hull paints is recommended.
- 2) Make sure that paints are applied properly and in accordance to manufacturer's recommendations.
- 3) Wait 90 days after painting the hull before underwater cleaning.
- 4) Hull bonding or painting problems should be properly repaired.
- 5) Schedule regular hull cleaning & maintenance to eliminate the need for hard scrubbing. Soft scrubbing reduces environmental impact and extends the life of your hull paint.
- 6) Choose a qualified hull cleaning company using Best Management Practices.
- 7) Power scrubbers and pressure washers are prohibited at the Marina.
- 8) Waste zinc anodes should be disposed of properly.

Contact the Marina Manager's Office for Recycling  
Locations,

Pump-Out  
Locations, and  
Commercial  
Pump-Out Services

APPLICABLE LAWS CONCERNING WATER  
POLLUTION HARBORS, BEACHES AND PARKS  
DISTRICT Ventura County Harbor  
Sanitation

### Toilets and Refuse

- (a) No person shall discharge, or permit or allow any other



## ATTACHMENT 2

person on a vessel under his control or command to discharge any human or animal excreta from any head, toilet or similar facility or otherwise from a vessel into the waters of a harbor.

(b) No person shall throw, discharge, deposit or leave or cause, suffer or permit to be thrown, discharged, deposited or left, either from the shore or from any pier or vessel or from any factory or elsewhere, any refuse matter of any description in the navigable waters of a harbor.

### Discharge of Flammable Material

No person shall pump or discharge from any vessel or tank into the waters of a harbor, oil, spirits or flammable liquid, or deposit any rubbish, refuse matter or articles of any offensive character therein or upon any pier or street leading to such facility.

### Dead animals.

No person shall throw, place or leave any dead animal or putrefying matter into or in the waters of a harbor, on or along the shore thereof.

### Vessel wastes

(a) No person shall own or operate a vessel equipped with any head (toilet) or receptacle from human body wastes in the waters of a harbor unless:

(1) Said vessel is also equipped with a holding tank designed to retain all human body wastes deposited in said head or receptacle until such time as said sewage can be discharged otherwise in accordance with law; or

(2) Said head or receptacle is connected directly to a sanitary sewer system; or

(3) Said head or receptacle is connected to an on-board sewage treatment system which produces an effluent meeting such standards as may be approved by VHMYY Health Officer for discharge into the waters of a harbor.

FISH AND GAME

CODE Chapter 2.

Pollution. Article 1.



General.

#### Water Pollution; Prohibited Materials

Except as provided in subdivision (b), it is unlawful to deposit in, permit to pass into, or place where it pass into the waters of this state any of the following:

- (1) Any petroleum, acid, coal or oil, lampblack, aniline, asphalt, bitumen, or residuary product of petroleum or carbonaceous material or substance.
- (2) Any refuse, liquid or solid, from any refinery, gas house, tannery, distillery, chemical works, or mill of any kind.
- (3) Any sawdust, shavings, slabs or edgings.
- (4) Any factory refuse, lime, or slag.
- (5) Any cocculus indicus.
- (6) Any substance or material deleterious to fish, plant life, or bird life.

This section does not apply to the discharge or release that is expressly authorized pursuant to, and alliance with, the terms and conditions of waste discharge requirement pursuant to Section 13263 of Water Code or a waiver issued pursuant to subdivision (a) of Section 13269 of the Water Code issued

#### FISH AND GAME CODE

##### 5652. Refuse Disposal into Waters: Exceptions

It is unlawful to deposit, permit to pass into, or place where it can pass into the waters of the state, or to abandon, dispose of, or throw away, within 150 feet of the high-water mark of the waters of the state, any cans, bottles, garbage, motor vehicle or parts thereof, rubbish, or the viscera or carcass of any dead mammal, or the carcass of any dead bird.

The abandonment of and motor vehicle in any matter that violates this section shall constitute a rebuttal presumption affecting the burden of producing evidence that the last registered owner of record, not having complied with Section 5900 of the Vehicle Code, is responsible for such abandonment and is thereby liable for the cost of removal and disposition of the vehicle. This



## ATTACHMENT 2

section prohibits the placement of a vehicle body on privately owned property along a stream bank by the property owner or tenant for the purpose of preventing erosion of the stream bank.

### HARBORS AND NAVIGATION CODE

Section 133. Discharging fuel oil from vessel in harbor; definitions Except in case of emergency imperiling life or property, or unavoidable accident, collision, or stranding, or as otherwise permitted by law, it is unlawful and constitutes a misdemeanor for any person to discharge, or suffer the discharge of oil by any methods, means, or manner, into or upon the navigable waters of the State from any vessel using oil as fuel for the generation of propulsion power, or any vessel carrying or having oil in excess of that necessary for its lubricating requirements, and such as may be required under the laws and prescribed rules and regulations of the United States and this State.

As used in this section, the term "oil" means oil of any kind or in any form, including fuel oil, oil sludge, and oil refuse, and the term, "navigable waters of the State," means all portions of the sea within the territorial jurisdiction of the State, and all inland waters navigable in fact in which the tide ebbs and flows.



## Appendix E

*Responses to Comments on the Draft IS-MND*





## RESPONSES to COMMENTS on the DRAFT IS-MND

This section includes comments received during the circulation of the Draft Initial Study and Mitigated Negative Declaration (IS-MND) prepared for the Ventura Harbor Marina and Yacht Yard Expansion.

The Draft IS-MND was circulated for a 30-day public review period that began on August 7, 2015. The Port District received seven comment letters on the Draft IS-MND. The commenters and the page number on which each commenter's letter appears are listed below.

<u>Letter No. and Commenter</u>	<u>Page No.</u>
1. Becky Ota, Habitat Conservation Program Manager, Marine Region, California Department of Fish and Wildlife	2
2. Tricia Maier, Manager, Planning Programs Section, County of Ventura Resource Management Agency	10
3. Alicia Stratton, Ventura County Air Pollution Control District	12
4. Derrick Wilson, Staff Services Manager, Integrated Waste Management Division, County of Ventura Public Works Agency	15
5. Transportation Department, Ventura County Public Works Agency	18
6. William W. Crew	21
7. Scott Morgan, Director, State Clearinghouse, State Clearinghouse and Planning Unit	23

The comment letters and responses follow. Each comment letter has been numbered sequentially and each separate issue raised by the commenter, if more than one, has been assigned a number. The responses to each comment identify first the number of the comment letter, and then the number assigned to each issue (Response 1.1, for example, indicates that the response is for the first issue raised in comment Letter 1).







1

August 27, 2015

Ms. Jessica Rauch  
Ventura Port District  
1603 Anchors Way Drive  
Ventura, California 93001  
[jrauch@venturaharbor.com](mailto:jrauch@venturaharbor.com)

**SUBJECT: DRAFT MITIGATED NEGATIVE DECLARATION FOR THE VENTURA HARBOR MARINA AND YACHT YARD EXPANSION**

Dear Ms. Rauch:

The Department of Fish and Wildlife (Department) has reviewed the Draft Mitigated Negative Declaration (MND) received on August 6, 2015 for the proposed Ventura Harbor Marina and Yacht Yard expansion (Project). The site is located in the southern portion of Ventura Harbor in the City of Ventura. The Project would entail the following activities:

1.1

- Increase the number of boat slips from 40 to 80.
- Removal of 83 wood piles.
- Removal of the existing dock structure, concrete ramps, a portion of the existing pier, and fuel docks.
- Construction of an expanded dock structure.
- Installation of bulkheads and access ramps.
- Relocation of the fuel dock.
- Provide transient dockage in excess of 60 feet on the western walkway.
- Expand private boater slips, including some doublewide slips to potentially provide dockage for multi-hull vessels.
- Overhaul and expand the haul and launch facilities for boaters. Improvements include filling holes in the cement pier to improve safety and extending the pier by 10 feet in order to hoist larger boats.

As a trustee for the State's fish and wildlife resources under Fish and Game Code section 1802, the Department has jurisdiction over the conservation, protection, and management of fish, wildlife, and habitat necessary for biologically sustainable populations of those species. In this capacity, the Department administers the California Endangered Species Act, the Native Plant Protection Act, and other provisions of the California Fish and Game Code that afford protection to the State's fish and wildlife trust resources. Furthermore, the Department is recognized as a "Trustee Agency" under the California Environmental Quality Act (CEQA) with regard to the fish and wildlife of the state, to designated rare or endangered native plants, and to game



refuges, ecological reserves, and other areas administered by the department. (CEQA guidelines §15386). As a Trustee Agency for fish and wildlife resources, the Department is responsible for providing biological expertise with respect to potentially significant impacts arising from project activities and means to mitigate or avoid such impacts.

Under the California Endangered Species Act (CESA, Fish and Game Code section 2080 et seq.), “take” of a species is that is listed as endangered or threatened is prohibited. Compliance with CEQA does not eliminate the obligation to comply with Fish and Game Code section 2080. If a Project could result in the “take” of any species listed as threatened or endangered under CESA, a Project proponent may avoid violations of Fish and Game Code section 2080 by seeking an incidental take permit (ITP) from the Department pursuant to Fish and Game Code section 2081, subdivision (b). The Department may issue an ITP if the statutory conditions are met, including the requirement that the impacts of the take are minimized and fully mitigated. (Fish & G. Code, § 2081, subd. (b)). The Department is always available for consultation to determine if Project implementation would result in unauthorized take of a State-listed species.

The Department is also responsible for marine biodiversity protection under the Marine Life Protection Act (MLPA) in coastal marine waters of California. Pursuant to our jurisdiction the Department has the following comments and recommendations regarding the Project.

### **Additional Information Needed**

The MND does not include sufficient biological baseline information to allow an adequate assessment of the Project related impacts to fish and wildlife resources that utilize this area. A detailed project description is needed in order to determine impacts from overwater dock coverage, shading, water quality, underwater noise, and pile driving/removal impacts. The Final MND should also include any best management practices and procedures to avoid, minimize or compensate for unavoidable impacts associated with overwater structures to fish, invertebrates, seabirds and their habitats.

1.2

### **Fish Habitat**

Shallow, subtidal habitats within marinas are considered fish habitat areas of particular concern according to the National Marine Fisheries Service (NMFS, 2015). The Department determined that Ventura Harbor may have at least one acre of eelgrass according to a 2011 southern California inventory report (Bernstein and others 2011), and that the harbor is part of the coastal pelagic species essential fish habitat area in California. Additionally, the Project area underneath proposed dock configuration may contain potential eelgrass habitat and may have invasive, non-native species such as *Caulerpa taxifolia* depending on the depths and other growth factors. The MND (Figure 3) indicates that the depths of new piles and dock configurations are sufficient for eelgrass growth and that the Project could have potential impacts to eelgrass if present.

1.3



## Seabirds

Endangered, threatened or fully protected sea bird species such as the California least tern (*Sterna antillarum brown*) forage in Ventura Harbor (Chris Dellith, United States Fish and Wildlife Service, pers. comm. 2015). The California least tern nesting site is within two miles (Figure 10 of draft MND), which is within their preferred foraging habitat of sheltered, shallow subtidal waters. Overwater dock coverage of the surface waters in Ventura Harbor would permanently reduce the foraging area for this species during breeding and nesting season. There may also be temporary foraging impacts due to underwater noise and turbidity plumes during pile construction, which may divert forage fish out of the marina.

1.4

## Recommendations

The following items should be fully addressed in the Final MND:

- Eelgrass and *Caulerpa taxifolia* surveys should be conducted according to the California Eelgrass Mitigation Policy and the California *Caulerpa taxifolia* Survey and Mitigation Guidelines. If eelgrass is found, the Department would require a detailed eelgrass impact assessment report with proposed pre- and post-construction monitoring and mitigation measures. All surveys, mitigation and monitoring plans should be completed prior to any in water activities associated with the Project.
- Include a detailed description of the existing and additional piles and overwater structures for the following:
  - Pile materials
  - Pile diameter
  - Total additional area of pile fill of soft bottom habitat.
  - Number of additional piles needed for expansion.
  - Proposed additional dock area for the dock expansion (approximately 15,000 square feet) should be precisely calculated.

1.5

1.6

The Department also recommends that the Project include dock configuration and design that would facilitate reductions to fish and wildlife impacts to the maximum extent feasible. Pile removal and pile driving impacts to fish and wildlife and their habitats should be assessed and avoidance and minimization measures detailed in the Final MND. The in-water construction phases of the Project should be completed outside of the California least tern nesting season which falls between April 1 and September 15.

1.7

As always, Department personnel are available to discuss our comments, and recommendations in greater detail. To arrange a discussion, please contact Ms. Loni Adams, Environmental Scientist, Marine Region, 3883 Ruffin Rd., San Diego, CA 92123, telephone (858) 627-3985, or [Loni.Adams@Wildlife.ca.gov](mailto:Loni.Adams@Wildlife.ca.gov).

1.8



Ms. Jessica Rauch  
August 27, 2015  
Page 4

ATTACHMENT 2

Sincerely,



Becky Ota  
Habitat Conservation Program Manager  
Marine Region

Ec:

Dr. Craig Shuman, Regional Manager  
Department of Fish and Wildlife  
[Craig.Shuman@wildlife.ca.gov](mailto:Craig.Shuman@wildlife.ca.gov)

William Paznokas, Senior Environmental Scientist, Supervisor  
Department of Fish and Wildlife  
[William.Paznokas@Wildlife.ca.gov](mailto:William.Paznokas@Wildlife.ca.gov)

Loni Adams, Environmental Scientist  
Department of Fish and Wildlife  
[Loni.Adams@Wildlife.ca.gov](mailto:Loni.Adams@Wildlife.ca.gov)

cc:

Bryant Chesney  
National Marine Fisheries Service  
501 West Ocean Blvd., Suite 4200  
Long Beach, California 90802-4213

Mr. Chris Dellith  
Fish and Wildlife Biologist  
U.S. Fish and Wildlife Service  
2493 Portola Road, Suite B  
Ventura, California 93003

Jonna Engle  
California Coastal Commission  
200 Ocean Gate, 10<sup>th</sup> Floor  
89 South California Street Suite 200  
Ventura, California 93001



## References

National Marine Fisheries Service. Essential Fish Habitat Programmatic Consultation for Overwater Structures between the National Oceanic and Atmospheric Administration's National Marine Fisheries Service and the United States Army Corps of Engineers, South Coast Branch, Los Angeles District. July 22, 2015.  
[www.westcoast.fisheries.noaa.gov/publications/habitat/essential\\_fish\\_habitat/efh\\_overwaterstructure\\_final\\_la\\_scb.pdf](http://www.westcoast.fisheries.noaa.gov/publications/habitat/essential_fish_habitat/efh_overwaterstructure_final_la_scb.pdf)

Bernstein B, Merkel K, Bryant C, Sutula M. 2011. Recommendations for a Southern California Regional Eelgrass Monitoring Program. Cosa Mesa, California. Southern California Coastal Water Research Project. Technical Report 632. 45 p.



*Letter 1*

**COMMENTER:** Becky Ota, Habitat Conservation Program Manager, Marine Region,  
California Department of Fish and Wildlife

**DATE:** August 27, 2015

Response 1.1

The commenter describes the project and the role of the Department of Fish and Wildlife. No response is necessary.

Response 1.2

The commenter states that a detailed project description is needed and indicates that the Final MND should include best management practices to avoid impacts to biological resources. The Draft IS-MND includes a detailed list of project components. The specific additional items requested by the commenter are addressed in Response 1.6. The Draft MND includes mitigation measures involving pre-construction surveys and, as necessary, avoidance of species in order to mitigate potential impacts. In addition, as discussed on page 50 of the Draft MND, the applicant would be required to implement a range of best management practices to minimize pollution and sedimentation in accordance with Section 10 of the federal Clean Water Act.

Response 1.3

The commenter suggests that eelgrass could potentially be present in the vicinity of the proposed piles and docks, and that the project could adversely affect this species. Eelgrass is discussed in the Draft MND. As noted on page 29, surveys and assessments for the presence of eelgrass (*Zostera* sp.) and other essential fish habitat requirements in the Ventura Harbor were conducted in support of the Ventura Harbor Village Revetment Repair Project and the Ventura Harbor Public Launch Ramp Replacement Project in 2011 and 2012. The findings of these surveys were negative. In addition, a February 2015 survey conducted by Pi Environmental at the adjacent launch ramp did not identify eelgrass, nor did a February 2015 pre-dredging survey also conducted by Pi Environmental. Based on the results of these surveys within the harbor and the fact that conditions at the project site are similar, eelgrass is not expected to occur within the project area and no impact to eelgrass is anticipated. Nevertheless, in response to this concern and to confirm that eelgrass still is not present at the time of potential disturbance, the following measure has been added to the Final MND:

**BIO-3 Pre-Construction Eelgrass and Caulerpa Survey, Avoidance, and Removal.**

Prior to removal of existing piles and docks, the applicant shall conduct an underwater survey to determine whether or not eelgrass and/or caulerpa is present. The results of the survey shall be submitted to the Port District prior to initiating any offshore activity. If eelgrass is found to be present within the area of disturbance, the applicant must develop a mitigation plan to achieve no net loss in eelgrass function. Potential mitigation options would be coordinated with the National Marine Fisheries Service (NMFS) and may include: (1) in-kind compensatory mitigation involving the creation, restoration, or enhancement of habitat to mitigate for adverse impacts to the





same type of habitat (such mitigation would need to achieve a final mitigation ratio of 1.2:1 across all areas of the state, independent of starting mitigation ratios); (2) contribution to a mitigation bank or in-lieu-fee program established by NMFS or another agency; or (3) out-of-kind compensatory mitigation involving the creation, restoration, or enhancement of another habitat type. In most cases, out-of-kind mitigation is discouraged, because eelgrass is a rare, special-status habitat in California. There may be some scenarios, however, where out-of-kind mitigation for eelgrass impacts is ecologically desirable or when in-kind mitigation is not feasible. If caulerpa is found to be present, it shall be removed entirely in coordination with NMFS and/or CDFW prior to installation of new docks or piles.

#### Response 1.4

The commenter suggests that various sea bird species forage in the harbor and that the project would have temporary and permanent reductions in the forage area for such species.

The Draft MND addresses impacts to various sea bird species, including the California least tern. The Draft MND states that the project site provides low quality foraging habitat for sensitive species such as California least tern (page 29). However, although this species may occasionally forage in the open waters of Ventura Harbor from its nesting colonies at the Santa Clara Rivermouth, it is not expected to nest or roost in the area due to the current level of disturbance at or near the Ventura Harbor Boat Launch Ramp (pp. 29-30).

Dock and pile replacement would result in temporary disturbance of potential foraging and perching at the project site. However, sea birds can easily avoid direct impacts and the area of disturbance constitutes only a minute fraction of the overall harbor. It is estimated that the expanded docks would permanently increase water coverage by about 15,000 square feet, or about 0.3 acres. This would constitute an approximately 0.3% increase in overall water coverage within the 110-acre Ventura Harbor. This incremental increase is not expected to have any permanent adverse effect on foraging activity within the harbor.

#### Response 1.5

The commenter suggests that eelgrass and caulerpa surveys should be conducted and that monitoring and mitigation should be provided if these species are found. Please see Response 1.3.

#### Response 1.6

The commenter request several specific pieces of information related to the new docks and piles. The following is provided in response to this request:

Pile materials	Cement (replaces a mix of wood and cement piles)
Pile diameter	Ranges from about 14" to 20"
Total additional area of pile fill of soft bottom habitat	Approximately 25,000 square feet (assumes 60 new 14" piles and 60 new 20" piles, and assumes that existing piles are round and 12" in diameter)





Number of additional piles needed for expansion	Approximate increase of 20 piles (about 120 piles for the new dock and about 100 existing piles)
Proposed additional dock area for the dock expansion	Approximately 15,000 square feet (this includes the entire footprint of the expanded facility, including open water between individual docks)

Response 1.7

The commenter states that the project design should minimize impacts, that the Final MND should include discussion of pile removal and installation impacts, and that in-water construction should be conducted outside the California least tern nesting season.

The project has been designed in a manner intended to minimize impacts. For example, the current mix of concrete and wood piles would be replaced with all concrete piles. This would minimize potential water quality impacts. In addition, the fueling dock would be upgraded to minimize the risk of upset associated with boat fueling. The Draft MND analyzes both temporary impacts related to construction activity (including pile removal and installation) and long-term impacts related to project operation. The Draft MND does not prohibit in-water construction activity during the California least tern nesting season (April 1 – September 15), but Mitigation Measure BIO-2 requires a survey of areas suitable for nesting for MBTA-protected bird species, including raptors (such as barn owls), waterbirds, and songbirds if construction of the project begins during the bird-breeding season (February 15- September 15). The survey is to be conducted a maximum of seven days prior to the project start date by a Port-approved biologist. If a nest of a species afforded protection under the CFG Code or MBTA is found to be active, a Port-approved biologist will determine an appropriate avoidance non-disturbance buffer that would be adequate to avoid take. The buffer zone area would not be encroached into by construction work until such time as the biologist determines that nesting is complete and the young have fledged and are no longer dependent upon the nest site area. This measure would provide adequate protection for California least tern

Response 1.8

The commenter indicates that CDFW personnel are available to discuss their comments and recommendations. The Draft MND preparers have had multiple conversations with CDFW staff about the project. If additional questions arise, the Port District will contact CDFW.



# county of ventura

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September 3, 2015

2

Ventura Port District  
Attn: Jessica Rauch, Clerk of the Board  
1603 Anchors Way Drive  
Ventura, CA 93001

Email: [jrauch@venturaharbor.com](mailto:jrauch@venturaharbor.com)

Subject: Comments on the MND and Intial Study for the Ventura Harbor Marina and  
Yacht Yard Expansion

Dear Ms. Rauch:

Thank you for the opportunity to review and comment on the subject document. Attached are the comments that we have received resulting from intra-county review of the subject document. Additional comments may have been sent directly to you by other County agencies.

Your proposed responses to these comments should be sent directly to the commenter, with a copy to Laura Hocking, Ventura County Planning Division, L#1740, 800 S. Victoria Avenue, Ventura, CA 93009.

If you have any questions regarding any of the comments, please contact the appropriate respondent. Overall questions may be directed to Laura Hocking at (805) 654-2443.

Sincerely,

  
Tricia Maier, Manager  
Planning Programs Section

Attachments

County RMA Reference Number 15-018





*Letter 2*

**COMMENTER:** Tricia Maier, Manager, Planning Programs Section, County of Ventura  
Resource Management Agency

**DATE:** September 3, 2015

This letter is a cover letter for the County of Ventura's comments on the Draft MND. The County's comments are addressed in the responses to comment letters 3-5.





**VENTURA COUNTY**  
**AIR POLLUTION CONTROL DISTRICT**  
Memorandum

TO: Laura Hocking, Planning

DATE: August 31, 2015

FROM: Alicia Stratton

SUBJECT: Request for Review of Mitigated Negative Declaration for the Ventura Harbor Marina and Yacht Yard Expansion, Ventura Port District (Reference No. 15-018)

Air Pollution Control District staff has reviewed the subject mitigated negative declaration, which is a request for an expansion of and making improvements to the existing Ventura Harbor Marina and Yacht Yard to increase the number of boat slips from 40 to 80. The project location is in the northern portion of the Ventura Harbor in the City of Ventura.

Project Description: The proposed expansion involves removing the existing dock structure, concrete ramps, a portion of the existing pier, and fuel docks; construction of an expanded dock structure; relocation of the fuel dock; onshore parking improvements; and other related facility improvements. The expanded dock would extend further into the main channel of Ventura Harbor as compared to the existing dock, but would be consistent with the channel limit considered by the Ventura Port District Commission. The fuel dock would also be improved and would include improvements to feeder lines and new digital fuel pumps that would provide a higher pump capacity, extended hose length on retractable rollers to enable docked commercial boats in that section of the dock to be fueled at their slips; spill resistant nozzles build to current code requirements; easy access kill switches; new gauges and a stable, and new docking area. Other proposed improvements include a new ADA compliant ramp, new restroom/shower facilities; an increase in the number of bait receivers; transient dockage in excess of 60-ft.; expanded private boater slips; expanded haul and launch facilities; increase capacity for electrical power hookups, raise piling highest an additional five feet; install keyless card system; reconfigure and repave parking lot to allow additional 5-17 parking spaces; upgrade storm drain inlets with sand filters and upgrade existing water pipe to comply with current Code requirements. Materials to be removed as part of the demolition would include 20,320 cu. ft. of cement, 20,320 cu. ft. of wood, 83 wood pilings, 20 12" by 12' beams, and 40 4: by 20' cross beams. The facility currently has 120 day sail/dry storage slips and the number of slips would not change with the proposed project. The proposed project may generate a minor increase in boating activity as the number of slips would increase. However, the amount of increase cannot be predicted at this time. The number of boats fueled at the existing fuel dock can range from 2-6 Monday through Thursday and 15-30 on weekends. Use of the fuel pumps may incrementally increase with the proposed project due to the increase in the number of boat slips. The amount of increase cannot be predicted at this time and would be minimal relative to the overall number of

3.1



boasts that use the fuel pumps (there are currently about 1,500 total boat slips in Ventura Harbor so the 40 new slips would represent an overall increase of less than 3%). In addition, the relocation of the fuel dock would allow some commercial boats to be fueled in their slips would decrease activity to and from the fuel pumps. Relocation of the fuel dock would also allow easier navigation to the dock. Construction of the new dock would occur in two phases with each phase taking 4-6 months.

Section III of the mitigated negative declaration addresses air quality issues. We concur with the findings of this discussion that significant air quality impacts would not result from the project. Both short-term, construction air impacts and long-term, operational air impacts are evaluated. Table 1, Project Construction Emissions, indicates that both ROG and NOx emissions from construction would be less than 25 lbs/day (2.8 lbs/day and 24.7/lbs. day, respectively). Long-term, operational emissions are presented in Table 2, and indicate that 1.0 lb/day of ROG and 0.6 lbs/day of NOx would be generated by the project. No air quality mitigation is required, however we recommend the following measures be followed during demolition, site preparation and construction:

#### **APCD Rules and Regulations for Project Demolition/Grading and Construction**

**Purpose:** To ensure that fugitive dust and particulate matter that may result from site preparation, construction activities, and activities on the site are minimized.

**Requirement:** The Permittee shall comply with the provisions of applicable VCAPCD Rules and Regulations, which include but are not limited to, Rule 50 (Opacity), Rule 51 (Nuisance), and Rule 55 (Fugitive Dust).

**Documentation:** The Lead Agency shall ensure compliance with the following provisions:

- I. All trucks shall cover their loads as required by California Vehicle Code §23114.
- II. Fugitive dust throughout the construction site shall be controlled by the use of watering unpaved and active portions of the construction site. Environmentally-safe dust control agents may be used in lieu of watering.
- III. Signs shall be posted onsite limiting traffic to 15 miles per hour or less.
- IV. All clearing, grading, earth moving, or excavation activities shall cease during periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties). During periods of high winds, all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by onsite activities and operations from being a nuisance or hazard, either offsite or onsite.
- V. Signs displaying the APCD Complaint Line Telephone number for public complaints shall be posted in a prominent location visible off the site: (805) 645-1400 during business hours and (805) 654-2797 after hours.

If you have any questions, please call me at (805) 645-1426.

3.2



*Letter 3*

**COMMENTER:** Alicia Stratton, Ventura County Air Pollution Control District

**DATE:** August 31, 2015

Response 3.1

The commenter describes the project components. No response is necessary.

Response 3.2

The commenter states concurrence with the findings of the Draft MND and recommends inclusion of VCAPC rules and regulations as mitigation.

The concurrence with the MND findings is noted. The project applicant would be required to adhere to applicable VCAPCD rules throughout construction, including rules 50, 51, and 55. Because VCAPCD rules are standard requirements they do not need to be included as mitigation measures, which are additional techniques above and beyond standard requirements to address potentially significant impacts. As discussed in the Draft MND, project-related construction emissions would not be significant; therefore, mitigation beyond standard requirements is not necessary.





**County of Ventura**  
**Public Works Agency**  
**Integrated Waste Management Division**  
**MEMORANDUM**

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**Date:** August 26, 2015

**To:** Oscar Pena

**Lead Agency:** Ventura Port District

**From:** Derrick Wilson, Staff Services Manager  
Integrated Waste Management Division

**Subject:** Notice of Intent to Adopt the Mitigated Negative Declaration and Initial Study for the Ventura Harbor Marina and Yacht Yard Expansion project. RMA Reference No: 15-018.

The Integrated Waste Management Division (IWMD) has reviewed the materials circulated by the Ventura County Resource Management Agency (RMA) for this project on August 10, 2015, and appreciates this opportunity to provide our comments.

The IWMD requests that the Ventura Port District comply, to the extent feasible, with the general requirements of Ventura County Ordinances #4445 (solid waste handling, disposal, waste reduction, and waste diversion) and #4421 (requirements for the diversion of construction and demolition debris from landfills by recycling, reuse, and salvage) to assist the County's efforts to meet the requirements of Assembly Bill 939 (AB 939). AB 939 mandates all cities and counties in California to divert a minimum of 50% of their jurisdiction's solid waste from landfill disposal. Ordinances 4445 and 4421 may be reviewed in their entirety at [www.vcpbublicworks.org/ord4445](http://www.vcpbublicworks.org/ord4445) and [www.vcpbublicworks.org/ord4421](http://www.vcpbublicworks.org/ord4421).

Pursuant to IWMD review and responsibilities, the following contract specifications shall apply to this project:

**Recyclable Construction Materials**

Contract specifications for this project shall include a requirement that recyclable construction materials (e.g., metal, concrete, asphalt, rebar, wood) generated by the project, but not reused on-site, must be recycled at a permitted recycling facility. For a comprehensive list of permitted recyclers, haulers, and solid waste & recycling facilities in Ventura County, see: [www.vcpbublicworks.org/C&D](http://www.vcpbublicworks.org/C&D).



**Soil - Recycling & Reuse**

Contract specifications for this project shall include a requirement that soil not reused on-site during construction must be transported to a permitted facility for recycling or reuse. Illegal disposal or landfilling of soil is prohibited. For a comprehensive list of permitted recyclers, haulers, and solid waste & recycling facilities in Ventura County, see: [www.vcpublicworks.org/C&D](http://www.vcpublicworks.org/C&D).

**Green Materials - Recycling & Reuse**

The Contract Specifications for this project shall include a requirement that wood waste and vegetation generated during the construction phase of this project must be diverted from the landfill. This can be accomplished by on-site chipping/grinding and land-application at various project sites, or by transporting the materials to a permitted greenwaste facility in Ventura County. A complete list of permitted greenwaste facilities is located at: [www.vcpublicworks.org/greenwaste](http://www.vcpublicworks.org/greenwaste).

**Report Quantifying Materials Diverted from Landfill Disposal by On-Site Reuse or Off-site Recycling**

The contract specifications for this project shall include a requirement that all contractors working on the proposed project submit a *Summary Table* to the IWMD at the conclusion of their work. The *Summary Table* must include the contractor's full name, address, phone number, the project's name, the types of recyclable materials generated during the project (e.g., metal, concrete, asphalt, rebar, wood, soil, greenwaste) and the *approximate* weight of recyclable materials that were:

- Reused on-site, and/or
- Transported to permitted facilities for recycling and/or reuse.

Contractors must include the name, address, and phone number of the permitted facilities where recyclable materials were transported for recycling or reuse in their *Summary Table*. Receipts and/or documentation are required for each entry in the *Summary Table* to verify recycling and/or reuse occurred, and that recyclable materials generated by the project were not disposed in a landfill.

Should you have any questions regarding this memo, please contact Pandee Leachman at 805/658-4315.



*Letter 4*

**COMMENTER:** Derrick Wilson, Staff Services Manager, Integrated Waste Management Division, County of Ventura Public Works Agency

**DATE:** August 26, 2015

The commenter requests that the Port District comply, to the extent feasible, with Ventura County solid waste diversion and disposal requirements. The project applicant would comply with applicable requirements related to the recycling and disposal of construction waste. To the maximum practical extent, demolition debris (including, but not limited to, existing docks and piles) would be diverted from landfills and reused or recycled.







**PUBLIC WORKS AGENCY  
TRANSPORTATION DEPARTMENT  
Traffic, Advance Planning & Permits Division  
MEMORANDUM**

**DATE:** August 24, 2015

**TO:** RMA – Planning Division  
Attention: Laura Hocking

**FROM:** Transportation Department *Ben*

**SUBJECT: REVIEW OF DOCUMENT 15-018** Notice of Intent (NOI) to adopt Mitigated Negative Declaration and Initial Study (MND/IS)  
Project: **Ventura Harbor Marina and Yacht Yard Expansion**  
Expansion and improvements for Ventura Harbor Marina and Yacht Yard (VHMY) in northerly portion of Ventura Harbor accessed via Anchors Way in City of Ventura.  
Lead Agency: **Ventura Port District** (District)

Pursuant to your request, the Public Works Agency Transportation Department has completed its review of the MND/IS for the Ventura Harbor Marina and Yacht Yard Expansion Project (Project).

This project is an expansion and improvement project for the Ventura Harbor Marina and Yacht Yard (VHMY) accessed via Anchors Way Drive and Spinnaker Drive in the City of Ventura. The project site is located in the northern portion of the 274-acre Ventura Harbor opened for use in 1963, of which the District has jurisdiction over 152 acres of land and 122 acres of surface water. The project site (Parcel 20) has a restaurant, yacht yard, sport fishing business/structure, real estate office, fuel dock, and convenience store.

The project involves: increasing the number boat slips from 40 to 80 total boat slips; removing the existing dock structure, concrete ramps, part of an existing pier, and fuel docks; and construction of an expanded and relocated fuel dock structure, and onshore parking improvements. Other improvements include the following: ADA ramps and walkways; new restroom/toilet facilities (four toilets and three showers); five new bait receiver units; wider private boat slips (for double-wide or multi-hull vessels); extension of launch pier by ten feet and increase height five feet to 17 feet above mean lower low water elevation for improved tsunami protection; increased electrical power to 100 amperes for larger boats; keyless entry system; upgrade of drainage inlets with sand/trash filters; and increase of water pipe size from three to six inches in diameter. The increase in 40 boat slips represents three percent (3 %) of the total 1,500 boat slips in the harbor. The 120 day sail/dry storage slips in the VHMY will remain at 120. The four- to six-month project would occur in two phases for the east and west sides of the dock structure. The new boat slips and restroom/toilet facilities could generate up to 15 "liveaboards" or residents who live at the marina.

We offer the following comment:



## ATTACHMENT 2

1. The cumulative impacts of the development of this project, when considered with the cumulative impact of all other approved (or anticipated) development projects in the County, will be potentially significant. To address the cumulative adverse impacts of traffic on the County Regional Road Network, the appropriate Traffic Impact Mitigation Fee (TIMF) should be paid to the County when development occurs. Based on the information provided in the MND for the Ventura Harbor Marina and Yacht Yard Expansion, and the reciprocal agreement between the City of Ventura and the County of Ventura, the fee due to the County would be:

$$\$5,389.80 = 156 \text{ ADT}^{**} \times \$34.55 / \text{ADT}^{***}$$

### Notes

1. \*\* 156 ADT per Table 2 of Traffic Study by ATE dated March 16, 2015.
2. \*\*\* TIMF for Ventura Traffic District #10.
3. The project is located in the City of Ventura; therefore, the City of Ventura should collect the TIMF on behalf of the County of Ventura.

The above-estimated fee may be subject to adjustment at the time of deposit, due to provisions in the TIMF Ordinance allowing the fee to be adjusted for inflation based on the Engineering News Record Construction Cost Index. The above is an estimate only, based on information provided in the MND.

2. Please send us the final MND when it is available for our review and comment.

Our review is limited to the impacts this project may have on the County's Regional Road Network.

T:\Planning\Land Development\Non\_County\15-018 (VTA Port).doc



*Letter 5*

**COMMENTER:** Transportation Department, Ventura County Public Works Agency

**DATE:** August 24, 2015

The commenter summarizes the project and notes that the project applicant would be required to pay the applicable County Traffic Impact Mitigation Fee (TIMF) to address the project's contribution to cumulative impacts to the County road network. The applicant would pay the applicable TIMF at the time of issuance of a building or occupancy permit.





William W. Crew  
1755 Spinnaker Dr.  
Ventura, Ca. 93001

September 1, 2015

6

To: Ventura Port District Commissioners

Ref: Ventura Harbor and Boat Yard Draft Initial Study-Mitigated Negative Declaration -- Comment Filling

Figure 8 shows the marina plan, adjacent slips and fairway for all traffic going to the south and south east part of the harbor.

6.1

1. The area of the proposed slips as shown reduces by more than 50% area that is used by recreational sailboats to take down their main sails. For nearly every recreational sailboat taking down the main sail should not be done outside the harbor as strong winds and heavy seas will put them in danger as they cross the bar at the harbor entrance. Therefore they go into the main basin near the fuel dock and head into the prevailing wind toward the entrance channel to luff the main sail and take it down. In the case of my boat I get the task completed at the National Park Service docks. The north basin doesn't have enough distance into the prevailing westerly wind.

6.2

2. This same area is used by all varieties of PWC vessels so that they can stay out of the traffic that is transiting to/from the southerly areas of the harbor. 75% of these users of the harbor have little or no experience or knowledge of rules of the road and right of way and often just turn into oncoming traffic. The harbor has approved entitlements on the Sondermann Ring project to encourage/provide more access to PWC vessels. This is good but open water area is needed for their activities.

6.3

The Draft EIR does not address the needs/requirements for water area required by a significant portion of the users the the Ventura Port District is committed to serving in the Public Access and Recreation paragraphs on page 56. In addition commercial vessel traffic will be put further at risk by forcing PWC craft into the narrow fairway.

As the EIR states "Article 3 of the California Coastal Act includes a number of policies designed to protect and enhance coastal-related activities and facilities..." but the EIR fails to say that the project will also put the public users of the harbor at greater risk to injury and unsafe operation of their vessels. And provide mitigation.

*William W. Crew*



*Letter 6*

**COMMENTER:** William W. Crew

**DATE:** September 1, 2015

Response 6.1

The commenter notes that Draft MND Figure 8 shows the marina plan for traffic going to the south and southeast part of the harbor. No response is necessary.

Response 6.2

The commenter suggests that the area of the proposed slips would reduce the area used by recreational sailors to take down main sails by 50% and notes that the north basin does not have enough distance into the prevailing westerly wind.

The expanded docks would increase water coverage by about 15,000 square feet, or about 0.3 acres. This increased water coverage would constitute approximately 0.3% of the overall water area within the 110-acre Ventura Harbor. As the commenter notes, the expanded slips would reduce the area within the main channel, which is used by recreational sailors to take down their main sails. However, as discussed on page 72 of the Draft MND, the extended dock would be consistent with the channel limit adopted by the Port District Commission in June 2014. This limit was adopted in consideration of the space needs of both recreational and commercial boaters using Ventura Harbor and, based on the analysis conducted to determine the channel limits, would provide adequate space to accommodate the needs of recreational sailors. The new fuel dock is expected to improve safety conditions as compared to the existing facility by providing newer fueling equipment and the opportunity for boats to fuel in their docks. Therefore, it is not anticipated that the proposed new docks would significantly affect safety conditions in Ventura Harbor.

Response 6.3

The commenter suggests that the project would put public users of the harbor at greater risk and that mitigation is needed.

As discussed in Response 6.2, the proposed expanded dock is consistent with the channel limit adopted by the Port District Commission. Although the expanded docks would reduce the amount of open water through the main channel, the channel limit approved by the Port Commission was adopted in consideration of safety concerns for boaters. The analysis in the Draft MND considers planned and pending developments in and around the harbor, but does not identify any significant safety impacts associated with cumulative development.





EDMUND G. BROWN JR.  
GOVERNOR

## ATTACHMENT 2

STATE OF CALIFORNIA

### GOVERNOR'S OFFICE of PLANNING AND RESEARCH STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX  
DIRECTOR

September 8, 2015

Jessica Rauch  
Ventura Port District  
1603 Anchors Way Drive  
Ventura, CA 93001

Subject: Ventura Harbor Marina and Yacht Yard Expansion  
SCH#: 2015081011

Dear Jessica Rauch:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on September 4, 2015, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan  
Director, State Clearinghouse





**Document Details Report**  
**State Clearinghouse Data Base**  
**ATTACHMENT 2**

**SCH#** 2015081011  
**Project Title** Ventura Harbor Marina and Yacht Yard Expansion  
**Lead Agency** Ventura Port District

**Type** MND Mitigated Negative Declaration

**Description** The project involves expansion and improvements of the existing Ventura Harbor Marina and Yacht Yard to increase the number of boat slips from 40 to 80 (40 new boat slips). The proposed expansion involves removing the existing dock structure, concrete ramps, a portion of the existing pier, and fuel docks; construction of an expanded dock structure; relocation of the fuel dock; onshore parking improvements; and other related facility improvements. The expanded dock would extend further into the main channel of Ventura Harbor as compared to the existing dock, but would be consistent with the channel limit considered by the Ventura Port District Commission in June 2014. The proposed parking improvements would require removal of several mature palm trees and other landscape elements.

**Lead Agency Contact**

<b>Name</b>	Jessica Rauch		
<b>Agency</b>	Ventura Port District		
<b>Phone</b>	805/642-8538 x310	<b>Fax</b>	
<b>email</b>			
<b>Address</b>	1603 Anchors Way Drive		
<b>City</b>	Ventura	<b>State</b>	CA <b>Zip</b> 93001

**Project Location**

**County** Ventura  
**City** Ventura  
**Region**  
**Lat / Long** 34° 15' 2.9" N / 119° 15' 55.3" W  
**Cross Streets** Anchors Way Drive / Beachmont Street  
**Parcel No.**  
**Township** **Range** **Section** **Base**

**Proximity to:**

**Highways** Hwy 101  
**Airports**  
**Railways** UPRR  
**Waterways** Pacific Ocean, Ventura Harbor  
**Schools** Pierpont  
**Land Use** Commerce/Harbor Commercial

**Project Issues** Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Coastal Zone; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects

**Reviewing Agencies** Resources Agency; Department of Boating and Waterways; California Coastal Commission; Department of Fish and Wildlife, Region 5; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 7; Air Resources Board; Regional Water Quality Control Board, Region 4; Native American Heritage Commission; Public Utilities Commission; State Lands Commission; Department of Fish and Wildlife, Marine Region

**Date Received** 08/06/2015 **Start of Review** 08/06/2015 **End of Review** 09/04/2015



*Letter 7*

**COMMENTER:** Scott Morgan, Director, State Clearinghouse and Planning Unit

**DATE:** September 8, 2015

The commenter acknowledges receipt for the Draft MND and states that the Port District has complied with State Clearinghouse review requirements for draft environmental documents. No response is necessary.





## Appendix F

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### *Mitigation Monitoring and Reporting Program*





## MITIGATION MONITORING AND REPORTING PROGRAM

CEQA requires adoption of mitigation monitoring and reporting program (MMRP) for the measures necessary to mitigate or avoid significant effects on the environment (Public Resources Code 21081.6). The mitigation monitoring and reporting program is designed to ensure compliance with adopted mitigation measures during project implementation. For each mitigation measure included in the Ventura Harbor Marina and Yacht Yard Expansion Initial Study - Mitigated Negative Declaration (IS-MND), specifications are made herein that identify the action required and the monitoring that must occur. In addition, a responsible agency is identified for verifying compliance with measures contained in the MMRP.

To implement this MMRP, the Ventura Port District will designate a Project Mitigation Monitoring and Reporting Coordinator (“Coordinator”). The coordinator will be responsible for ensuring compliance with the mitigation measures incorporated into the project during project implementation.

The following table will be used as the Coordinator’s checklist to determine compliance with required mitigation measures.





## ATTACHMENT 2

### Ventura Harbor Marina and Yacht Yard Expansion

#### Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Requirement	Timing	Frequency	Monitoring Department	Funding	Compliance Verification		
						Initial	Date	Comments
<b>BIO-1 Wildlife Clearance Survey.</b> Docks and other structures provide resting and roosting habitat for special status species. A general wildlife clearance survey shall be conducted prior to demolition of structures to ensure any special status wildlife species have left the area. California brown pelicans or harbor seals could enter the project area. If California brown pelicans or harbor seals are observed, construction activities that could impact these species shall be halted until the animals leave the area. If other special status species are observed during the clearance survey, a Port-approved biologist shall determine an appropriate avoidance buffer and will be present during construction activities to determine if construction activities are impacting the species. Minimization measures, including buffers, for non-nesting MBTA special status species will be implemented under the direction of a Port-approved biologist.	Verify that the required survey has been conducted. If minimization measures are required, verify that they are implemented during construction.	Survey verification prior to issuance of grading/building permits; verification of minimization measure implementation throughout construction.	Once for survey; if minimization measures needed, periodically throughout construction.	Port District	Applicant			
<b>BIO-2 Nesting Bird Survey.</b> Palm trees, ornamental vegetation and structures suitable for nesting for MBTA-protected species, including raptors (such as barn owls), waterbirds, and songbirds occur within and adjacent to the project site. Direct and indirect impacts could occur to any nests, if present, from project activities. Therefore, if construction of the project begins during the bird-breeding season (February 15- September 15), a nesting bird survey of potentially suitable nesting habitat shall be conducted a maximum of seven days prior to the project start date by a Port-approved biologist (a person with a biology degree and/or established skills in bird recognition). If the project begins outside of the bird-breeding season and continues through the bird-breeding	Verify that the required survey has been conducted. If buffers are required, verify that they are implemented during construction.	Survey verification prior to issuance of grading/building permits; verification of buffer implementation throughout construction.	Once for survey; if buffers needed, periodically throughout construction.	Port District	Applicant			





## ATTACHMENT 2

### Ventura Harbor Marina and Yacht Yard Expansion

### Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Requirement	Timing	Frequency	Monitoring Department	Funding	Compliance Verification		
						Initial	Date	Comments
season, a survey shall be conducted a within seven days of February 15th. If a nest of a species afforded protection under the CFG Code or MBTA is found to be active, a Port-approved biologist shall determine an appropriate avoidance non-disturbance buffer that would be adequate to avoid take. The buffer zone area shall not be encroached into by construction work until such time as the biologist determines that nesting is complete and the young have fledged and are no longer dependent upon the nest site area.								
<b>BIO-3 Pre-Construction Eelgrass and Caulerpa Survey, Avoidance, and Removal.</b> Prior to removal of existing piles and docks, the applicant shall conduct an underwater survey to determine whether or not eelgrass and/or caulerpa is present. The results of the survey shall be submitted to the Port District prior to initiating any offshore activity. If eelgrass is found to be present within the area of disturbance, the applicant must develop a mitigation plan to achieve no net loss in eelgrass function. Potential mitigation options would be coordinated with the National Marine Fisheries Service (NMFS) and may include: (1) in-kind compensatory mitigation involving the creation, restoration, or enhancement of habitat to mitigate for adverse impacts to the same type of habitat (such mitigation would need to achieve a final mitigation ratio of 1.2:1 across all areas of the state, independent of starting mitigation ratios); (2) contribution to a mitigation bank or in-lieu-fee program established by NMFS or another agency; or (3) out-of-kind compensatory mitigation involving the creation, restoration, or enhancement of another habitat type. In most cases, out-of-kind mitigation is discouraged, because	Verify that the required survey has been conducted. If minimization measures are required, verify that they are implemented during construction.	Survey verification prior to issuance of grading/building permits; verification of minimization measure implementation throughout construction.	Once for survey; if minimization measures needed, periodically throughout construction.	Port District	Applicant			





## ATTACHMENT 2

### Ventura Harbor Marina and Yacht Yard Expansion

#### Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Requirement	Timing	Frequency	Monitoring Department	Funding	Compliance Verification		
						Initial	Date	Comments
eelgrass is a rare, special-status habitat in California. There may be some scenarios, however, where out-of-kind mitigation for eelgrass impacts is ecologically desirable or when in-kind mitigation is not feasible. If caulerpa is found to be present, it shall be removed entirely in coordination with NMFS and/or CDFW prior to installation of new docks or piles.								
<b>BIO-4 Construction Responsibilities and Debris Removal.</b> The applicant shall comply with the following construction-related requirements:  A. Any and all debris resulting from construction activities, wind and water erosion shall be removed from the site within twenty-four (24) hours of completion of construction and disposed of at an appropriate location. B. A silt curtain utilized to control turbidity shall be installed prior to high turbidity generating activities. C. Floating booms shall be used to contain debris discharged into coastal waters and any debris discharged shall be removed as soon as possible but no later than the end of each day. D. Divers shall recover non-buoyant debris discharged into coastal waters as soon as possible after loss. E. The applicant shall dispose of all construction debris resulting from the proposed project at an appropriate location outside the coastal zone. If the disposal site is located within the coastal zone, a separate coastal development permit shall be required before disposal can take place. F. Reasonable and prudent measures shall be taken to prevent any discharge of fuel or oily waste from heavy	Field verify compliance with applicable requirements.	Throughout construction	Periodically throughout construction	Port District	Applicant			





## ATTACHMENT 2

Ventura Harbor Marina and Yacht Yard Expansion  
**Mitigation Monitoring and Reporting Program**

Mitigation Measure	Implementation Requirement	Timing	Frequency	Monitoring Department	Funding	Compliance Verification		
						Initial	Date	Comments
<p>machinery or construction equipment into coastal waters. The applicants and applicants' contractors shall have adequate equipment available to contain any such spill immediately. Reasonable and prudent measures may include, but not be limited to:</p> <ol style="list-style-type: none"> <li>1. Stop or control the release at the source.</li> <li>2. Use appropriate materials in spill kit to block the flow and prevent the release from discharging into the harbor. <ol style="list-style-type: none"> <li>a. Sweep dry spills -- do not wash or hose.</li> <li>b. Absorb wet spills on concrete or asphalt.</li> <li>c. Do not leave used absorbent (e.g., dry sweep) on the ground</li> <li>d. Dig up wet spills on soil, including all exposed soils. Properly dispose of the soil.</li> </ol> </li> </ol> <p>G. All debris and trash shall be disposed of in the proper trash and recycling receptacles at the end of each construction day.</p> <p>H. Any wood treatment used shall conform with the specifications of the American Wood Preservation Association for saltwater use. Wood treated with Creosote, CCA (Chromated Copper Arsenate), or ACA (Ammoniacal Copper Arsenate) is prohibited. No wood treated with ACZA (Ammoniacal Copper Zinc Arsenate) shall be used where it could come into direct contact with the water. All treated timber shall be free of chromium and arsenic.</p> <p>I. The applicant shall use the least damaging method for the construction of pilings and dock structures and any other activity that will disturb benthic</p>								





## ATTACHMENT 2

Ventura Harbor Marina and Yacht Yard Expansion

### Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Requirement	Timing	Frequency	Monitoring Department	Funding	Compliance Verification		
						Initial	Date	Comments
sediments. The applicant shall limit, to the greatest extent practicable, the suspension of benthic sediments into the water column through BMPs such as the implementation of silt curtains, as described above.								
<b>BIO-5 Conformance with the Requirements of the Resource Agencies.</b> The applicant shall comply with all permit requirements, and mitigation measures of the California Department of Fish and Wildlife, State Water Quality Control Board, Regional Water Quality Control Board, U.S. Army Corps of Engineers, and the U.S. Fish and Wildlife Service with respect to preservation and protection of water quality and marine environment. Any change in the approved project which may be required by the above-stated agencies shall be submitted to the Executive Director in order to determine if the proposed change shall require a permit amendment pursuant to the requirements of the Coastal Act and the California Code of Regulations.	Field verify compliance with applicable permit requirements	Throughout construction	Periodically throughout construction	Port District	Applicant			





### **ATTACHMENT 3**

#### **Ventura Harbor Marina and Yacht Yard Expansion Conditions of Project Approval**

1. Proposed project is subject to and must be consistent with the "Ventura Harbor Minimum Entrance Channel Plan" as prepared by Noble Consultants, Inc. and as depicted in the Final IS-MND and attached hereto as Exhibit A.
2. Proposed project is subject to the addition of lateral markers on, near or within reasonable proximity to the proposed project as necessary for boats departing and returning to the harbor to ensure safe navigation. Lateral marker locations will be approved by the Harbor Master.
3. Master Lessee shall return to the Commission for consideration of "Preliminary Plans" and "Working Drawings" pursuant to the Master Lease.
4. Final parking stall count and layout as depicted in alternatives Figures 6 and 7 of the Final IS-MND prepared for the project is subject to City of Ventura approval.
5. The waterside portion of the proposed project extends beyond the current boundaries of the Ground Lease. Therefore approval of the Project will necessitate a subsequent lease amendment expanding the boundaries of the master leasehold which will be considered after Coastal Commission review and possible action on the project. This lease amendment or any other lease amendment is subject to compliance with RESOLUTION NO. 2988 "RESOLUTION OF THE PORT COMMISSIONERS OF THE VENTURA PORT DISTRICT APPROVING AND ADOPTING A MASTER LEASE/OPTION NEGOTIATION ADMINISTRATION POLICY".
6. All public use facilities contained on the lease premises (e.g, fuel dock) shall remain open for public use without interruption before, during and after the construction of the Project. VPD will coordinate with Master Lessee to reasonably allow temporary conditions and/or alternative locations of public use facilities as may be necessary to ensure continuous access by the public during construction.
7. Air Quality - Operation of construction equipment shall occur consistent with the assumptions provided in the MND (and Table 1 below). The contractor shall provide, in contract specifications on all construction documents, specific information related to equipment usage hours. In addition, the contractor (or authorized representative) shall provide the Ventura Port District with weekly reports detailing equipment usage.
8. Air Quality - A construction monitor will be responsible for confirming construction equipment is properly maintained and hours of equipment do not exceed those provided in the MND (and Table 1 below). The applicant (i.e., Master Lessee) shall be responsible for the cost of construction monitoring.



1. Table 1 – Equipment Usage for the Marina Yacht Yard Expansion

Phase name	Equipment Type	Amount	Hours
Parking lot repaving	Cement and mortar mixers	4	6
Demolition of dock structures	Concrete/industrial saws	1	8
Construction of dock structure	Cranes	1	4
Construction of dock structure	Forklift	2	6
Parking lot repaving	Pavers	1	7
Parking lot repaving	Rollers	1	7
Demolition of dock structures	Rubber tired dozers	1	1
Construction of dock structure	Tractors/loaders/backhoes	2	8
Demolition of doc structures	Tractors/loaders/backhoes	2	6
Parking lot repaving	Tractors/loaders/backhoes	1	7



**Notice of Determination****Appendix D****To:**☒ Office of Planning and Research

U.S. Mail:

P.O. Box 3044

Sacramento, CA 95812-3044

Street Address:

1400 Tenth St., Rm 113

Sacramento, CA 95814

☒ County Clerk

County of: Ventura

Address: Administration Bldg, 800 South Victoria Ave

Ventura, CA 93009-1260

**From:**

Public Agency: Ventura Port District

Address: 1603 Anchors Way Drive

Ventura, California 93001

Contact: Jessica Rauch, Clerk of the Board

Phone: (805) 642-8538 x310

Lead Agency (if different from above):

Address: \_\_\_\_\_

Contact: \_\_\_\_\_

Phone: \_\_\_\_\_

**SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.**

State Clearinghouse Number (if submitted to State Clearinghouse): \_\_\_\_\_

Project Title: Ventura Harbor Marina and Yacht Yard ExpansionProject Applicant: Ventura Harbor Marine Associates LLC, 1644 Anchors Way Drive, Ventura CA 93001Project Location (include county): 1644 Anchors Way Drive, City of Ventura, County of Ventura**Project Description:**

The project involves expansion and improvements of the existing Ventura Harbor Marina and Yacht Yard to increase the number of boat slips from 40 to 80 (40 new boat slips). The proposed expansion involves removing the existing dock structure, concrete ramps, a portion of the existing pier, and fuel docks; construction of an expanded dock structure; relocation of the fuel dock; onshore parking improvements; and other related facility improvements. The expanded dock would extend further into the main channel of Ventura Harbor as compared to the existing dock. The proposed parking improvements would require removal of several mature palm trees and other landscape elements.

This is to advise that the Ventura Port District has approved the above  
☒ Lead Agency or ☐ Responsible Agency

described project on \_\_\_\_\_ and has made the following determinations regarding the above  
 (date)  
 described project.

1. The project ☐ will ☒ will not] have a significant effect on the environment.
2. ☐ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.  
☒ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures ☒ were ☐ were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan ☒ was ☐ was not] adopted for this project.
5. A statement of Overriding Considerations ☐ was ☒ was not] adopted for this project.
6. Findings ☒ were ☐ were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:

Ventura Port District Office, 1603 Anchors Way Drive, Ventura, CA 93001 and online at <http://venturaharbor.com>

Signature (Public Agency): \_\_\_\_\_ Title: \_\_\_\_\_

Date: \_\_\_\_\_ Date Received for filing at OPR: \_\_\_\_\_



**NOVEMBER 18, 2015**

**BOARD OF PORT COMMISSIONERS**

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**STANDARD AGENDA ITEM NO. 4**

**APPROVAL OF 2016 PORT COMMISSION**

**MEETING SCHEDULE**



**VENTURA PORT DISTRICT  
BOARD COMMUNICATION**

**STANDARD AGENDA ITEM 4**  
Meeting Date: November 18, 2015

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TO: Board of Port Commissioners  
FROM: Jessica Rauch, Clerk of the Board  
SUBJECT: Approval of 2016 Port Commission Meeting Schedule

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**RECOMMENDATION:**

That the Board of Port Commissioners discuss and take appropriate action on the 2016 Port Commission meeting schedule.

**BACKGROUND:**

The Board of Port Commissioners has continued to meet twice per month, with August black and November/December once. The meeting on the second Wednesday of the month was originally set-up as an opportunity to conduct workshops that were primarily informational in nature. There has been a trend at these meetings to include either a closed session or action items to the agenda.

Staff is recommending that the format of the two meetings remain the same as a regular meeting, except that the financial statements and staff reports be included only at the fourth Wednesday of each month. Staff expects the focus of the second Wednesday meeting to be informational items selected by the Board for discussion and could include some action items. The fourth Wednesday will primarily be devoted to administrative reports and specific action items required by the Board on Port District business. There have been advantages to having this flexibility for both meetings.

There are nine possible dates each year for workshop meetings. At this time, staff is requesting input from the Board on potential informational topics. Currently, staff has identified four annual topics for the second Wednesdays of the month:

- January or February – Mid-Year Budget
- April – Next Fiscal Year Budget
- June – Next Fiscal Year Budget (come back after first with revisions from Board)
- October – Annual review all or some Ventura Port District Policies

There are five informational topics that are needed for this calendar year. We hope the Board can make some suggestions and will consider the proposed format of the two meetings.

**ATTACHMENTS:**

Attachment 1 – 2016 Port Commission Schedule



**ATTACHMENT 1**  
**2016 Ventura Port District Board of Port Commissioners Meetings**

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*\*Times of all meetings may vary. Please check the agenda packet for exact times.\**

<b>Wednesday</b>	<b>Closed Session</b>	<b>Open Session</b>
January 13	11:00 pm	12:00 pm Regular Meeting
January 27	5:30 pm	7:00 pm Regular Meeting
February 10	11:00 pm	12:00 am Regular Meeting
February 24	5:30 pm	7:00 pm Regular Meeting
March 9	11:00 pm	12:00 am Regular Meeting
March 23	5:30 pm	7:00 pm Regular Meeting
April 10	11:00 pm	12:00 am Regular Meeting
April 27	5:30 pm	7:00 pm Regular Meeting
May 11	11:00 pm	12:00 am Regular Meeting
May 25	5:30 pm	7:00 pm Regular Meeting
June 8	11:00 pm	12:00 am Regular Meeting
June 22	5:30 pm	7:00 pm Regular Meeting
July 13	11:00 pm	12:00 am Regular Meeting
July 27	5:30 pm	7:00 pm Regular Meeting
<i>August Summer Recess – No Meetings</i>		
September 14	11:00 am	12:00 pm Regular Meeting
September 28	5:30 pm	7:00 pm Regular Meeting
October 12	11:00 am	12:00 pm Regular Meeting
October 26	5:30 pm	7:00 pm Regular Meeting
November 16	5:30 pm	7:00 pm Regular Meeting
December 14	11:00 am	12:00 pm Regular Meeting

**Board Meetings and Workshops are held at:**  
**The Ventura Port District Office**  
**1603 Anchors Way Drive**  
**Ventura, CA 93001**



**NOVEMBER 18, 2015**

**BOARD OF PORT COMMISSIONERS**

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**STANDARD AGENDA ITEM NO. 5**

**HARBOR VILLAGE EVENTS REVIEW**



**VENTURA PORT DISTRICT  
BOARD COMMUNICATION**

**STANDARD AGENDA ITEM 5**  
Meeting Date: November 18, 2015

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TO: Board of Port Commissioners  
FROM: Jennifer Talt-Lundin, Marketing Manager  
SUBJECT: Harbor Village Events Review

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**RECOMMENDATION:**

That the Board of Port Commissioners review Harbor and Harbor Village events to determine benefits and opportunities to the community and the District.