VENTURA PORT DISTRICT
BOARD OF PORT COMMISSIONERS

Michael Blumenberg, Chair
Elizabeth Howell, Vice-Chair
Anthony Rainey, Secretary
Chris Stephens, Commissioner
William Anderson, Commissioner

Brian D. Pendleton, General Manager
Todd Mitchell, Deputy General Manager
Tom Bunn, Legal Counsel
Jessica Rauch, Clerk of the Board

REGULAR MEETING
WEDNESDAY, NOVEMBER 12, 2025

VENTURA PORT DISTRICT OFFICE
1603 ANCHORS WAY DRIVE
VENTURA, CA 93001

CLOSED SESSION – 5:30PM
OPEN SESSION – 6:00PM

PUBLIC PARTICIPATION OPTIONS

MEETINGS WILL BE CONDUCTED IN A HYBRID MODEL WITH BOTH IN-PERSON ATTENDANCE AND VIRTUAL PARTICIPATION.

WATCH THE MEETING LIVE
https://us02web.zoom.us/j/83276329300
Webinar ID: 832 7632 9300
1-669-900-6833
1-253-215-8782

PUBLIC COMMENT VIA ZOOM
To request to speak on an item, use the "raise hand" button to notify the Clerk. The Clerk will announce public speakers and unmute participants to speak. Please be mindful that the meeting will be recorded, and all rules of procedure and decorum apply for in-person attendees and those participating virtually.

SUBMIT PUBLIC COMMENT VIA EMAIL
To submit written comments on a specific agenda item, please do so via email by 4:00PM on the day of the meeting. When sending an email, please indicate in the subject line, the agenda item number (i.e. General Public Comment or Consent Item A). Written comments should be no more than 1,000 characters in length. Written comments will be distributed to the Commission and will be posted as a supplemental packet on the District's website at https://venturaharbor.com/board-meeting-documents/. Please submit your comment to the Clerk of the Board at jrauch@venturaharbor.com.

CLOSED SESSION
5:30PM

CALL TO ORDER: *By Chair Blumenberg.*

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

PUBLIC COMMUNICATIONS (3 minutes)
The Public Communications period is set aside to allow public testimony on items only on the Closed Session Agenda. Each person may address the Commission for up to three minutes or at the discretion of the Chair.

CONVENE IN CLOSED SESSION

CLOSED SESSION AGENDA

1. **PUBLIC EMPLOYEE PERFORMANCE EVALUATION PER GOVERNMENT CODE SECTION 54957(B)(1):** Brian D. Pendleton, General Manager - Annual Review.

ADJOURNMENT

OPEN SESSION
6:00PM

CALL TO ORDER: *By Chair Blumenberg.*

PLEDGE OF ALLEGIANCE: *By Chair Blumenberg.*

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

ADOPTION OF AGENDA
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.

APPROVAL OF MINUTES
The Minutes of October 15, 2025 Port Commission Regular Meeting will be considered for approval.

PUBLIC COMMUNICATIONS
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
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
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 discussions he or she may have had with any Port District Tenants related to Port District business.

STAFF AND GENERAL MANAGER REPORTS

Ventura Port District Staff, Legal Counsel and General Manager will give the Commission updates on important topics or items of general interest if needed.

CONSENT AGENDA:

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) Adoption of Resolution No. 3542 Accepting a $40,000 Surrendered and Abandoned Vessel Exchange Grant

Recommended Action: Roll Call Vote.

That the Board of Port Commissioners adopt Resolution No. 3542 accepting a $40,000 Surrendered and Abandoned Vessel Exchange Grant (SAVE No. C25S0626) offered by the California Division of Boating and Waterways.

B) Adoption of Resolution No. 3543 Accepting a $110,000 Boating Safety and Enforcement Equipment Grant

Recommended Action: Roll Call Vote.

That the Board of Port Commissioners adopt Resolution No. 3542 accepting a $110,000 Boating Safety and Enforcement Grant (BSE No. C25L0619) offered by the California Division of Boating and Waterways.

C) Approval of Out-of-Town Travel Requests

Recommended Action: Voice Vote.

That the Board of Port Commissioners approve the out-of-town travel requests for:

a) Jennifer Talt Lundin, Marketing Manager to attend the Visit California Outlook Forum from March 9 – March 12, 2026 in Chula Vista, CA.
b) Ruby Hedrick, Sr. Marketing & Event Coordinator, to attend the Visit California Outlook Forum from March 9 – March 12, 2026 in Chula Vista, CA.
c) Sarah Clancy, Administrative Services Manager, to attend the California Society of Municipal Finance Officers (CSFMO) Annual Conference from February 23 – February 27, 2026, in Palm Springs, CA.

D) Approval of Payments for October 2025

Recommended Action: Voice Vote.

That the Board of Port Commissioners review and approve payments made by check, ACH, and EFT for the month of October 2025.

E) Approval of Amendment No. 1 to a Professional Services Agreement with Rincon Consultants, Inc. for Environmental Support Services

Recommended Action: Voice Vote.

That the Board of Port Commissioners approve Amendment No. 1 to a Professional Services Agreement with Rincon Consultants, Inc. to increase the compensation to $120,000 from $60,000 for maintenance dredging environmental consulting, monitoring, and permitting services.

F) Authorize the Amendment of FY2025-2026 Capital Improvements & ADA Plan and Procurement of a Contractor for the Surfers Knoll Retaining Wall and Shower Area Improvement ADA Project

Recommended Action: Voice Vote.

That the Board of Port Commissioners authorize:

a) The amendment of the FY25-26 Budget to reallocate funds within the Capital Improvements & ADA Improvements Plan to perform the following project.

b) The General Manager to procure a contractor for the Surfers Knoll Retaining Wall and Shower Area Improvement project in accordance with the Port District's Procurement Policy (Section IV-B), Piggybacking.

G) Approval of a Professional Services Agreement with Geosyntec Consultants for Geotechnical Services
Recommended Action: Voice Vote.
That the Board of Port Commissioners approve a Professional Services Agreement with Geosyntec Consultants in the amount of $65,000 for Geotechnical services.

STANDARD AGENDA:

1) Presentation on Ventura Harbor Community Park (Parcel 5) Project Design Status
Recommended Action: Informational.
That the Board of Port Commissioners receive a presentation on the current status of the Ventura Harbor Community Park Project located at the grass lawn area of Parcel 5 between 1591 and 1691 Spinnaker Drive.

2) Adoption of Resolution No. 3544 Approving the 2025 Addendum to the Final Mitigated Negative Declaration, Ventura Port District Project Approval Conditions, and Parcels 20 and 14 (1644 and 1404 Anchors Way) Redevelopment Project
Recommended Action: Roll Call Vote.
That the Board of Port Commissioners adopt Resolution No. 3544:
a) Approving the 2025 Addendum to the Final Initial-Study Mitigated Negative Declaration.
b) Approving the Ventura Port District Project Approval Conditions.
c) Approving the Parcels 20 and 14 Redevelopment Project located at 1644 and 1404 Anchors Way.
d) Authorize the General Manager to File the Notice of Determination with the State Office of Planning and Research and the Ventura County Clerk.

3) Rejection of Bids for the 1575 Spinnaker Drive Exterior Façade Improvements Project
Recommended Action: Voice Vote.
That the Board of Port Commissioners reject all bids received for the 1575 Spinnaker Drive Exterior Façade Improvements Project.

4) Adoption of Resolution No. 3545 Approving the Financial Statements and Checks for July through September 2025
Recommended Action: Voice Vote.
That the Board of Port Commissioners adopts Resolution No. 3545 to:
a) Accept the financial statements for the Quarter ending September 2025.
b) Review the payroll and regular checks for July through September 2025.

ADJOURNMENT IN HONOR OF RANDY GRAVELIN, MANAGER OF ANDRIA'S

This agenda was posted on Friday, November 7, 2025 by 5:30 p.m. at the Port District Office and online at https://venturaharbor.com/board-meeting-documents/

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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 or the California Relay Service at 711 or (800) 855-7100. Notification 72 hours prior to the meeting will enable the District to make reasonable arrangements to ensure accessibility. (28 CFR 35.102.35.104 ADA Title II)

BOARD OF PORT COMMISSIONERS
NOVEMBER 12, 2025

APPROVAL OF MINUTES
OCTOBER 15, 2025
REGULAR MEETING

VENTURA PORT DISTRICT

BOARD OF PORT COMMISSIONERS
REGULAR MEETING MINUTES OF OCTOBER 15, 2025

CLOSED SESSION

CALL TO ORDER:
The Ventura Port District Board of Port Commissioners Regular Closed Session Meeting was called to order by Chair Blumenberg at 5:30PM at the Ventura Port District Administration Office, 1603 Anchors Way Drive, Ventura, CA 93001 and via Zoom meeting.

ROLL CALL:

Commissioner's Present:
Michael Blumenberg, Chair
Elizabeth Howell, Vice-Chair
Chris Stephens
William Anderson

Commissioners Absent:
Anthony Rainey, Secretary

Port District Staff:
Brian D. Pendleton, General Manager
Todd Mitchell, Deputy General Manager
Jessica Rauch, Clerk of the Board

Legal Counsel:
Tom Bunn, Lagerlof, LLP

Number of interested persons:
0 via zoom; 0 in-person

PUBLIC COMMUNICATIONS: None. Closed at 5:31PM.

CONVENED TO CLOSED SESSION AT 5:31PM.

ADJOURNMENT: Closed Session was adjourned at 5:47PM.

OPEN SESSION

ADMINISTRATIVE AGENDA:

CALL TO ORDER:
The Ventura Port District Board of Port Commissioners' Regular Open Session Meeting was called to order by Chair Blumenberg at 6:01PM at the Ventura Port District Administration Office, 1603 Anchors Way Drive, Ventura, CA 93001 and via Zoom meeting.

PLEDGE OF ALLEGIANCE: By Commissioner Anderson.

ROLL CALL:

Commissioners Present:
Michael Blumenberg, Chair
Elizabeth Howell, Vice-Chair
Chris Stephens
William Anderson

Commissioners Absent:
Anthony Rainey, Secretary

Port District Staff:
Brian D. Pendleton, General Manager
Todd Mitchell, Deputy General Manager
Sarah Clancy, Administrative Services Manager
Brendan Donohue, Senior Harbor Patrol Officer
Justin Fleming, Capital Projects Manager
Sergio Gonzalez, Facilities Manager
John Higgins, Harbormaster
Jessica Snipas, Business Operations Analyst II
Jennifer Talt-Lundin, Marketing Manager
Matt Tevere, Maintenance Supervisor
Dave Werneburg, Marina Supervisor

Legal Counsel:
Tom Bunn, Lagerlof, LLP via Zoom

City of Ventura Liaisons:
Councilmember Duran, City Council Liaison – absent

Number of interested persons:
2 via zoom; 3 in person

ADOPTION OF AGENDA

ACTION: Vice-Chair Howell moved to adopt the October 15, 2025 agenda.

Commissioner Stephens seconded. The vote was unanimous.

APPROVAL OF MINUTES

ACTION: Commissioner Anderson moved to approve the October 1, 2025 regular meeting minutes.

Vice-Chair Howell seconded. The motion carried 3-0-1 (Blumenberg abstained).

PUBLIC COMMUNICATIONS: None. Closed at 6:04PM

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

BOARD COMMUNICATIONS: None. Closed at 6:05PM.

STAFF AND GENERAL MANAGER REPORTS: Mr. Pendleton reported on upcoming events and promotions at Harbor Village. New Maintenance Supervisor, Matt Tevere was introduced.

CONSENT AGENDA:

A) Approval of a New Retail Lease Agreement with Golden Hour Goods Ventura LLC dba "Golden Hour Goods"
Recommended Action: Voice Vote.
That the Board of Port Commissioners approve a new Retail Lease Agreement between the Ventura Port District dba "Ventura Harbor Village" and with Golden Hour Goods Ventura LLC dba "Golden Hour Goods", for the premises located at 1591 Spinnaker Drive, Suite #113, Ventura, California 93001, consisting of approximately 801 square feet.

Public Comment: Natalie Swader, owner, introduced herself and her business. Closed at 6:23PM.

ACTION: Commissioner Stephens moved to approve a new Retail Lease Agreement between the Ventura Port District dba "Ventura Harbor Village" and with Golden Hour Goods Ventura LLC dba "Golden Hour Goods", for the premises located at 1591 Spinnaker Drive, Suite #113, Ventura, California 93001, consisting of approximately 801 square feet.

Commissioner Anderson seconded. The vote was unanimous.

B) Approval of 2026 Port Commission Meeting Schedule
Recommended Action: Voice Vote.
That the Board of Port Commissioners approve the 2026 Port Commission meeting schedule.

Public Comment: None. Closed at 6:23PM.

ACTION: Commissioner Stephens moved to approve the 2026 Port Commission meeting schedule.

Commissioner Anderson seconded. The vote was unanimous.

STANDARD AGENDA:

1) Parking Management Update
Recommended Action: Voice Vote.
That the Board of Port Commissioners receive and file a report on the Parking Management Plan implementation through September 30, 2025.

Report by Brian D. Pendleton, General Manager and Todd Mitchell, Deputy General Manager.

Marcus Smith, Andy Martinez, Florezel Jose and Muhammad Mansoor from LAZ were available for questions.

Public Comment: Brian Bargiel, owner of Andria's Seafood, has been collecting feedback from customers on the program which has been negative. Closed at 6:47PM.

ACTION: The Board of Port Commissioners received a report and had discussion on the implementation of the Parking Management Plan.

No action was taken.

2) Adoption of Resolution No. 3541 Approving the Update to the Ventura Port District Conflict of Interest and Disclosure Code Policy and Rescinding Resolution No. 3535
Recommended Action: Roll Call Vote.
That the Board of Port Commissioners adopt Resolution No. 3541 approving the update to the Ventura Port District Conflict of Interest and Disclosure Policy and rescind Resolution No. 3535.

Report by Jessica Rauch, Clerk of the Board.

Public Comment: None. Closed at 7:36PM

ACTION: Commissioner Stephens moved to adopt Resolution No. 3541 approving the update to the Ventura Port District Conflict of Interest and Disclosure Policy and rescind Resolution No. 3535.

Vice-Chair Howell seconded. The vote was as follows:

AYES: Commissioners Blumenberg, Howell, Stephens, Anderson
ABSENT: Commissioner Rainey

Motion carried 4-0.

ADJOURNMENT: The meeting was adjourned at 7:38PM.

The next regular meeting is Wednesday, November 12, 2025.

_____
Anthony Rainey, Secretary

VENTURA
PORT DISTRICT
Established 1952

BOARD OF PORT COMMISSIONERS
NOVEMBER 12, 2025

DEPARTMENTAL STAFF REPORTS
OCTOBER 2025
&
GUIDING PRINCIPLES
FIVE-YEAR OBJECTIVES INDEX

GUIDING PRINCIPLES	
1)	Maintain a safe, navigable, and resilient harbor.
2)	Advance the harbor's vibrant, working waterfront in support of commercial and recreational fishing and boating.
3)	Grow financial sustainability through a reliable, recurring revenue stream supplemented with grants and public-private partnership investment while maintaining responsible budgeting practices.
4)	Establish and implement harbor-wide environmental sustainability policies and practices through collaboration with our business partners.
5)	Build respectful, productive relationships with employees, tenants, residents, visitors, stakeholders, public officials, and elected representatives while promoting diversity, equity, and inclusion.
6)	Provide exceptional public service and organizational transparency.
7)	Provide high-quality Harbor and coastal visitor-serving amenities, services, facilities and infrastructure.
8)	Support the Channel Islands National Park in its efforts to provide a first-class visitor center, educational resources, and ferry boat services to the islands.

5-YEAR OBJECTIVES		STRATEGY	
D)	Ensure dredging occurs annually at the federal Harbor entrance and as needed in the inner Harbor.	1)	Support and advocate for congressional funding to the Army Corps of Engineers in support of the Harbor's annual dredging program
		2)	On-going leadership and participation with California Marine Affairs and Navigation Conference (CMANC) and other relevant organizations in support of federal and state assistance
		3)	Ventura Port District Dredging
E)	Encourage public and civic engagement; maintain high levels of organizational transparency; and promote Harbor-wide diversity, equity and inclusion through District policies, procedures and programs.	1)	Collaborate with business partners and stakeholders through increased engagement, communication, and participation.
		2)	Collaborate with City, regional, state, and federal agency officials in pursuit of mutually beneficial projects, programs
		3)	Public and Civic Engagement Planning
		4)	Updates to District policies to reflect improved transparency and DEI
F)	Support current and future commercial fishing and sustainable aquaculture industries. Maintain and improve working waterfront facilities and infrastructure.	1)	Engage with commercial fishing and sustainable aquaculture interests in Ventura Harbor
		2)	Continue improvements of District's Working Waterfront infrastructure
		3)	Continue to pursue opportunities for diversifying commercial fishing and sustainable aquaculture
M)	Collaborate with Master Tenants and National Park Service to plan, improve, and develop the Harbor in a financially and environmentally sustainable way.	1)	Engagement and support of Master Tenants for successful business operations at the Harbor
		2)	Evaluate opportunities for Parcel Development
		3)	Implement sustainability technologies at the Harbor
		4)	VenturaWaterPure
N)	Maintain and grow Channel Islands National Park Service (NPS) presence and customer visitation to the Harbor.	1)	Work with NPS and harbor visitors regarding enhancement of visitor experience.
		2)	Coordinate with NPS Superintendent to evaluate long-term goals and improvement needs for the Channel Islands National Park Visitor Center
		3)	Coordinate with National & California State Parks, and City to develop destination-based ecotourism offerings
P)	Implement parking management, traffic circulation, and multi-modal transportation strategies.	1)	Work with City to improve access between the City and Harbor
		2)	Evaluate alternative and active methods for people to travel to and within the Harbor and pursue needed improvements and strategies in partnership with the City
		3)	Pursue and implement parking management solutions to increase vehicle circulation
R)	Seek opportunities to grow revenues and secure grants; continue to improve the quality, efficiency, and transparency of financial reporting, monitoring, and property management.	1)	Utilize grant funding opportunities for sustainable Harbor infrastructure
		2)	Seek additional grant funding for improving/replacing District capital assets.
		3)	Leasing/Property Management
		4)	Update of Financial Management System
		5)	Financial Reporting
V)	Maintain and improve Harbor Village facilities, infrastructure, and amenities.	1)	Ongoing investment in Harbor Village Infrastructure
		2)	Develop and implement an Annual Visitation Plan for Ventura Harbor Village.

VENTURA PORT DISTRICT
DEPARTMENTAL STAFF REPORT Meeting Date: November 12, 2025

TO: Board of Port Commissioners
FROM: Todd Mitchell, Deputy General Manager
Justin Fleming, Capital Projects Manager
SUBJECT: October 2025 Capital Projects Report

SPINNAKER MONUMENT SIGN

Status: In Planning
Budget: On Budget

Renovation and new signage to the Spinnaker Entry Feature was included as part of the District's FY 25-26 Capital budget. District staff have worked with architectural firm Coastal Architects to update the District's Master Sign Program to update the existing signage at the existing Spinnaker entry feature. Contractor Dave's Signs has been commissioned to finalize design, fabricate, and install the signage to this area.

The existing wall and entry features at this area will remain. Once the contractor obtains their signage permit from the City of Ventura, District Facilities' staff will remove all existing lettering, and prepare the walls for painting. A painting contractor (Mr. Paint) will then do a complete repaint of the existing walls and entry features so that they are in keeping with the Port District's approved color scheme and match the Ventura Harbor North sign. This work is expected to be completed by first quarter of the 2026 calendar year.

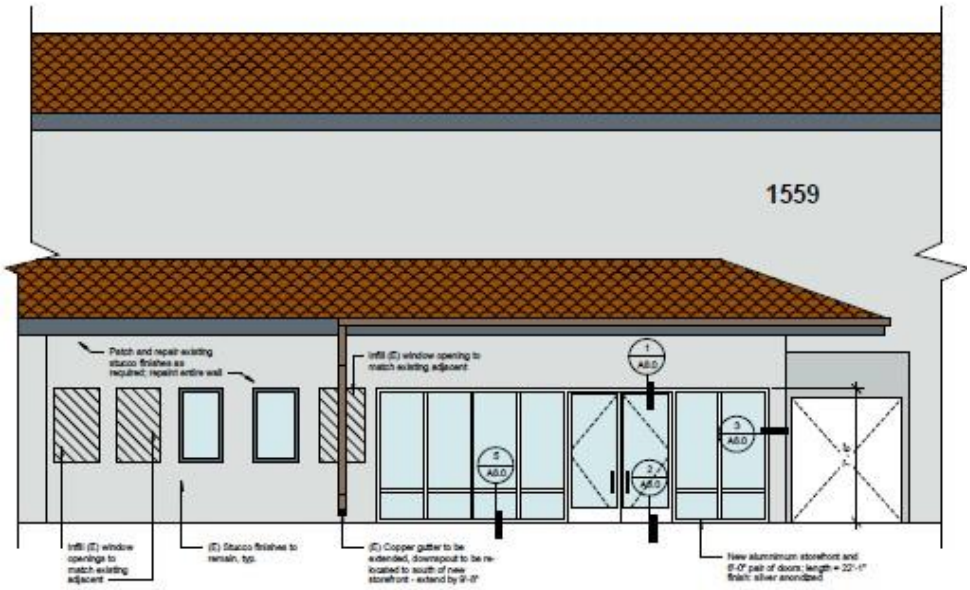
PARCEL 19A NEW DRY BOAT STORAGE & PARKING LOT IMPROVEMENTS PROJECT

Status: Construction in Progress
Budget: On Budget

JPL Construction has installed automatic gate openers to allow easy and secure access to all tenants. The gate openers are fully automated and require no attendants, nor do they require physical exertion from the boating tenants, and boats are expected to begin populating this area by November 3rd. Additionally, Staff has engaged GBL for solar/wired hybrid light poles for added safety and security in the lot. These are currently being manufactured, and delivery is expected by January 2026. District Staff will be installing these lights. Additionally, landscaping proposals are also under review by Staff.

1575 SPINNAKER DR. FACADE RENOVATION
Status: Construction Plans Approved; In Pre-Bid Stage
Budget: Over Budget
Staff included this project in the FY 25-26 budget and solicited construction bids with the assistance of architectural firm Rassmussen and Associates. Staff advertised the bids on August 17, 2025, and received 7 bids from contractors on October 17th. These bids are currently under review by Staff, Rassmussen and Associates, and Lagerlof. Staff expects to make a contractor recommendation to the Commission at the November 12th Board meeting.

1559 SPINNAKER DR #101, INTERIOR AND EXTERIOR RENOVATION
Status: Contractor Selected; Mobilization in Progress.
Budget: On Budget
1559 Spinnaker Dr, Unit #101 suffered substantial flood damage from an upper waste line rupture, in January 2024. After two rounds of competitive bidding, Riviera Construction Group was selected to perform the work. Preconstruction meetings and subcontractor walks have occurred and the Notice to Proceed was issued on October 31st. Work is expected to begin onsite by mid-November.



VENTURA PORT DISTRICT
DEPARTMENTAL STAFF REPORT Meeting Date: November 12, 2025

TO:	Board of Port Commissioners
FROM:	Brian D. Pendleton, General Manager
	Todd Mitchell, Deputy General Manager
SUBJECT:	October 2025 Dredging Report

OUTER HARBOR DREDGING (FEDERAL NAVIGATION CHANNEL)

Political Advocacy for Federal Funding

The Deputy General Manager attended the CMANC Officers Trip to DC on October 20-21, which included visits to the offices of 9 Members of Congress, both Senators, and the House and Senate Appropriations Committee staff for dredging projects. This was an opportunity to speak on behalf of all California ports and harbors for the interconnected network of the maritime industry and the importance of the federal government continuing to invest in dredging for the industry as a whole.

2026 Dredging Funding

Despite the shutdown, FY26 dredging funding looks positive for Ventura Harbor.

The shutdown of the Federal Government took place at midnight on September 30th and continues with no clear expectation on when it will "reopen". The likely outcome at this point is that the Federal Government will reopen with a "Continuing Resolution", which means that funding appropriated for FY25 (which was also a Continuing Resolution from FY24) will be the same. If so, then Ventura Harbor's dredging funding should continue to be included for FY26.

Alternatively, if the government reopens and passes a proper appropriation for Corps dredging programs, full funding for FY26 was in the President's Budget and is expected to be included in the House and Senate appropriations bills.

Only if the Federal Government remains shutdown beyond December 31st is there a likely concern with dredging.

Detached Breakwater Repair

Staff have coordinated with the Corps of Engineers staff who perform a comprehensive condition assessment of the breakwater and jetties in September and October. This assessment will be used to determine the specifications and derive a cost estimate for performing the work. Once determined, staff will need to work with our elected officials to request funding.

INNER HARBOR DREDGING

No activity or update this month.

ATTACHMENT:

Attachment 1 – Carpi & Clay Federal Reports (October)

ATTACHMENT 1

CARPI &CLAY

Federal Update

November 3, 2025

Fiscal Year 2026 Appropriations Update

On October 1, federal appropriations lapsed after Congress failed to reach an agreement on Fiscal Year (FY) 2026 legislation. The federal government is now in the midst of the longest full shutdown in U.S. history. The House of Representatives has been in recess since September 19th. Over in the Senate, Senate Republican leadership has continued to have the Senate vote to attempt to pass the House-passed continuing resolution (H.R. 5371), which would fund the government through November 21, but each effort has failed to secure the 60 votes needed to advance. Most Democratic lawmakers have opposed the measure. Meanwhile, Senators from both parties have sought to advance standalone bills to pay federal employees during the shutdown, but none have yet advanced. With no agreement yet on short-term or full-year appropriations, the path to reopening the government remains stalled and uncertain.

FY26 Appropriations Bill	House Subcommittee Allocation (in Billions)	Passed House Committee	Passed House	Passed Senate Committee	Passed Senate
Agriculture-Rural Development-FDA	$25.523	June 23 by a 35-27 vote		July 10 by a 27-0 vote	August 1 by an 87-9 vote
Commerce-Justice-Science	$76.824	September 10 by a 34-28 vote		July 17 by a 19-10 vote	
Defense	$831.513	June 12 by a 36-27 vote	July 18 by a 219-202 vote	July 31 by a 26-3 vote	
Energy-Water Development	$57.300	July 10 by a 35-27 vote	September 4 by a 214-213 vote		
Financial Services-General Government	$23.198	September 3 by a 35-28 vote			
Homeland Security	$66.361	June 24 by a 36-27 vote			
Interior-Environment	$37.971	July 22 by a 33-28 vote		July 24 by a 26-2 vote	

Labor-HHS-Education	$184.491	September 2 by a 11-7 vote	September 9 by a 35-28 vote	July 31 by a 26-3 vote	
Legislative Branch	$6.700	June 26 by a 34-28 vote		July 10 by a 26-1 vote	August 1 by an 81-15 vote
MilCon-VA	$152.091	June 10 by a 36-27 vote	June 25 by a 218-206 vote	July 26 by a 26-3 vote	August 1 by an 87-9 vote
State-Foreign Operations	$46.218	July 23 by a 35-27 vote			
Transportation-HUD	$89.910	July 17 by a 35-28 vote		July 24 by a 27-1 vote	

Trump Administration Appointments

President Trump announced the following appointments to his administration in October:

Department/Agency	Position	Appointee
Commerce	Under Secretary for Standards and Technology	Arvind Raman
Consumer Product Safety Commission	Commissioner	William Hewes III
Defense	Assistant Secretary, Homeland Defense and Hemispheric Affairs	Mark Ditlevson
Defense	Assistant Secretary, Sustainment	Brian Birdwell
Labor	Assistant Secretary, Congressional and Intergovernmental Affairs	Daniel Bonham
Transportation	Chief Financial Officer	Edward Eppler

LEGISLATIVE ACTIVITY

Senate Confirms Trump Administration Nominees. On October 7, the Senate **approved** the following nominations by an en bloc 51-47 vote:

- Derek Barrs to be Administrator of the Federal Motor Carrier Safety Administration
- John Busterud to be Assistant Administrator of the Environmental Protection Agency for Solid Waste
- Michael Boren to be Under Secretary of Agriculture for Natural Resources and Environment
- David Fink to be Administrator of the Federal Railroad Administration
- Neil Jacobs to be Under Secretary of Commerce for Oceans and Atmosphere
- Catherine Jereza to be Assistant Secretary of Energy for Electricity
- Audrey Robertson to be Assistant Secretary of Energy for Energy Efficiency and Renewable Energy

- Michael Rutherford to be Assistant Secretary of Transportation for Multimodal Freight and Infrastructure Policy
- Craig Trainor to be Assistant Secretary of Housing and Urban Development for Fair Housing and Equal Opportunity
- Gregory Zerzan to be General Counsel at the Department of Transportation

Senate Committee Approves Transportation-Related Legislation and Nominations. On October 21, the Commerce, Science, and Transportation Committee approved the following transportation-related legislation:

- The *Digital Coast Act* (**S. 2245**), which would reauthorize the National Oceanic and Atmospheric Administration's Digital Coast Program to provide data, tools, and training that help communities manage their coastal resources
- The *Rotorcraft Operations Transparency and Oversight Reform (ROTOR) Act* (**S. 2503**), which would close a loophole exempting most military aircraft from Automatic Dependent Surveillance-Broadcast (ADS-B) requirements, mandate full ADS-B In/Out adoption to improve airspace safety, strengthen FAA oversight and coordination with the military through new reporting and audit provisions, and direct updated standards, controller training, and deployment of advanced collision-avoidance technologies
- Harry Kumar to be Assistant Secretary of Commerce for Legislative and Intergovernmental Affairs
- Joyce Meyer to be Under Secretary of Commerce for Economic Affairs
- Seval Oz to be Assistant Secretary of Transportation for Research and Technology

CONGRESSIONAL LETTERS

Senate Democrats Oppose DOE Decision to Cancel $8 Billion in Energy Projects. On October 9, thirty-seven Democratic senators, led by Energy and Natural Resources Ranking Member Martin Heinrich (D-NM) and Appropriations Committee Vice Chair Patty Murray (D-WA), sent a **letter** to Energy Secretary Chris Wright and OMB Director Russell Vought opposing the Department of Energy's cancellation of $8 billion in federal investments across 223 energy projects in 21 states. Lawmakers said the cancellations—many of which affected projects funded under the *Infrastructure Investment and Jobs Act*, the *Inflation Reduction Act*, and other appropriations—would result in job losses, higher energy costs, and setbacks for domestic manufacturing and research. The senators argued that the cancellations lack legal justification under federal grant rules and urged the reinstatement of these awards.

California Democrats Express Opposition to Cancellation of Hydrogen Hub Agreement. California's Democratic congressional delegation, led by Representatives Dave Min, George Whitesides, and Mike Levin, sent a **letter** to Energy Secretary Chris Wright expressing opposition to the Department of Energy's termination of its $1.2 billion grant agreement with the Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES), California's designated regional hydrogen hub. Lawmakers said the decision violates the finalized agreement and could undermine efforts to expand domestic clean energy production. The members contend the ARCHES project was projected to generate over 200,000 jobs and

support U.S. manufacturing and innovation in multiple states. The letter requests the Department of Energy's legal justification for the termination and analysis of the potential economic impact.

FEDERAL AGENCY ACTIONS AND PERSONNEL CHANGES

President Trump Signs Executive Order to Overhaul Federal Hiring Process. On October 15, President Trump **signed** an executive order directing agencies to establish "Strategic Hiring Committees" that include senior political appointees to oversee the creation and filling of federal positions. The order requires agencies to submit annual staffing plans—developed with the Office of Personnel Management (OPM) and Office of Management and Budget (OMB)—to align hiring decisions with agency needs and administration priorities. The order follows the expiration of a federal hiring freeze and maintains restrictions on new or vacant positions unless approved by agency leadership. It exempts certain national security, immigration enforcement, and public safety roles.

OMB Revises Shutdown Guidance, Removes Backpay Reference for Furloughed Federal Workers. On October 3, the Office of Management and Budget (OMB) revised **shutdown guidance** to remove references to the *2019 Government Employee Fair Treatment Act*, which guarantees backpay for federal workers following a lapse in appropriations. The document now specifies that "excepted" employees—those required to work without pay—are entitled to backpay once funding is restored. The update contrasts with Office of Personnel Management (OPM) guidance issued days earlier, which continues to state that furloughed employees will receive retroactive pay after a shutdown ends. The White House has reportedly considered a new legal interpretation limiting the 2019 law's applicability to past shutdowns. Federal employee unions and several key lawmakers have maintained that the law provides backpay to all affected employees following any future lapse in appropriations.

DOT Seeking BTIC Nominations. On October 21, DOT **announced** it is seeking nominations for the Beautifying Transportation Infrastructure Council (BTIC) which will advise the Secretary on enhancing the aesthetic value of the nation's transportation systems. Nominations are due by November 21, 2025.

EPA Releases New Cybersecurity Tools for Water Systems. On October 23, the Environmental Protection Agency (EPA) **released** new and updated resources to help public water systems strengthen cybersecurity and emergency response planning. The materials include an updated emergency response plan guide for wastewater utilities, a cybersecurity incident response plan template, new incident action checklists, and a cybersecurity procurement checklist to help utilities assess vendor practices. EPA said the tools aim to help utilities prevent and respond to cyberattacks that could threaten access to safe drinking water or disrupt wastewater treatment.

FMCSA Announces It Will Withhold California MCSAP Funds. On October 16, the Federal Motor Carrier Safety Administration (FMCSA) **announced** it will withhold $40.7 million in Motor Carrier Safety Assistance Program (MCSAP) funds from California due to the state's failure to

enforce federal English-language proficiency requirements for commercial drivers. The withheld funds would have supported roadside inspections, safety audits of trucking companies, traffic enforcement, and public education programs aimed at improving highway safety. According to FMCSA, to restore the funding, California must adopt and implement regulations consistent with federal standards governing commercial driver qualifications.

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VENTURA PORT DISTRICT
DEPARTMENTAL STAFF REPORT Meeting Date: November 12, 2025

TO: Board of Port Commissioners
FROM: Todd Mitchell, Deputy General Manager
Sergio Gonzalez, Facilities Manager
SUBJECT: October 2025 Facilities Report

MAINTENANCE ACTIVITES

VHV FRONTAGE ROADWAY TREE REPLACEMENT
Status: Ongoing
Budget: Budgeted (Grounds Maintenance)
Marina Strawberry trees were planted in the Village planters in April 2024. Many of these trees have either died or are in decline. The contractor responsible for planting them will be replacing the trees at their cost. Before proceeding, staff had Design Studios, the District's landscape architect, have an arborist inspect the trees and reconfirm the species is tolerant to our environment. Staff awaits a soil report before proceeding with replanting. Upon replanting, the contractor will provide written care instructions for staff to follow based on their detailed guidelines.

Declining tree at VHV frontage road to be replaced

Dying tree at VHV frontage road to be replaced

Dying tree at VHV frontage road to be replaced

Dying tree at VHV frontage road to be replaced

VHV 1691 COMMERCIAL WATER HEATER REPLACEMENT
Status: Completed
Budget: Budgeted (Contingency)
The 100-gallon commercial water heater serving the VHV 1691 building including the marina boater showers and restrooms failed and started leaking. The District contracted a plumbing company to expediate the replacement of the water heater. An expansion tank was also installed to absorb thermal expansion from a new recirculating pump.

Bad 100-gallon water heater to be replaced

Contractor unloading replacement water heater

New installed 100-gallon commercial water heater

New expansion tank with new valves and fittings

VHV PROMENADE TRASH ENCLSURES CONCRETE BASE PROJECT
Status: Completed
Budget: Budgeted (Grounds Maintenance)
The maintenance team formed and poured eight new concrete bases for trash enclosures along the Ventura Harbor Village promenade gangway. These were relocated into the revetment to clear up the path of travel on the promenade. All gangway trash enclosures have been relocated off the promenade from C-Dock through I-Dock.

Location of trash enclosure before moving into revetment

New form and rebar for base within revetment.

From concrete in and curing before install

New location of trash enclosure within revetment .

VHV 1583 THE GREEK INNER COURTYARD LANDSCAPING PLANTER
Status: Ongoing
Budget: Budgeted (Grounds Maintenance)
The Maintenance team has started rehabbing the VHV 1583 The Greek inner courtyard planter to conform with the District's new landscape plan. Irrigation sprinklers have been converted to drip system. Foliage and hardscape will be replaced based on conceptual design. Low voltage path of travel and uplighting will be added.

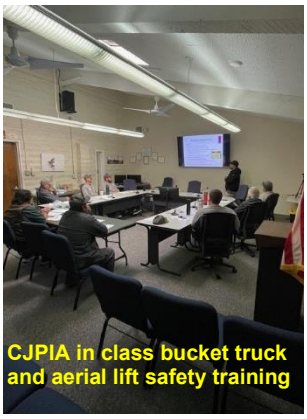
VHV 1583 inner courtyard planter before rehab

VHV 1583 inner courtyard before rehab

Demo of VHV 1583 inner courtyard planter

Initiation of planting after irrigation conversion

VPD MAINTENACE STAFF BUCKET TRUCK AND AERIAL LIFT SAFETY TRAINING
Status: Completed
Budget: Budgeted (Training)
The Maintenance Department participated in an all-staff bucket truck and aerial lift safety training provided by the CJPIA. By participating in this training, all staff received safety requirements and procedures when using the District's bucket truck and any rented aerial lifts.


CJPIA in class bucket truck and aerial lift safety training

CJPIA in field, on hands bucket truck and aerial lift training

CJPIA in field, on hands bucket truck and aerial lift training

CJPIA in field, on hands bucket truck and aerial lift training

VHV PARKING LOT ENTRANCE MONUMENT SIGNS
Status: Ongoing
Budget: Budgeted (Grounds Maintenance)
The District entered into a vendor agreement with a painting contractor to repair, patch and repaint all four Ventura Harbor Village entrance welcome monument signs. Monument sign #3 has been completed with the rest estimated to be completed early November.

Weathered VHV entrance #2 monument sign before painting

Weathered VHV entrance #3 monument sign before painting

Entrance monument sign #3 painted, complete

Entrance monument sign #3 getting prepped for paint

FACILITIES:
Staff continue to perform everyday maintenance and on the spot repairs throughout Ventura Harbor Village, other District properties, equipment, vehicles, and vessels. Facilities also assist other Departments on special projects.

VENTURA PORT DISTRICT

DEPARTMENTAL STAFF REPORT Meeting Date: November 12, 2025

TO: Board of Port Commissioners

FROM: Brian D. Pendleton, General Manager
John Higgins, Harbormaster
Brendan Donohue, Senior Harbor Patrol Officer

SUBJECT: October 2025 Harbor Patrol Report

PUBLIC SAFETY

Overview:

We have begun to experience the subtle shift in seasons. The beach crowds are tapering off, gradually replaced by the steady rhythm of daily commercial fishing transits. Harbor Patrol and Marine Safety Officers continue to adapt to these seasonal changes while maintaining a consistently high level of service.

This time of year, also marks the beginning of our annual erosion cycle. So far, we have not seen significant wave activity impacting South Beach, and conditions remain stable. However, we remain mindful that late December and January storms historically bring the most severe erosion in the shortest time. As part of our seasonal vigilance, we are also closely monitoring the Harbor Entrance where increased wave activity can pose challenges for all types of boaters. Harbor Patrol Officers recently conducted an unofficial but thorough survey of the area and found no immediate concerns. We will continue these assessments and provide visual soundings to support boater awareness and safety.

I'm proud to report that two of our part-time Marine Safety Officers, Eddie Warne and Jack Pickett, have been offered full-time positions at Channel Islands Harbor. Both individuals demonstrated exceptional performance during their time with the Port District, consistently building their skills and contributing to our operations. Their success reflects our commitment to investing in part-time staff and preparing them for future opportunities. While we were unable to offer full-time positions internally, we are proud to have supported their development into strong candidates for other harbors. Notably, both earned their U.S. Coast Guard licenses while working with us, further enhancing their qualifications. We congratulate Eddie and Jack and look forward to following their continued success with the County of Ventura.

BEACHES

Harbor Cove:

Harbor Cove remains the safest family beach in Ventura County. I would estimate it is also among the top 5 most used beaches in the County. While the summer crowds have mostly departed, daily swimmers, outrigger paddlers, and volleyball players continue to thrive.

South Beach:

As noted in the overview, the summer beach profile allowed some post dredging sand to move back onto the beach. This annual process along with several minor Southern Hemisphere storms has provided a good buffer as we move closer to the December and January typical erosion events.

CHANNEL ISLANDS HARBOR FIRE

At approximately 1530 hours on October 18, Ventura Harbor Patrol was dispatched by Ventura County Fire Department to assist with a marina fire in Channel Islands Harbor. Fireboat 1 was deployed to the incident due to Channel Islands Harbor's firefighting vessel being out of service. Upon arrival at approximately 1545 hours, the crew of Fireboat 1—Bob Crane and Greg Williams—encountered a fully engulfed 36-foot motor vessel.

Fireboat 1 assumed water-side control of the suppression effort and began flowing 750 gallons per minute into the burning vessel. Within ten minutes, at 1555 hours, fire knockdown was declared. The crew remained on scene to assist with overhaul and salvage operations. During this event, Ventura Harbor remained covered by Senior Harbor Patrol Officer Brendan Donohue and the Harbormaster, who monitored the call and ensured continued operational readiness.

Ventura Harbor Patrol Officers receive formal training in marine firefighting and are equipped similarly to Fire Department personnel. Their ability to respond as part of a unified team highlights the value of cross-agency collaboration and the importance of maintaining readiness for mutual aid incidents.

VENTURA UNIFIED BLUE TECH ACADEMY

With support from the General Manager, the Ventura Port District proudly partnered with Ventura Unified School District and Blue Robotics to host the inaugural Blue Tech Academy—a hands-on STEM initiative designed to introduce high school students to the rapidly growing Blue Technology sector. As Harbormaster, I was honored to help conceptualize and support this unique program, which welcomed approximately 30 students over a six-week period.

The Academy featured a blend of classroom instruction and field experiences, with sessions held at the Port District Headquarters and offshore at the Channel Islands. Each week focused on a different aspect of marine science and technology. Students conducted bathymetric surveys using autonomous surface vessels, built and deployed underwater drop cameras, performed water quality testing with Raspberry Pi-based sensors, and explored remotely operated vehicles (ROVs) during simulated recovery operations. One of four deployed cameras was successfully retrieved by students, with Harbor Patrol assisting in the recovery of the remaining units.

A highlight of the program was a full-day expedition to Anacapa Island aboard NOAA's M/V Shearwater, where students applied their newly acquired skills in a real-world marine environment within Channel Islands National Park. The final session featured a hands-on review and open house, where students presented their projects to families, educators, and community members.

This first-of-its-kind program was a resounding success. Blue Robotics has expressed interest in replicating the Academy both nationally and internationally. The Ventura Port District is proud to have played a foundational role in this initiative, which not only supports local youth but also helps prepare our community for future opportunities in the Blue Economy. Special thanks to Port Commissioner Elizabeth Howell and her husband for attending the final day and participating in both the indoor and outdoor classroom activities.

VEHICLE AND VESSEL REPAIRS

In-House Team Getting the Jobs Done: Running an operation with both boats and vehicles being tested to their limits can be challenging. Keeping things running well and making repairs is a critical element to ensuring operational readiness. Over the past couple of months, the Harbor Patrol and Maintenance Team has completely knocked it out of the park. Identifying issues immediately, developing plans of attack, working cohesively as a team to make repairs, and then moving on to the next task. In addition to ensuring our operational readiness, we experienced significant savings by doing the work in-house.

Special thanks to both the Harbor Patrol and Maintenance Crew and specifically Garrett Winter, Greg Williams, Sergio Gonzalez, McLain Neville, and Martin Lopez for their technical expertise and attention to detail.

TRAININGS AND CONFERENCES

California JPIA Risk Management Forum:
The Harbormaster attended the annual California JPIA Risk Management Forum which covers a wide range of topics with special focus on public safety. Like years past, the information was well received and easily translated into our current operations. One of the more memorable topics was Los Angeles City Councilmember Linda Parks and her overview of the recent fires and the importance lessons learned in the preparations, response, and mitigation after the fires. As noted in previous Port Commission Meetings, extreme weather events appear to be happening more

frequently and are more severe. The Harbormaster and Port District staff use these lessons to help us stay prepared and ready for whatever may come our way.

California Boating & Waterways Coastal Boat Operator Class – Pillar Point:

The Harbormaster appreciates the support from the General Manager and Board of Commissioners as this class was designed specifically for small harbor patrol units like ours. Most training is in Southern California due to the fleet sizes being larger than most Northern California agencies. The Pillar Point Delivery is the only Northern California Coastal class and ensures that smaller agencies can send staff to participate in this valuable training. Ventura Harbor will again host the Southern California delivery in May of 2026. Our delivery is always a favorite as we have both weather and a good mix of vessels and time on the water.

Training Spotlight:

Harbor Patrol and Marine Safety Officers are continually seeking opportunities to train and improve their operational readiness. While Marine Safety Officers are primarily tasked with deckhand and rescue swimmer responsibilities, it is essential that they also develop the skills necessary to assume control of a vessel in the event of an emergency. Training begins with foundational boat handling and progresses to more advanced operational techniques.

Once a Marine Safety Officer demonstrates competency in basic vessel operations, they are offered the opportunity to enroll in the U.S. Captain's License course through marinerslearningsystem.com. The Harbormaster successfully negotiated a 50% discount for the course, reducing the cost to approximately $600 per participant. To date, 100% of our staff who have enrolled have passed the course, and feedback has been overwhelmingly positive.

Pictured below is Marine Safety Officer Lillian Armstrong, who has been with the Port District for over a year. After mastering her deckhand duties, she has continued to advance her vessel operation skills. Each training session is conducted under the supervision of a full-time Harbor Patrol Officer. In this image, Senior Harbor Patrol Officer Brendan Donohue is providing docking instruction as part of her ongoing development.

VENTURA YACHT CLUB HARBOR PATROL APPRECIATION DINNER

On Friday, October 17th, the Ventura Yacht Club graciously hosted the Harbor Patrol for an annual appreciation dinner. Approximately half of our Harbor Patrol Officers and Commissioners were able to attend. This is an event that our staff looks forward to every year, and we are thankful to the Yacht Club for their hospitality.

31 - 911 CALLS RECEIVED VENTURA COUNTY FIRE

This is a snapshot and is based on one of our several assets and does not include calls from the last report.

Incident	Case Numbers	Units	Priority	Problem	Agency	Address	City	Response Date
25-0085419		HARB2, MED473, SQ2	M5	DIABETIC PROBLEMS	Ventura County Fire Department	1215 Anchors Way	Ventura	10/1/2025 12:42:08 AM
25-0085969		HARB1, HARB2, MED474, SQ2	M5	DIABETIC PROBLEMS	Ventura County Fire Department	1691 Spinnaker Dr	Ventura	10/2/2025 6:11:52 PM
25-0086120		HARB2, HARB3, ME5, MED472, SQ3	M5	FALL	Ventura County Fire Department	1755 Spinnaker Dr	Ventura	10/3/2025 9:57:10 AM
25-0086336		HARB1, HARB2, MED474, SQ2	M7	FALL NO CODE	Ventura County Fire Department	1080 Navigator Dr	Ventura	10/3/2025 11:12:32 PM
25-0088940		B24, B82, EMS48, HARB1, HARB2, LIFEGD1, ME2, MED496, MT5, OR1, VBOAT1	F5	OCEAN RESCUE LOW	Ventura County Fire Department	1600-1600 Spinnaker Dr	Ventura	10/11/2025 6:37:38 PM
25-0089149		HARB2, ME2, MED471, SQ2	M5	FALL	Ventura County Fire Department	2950 PIERPONT BLVD	Ventura	10/12/2025 1:09:53 PM
25-0089538		HARB1, HARB2, MED496, SQ2	M5	FALL NON EMD	Ventura County Fire Department	1569 Spinnaker Dr	Ventura	10/13/2025 5:56:19 PM
25-0091173		B1, B16, EMS63, HARB2, LIFEGD1, ME101, ME2, MED471, OR1, SQ2, VBOAT1, VCAU1	F5	OCEAN RESCUE LOW	Ventura County Fire Department	1200-1399 Weymouth Ln	Ventura	10/18/2025 7:01:39 PM
25-0091464		HARB2, MED471, MED473, SQ2	M5	BEHAVIORAL EMERGENCY NON EMD	Ventura County Fire Department	1603 Anchors Way	Ventura	10/19/2025 6:21:15 PM
25-0092339		B2, B22, B33, EMS48, EMS63, HARB2, LIFEGD1, ME101, MED473, MT5, OR1, VBOAT19	F5	OCEAN RESCUE LOW	Ventura County Fire Department	600 E Harbor Blvd	Ventura	10/22/2025 4:40:50 PM
25-0092406		HARB2, MED495, SQ102	M5	CHEST PAIN NON TRAUMA	Ventura County Fire Department	993 Schooner Dr	Ventura	10/22/2025 9:54:31 PM
25-0092564		HARB2, ME5, MED668	M3	BREATHING PROBLEMS HIGH	Ventura County Fire Department	1049 Marina Dr	Ventura	10/23/2025 11:48:06 AM
25-0092653		HARB2, ME2, MED473, SQ102	M3	UNCONSCIOUS/FAINT HIGH	Ventura County Fire Department	1215 Anchors Way	Ventura	10/23/2025 3:45:18 PM
25-0093249		HARB2, MED473, SQ102	M7	SICK PERSON NO CODE	Ventura County Fire Department	1198 Navigator Dr	Ventura	10/25/2025 2:06:54 PM
25-0093555		HARB2, MED473, SQ102	M5	SICK PERSON	Ventura County Fire Department	1198 Navigator Dr	Ventura	10/26/2025 1:30:38 PM

1

Incident	Case Numbers	Units	Priority	Problem	Agency	Address	City	Response Date
25-0065969		HARB1, HARB2, MED474, SQ2	M5	DIABETIC PROBLEMS	Ventura County Fire Department	1691 Spinnaker Dr	Ventura	10/2/2025 6:11:52 PM
25-0066013		HARB1, ME2, SQ2	F7	GAS LEAK/ODOR	Ventura County Fire Department	1112 Marina Dr	Ventura	10/2/2025 8:58:29 PM
25-0066207		C14, HARB1, HARB3, MED495, SQ2	M5	UNCONSCIOUS/FAINT	Ventura County Fire Department	1559 Spinnaker Dr	Ventura	10/3/2025 2:52:14 PM
25-0066336		HARB1, HARB2, MED474, SQ2	M7	FALL NO CODE	Ventura County Fire Department	1080 Navigator Dr	Ventura	10/3/2025 11:12:32 PM
25-0067131		HARB1, MED473, SQ2	M5	MEDICAL ALARM	Ventura County Fire Department	1867 Spinnaker Dr	Ventura	10/6/2025 3:50:07 PM
25-0067846		HARB1, ME2	F5	OUTSIDE FIRE (MISC)	Ventura County Fire Department	34°14'16.49"n / 119°15'57.8"w		10/8/2025 4:10:39 PM
25-0068093		HARB1	M5	SICK PERSON NON EMD	Ventura County Fire Department	1575 Spinnaker Dr	Ventura	10/9/2025 10:14:33 AM
25-0068638		HARB1, MED495, SQ2	M5	UNKNOWN PROBLEM NON EMD	Ventura County Fire Department	955 Navigator Dr	Ventura	10/10/2025 9:19:26 PM
25-0068940		B24, B82, EMS48, HARB1, HARB2, LIFEGD1, ME2, MED495, MT5, OR1, VBOAT1	F5	OCEAN RESCUE LOW	Ventura County Fire Department	1600-1600 Spinnaker Dr	Ventura	10/11/2025 6:37:38 PM
25-0069458		HARB1, ME2, MED471, MED474	M3	UNCONSCIOUS/FAINT HIGH	Ventura County Fire Department	1198 Navigator Dr	Ventura	10/13/2025 2:04:47 PM
25-0069538		HARB1, HARB2, MED495, SQ2	M5	FALL NON EMD	Ventura County Fire Department	1569 Spinnaker Dr	Ventura	10/13/2025 5:56:19 PM
25-0069709		HARB1, MED473, SQ2	M3	BREATHING PROBLEMS NON EMD	Ventura County Fire Department	1034 Portside Dr	Ventura	10/14/2025 9:03:49 AM
25-0091046		HARB1, ME2, MED473, SQ2	M5	CONVULSIONS/SEIZURES	Ventura County Fire Department	1050 Schooner Dr	Ventura	10/18/2025 12:16:22 PM
25-0091227		HARB1, ME2	F5	OUTSIDE FIRE (MISC)	Ventura County Fire Department	947 Schooner Dr	Ventura	10/18/2025 11:22:33 PM
25-0091234		HARB1, MED471, SQ2	M5	OVERDOSE/POISONING NON EMD	Ventura County Fire Department	1516 Anchors Way	Ventura	10/18/2025 11:57:40 PM

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In addition to 911 responses, Harbor Patrol has responded to numerous calls for service that came in via VHF radio or landline phone. These calls included towing disabled vessels, assisting distressed hoopnet fishermen at night, dewatering approximately a dozen sinking dinghies after the rain that came on the 13th and 14th, and working with the Coast Guard Auxiliary to reposition inner harbor ATONs that were moved off station by barranca discharge from the same rain.

Soundings:
No Issues were noted during informal surveys. Starting next month staff will re-institute the formal soundings with visual representation of the channel depths.

VENTURA PORT DISTRICT
DEPARTMENTAL STAFF REPORT Meeting Date: November 12, 2025

TO: Board of Port Commissioners
FROM: Todd Mitchell, Deputy General Manager
Dave Werneburg, Marina Supervisor
SUBJECT: October 2025 Marina Report

MARINA DEPARTMENT ACTIVITIES

Ventura Harbor Village Marina

Total Slip Count	102	100%
Slips Assigned	102	100%
Slips Occupied	100	99%
Slips Available	0	0%

Port District Dry Storage

Total Spaces	92	100%
Active Contracts	92	100%
Available	0	

COMMERCIAL FISHING

California Market Squid Harvest – Ventura Harbor
2025-26 Squid Season opened April 1, 2025

California Market Squid Statistics		
State-wide Seasonal Squid Limit:	118,000 tons	236,000,000 lbs.
Ventura July-Sept 2025 Landings	TBD	TBD
Ventura Season-to-date:	TBD	TBD

As was anticipated by industry, in mid-October/November water temps are in “the zone” for optimal squid production. Starting mid-month, the three Ventura squid fisheries have been landing 500-750 tons per day. The fleet in Hueneme are not far behind. Not only is the volume good, but also the quality is there to match. Tariffs notwithstanding, the squid season is starting off decently with hopes for sustained activity continuing. Many fishers will diversify their activity by extending their seasons up north doing albacore, crab or salmon.

Dancing with the Docks
The District reconfigured the VHV Marina in 2019-2020, going from 141 wet slips down to 103 wet slips, replacing several 35’-45’ slips (some of which were used for recreational vessels) with 60’-70’ slips and a refined focus on additional squid seiner vessel capacity. Still, there is more commercial fishing vessel demand than the District marina can provide.

There are currently 66 squid permits issued for all of California. Several vessels are sitting out this season; between Ventura Harbor and the Port of Hueneme there are 60 vessels actively fishing. With the Commercial Fishing Modernization Project underway, we look at the combined fleets in context as being one. Ventura currently offloads 33 seiner vessels; Port of Hueneme offloads 27 vessels.

And while offloading is somewhat evenly split between the two harbors, the Ventura Harbor Village Marina berths nearly ~80% of the active fleet, a combination of both Ventura and Hueneme vessels (Port of Hueneme does not provide any berthing accommodations, only offloading stations). The remaining ~20% berth at Channel Islands or back in San Pedro. Most seiners also have a light boat (either shared or one dedicated to the seiner), which also requires slips, most of which are also accommodated in Ventura Harbor.

OCTOBER MARKETING REPORT - *Visitor Experience*

October 2025 report showcases samples & highlights of the Ventura Harbor Visitor Attraction Plan.

EVENTS - *Witches Paddle, HOWL-o-Ween Dog Costume Contest, & Trick or Treat*

Pre-Halloween weekend drew record crowds and **over 150-200+ witches & warlocks** participated in the Witches Paddle. HOWL-O-WEEN Dog Costume Contest featured **68 entries & 75+ dogs**, entertaining hundreds of spectators on the Main Lawn. Weekend wrapped up with **600+ children Trick-or-Treating & Skeleton Hunt** throughout the Village alongside live entertainment & activities. Collectively, these events **brought thousands of visitors to the waterfront**.

OCTOBER MARKETING REPORT - Visitor Experience

October 2025 report showcases samples & highlights of the Ventura Harbor Visitor Attraction Plan.

EVENTS - Taylor Swift NEW CD Listening Party

On Friday, Oct. 3, an energetic **Taylor Swift CD Listening Party** in partnership with **KBBY 95.1 FM**, drew hundreds of fans to the Village on Friday evening. The on-trend activation celebrated the **launch of Taylor's new album with themed giveaways, friendship bracelet making, and a lively atmosphere** supported by **The Loose Cannon's sound system**. This weekday collaboration successfully attracted a strong turnout and fun energy of all ages to the harbor.

VENUE & FILM RENTALS - Revenue

October was home to the **Walk to End Alzheimer's, a worship and prayer outreach, the NSSA Surf Tournament, kayaking groups, a baptism,** and a **fall break camp.**

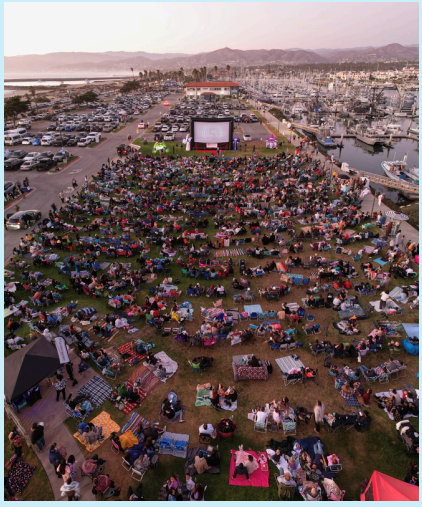
October On-Site Rental Income:
$4.5k+

ENTERTAINMENT & Music in October:

October 5 | SWM
October 11 | Dos Cats
October 18 | Karen Eden
October 24 | DJ Morgan
October 25 | DJ Bennett
October 26 | DJ Bennett
October 26 | DJ Morgan*
*Thriller Flash Mob

EVENTS - Hocus Pocus Movie Night

Oct. 11 Hocus Pocus Movie Night drew record crowds of **1000+ guests to the lawn**, with families and friends filling the Village for a festive evening.



COPY CORRECTIONS from July/Aug./Sept. 2025 Board Report:

C.A.R.L. Pooch Parade

The annual **CARL Pooch Parade** returned to Ventura Harbor Village in August, drawing a **lively crowd of dog lovers and adoptable pups** to support Canine Adoption and Rescue League.

Ventura Art & Chalk Festival

The **Ventura Art & Chalk Festival** brought color and creativity to the waterfront on **Sept. 13–14**. **25+ chalk artists** showcased their talents alongside multiple local art vendors, delighting crowds as they watched each masterpiece come to life while supporting **Ventura County Art Events and Food Share**.

OCTOBER MARKETING REPORT - Content Development

*October 2025 report showcases samples & highlights of the Ventura Harbor Visitor Attraction Plan.

SOCIAL MEDIA - Cross Network Performance Metrics *

82k	1.1 mil	14k	17k
Total Audience	Impressions	Engagements	Link Clicks

VISUALS - Sampling of Content

Ventura Harbor **featured on mega influencer profile** (5 mil on tik tok + 1 mil on instagram) garnering phenomenal visibility for the Village + Boba by the Sea for their grand opening!

COPYWRITE - Enewsletters / Blog Performance

Topics included: **Taylor Swift Listening Party, Hocus Pocus Movie Night, National Seafood Month, Halloween Event Lineup**, plus segmented send-outs to Witches Paddle Participants, Past Dog Owner Contestants, and two Village Tenant newsletters.

9	19k	28k	552
E-Newsletters	Subscribers	Opens	Link Clicks

Benchmark: We continue to exceed national average open rates!

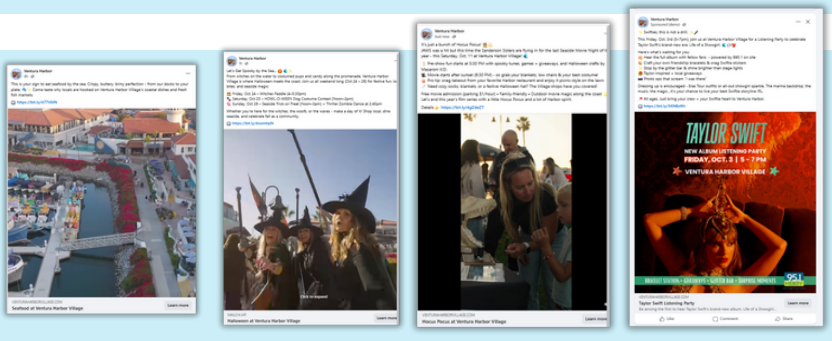
REELS - Short Video Compilations

Topics included: **Taylor Swift Listening Party, the Village Nighttime Vibe, Jaws Movie Night recap, National Seafood Month** (thank you to our 8 seafood restaurant participants!)**, Witches Paddle, Howl,-o-ween, Trick or Treat, Hocus Pocus Movie night.** Plus, participated in collaborative content with **Tik Tok mega-influencer @rainaiscrazy** covering Boba by the Sea, **Visit Ventura,** on content featuring **Witches Paddle** and a **Village stroll** (various tenant highlights).

10	147k
Reels	Views

ADVERTISING - Print & Digital

Meta ads & boosted content primarily featured our **Harbor Halloween Event Lineup, National Seafood Month, Last Movie Night of the Season, and the Taylor Swift Listening Party**.



OCTOBER MARKETING REPORT - Outreach & Stewardship

October 2025 report showcases samples & highlights of the Ventura Harbor Visitor Attraction Plan.

PAID MEDIA OUTREACH & COVERAGE - PART 1 OF THE LOG AND HALLOWEEN COVERAGE

With bewitching back-to-back Halloween events & happenings, Harbor Village took top billing with on-air CA coverage on **ABC Television LA, NBC Television LA, KEYT Television SB & KSBY Television Central Coast**, among print and online editorial placements. Online coverage appeared in **Pasadena Now, 805 Living Magazine, and in family friendly publications; LA Parent Magazine, Kids Guide, So Cal Kids, Moms LA, Mommy Poppins & Ventura County Mom Collective**. Halloween events received widespread editorial coverage: **Fabulous California, Ventura County Star VC Reporter, Ventura Breeze & The Ventura Wave**. Plus, **front cover of the VC Reporter** & was featured harbor in the Oct. 24 issue of **The Log newspaper with multiple stories & front page Harbor visuals**.

CULTURAL RECOGNITION -

A **Día de los Muertos display** featured a **decorated hearse from Reardon Funeral Home** and honored the spirit of remembrance with colorful floral décor and festive details during the Trick or Treat event.

CROSS PROMOTIONS -

Harbor sidewalks served as the route for the annual **Walk to End Alzheimer's**, uniting hundreds of participants in support of **awareness, research, and community connection**.

On Oct. 5, the **Electric Vehicle Showcase** drew strong visitor interest to **EV displays, owner meet-ups, and educational outreach** on the main lawn.

VENTURA PORT DISTRICT
DEPARTMENTAL STAFF REPORT Meeting Date: November 12, 2025

TO: Board of Port Commissioners
FROM: Todd Mitchell, Deputy General Manager
Jessica Snipas, Business Operations Analyst II
SUBJECT: October 2025 Property and Leasing Report

LEASING HIGHLIGHTS

- Tenant Engagement
  - Staff continue to coordinate with architects, the City, JPIA, and multiple tenants regarding their planning, building, and safety permits.
  - Insurance and business license audits are ongoing.
  - Staff met with one tenant and prospective tenants regarding exploring future tenancy, initial inspection, final inspection, site reviews, or space discussions.
  - For the Parking Program, staff continue to respond to all emails sent to parking@venturaharbor.com and address tenant communications.
- Leasing Advertising, Showings, and Executions
  - Staff attended the Ventura Chamber (Chamber) Board Meeting, Fall Expo, and Connection Breakfast.
  - Staff conducted 8 showings and 1 tenant check-in.
  - Advertising: Ads are placed in the Ventura Chamber of Commerce Connection Breakfast as well as on LoopNet and CoStar Diamond Package Listings. (The Diamond Package ensures our listing appears as one of the top results on their websites and is also promoted through banners on other sites.) Note, LoopNet is accessible to the public and CoStar's platform is limited to memberships, which generally are industry professionals, such as brokers.
- Yardi Software
  - Staff began weekly meetings with Balanced Asset Solutions LLC regarding the Yardi migration and have begun the lease data entry and training process.
  - Staff began working with Yardi on the Deal Manager and Commercial Café modules.
  - Staff conducted five tenant portal meetings to assist tenants with registering for the portal. As of 11/3/25, 82% of tenants have registered on the tenant portal, 68% have paid online, and 59% have submitted their sales online.
- Looking Forward: Continuing to Implement Leasing Strategy
  - Staff will need to complete the lease migration process in Yardi, verify the data input into the software, and continue to assist tenants in registering on the tenant portal.
  - Retail Consultant Update: Staff will continue to implement recommendations. At a future date, staff will have a check-in meeting to revise plan if needed.

CURRENT VACANCY REPORT – July, August, September

1) 1559 Spinnaker Drive #101 (Office suite)
   - The prior tenant's lease underwent early termination due to the suite experiencing a flood. The suite required planning/permitting by the City (completed), Notice to Proceed was issued in October, and construction is scheduled to start in November. The goal is for the construction to be completed in the winter of 25-26. Marketing efforts are underway.
2) 1567 Spinnaker Drive #205 (Office suite)
   - The previous lease expired on May 31, 2025. While the Board approved a new lease to commence October 1, the tenant was unable to follow through and the lease was

mutually terminated. Marketing efforts have resumed and the waitlist prospective tenants are being contacted.

3) 1575 Spinnaker Drive #101/102/103/105A & B (Restaurant suite)
   - Leases underwent early termination. Plans submitted to City have been approved and bid opening took place in October. Marketing efforts continue.

CURRENT AVAILABILITY REPORT – July, August, September

1) 1575 Spinnaker Drive #204C (Office suite)
   - The tenant is in a month-to-month status because the renovation of the downstairs restaurants is expected to require installation of new ventilation that will pass through a portion of the suite. The staff's architect has advised this will change the square footage. Therefore, the tenant and District have agreed to keep this unit on a month-to-month basis until the plans for the new restaurant are approved by City Building & Safety.

CATEGORY	TOTAL Square Footage	Harbor Vacancy Sq Ft	Harbor Vacancy %	Harbor Available Sq Ft	Harbor Available %		City * Vacancy %	City * Available %
Office	38,580	2,107	5%	275	1%		18%	20%
Retail	20,260	500	2%	0	0%		15%	16%
Restaurant	33,622	3,720	11%	0	0%		0%	No Data

> Harbor Vacancy --- The suite is unoccupied, and it does not have a lease.

Office:	1559 #101 567 #267
Retail:	1583 #104A
Restaurant:	1575 #101/102/103/105 A & B

> Harbor Available --- (1) MTM leases with existing Tenant in process to renew lease; or
(2) MTM lease or agreement that the suite is available to be leased.

Office:	1575 #204C
Retail:	N/A
Restaurant:	N/A

*** City: Based on comparable square footage within Ventura 93001 area as reported by CoStar Group.**

(Note that total square footage values have been updated as of the April 2023 reporting period to reflect recategorization of some units and the addition of the GSA lease for National Park Service offices which were not previously included).

SALES REPORTS

The attached summary of sales for three Harbor Village business categories: restaurants, retail, and charters. The report compares the monthly sales for 2025 and 2024. They also include year-to-date (YTD) comparisons. The year-to-date overall sales for all Harbor Village Tenants through the month of September are up 5.45% over the same period last year.

ATTACHMENTS:

Attachment 1 – September 2025 Sales Report
Attachment 2 – October LoopNet Activity Report

ATTACHMENT 1

Ventura Harbor Village
Tenant Sales Summary

Month of September

	September-2025	September-2024	% Change
Restaurants	$ 1,928,311	$ 1,927,454	0.04%
Retail	$ 365,934	$ 408,258	-10.37%
Charters	$ 948,260	$ 853,865	11.05%
Total	$ 3,242,504	$ 3,189,577	1.66%

Year-to-date through July

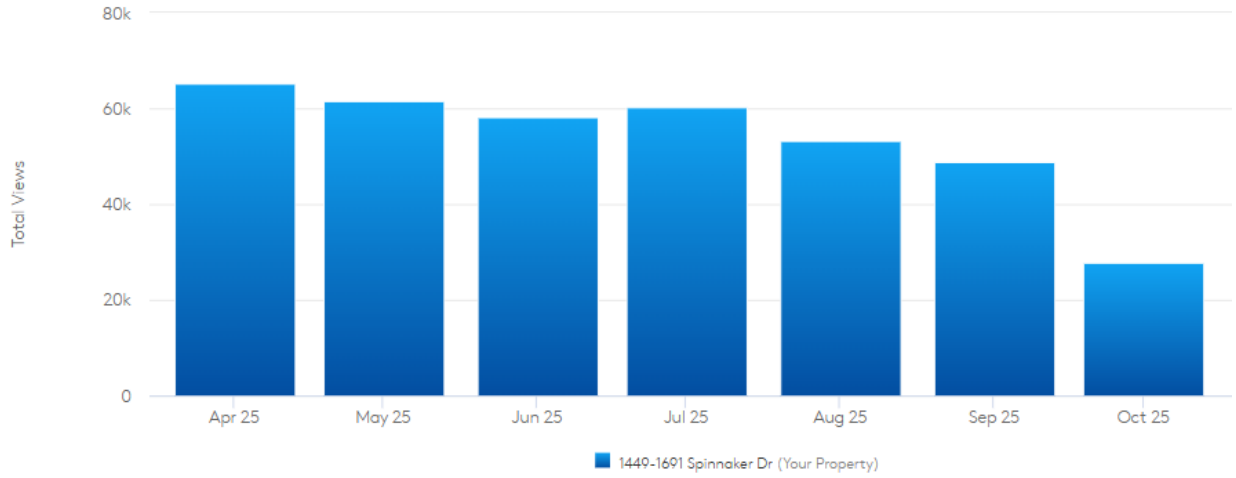
	Jan - Sep 2025	Jan - Sep 2024	% Change
Restaurants	$ 18,499,223	$ 17,729,284	4.34%
Retail	$ 3,868,329	$ 4,186,470	-7.60%
Charters	$ 7,695,842	$ 6,593,143	16.72%
Total	$ 30,063,394	$ 28,508,897	5.45%

Quarter-to-date
July - September

	Jul - Sep 2025	Jul - Sep 2024	% Change
Restaurants	$ 7,232,468	$ 7,070,928	2.28%
Retail	$ 1,467,192	$ 1,670,824	-12.19%
Charters	$ 3,420,352	$ 2,983,553	14.64%
Total	$ 12,120,011	$ 11,725,305	3.37%

ATTACHMENT 2
LoopNet Activity Report

LoopNet Apr 2025 – Oct 2025 Listing Activity Report for Total Views



LoopNet Oct 2025 Activity Summary

Activity Summary

Summary of everyone that has seen your property.

10/01/2025 - 10/31/2025

27,756 Total Views	12,745 Unique Prospects	16s Average Time on Page
222 Detail Page Views	2.0 Frequency	49m 9s Total Time on Page

BOARD OF PORT COMMISSIONERS
NOVEMBER 12, 2025

CONSENT AGENDA ITEM A
ADOPTION OF RESOLUTION NO. 3542 ACCEPTING A $40,000 SURRENDERED AND ABANDONED VESSEL EXCHANGE GRANT

VENTURA PORT DISTRICT **CONSENT AGENDA ITEM A**
BOARD COMMUNICATION Meeting Date: November 12, 2025

TO: Board of Port Commissioners
FROM: Brian D. Pendleton, General Manager
John Higgins, Harbormaster
SUBJECT: Adoption of Resolution No. 3542 Accepting a $40,000 Surrendered and Abandoned Vessel Exchange Grant

RECOMMENDATION:
That the Board of Port Commissioners adopt Resolution No. 3542 accepting a $40,000 Surrendered and Abandoned Vessel Exchange (SAVE No. C25S0626) offered by the California Division of Boating and Waterways.

SUMMARY:
The Department of Boating and Waterways has awarded the Port District a $40,000 grant to participate in the Department's Surrendered and Abandoned Vessel Program. The program allows the District to be reimbursed for expenses related to disposing of abandoned or surrendered vessels.

Due to the limited funds, the focus will be on boats in the water and in danger of sinking or being abandoned. This program does require a ten percent (10%) match. If the boat is connected to a marina, we may require them to pay the match. In cases where the boat is abandoned or surrendered to the Port District, we may utilize in-kind services to meet the 10% match.

GUIDING PRINCIPLES:
6) Provide exceptional public service and organizational transparency.

5-YEAR OBJECTIVES:
E) Encourage public and civic engagement; maintain high levels of organizational transparency; and promote Harbor-wide diversity, equity and inclusion through District policies, procedures and programs.
   1) Collaborate with business partners and stakeholders through increased engagement, communication, and participation.

BACKGROUND:
This program is part of an expanding effort to discourage the abandonment of vessels on public waterways and lands. Previously, when a vessel is abandoned, the responsible agency uses manpower trying to find the owner, funds a lien process, and funds the destruction of the vessel. By giving the owner a process to turn over the vessel, we feel this will lessen the negative impact on the environment, harbors, and government budgets.

FISCAL IMPACT:
There is little to no fiscal impact if the vessel is connected to a private marina or outside storage yard. The cost to the Port District otherwise could be 10%, minus in-kind services.

ATTACHMENTS:
Attachment 1 – Resolution No. 3542

ATTACHMENT 1

VENTURA
PORT DISTRICT
Established 1952

RESOLUTION NO. 3542

RESOLUTION OF THE BOARD OF PORT COMMISSIONERS OF THE VENTURA PORT DISTRICT ACCEPTING A SURRENDERED AND ABANDONED VESSEL EXCHANGE GRANT (SAVE NO. C25S0626) IN THE AMOUNT OF $40,000 FROM THE CALIFORNIA DEPARTMENT OF BOATING AND WATERWAYS

WHEREAS, the Department of Boating and Waterways is authorized to provide a Surrendered and Abandoned Vessel Exchange Grant (SAVE) to cities, counties, districts, and other public agencies for the expenses related to disposing of abandoned vessels that have been turned into the District in lieu of a lien process.

WHEREAS, the Department of Boating and Waterways has offered the Ventura Port District a $40,000 grant in order to finance part of the program costs with a matching fund requirement requiring the District to match the total amount expended with a ten percent (10%) contribution.

WHEREAS, it is in the best interest of the public for the Ventura Port District to accept the $40,000 Surrendered and Abandoned Vessel Exchange Grant for the aforementioned purposes.

NOW, THEREFORE, BE IT RESOLVED that the Board of Port Commissioners, by adoption of this Resolution hereby authorizes the execution of the $40,000 Surrendered and Abandoned Vessel Exchange Grant (SAVE No. C25S0626) offered to the Port District by the California Department of Boating and Waterways.

BE IT FURTHER RESOLVED that the Board of Port Commissioners, by adoption of this Resolution hereby authorizes John Higgins, Harbormaster of the Ventura Port District, to sign on behalf of the Port District the required Standard Agreement.

PASSED, APPROVED AND ADOPTED at a Regular Meeting of the Board of Port Commissioners of the Ventura Port District, this 12th day of November 2025, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAINED:

_____
Michael Blumenberg, Chair

Attest:

_____
Anthony Rainey, Secretary

BOARD OF PORT COMMISSIONERS
NOVEMBER 12, 2025

CONSENT AGENDA ITEM B
ADOPTION OF RESOLUTION NO. 3543 ACCEPTING A $110,000 BOATING SAFETY AND ENFORCEMENT EQUIPMENT GRANT

VENTURA PORT DISTRICT **CONSENT AGENDA ITEM B**
BOARD COMMUNICATION Meeting Date: November 12, 2025

TO: Board of Port Commissioners
FROM: Brian D. Pendleton, General Manager
John Higgins, Harbormaster
SUBJECT: Adoption of Resolution No. 3543 Accepting a $110,000.00 Boating Safety and Enforcement Equipment Grant

RECOMMENDATION:
That the Board of Port Commissioners adopt Resolution No. 3543 accepting a $110,000.00 Boating Safety and Enforcement Grant (BSE No. C25L0619) offered by the California Division of Boating and Waterways.

SUMMARY:
California State Parks Division of Boating and Waterways has awarded the Port District a $110,000 Boating Safety and Enforcement Grant. District Harbor Patrol requested $110,000 to finance the replacement of the twin Volvo D-4 engines for Fireboat 1.

GUIDING PRINCIPLES:
1) Maintain a safe, navigable, and resilient harbor.
6) Provide exceptional public service and organizational transparency.

5-YEAR OBJECTIVES:
E) Encourage public and civic engagement; maintain high levels of organizational transparency; and promote Harbor-wide diversity, equity and inclusion through District policies, procedures and programs.
   1) Collaborate with business partners and stakeholders through increased engagement, communication, and participation.

BACKGROUND:
District Harbor Patrol is the water local law enforcement and safety agency with the primary duties to protect Ventura Harbor. Harbor Patrol regularly seeks grant funding to offset the costs of running a small, but critical operation. One source that we regularly participate in is the Division of Boating and Waterways Boating Safety and Enforcement Grant Program. We apply yearly for these competitive grants to help support our efforts to keep the waterways safe and orderly. Our last award was in 2016 to support new engines for Boat 19 and electronics. This award replaces the two non-carb compliant diesel engines in our Fireboat.

FISCAL IMPACT:
This award was close to the maximum we could request. The total cost of the engines after installation will exceed the award amount slightly. Fortunately, there was sufficient funds allocated to this project as we were unsure that it would get funding. This will allow for the installation and ancillary boatyard costs to be covered under the existing budget.

ATTACHMENTS:
Attachment 1 – Resolution No. 3543

ATTACHMENT 1

VENTURA
PORT DISTRICT
Established 1952

RESOLUTION NO. 3543

RESOLUTION OF THE BOARD OF PORT COMMISSIONERS OF THE VENTURA PORT DISTRICT ACCEPTING A BOATING SAFETY AND ENFORCEMENT EQUIPMENT GRANT (BSE NO. C25L0619) IN THE AMOUNT OF $110,000 FROM THE CALIFORNIA DEPARTMENT OF BOATING AND WATERWAYS

WHEREAS, the Department of Boating and Waterways is authorized to provide a Boating Safety and Enforcement Equipment Grants to local agencies to support the agency's boating law enforcement programs.

WHEREAS, the Department of Boating and Waterways has awarded the Ventura Port District a $110,000 grant in order to finance twin Volvo D-4 engines for Fireboat 1.

WHEREAS, it is in the best interest of the public for the Ventura Port District to accept the $110,000 Boating Safety and Enforcement Equipment Grant for the aforementioned purposes.

NOW, THEREFORE, BE IT RESOLVED that the Board of Port Commissioners, by adoption of this Resolution hereby authorizes the execution of the $110,000 Boating Safety and Enforcement Equipment Grant (BSE No. C25L0619) offered to the Ventura Port District by the California Department of Boating and Waterways.

BE IT FURTHER RESOLVED that the Board of Port Commissioners, by adoption of this Resolution hereby authorizes John Higgins, Harbormaster of the Ventura Port District, to sign on behalf of the Ventura Port District the required Standard Agreement.

PASSED, APPROVED AND ADOPTED at a Regular Meeting of the Board of Port Commissioners of the Ventura Port District, this 12th day of November 2025, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAINED:

_____
Michael Blumenberg, Chair

Attest:

_____
Anthony Rainey, Secretary

BOARD OF PORT COMMISSIONERS
NOVEMBER 12, 2025

CONSENT AGENDA ITEM C
APPROVAL OF OUT-OF-TOWN TRAVEL REQUESTS

VENTURA PORT DISTRICT **CONSENT AGENDA ITEM C**

BOARD COMMUNICATION Meeting Date: November 12, 2025

TO: Board of Port Commissioners
FROM: Brian D. Pendleton, General Manager
Jessica Rauch, Senior Clerk of the Board
SUBJECT: Approval of Out-of-Town Travel Requests

RECOMMENDATION:

That the Board of Port Commissioners approve the out-of-town travel requests for:

a) Jennifer Talt Lundin, Marketing Manager to attend the Visit California Outlook Forum from March 9 – March 12, 2026 in Chula Vista, CA.
b) Ruby Hedrick, Sr. Marketing & Event Coordinator, to attend the Visit California Outlook Forum from March 9 – March 12, 2026 in Chula Vista, CA.
c) Sarah Clancy, Administrative Services Manager, to attend the California Society of Municipal Finance Officers (CSFMO) Annual Conference from February 23 – February 27, 2026, in Palm Springs, CA.

SUMMARY:

Employees and Commissioners are encouraged to attend conferences, meetings, seminars, and other activities that provide an opportunity to be informed concerning matters of interest to the District and their position. The General Manager is recommending staff participate in the events listed herein.

GUIDING PRINCIPLES:

6) Provide exceptional public service and organizational transparency.

5-YEAR OBJECTIVE:

E) Encourage public and civic engagement; maintain high levels of organizational transparency; and promote Harbor-wide diversity, equity and inclusion through District policies, procedures and programs.

BACKGROUND:

Visit California Outlook Forum 2025

Visit California, the marketing arm of California, host an annual Outlook Forum where experts from travel & attractions section of the industry gather to share insights, experiences, trends, marketing tactics, and research. Conference features immersive sessions and lectures, with opportunities to network with Visit California staff. Visit California works directly to Central Coast Tourism Council, a key partner for Ventura Harbor.

California Society of Municipal Finance Officer Annual Conference

The 2026 CSMFO Annual Conference is where finance professionals from local governments and special districts come together to share insights, foster collaboration, and enhance their skills. Attendees can look forward to a diverse program featuring expert-led training sessions, engaging panels, and invaluable networking opportunities designed to empower participants and elevate their professional development.

As a premier event in the realm of local government finance, the CSMFO Annual Conference serves as a platform for sharing best practices, discussing emerging trends, and exploring innovative solutions to the challenges faced by finance professionals today. This conference

promises to be an enriching experience that will help attendees grow their knowledge, expand their network, and connect with fellow professionals dedicated to excellence in public finance.

FISCAL IMPACTS:
Travel costs related to the activities are included in the FY25-26 budget.

CA Outlook Forum	TALT-LUNDIN	HEDRICK
Registration	$850.00	$850.00
Lodging	$1283.00	$1283.00
Meals	$140.00	$140.00
Mileage	$301.00	$277.00
Miscellaneous	$200.00	$200.00
TOTAL	**$2,774.00**	**$2750.00**

CSFMO Annual Conference	CLANCY
Registration	$765.00
Lodging	$950.00
Meals	$200.00
Mileage	$250.00
Miscellaneous	$100.00
Total	**$2,265.00**

ATTACHMENTS:
None.

BOARD OF PORT COMMISSIONERS
NOVEMBER 12, 2025

CONSENT AGENDA ITEM D
APPROVAL OF PAYMENTS FOR OCTOBER 2025

VENTURA PORT DISTRICT **CONSENT AGENDA ITEM D**
BOARD COMMUNICATION Meeting Date: November 12, 2025

TO: Board of Port Commissioners
FROM: Brian D. Pendleton, General Manager
Sarah Clancy, Administrative Services Manager
SUBJECT: Approval of Payments for October 2025

RECOMMENDATION:
That the Board of Port Commissioners review and approve payments made by check, ACH, and EFT for the month of October 2025.

SUMMARY:
Attached for the Board's review is the payment register for October 2025.

GUIDING PRINCIPLES:
3) Grow financial sustainability through a reliable, recurring revenue stream supplemented with grants and public-private partnership investment while maintaining responsible budgeting practices.
6) Provide exceptional public service and organizational transparency.

FIVE-YEAR OBJECTIVES:
E) Encourage public and civic engagement; maintain high levels of organizational transparency; and promote Harbor-wide diversity, equity and inclusion through District policies, procedures, and programs.
    1) Collaborate with business partners and stakeholders through increased engagement, communication, and participation.

BACKGROUND:
The accounts payable payment registers for October 2025 can be found as Attachment 1. The register includes a brief description of the purpose for each check.

In attachment 2, staff has provided supplemental information for payment expenditures exceeding $20,000 that are non-routine, to correspond with the District's check signing policy.

FISCAL IMPACT:
There is no fiscal impact outside of expenditures approved with the FY25-26 Annual Budget.

ATTACHMENTS:
Attachment 1 – Accounts Payable Payment Registers – October 2025
Attachment 2 – Non-Routine Expenditures over $20,000

ATTACHMENT 1

Payment Register

Period: From 10/01/2025 to 10/31/2025

Check/ACH/EFT #	Payee Name	Check Date	Payment Method	Invoice #	Property	Amount	Description
0	KOZWEL BOATWORKS	10/20/2025	EFT				
				4568176	ventpor	4,438.79	Parts for Boat 5
				4568163	ventpor	3,023.33	Parts for Boat 5
Total 0						**$ 7,462.12**	
230	BLUE HIGHWAYS PRODUCTION LLC	10/23/2025	ACH				
				19713	ventpor	700.00	Village Destination Ad
Total 230						**$ 700.00**	
231	GBL INFRASTRUCTURE SOLUTIONS, INC	10/23/2025	ACH				
				7581	ventpor	34,928.60	19A Light Pole Deposit
Total 231						**$ 34,928.60**	
232	LAGERLOF LLP	10/23/2025	ACH				
				210589	ventpor	41,051.47	legal services
Total 232						**$ 41,051.47**	
233	SEAWORTHY MARINE PRODUCTS	10/23/2025	ACH				
				250905	ventpor	644.27	Parts for Boat 5
Total 233						**$ 644.27**	
234	SUSAN BEJECKIAN PUBLIC RELATIONS	10/23/2025	ACH				
				53	ventpor	1,800.00	Oct25 PR
Total 234						**$ 1,800.00**	
235	TREADMARK TIRE & SERVICE	10/23/2025	ACH				
				17594	ventpor	642.40	Replacement Tires for vehicle M-56
Total 235						**$ 642.40**	
236	VENTURA BREEZE	10/23/2025	ACH				
				INV-001170	ventpor	585.00	Movie Night Ad
Total 236						**$ 585.00**	
240	VENTURA WATER	10/7/2025	ACH				
				10003300 Sep 25	ventpor	604.76	10003300 Sep 25
				10010300 Sep 25	ventpor	192.83	10010300 Sep 25
				10011300 Sep 25	ventpor	596.97	10011300 Sep 25
				10012300 Sep 25	ventpor	490.05	10012300 Sep 25
				10013300 Sep 25	ventpor	760.24	10013300 Sep 25
				10014300 Sep 25	ventpor	5,085.50	10014300 Sep 25
				10015300 Sep 25	ventpor	246.51	10015300 Sep 25
				10016300 Sep 25	ventpor	1,390.48	10016300 Sep 25
				10017300 Sep 25	ventpor	746.62	10017300 Sep 25
				10018300 Sep 25	ventpor	1,308.44	10018300 Sep 25
				10019300 Sep 25	ventpor	260.25	10019300 Sep 25
				10020300 Sep 25	ventpor	327.85	10020300 Sep 25
				10021300 Sep 25	ventpor	3,506.02	10021300 Sep 25
				10022300 Sep 25	ventpor	334.36	10022300 Sep 25
				10024300 Sep 25	ventpor	1,161.62	10024300 Sep 25
				10071300 Sep 25	ventpor	193.50	10071300 Sep 25
				10081300 Sep 25	ventpor	94.99	10081300 Sep 25
				10082300 Sep 25	ventpor	476.32	10082300 Sep 25
				1008300 Sep 25	ventpor	284.52	1008300 Sep 25
				10104300 Sep 25	ventpor	69.39	10104300 Sep 25
				10108300 Sep 25	ventpor	186.89	10108300 Sep 25
				10109300 Sep 25	ventpor	429.25	10109300 Sep 25
				10110300 Sep 25	ventpor	1,359.82	10110300 Sep 25
				10111300 Sep 25	ventpor	2,340.94	10111300 Sep 25
				41641300 Sep 25	ventpor	200.91	41641300 Sep 25
				41644300 Sep 25	ventpor	339.09	41644300 Sep 25
Total 240						**$ 22,988.12**	
241	SWIFT CHIP, INC	10/7/2025	ACH				
				29011	ventpor	10,555.96	IT services- Sep 25
				29017	ventpor	622.00	Microsoft subscriptions-Sep 25
				29015	ventpor	1,020.00	Server Backup subscription - Sep 25
Total 241						**$ 12,197.96**	
242	THE GAS COMPANY	10/6/2025	ACH				
				21506004 Oct 25	ventpor	53.79	10621506004 Oct 25
				31506000 Oct 25	ventpor	423.48	10831506000 Oct 25
				01506002 Oct 25	ventpor	138.43	14401506002 Oct 25
				24007661 Oct 25	ventpor	421.26	14824007661 Oct 25
				31506002 Oct 25	ventpor	84.98	17131506002 Oct 25
Total 242						**$ 1,121.94**	
243	ERIK BEAR	10/6/2025	ACH				
				54137	ventpor	2,347.49	Employee payroll check - PE 093025
Total 243						**$ 2,347.49**	
244	ERIK BEAR	10/17/2025	ACH				
				54183	ventpor	2,365.12	Employee payroll check - PE 101425
Total 244						**$ 2,365.12**	
245	NETCHEX	10/16/2025	ACH				
				2057339	ventpor	125,921.11	Payroll - PE 101425
Total 245						**$ 125,921.11**	
246	NETCHEX	10/14/2025	ACH				
				202510-3336	ventpor	712.54	Monthly payroll processing fee - Oct 25
Total 246						**$ 712.54**	
247	PREMIER PROPERTY PRESERVATION LLC	10/9/2025	ACH				
				187401	ventpor	5,935.50	VHV and VPD monthly janitorial cleaning services-Aug 25
Total 247						**$ 5,935.50**	
248	PREMIER PROPERTY PRESERVATION LLC	10/9/2025	ACH				
				187593	ventpor	5,935.50	VHV and VPD monthly janitorial cleaning services-Sep 25
Total 248						**$ 5,935.50**	
249	CHANNEL ISLANDS BOARTYARD	10/9/2025	ACH				
				001006	ventpor	1,028.82	Boat 1 maintenance-Hull cleaning and parts
Total 249						**$ 1,028.82**	
250	MAVCCO FUEL	10/9/2025	ACH				
				Aug 25	ventpor	2,222.22	Boat fuel - Aug 25
Total 250						**$ 2,222.22**	
251	CHANNEL ISLANDS BOARTYARD	10/23/2025	ACH				
				001103	ventpor	423.39	Boat 19 hull cleaning
Total 251						**$ 423.39**	
252	IMPACT SCIENCES, INC	10/23/2025	ACH				
				22603	ventpor	3,296.90	Parcel 5-CEQA study and exemption
Total 252						**$ 3,296.90**	

ATTACHMENT 1

Payment Register

Period: From 10/01/2025 to 10/31/2025

Check/ACH/EFT #	Payee Name	Check Date	Payment Method	Invoice #	Property	Amount	Description
253	EZLEASE LLC	10/23/2025	ACH				
				270-390156	ventpor	5,350.00	FY 25/26 EZ Lease software licenses
Total 253						**$ 5,350.00**	
254	NOBLEGUARD SECURITY INC	10/23/2025	ACH				
				NGSI-VPD-INV100112-02	ventpor	18,234.56	Village Security services - Sep 25
Total 254						**$ 18,234.56**	
255	ACTUARIAL RETIREMENT CONSULTING	10/1/2025	ACH				
				2184	ventpor	500.00	Annual GASB 75 Disclosure Report
Total 255						**$ 500.00**	
256	AFLAC	10/1/2025	ACH				
				470549	ventpor	1,566.80	SEP25 AFLAC
Total 256						**$ 1,566.80**	
257	BALANCE ASSET SOLUTIONS LLC	10/1/2025	ACH				
				6638	ventpor	6,956.25	Oct25 BAS
Total 257						**$ 6,956.25**	
258	CALPERS	10/1/2025	ACH				
				PR#130 PERS	ventpor	37.20	PR#130 1959 Surv
				PR#130 PERS	ventpor	10,393.77	PR#130 PERS EE
				PR#130 PERS	ventpor	14,894.20	PR#130 PERS ER
				PR#130 PERS	ventpor	36.16	PR#130 PERS Svc Credit
				PR#131 PERS	ventpor	39.06	PR#131 1959 Contribution
				PR#131 PERS	ventpor	10,339.44	PR#131 PERS EE Contribution
				PR#131 PERS	ventpor	14,769.71	PR#131 PERS ER Contribution
				PR#131 PERS	ventpor	36.16	PR#131 Svc Credit Purchase
				PR#132 PERS	ventpor	39.06	PR#132 1959 Contribution
				PR#132 PERS	ventpor	10,628.31	PR#132 PERS EE Contribution
				PR#132 PERS	ventpor	15,066.74	PR#132 PERS ER Contribution
				PR#132 PERS	ventpor	36.16	PR#132 Svc Credit Purchase
Total 258						**$ 76,315.97**	
259	CALPERS HEALTH BENEFITS DIVISI	10/1/2025	ACH				
				OCT25 Health	ventpor	34.15	OCT25 Health Fee
				OCT25 Health	ventpor	33,844.75	OCT25 Health Premiums
Total 259						**$ 33,878.90**	
260	SEIU LOCAL 721	10/1/2025	ACH				
				SEP25 DUES	ventpor	318.26	SEP25 SEIU DUES
Total 260						**$ 318.26**	
261	STANDARD INSURANCE COMPANY	10/1/2025	ACH				
				OCT25 Life Ins	ventpor	4,813.37	OCT25 Life Ins
Total 261						**$ 4,813.37**	
263	AT&T	10/1/2025	ACH				
				OCT25 Mktg WIFI	ventpor	149.80	Oct25 Marketing Wifi
Total 263						**$ 149.80**	
264	COASTAL COPY, INC	10/1/2025	ACH				
				1169259	ventpor	90.87	Marine Printer
Total 264						**$ 90.87**	
265	PITNEY BOWES	10/1/2025	ACH				
				093025 replenish	ventpor	200.00	Replenish Postage Meter
Total 265						**$ 200.00**	
266	PREMIER PROPERTY PRESERVATION LLC	10/1/2025	ACH				
				187593A	ventpor	35.00	remaining cost of inv prev entered
Total 266						**$ 35.00**	
267	SWIFT CHIP, INC	10/1/2025	ACH				
				29209	ventpor	10,555.96	IT Svcs - OCT25
				29211	ventpor	622.00	Oct25 Microsoft Subscription
				29210	ventpor	1,020.00	Server Backup - Oct25
Total 267						**$ 12,197.96**	
268	VENTURA HARBOR BOAT YARD	10/27/2025	ACH				
				47329	ventpor	3,616.21	Fireboat repair and installation of safety device
Total 268						**$ 3,616.21**	
269	SOUTHERN CALIF. EDISON	10/5/2025	ACH				
				74392 Sep 25	ventpor	3,416.97	700067274392 Sep 25
				81085 Sep 25	ventpor	3,401.89	700591481085 Sep 25
				10873 Sep 25	ventpor	109.04	700710110873 Sep 25
				69707 Sep 25	ventpor	41.05	700764569707 Sep 25
Total 269						**$ 6,968.95**	
285	WELLS FARGO BUSINESS CREDIT	10/29/2025	ACH				
				SEP25 CC	ventpor	15,365.86	Wells Fargo credit card activity -Sept 2025
Total 285						**$ 15,365.86**	
287	VISION SERVICE PLAN-(CA)	10/18/2025	ACH				
				823889667	ventpor	813.42	OCT25 VISION Insurance
Total 287						**$ 813.42**	
288	CYBERCOPY INC.	10/1/2025	ACH				
				8148956	ventpor	856.58	Advertising
Total 288						**$ 856.58**	
289	NETCHEX	10/1/2025	ACH				
				2047164	ventpor	121,731.57	PR131
				2060108	ventpor	1,357.19	PR133 - WR Last Check
				2062092	ventpor	36,095.86	PR134 - QTRLY ACCRUAL PAY
Total 289						**$ 159,184.62**	
290	NOBLE CONSULTANTS INC.	10/1/2025	ACH				
				2025066	ventpor	623.00	Ventura Harbor Channel Navigation Study
Total 290						**$ 623.00**	
292	SOUTHERN CALIF. EDISON	10/29/2025	ACH				
				47851 OCT25	ventpor	794.18	OCT25
				88160 OCT25	ventpor	204.72	OCT25
				43532 OCT25	ventpor	436.25	OCT25
				26501 OCT25	ventpor	18.49	OCT25
				10253 OCT25	ventpor	1,032.61	OCT25
				93625 OCT25	ventpor	302.25	OCT25
				33701 OCT25	ventpor	219.49	OCT25
				94121 OCT25	ventpor	80.08	OCT25
				75747 OCT25	ventpor	766.06	OCT25
				30433 OCT25	ventpor	58.25	OCT25
				73704 OCT25	ventpor	166.89	OCT25
				61460 OCT25	ventpor	534.16	OCT25

ATTACHMENT 1

Payment Register

Period: From 10/01/2025 to 10/31/2025

Check/ACH/EFT #	Payee Name	Check Date	Payment Method	Invoice #	Property	Amount	Description	
				99957 OCT25	ventpor	768.81	OCT25	
				94883 OCT25	ventpor	6,724.23	OCT25	
				74392 OCT25	ventpor	2,898.08	OCT25	
				81085 OCT25	ventpor	2,779.63	OCT25	
				07107 OCT25	ventpor	92.00	OCT25	
				23480 OCT25	ventpor	718.98	OCT25	
				41163 OCT25	ventpor	366.89	OCT25	
				63421 OCT25	ventpor	1,328.69	OCT25 Electric	
				54067 OCT25	ventpor	1,312.90	OCT25 Electric	
Total 292						**$ 21,603.64**		
300	NETCHEX	10/20/2025	ACH					
				2067490	ventpor	126,626.26	PR135	
				2067490	ventpor	50.50	PR135 fee	
Total 300						**$ 126,676.76**		
301	P. E. R. S.	10/20/2025	ACH					
				100000018097593	ventpor	200.00	PERS delinquent fee for PR 090325-091625	
				MISC-TBR	ventpor	446.57	TO BE REIMBURSED	
Total 301						**$ 646.57**		
302	AT&T	10/20/2025	ACH					
				4945676017	ventpor	1,233.85	Admin-Internet	
Total 302						**$ 1,233.85**		
303	AT&T	10/20/2025	ACH					
				Oct 25-HP	ventpor	235.09	Harbor Patrol-Landline-Oct 25	
Total 303						**$ 235.09**		
304	MISSION SQUARE	10/20/2025	ACH					
				PR 091925	ventpor	2,539.62	457 contributions-PR 091925	
Total 304						**$ 2,539.62**		
305	MISSION SQUARE	10/20/2025	ACH					
				PR 090525	ventpor	2,524.77	457 contributions-PR 090525	
Total 305						**$ 2,524.77**		
306	MISSION SQUARE	10/20/2025	ACH					
				PR 100325	ventpor	2,524.77	457 contributions-PR 100325	
Total 306						**$ 2,524.77**		
307	MISSION SQUARE	10/20/2025	ACH					
				PR 101725	ventpor	2,524.77	457 contributions-PR 101725	
Total 307						**$ 2,524.77**		
308	CALPERS	10/20/2025	ACH					
				PR 091925	ventpor	1,762.28	SIPS 457 contributions-PR 091925	
Total 308						**$ 1,762.28**		
309	CALPERS	10/20/2025	ACH					
				103125PR	ventpor	1,748.01	PERS457 103125PR	
Total 309						**$ 1,748.01**		
310	CALPERS	10/28/2025	ACH					
				PR 082225	ventpor	1,585.71	SIPS 457 contributions-PR 082225	
Total 310						**$ 1,585.71**		
311	CALPERS	10/28/2025	ACH					
				PR 100325	ventpor	1,748.87	SIPS 457 contributions-PR 100325	
Total 311						**$ 1,748.87**		
312	CALPERS	10/28/2025	ACH					
				PR 101725	ventpor	1,748.01	SIPS 457 contributions-PR 101725	
Total 312						**$ 1,748.01**		
313	CALPERS	10/28/2025	ACH					
				PR090525	ventpor	1,748.01	SIPS 457 contributions-PR 090525	
Total 313						**$ 1,748.01**		
314	MISSION SQUARE	10/28/2025	ACH					
				101625-102825	ventpor	2,524.77	MS457 103125PR	
Total 314						**$ 2,524.77**		
317	LOWE'S BUSINESS ACCTS/SYNCB	10/13/2025	ACH					
				Sep 25	ventpor	513.97	Statement ending date 09/17/25	
Total 317						**$ 513.97**		
319	CALPERS	10/28/2025	ACH					
				SIPS 457 102725	ventpor	576.98	SIPS 457 - Oct 25	
Total 319						**$ 576.98**		
320	CALPERS	10/28/2025	ACH					
				PR 071125	ventpor	1,550.86	SIPS 457 contribution PR 071125	
Total 320						**$ 1,550.86**		
321	COSTAR REALTY INFORMATION, INC	10/29/2025	ACH					
				122841015	ventpor	966.63	VHV leasing analytics - Oct 25	
Total 321						**$ 966.63**		
322	LOOPNET	10/15/2025	ACH					
				122800414	ventpor	1,200.00	VHV leasing advertising-Oct 25	
Total 322						**$ 1,200.00**		
323	WEX BANK	10/10/2025	ACH					
				Oct 25	ventpor	699.56	VPD vehicle fuel-Sep 25	
Total 323						**$ 699.56**		
324	VERIZON WIRELESS	10/29/2025	ACH					
				6125357937	ventpor	1,091.63	Cell phones Sep 07 - Oct 6 2025	
Total 324						**$ 1,091.63**		
60262	PACIFIC MARINE REPAIR	10/1/2025	VOID					x
				748777	ventpor	-59.39	Boat engine maintenance	
Total 60262						**$ (59.39)**		
60243	CUSTOM AWARDS & ENGRAVING	10/1/2025	VOID					
				14492	ventpor	-840.05	Howl-O-Ween Pooch Parade winner ribbons	
Total 60243						**$ (840.05)**		
61000	ALSCO INC	10/9/2025	Check					
				LLOS2473563	ventpor	183.24	Laundry services for uniforms, towels, rugs	
Total 61000						**$ 183.24**		
61000	ALSCO INC	10/9/2025	VOID					
				LLOS2473563	ventpor	-183.24	Laundry services for uniforms, towels, rugs	
Total 61000						**$ (183.24)**		
61001	TREADMARK TIRE & SERVICE	10/9/2025	Check					
				17594	ventpor	642.40	M56 tire replacement	

ATTACHMENT 1

Payment Register

Period: From 10/01/2025 to 10/31/2025

Check/ACH/EFT #	Payee Name	Check Date	Payment Method	Invoice #	Property	Amount	Description
Total 61001						**$ 642.40**	
61001	TREADMARK TIRE & SERVICE	10/9/2025	VOID				
				17594	ventpor	-642.40	M56 tire replacement
Total 61001						**$ (642.40)**	
61002	ALSCO INC	10/9/2025	Check				
				LLOS2473563	ventpor	183.24	Laundry services for uniforms, towels, rugs
Total 61002						**$ 183.24**	
61003	TREADMARK TIRE & SERVICE	10/9/2025	Check				
				17594	ventpor	642.40	M56 tire replacement
Total 61003						**$ 642.40**	
61003	TREADMARK TIRE & SERVICE	10/15/2025	VOID				
				17594	ventpor	-642.40	M56 tire replacement
Total 61003						**$ (642.40)**	
61004	ACCURATE FIRST AID SERVICES	10/9/2025	Check				
				B-45077	ventpor	260.29	Replenish first aid stations
Total 61004						**$ 260.29**	
61005	ALERTLINE COMMUNICATIONS	10/9/2025	Check				
				70103	ventpor	702.00	VPD elevator phone line service
Total 61005						**$ 702.00**	
61006	ARAMSCO, INC	10/9/2025	Check				
				CM-S283524.002	ventpor	-187.91	Return merchandise-janitorial supplies for Harbor Cove
				S7274613.004	ventpor	47.95	VHV janitorial supplies
				S7296941.001	ventpor	1,352.29	VHV janitorial supplies
				S7296941.002	ventpor	9.70	VPD janitorial supplies
				S7319964.001	ventpor	32.73	VPD janitorial supplies
Total 61006						**$ 1,254.76**	
61007	BLUE HIGHWAYS PRODUCTION LLC	10/9/2025	Check				
				19713	ventpor	700.00	Travelers Guide-Village destination 2 page ad
Total 61007						**$ 700.00**	
61007	BLUE HIGHWAYS PRODUCTION LLC	10/23/2025	VOID				
				19713	ventpor	-700.00	Travelers Guide-Village destination 2 page ad
Total 61007						**$ (700.00)**	
61008	BOB MURRAY & ASSOCIATES	10/9/2025	Check				
				11279	ventpor	6,000.00	PSA recruitment services-Commercial Fisheries Manager
Total 61008						**$ 6,000.00**	
61009	CARPI & CLAY	10/9/2025	Check				
				25-04-VPD	ventpor	5,000.00	Federal government relations services - Apr 25
				25-09-VPD	ventpor	5,000.00	Federal government relations services - Sep 25
Total 61009						**$ 10,000.00**	
61010	COASTAL COPY, INC	10/9/2025	Check				
				1165998	ventpor	90.87	Marina copier lease
Total 61010						**$ 90.87**	
61011	CREATIVE COAST PRODUCTIONS	10/9/2025	Check				
				00043	ventpor	400.00	VHV live band performance
Total 61011						**$ 400.00**	
61012	CUMULUS BROADCASTING INC.	10/9/2025	Check				
				BB4569518	ventpor	180.00	Radio ad- Jaws movie night
Total 61012						**$ 180.00**	
61013	CUSTOM AWARDS & ENGRAVING	10/9/2025	Check				
				14492	ventpor	84.05	Howl-O-Ween Pooch Parade winner ribbons
Total 61013						**$ 84.05**	
61013	CUSTOM AWARDS & ENGRAVING	10/23/2025	VOID				
				14492	ventpor	-84.05	Howl-O-Ween Pooch Parade winner ribbons
Total 61013						**$ (84.05)**	
61014	CYBERCOPY INC.	10/9/2025	Check				
				B150690	ventpor	110.98	Promo-Taylor Swift CD listening party
				B150453	ventpor	311.29	Promo-Yacht Rock concert
Total 61014						**$ 422.27**	
61015	DIAL SECURITY INC	10/9/2025	Check				
				510575	ventpor	299.00	NPS 1431 security/fire monitoring
Total 61015						**$ 299.00**	
61016	DOWNTOWN VENTURA PARTNERS	10/9/2025	Check				
				2025-04	ventpor	900.00	Village ads
Total 61016						**$ 900.00**	
61017	E.J. HARRISON & SONS INC.	10/9/2025	Check				
				Stmt 091625A	ventpor	9,883.30	Trash service
Total 61017						**$ 9,883.30**	
61018	FARMER BROS. CO	10/9/2025	Check				
				50500426	ventpor	761.63	Coffee supplies
Total 61018						**$ 761.63**	
61019	FAST UNDERCAR	10/9/2025	Check				
				01UD8796	ventpor	141.41	M44 truck repair
				01UE1712	ventpor	141.41	M46 truck repair
Total 61019						**$ 282.82**	
61020	GBL INFRASTRUCTURE SOLUTIONS, INC	10/9/2025	Check				
				7581	ventpor	34,928.60	19A light pole-50% deposit
Total 61020						**$ 34,928.60**	
61020	GBL INFRASTRUCTURE SOLUTIONS, INC	10/22/2025	VOID				
				7581	ventpor	-34,928.60	19A light pole-50% deposit
Total 61020						**$ (34,928.60)**	
61021	GRAINGER INC.	10/9/2025	Check				
				9653829391	ventpor	621.78	1575 #206/207 wall heaters
				9658945739	ventpor	571.94	VPD shop stock-bulbs
Total 61021						**$ 1,193.72**	
61022	INDUSTRIAL BOLT AND SUPPLY	10/9/2025	Check				
				566803-1 Tax	ventpor	1.83	Boat wash down hose reel hardware-tax portion only
				266500-1 Tax	ventpor	16.00	Parking meter installation hardware-tax portion only
				267490-1	ventpor	15.31	VHV hardware -promenade trash enclosures-concrete forms
				266506-1 Tax	ventpor	1.56	VPD shop stock-screws, nuts, washers-tax portion only
Total 61022						**$ 34.70**	
61023	JANITEK CLEANING SOLUTIONS	10/9/2025	Check				
				57434A	ventpor	1,729.49	1431/1691 NPS janitorial services
				57435A	ventpor	232.88	Marketing office janitorial services
Total 61023						**$ 1,962.37**	
61024	JPL CONSTRUCTION INC	10/9/2025	Check				
				25-20-001VPD	ventpor	420.00	1449/1559 Key card support issues
Total 61024						**$ 420.00**	
61025	K & L GATES LLP	10/9/2025	Check				
				100218049	ventpor	4,669.00	PSA-Coastal Permitting
Total 61025						**$ 4,669.00**	
61025	K & L GATES LLP	10/23/2025	VOID				
				100218049	ventpor	-4,669.00	PSA-Coastal Permitting
Total 61025						**$ (4,669.00)**	

ATTACHMENT 1

Payment Register

Period: From 10/01/2025 to 10/31/2025

Check/ACH/EFT #	Payee Name	Check Date	Payment Method	Invoice #	Property	Amount	Description
61026	LAGERLOF LLP	10/9/2025	Check				
				210589	ventpor	41,051.47	August 2025 legal services
Total 61026						**$ 41,051.47**	
61026	LAGERLOF LLP	10/20/2025	VOID				
				210589	ventpor	-41,051.47	August 2025 legal services
Total 61026						**$ (41,051.47)**	
61027	MUZICRAFT INC.	10/9/2025	Check				
				198922	ventpor	348.06	VHV public music
Total 61027						**$ 348.06**	
61028	PACIFIC MARINE REPAIR	10/9/2025	Check				
				748777	ventpor	825.75	Boat supplies-Coolant and fuel filter
Total 61028						**$ 825.75**	
61029	SEAWORTHY MARINE PRODUCTS	10/9/2025	Check				
				250905	ventpor	644.27	Boat 5 Starter motor assembly and oil pressure sender
Total 61029						**$ 644.27**	
61029	SEAWORTHY MARINE PRODUCTS	10/16/2025	VOID				
				250905	ventpor	-644.27	Boat 5 Starter motor assembly and oil pressure sender
Total 61029						**$ (644.27)**	
61030	SITEONE LANDSCAPE SUPPLY,LLC	10/9/2025	Check				
				158770533-001	ventpor	506.56	VHV promenade trash enclosures concrete pads
Total 61030						**$ 506.56**	
61031	SMITH PIPE & SUPPLY INC.	10/9/2025	Check				
				4305984	ventpor	299.94	VHV landscaping supplies
Total 61031						**$ 299.94**	
61032	SUNBELT RENTALS, INC.	10/9/2025	Check				
				141206174-0035	ventpor	353.75	VHV monthly scrubber rental
Total 61032						**$ 353.75**	
61033	SUSAN BEJECKIAN PUBLIC RELATIONS	10/9/2025	Check				
				53	ventpor	1,800.00	Monthly public relations services
Total 61033						**$ 1,800.00**	
61033	SUSAN BEJECKIAN PUBLIC RELATIONS	10/20/2025	VOID				
				53	ventpor	-1,800.00	Monthly public relations services
Total 61033						**$ (1,800.00)**	
61034	TIME TO SHINE	10/9/2025	Check				
				61309	ventpor	3,082.50	VHV monthly window cleaning services
				61311	ventpor	3,562.50	VHV quarterly window cleaning services
Total 61034						**$ 6,645.00**	
61035	TIMES MEDIA GROUP	10/9/2025	Check				
				2025-155973	ventpor	140.00	Movie night advertising
Total 61035						**$ 140.00**	
61035	TIMES MEDIA GROUP	10/23/2025	VOID				
				2025-155973	ventpor	-140.00	Movie night advertising
Total 61035						**$ (140.00)**	
61036	VENTURA BREEZE	10/9/2025	Check				
				INV-001170	ventpor	585.00	Movie night ad
Total 61036						**$ 585.00**	
61036	VENTURA BREEZE	10/23/2025	VOID				
				INV-001170	ventpor	-585.00	Movie night ad
Total 61036						**$ (585.00)**	
61037	WHIZCOM MARKETING LLC	10/9/2025	Check				
				1115	ventpor	325.00	JAWS movie night event coverage and photography
				1117	ventpor	325.00	Photos-Art and chalk festival
Total 61037						**$ 650.00**	
61037	WHIZCOM MARKETING LLC	10/16/2025	VOID				
				1115	ventpor	-325.00	JAWS movie night event coverage and photography
				1117	ventpor	-325.00	Photos-Art and chalk festival
Total 61037						**$ (650.00)**	
61038	CREATIVE COAST PRODUCTIONS	10/9/2025	Check				
				00048	ventpor	400.00	VHV live band performance
Total 61038						**$ 400.00**	
61039	CREATIVE COAST PRODUCTIONS	10/9/2025	Check				
				00049	ventpor	400.00	VHV live band performance
Total 61039						**$ 400.00**	
61040	SUNRISE MUSIC	10/16/2025	Check				
				0925	ventpor	650.00	Yacht Rock concert performance
Total 61040						**$ 650.00**	
61041	WHIZCOM MARKETING LLC	10/16/2025	Check				
				1115	ventpor	325.00	JAWS movie night event coverage and photography
				1117	ventpor	325.00	Photos-Art and chalk festival
Total 61041						**$ 650.00**	
61042	AG DESIGNS 805 INC	10/23/2025	Check				
				1582	ventpor	362.84	Maintenance department staff shirts-uniforms
Total 61042						**$ 362.84**	
61043	ALEXANDRIA DANIELSON	10/23/2025	Check				
				VH100501	ventpor	1,106.25	Graphics for Sep and Oct events
Total 61043						**$ 1,106.25**	
61044	ALLIANT INSURANCE SERVICES	10/23/2025	Check				
				3276477	ventpor	1,515.00	Event insurance for fall events
Total 61044						**$ 1,515.00**	
61045	ALSCO INC	10/23/2025	Check				
				LLOS2475677	ventpor	112.69	Laundering of rugs, shop towels and uniforms
Total 61045						**$ 112.69**	
61046	ARAMSCO, INC	10/23/2025	Check				
				S7315343.001	ventpor	941.78	Janitorial supplies
				S7327933.001	ventpor	1,274.26	Janitorial supplies
				S7335918.001	ventpor	539.44	Janitorial supplies
				S7348731.001	ventpor	1,252.71	Janitorial supplies
				S7348731.002	ventpor	14.55	Janitorial supplies
				S7319038.001	ventpor	191.91	VPD janitorial supplies
Total 61046						**$ 4,214.65**	
61047	C E D	10/23/2025	Check				
				9009-1062767	ventpor	81.90	VPD office light electrical repair
Total 61047						**$ 81.90**	
61048	C&C DESIGNS	10/23/2025	Check				
				INV0418	ventpor	2,129.78	Props, rentals, decor and set-up for Halloween events
Total 61048						**$ 2,129.78**	
61049	CAL TERMITE & PEST CONTROL	10/23/2025	Check				
				75811	ventpor	1,150.00	1583 #203B termite treatment
				76549	ventpor	350.00	VHV pest control services
Total 61049						**$ 1,500.00**	
61050	COASTAL COPY, INC	10/23/2025	Check				
				1168223	ventpor	625.39	Administration/Marketing copier leases

ATTACHMENT 1

Payment Register

Period: From 10/01/2025 to 10/31/2025

Check/ACH/EFT #	Payee Name	Check Date	Payment Method	Invoice #	Property	Amount	Description
Total 61050						**$ 625.39**	
61051	CREATIVE COAST PRODUCTIONS	10/23/2025	Check				
				00045A	ventpor	200.00	Witches Paddle music DJ
Total 61051						**$ 200.00**	
61052	CYBERCOPY INC.	10/23/2025	Check				
				B150909	ventpor	157.21	Promotion posters-Halloween events
Total 61052						**$ 157.21**	
61053	E.J. HARRISON & SONS INC.	10/23/2025	Check				
				Stmt 100325	ventpor	90.00	Trash services- extra 40-yard roll-off
Total 61053						**$ 90.00**	
61054	FARMER BROS. CO	10/23/2025	Check				
				50500626	ventpor	781.86	Coffee supplies
Total 61054						**$ 781.86**	
61055	GANNETT CALIFORNIA LOCALIQ	10/23/2025	Check				
				0007359709	ventpor	2,256.00	Recruitment posting-Management assistant
Total 61055						**$ 2,256.00**	
61056	GRAINGER INC.	10/23/2025	Check				
				9676733208	ventpor	191.48	Copier ink cartridge for M. Tevere
				9674381067	ventpor	516.30	Maintenance staff rain gear and safety supplies
				9665551207	ventpor	164.10	VPD shop stock-Light bulbs
Total 61056						**$ 871.88**	
61057	HANSEN'S PLUMBING, INC.	10/23/2025	Check				
				31864	ventpor	9,879.00	1691 commercial water heater replacement
Total 61057						**$ 9,879.00**	
61058	HDS WHITE CAP CONST. SUPPLY	10/23/2025	Check				
				10022506048	ventpor	61.62	Dobie with wire for promenade trash enclosure concrete project
Total 61058						**$ 61.62**	
61059	JAKE DAVID	10/23/2025	Check				
				281	ventpor	800.00	Movie night videos and night time destination
Total 61059						**$ 800.00**	
61060	JANITEK CLEANING SOLUTIONS	10/23/2025	Check				
				57172A	ventpor	232.88	Marketing office janitorial service
Total 61060						**$ 232.88**	
61061	JC SWEEPING	10/23/2025	Check				
				1071	ventpor	730.00	VPD monthly contract parking lot weeping
Total 61061						**$ 730.00**	
61062	JESSICA SNIPAS	10/23/2025	Check				
				100825	ventpor	67.90	Reimburse-Mileage for travel to JPIA supervisor training 09/18 in La Canada
				100825 2	ventpor	1,270.88	Reimburse-Travel for Yardi conference 09/02-09/05 in San Diego
Total 61062						**$ 1,338.78**	
61063	JPL CONSTRUCTION INC	10/23/2025	Check				
				25-197-001VPD	ventpor	713.10	Fish Pier -Hoist #1 emergency repairs to Stop Push button
				25-199-001VPD	ventpor	655.00	Fish Pier-Hoist #2 brake system failure
Total 61063						**$ 1,368.10**	
61064	K & L GATES LLP	10/23/2025	Check				
				100228134	ventpor	14,168.00	Coastal Commission Permitting-Sep 25
Total 61064						**$ 14,168.00**	
61064	K & L GATES LLP	10/23/2025	VOID				
				100228134	ventpor	-14,168.00	Coastal Commission Permitting-Sep 25
Total 61064						**$ (14,168.00)**	
61065	LANDSCAPE DEVELOPMENT INC	10/23/2025	Check				
				423475 3-A	ventpor	3,000.00	VHV landscape architect services
Total 61065						**$ 3,000.00**	
61066	MCCORMIX CORP.	10/23/2025	Check				
				33678	ventpor	277.90	Maintenance fuel for vehicles
Total 61066						**$ 277.90**	
61067	NITRO SOFTWARE, INC	10/23/2025	Check				
				INV-40298	ventpor	250.00	Nitro PDF software
Total 61067						**$ 250.00**	
61068	NOBLE CONSULTANTS INC.	10/23/2025	Check				
				2025094	ventpor	1,337.75	Derecktor Marina review
Total 61068						**$ 1,337.75**	
61069	O'REILLY AUTO PARTS	10/23/2025	Check				
				3590-202723	ventpor	59.24	EV-2 vehicle plate frame and spark tester
Total 61069						**$ 59.24**	
61070	PAIGE SCHOUTEN	10/23/2025	Check				
				5	ventpor	210.00	Halloween graphics posters and banners
Total 61070						**$ 210.00**	
61071	PETZGAZETTE.COM	10/23/2025	Check				
				VOD-4486	ventpor	50.00	Halloween dog costume contest
Total 61071						**$ 50.00**	
61072	PHOTO-SCAN OF LOS ANGELES	10/23/2025	Check				
				36385	ventpor	957.95	Monthly key card and camera support
Total 61072						**$ 957.95**	
61073	READYREFRESH	10/23/2025	Check				
				15I0032776965	ventpor	107.93	Bottled water delivery service
Total 61073						**$ 107.93**	
61074	RED WING SHOE STORE	10/23/2025	Check				
				20251016001710	ventpor	317.98	Annual safety shoes/boots Gonzalez_Tevere
Total 61074						**$ 317.98**	
61075	RING CENTRAL INC	10/23/2025	Check				
				CD_001244092	ventpor	979.33	VPD office phones monthly expense
Total 61075						**$ 979.33**	
61076	SARAH CLANCY	10/23/2025	Check				
				101025	ventpor	267.60	Reimbursement for travel- Annual CJIPA Risk Management conference, Carlsbad, CA
Total 61076						**$ 267.60**	
61077	SINCERE SOUND DESIGN LLC	10/23/2025	Check				
				2025-016	ventpor	450.00	Halloween event DJ services
				2025-017	ventpor	600.00	Halloween event DJ services
Total 61077						**$ 1,050.00**	
61078	SMITH PIPE & SUPPLY INC.	10/23/2025	Check				
				4285243	ventpor	58.76	VHV irrigation repair
Total 61078						**$ 58.76**	
61079	SUNBELT RENTALS, INC.	10/23/2025	Check				
				169812654-0004	ventpor	1,040.20	Lifeguard vehicle rental
Total 61079						**$ 1,040.20**	
61080	SUNCAT CREATIONS	10/23/2025	Check				
				101525 2	ventpor	250.00	Professional pumpkin carving event-Sat 10/25/25
				101525	ventpor	250.00	Professional pumpkin carving event-Sun 10/26/25
Total 61080						**$ 500.00**	
61081	SUZAN MATSUKAWA	10/23/2025	Check				

ATTACHMENT 1

Payment Register

Period: From 10/01/2025 to 10/31/2025

Check/ACH/EFT #	Payee Name	Check Date	Payment Method	Invoice #	Property	Amount	Description
				176277	ventpor	225.23	Floral arrangements for Dia de los Muertos
Total 61081						**$ 225.23**	
61082	THE ACORN NEWSPAPERS	10/23/2025	Check				
				2025-150304	ventpor	548.00	Hocus Pocus movie night
Total 61082						**$ 548.00**	
61083	THE CITY OF VENTURA	10/23/2025	Check				
				CINV-00001064	ventpor	100.00	Trash services
Total 61083						**$ 100.00**	
61084	THERMAL ALLIANCE	10/23/2025	Check				
				2 8640	ventpor	900.00	1559 #109 HVAC repair
				3 8640	ventpor	300.00	1559 #109 HVAC repair
Total 61084						**$ 1,200.00**	
61085	TODD MITCHELL	10/23/2025	Check				
				100825	ventpor	626.97	Reimbursement -Airline travel to CMANC conference-Washington DC Oct 19-21
				100825 2	ventpor	1,160.03	Reimbursement-Travel for CMANC fall meeting - Half Moon Bay, CA
Total 61085						**$ 1,787.00**	
61086	TRAFFIC TECHNOLOGIES LLC	10/23/2025	Check				
				52001	ventpor	262.20	No Parking paper signage for VHV area
				52002	ventpor	40.42	Orange safety cones
				52000	ventpor	630.92	Stop signs for outside parking lots
Total 61086						**$ 933.54**	
61087	TREADMARK TIRE & SERVICE	10/23/2025	Check				
				17663	ventpor	978.76	CV1new tires-dockmasters patrol car
Total 61087						**$ 978.76**	
61088	VALLEY SCENE MAGAZINE	10/23/2025	Check				
				000211	ventpor	400.00	Hocus Pocus movie night
Total 61088						**$ 400.00**	
61089	VENTURA BREEZE	10/23/2025	Check				
				INV-001185	ventpor	585.00	Halloween ad
Total 61089						**$ 585.00**	
61090	VENTURA COUNTY REPORTER	10/23/2025	Check				
				2025ci-17547	ventpor	975.00	Best of Ventura and email blast
				2025-156336	ventpor	230.00	Email blast for October events
Total 61090						**$ 1,205.00**	
61091	VENTURA LOCKSMITHS	10/23/2025	Check				
				OM1009251	ventpor	27.48	Duplicate double sided key for maintenance
Total 61091						**$ 27.48**	
61092	VENTURA WATER STORE	10/23/2025	Check				
				0939566	ventpor	105.00	Bottled water delivery service
Total 61092						**$ 105.00**	
61093	WEST COAST AIR CONDITIONING	10/23/2025	Check				
				IAC5441	ventpor	175.00	1583 HVAC repair
				IAC5439	ventpor	226.20	1591 HVAC repair
Total 61093						**$ 401.20**	
61094	WEST MARINE PRO	10/23/2025	Check				
				3684915	ventpor	42.15	Anode rudder for boat
				3686349	ventpor	492.49	Boat 19-wire set
				3725648	ventpor	50.69	Boat parts-Fleet
				3727258	ventpor	1.03	Boat parts-Fleet
				6140	ventpor	41.93	Boat zincs for all three boats
				3681299	ventpor	62.38	Harbor Patrol truck 1 wire set
				3700815	ventpor	38.01	Miscellaneous black numbering stickers for labeling VPD items
Total 61094						**$ 728.68**	
61095	CREATIVE COAST PRODUCTIONS	10/23/2025	Check				
				00045B	ventpor	550.00	Howl-O-Ween special event staffing 10/25
Total 61095						**$ 550.00**	
61096	CREATIVE COAST PRODUCTIONS	10/23/2025	Check				
				00045C	ventpor	925.00	Thrill of the World event music DJ and Trick or Treat event staffing 10/26
Total 61096						**$ 925.00**	
61097	CREATIVE COAST PRODUCTIONS	10/23/2025	Check				
				00051	ventpor	300.00	Staffing for Taylor Swift special event
Total 61097						**$ 300.00**	
61098	K & L GATES LLP	10/23/2025	Check				
				100218049	ventpor	4,669.00	PSA-Coastal Permitting
Total 61098						**$ 4,669.00**	
61099	SB BUBBLE GUY	10/23/2025	Check				
				1341	ventpor	750.00	Live bubble show performance at Trick or Treat
Total 61099						**$ 750.00**	
61100	CUSTOM AWARDS & ENGRAVING	10/23/2025	Check				
				14492	ventpor	84.05	Howl-O-Ween Pooch Parade winner ribbons
Total 61100						**$ 84.05**	
61101	TIMES MEDIA GROUP	10/23/2025	Check				
				2025-155973	ventpor	140.00	Movie night advertising
Total 61101						**$ 140.00**	
Grand Total						**$ 905,255.98**	

ATTACHMENT 2
Non-Routine Expenditures over $20,000.00 for October 2025

October 2025 –

- GBL Infrastructure Solutions, Inc was paid $34,925.60 on 10/23/25 – Deposit for 19A light poles.

BOARD OF PORT COMMISSIONERS
NOVEMBER 12, 2025

CONSENT AGENDA ITEM E

APPROVAL OF AMENDMENT NO. 1 TO A PROFESSIONAL SERVICES AGREEMENT WITH RINCON CONSULTANTS, INC. FOR ENVIRONMENTAL SUPPORT SERVICES

VENTURA PORT DISTRICT **CONSENT AGENDA ITEM E**
BOARD COMMUNICATION Meeting Date: November 12, 2025

TO:	Board of Port Commissioners
FROM:	Brian D. Pendleton, General Manager Todd Mitchell, Deputy General Manager
SUBJECT:	Approval of Amendment No. 1 to a Professional Services Agreement with Rincon Consultants, Inc. for Environmental Support Services

RECOMMENDATION:
That the Board of Port Commissioners approve Amendment No. 1 to a Professional Services Agreement with Rincon Consultants, Inc. to increase the compensation to $120,000 from $60,000 for maintenance dredging environmental consulting, monitoring, and permitting services.

SUMMARY:
The proposed First Amendment to the Professional Service Agreements (PSA) with Rincon Consultants, Inc. (Rincon) is to supplement the environmental consulting, permit processing, and project management support that was approved by the Board on July 2, 2025. This amendment increases the amount of the PSA from $60,000 to $120,000.

This amendment is to cover additional work required to obtain a Coastal Development Permit (CDP) from the California Coastal Commission (CCC) for a new beach sand management permit, and to perform work related to processing a CEQA Addendum for Derecktor Marine Holding's (DMH) redevelopment project.

GUIDING PRINCIPLES:
1) Maintain a safe, navigable, and resilient Harbor
6) Provide exceptional public service and organizational transparency.
7) Provide high-quality Harbor and coastal visitor-serving amenities, services, facilities and infrastructure.

FIVE-YEAR OBJECTIVES:
E) Encourage public and civic engagement; maintain high levels of organizational transparency; and promote Harbor-wide diversity, equity and inclusion through District policies, procedures and programs.
    1) Collaborate with business partners and stakeholders through increased engagement, communication, and participation.

BACKGROUND:
Ventura Port District requires the support of an outside consultant on an annual basis to complete several environmental science and engineering support. The contract with Rincon includes:

Task 1: Annual dredging environmental consulting, material testing, and shoreline monitoring services
Ventura Port District requires the support of an outside consultant on an annual basis to complete the environmental monitoring and reporting coincident with the outer and inner harbor dredging programs.

Task 2: Coastal Development Permit for Beach Management
The District has applied for a new Coastal Development Permit (CDP) to manage the beaches in the harbor which supplements and partially replaces one issued in 1980 for

managing the beach and coastal access. While the Coastal Commission has provisionally approved a CDP, it is insufficient for the District's needs. Staff will require additional support work in order to have the CDP approved that will address the District's needs for beach management. In addition, once in place, the District will have new monitoring and reporting obligations annually.

Efforts are still ongoing that require Rincon's expertise to obtain the CDP (including attempting to preserve beach volleyball) and to ensure the permit conditions are reasonable for the District's needs.

Task 3

In addition to the original two tasks, the Board approved the General Manager to retain Rincon to process an addendum to the CEQA for the DMH's project at the September 3, 2025 meeting. This was for a sum not to exceed $35,000. This Addendum to the Rincon contract includes this additional task.

FISCAL IMPACTS:

The FY25-26 budget originally included $60,000 for services provided by Rincon. Staff is recommending an increase of $60,000 to total $120,000. Fees associated with the processing of the CEQA Addendum for DMH's redevelopment project are reimbursable from DMH to the District.

ATTACHMENTS:

None.

VENTURA
PORT DISTRICT
Established 1952

BOARD OF PORT COMMISSIONERS
NOVEMBER 12, 2025

CONSENT AGENDA ITEM F

AUTHORIZE THE AMENDMENT OF FY2025-2026 CAPITAL IMPROVEMENTS & ADA PLAN AND PROCUREMENT OF A CONTRACTOR FOR THE SURFERS KNOLL RETAINING WALL AND SHOWER AREA IMPROVEMENT ADA PROJECT

VENTURA PORT DISTRICT **CONSENT AGENDA ITEM F**

BOARD COMMUNICATION Meeting Date: November 12, 2025

TO: Board of Port Commissioners

FROM: Brian D. Pendleton, General Manager
Todd Mitchell, Deputy General Manager
Justin Fleming, Capital Projects Manager

SUBJECT: Authorize the Amendment of FY2025-2026 Capital Improvements & ADA Plan and Procurement of a Contractor for the Surfers Knoll Retaining Wall and Shower Area Improvement ADA Project

RECOMMENDATION:

That the Board of Port Commissioners authorize:

a) The amendment of the FY25-26 Budget to reallocate funds within the Capital Improvements & ADA Improvements Plan to perform the following project.
b) The General Manager to procure a contractor for the Surfers Knoll Retaining Wall and Shower Area Improvement project in accordance with the Port District's Procurement Policy (Section IV-B), Piggybacking.

SUMMARY:

Staff recommends proceeding with the Surfers Knoll Retaining Wall and Shower Area Improvement ADA Project (Surfers Knoll ADA Project) using a local contractor secured through the piggybacking process, as allowed by the Port District's Procurement Policy, to achieve cost savings and efficiency. Staff further recommends increasing the project's budget to reflect actual site conditions, transferring funds within the FY25-26 Capital Improvement & ADA Improvement Projects budget (CIP) from the Resurface District Parking Lots project to the Surfers Knoll ADA Project.

GUIDING PRINCIPLE:

1) Maintain a safe, navigable, and resilient harbor.
7) Provide high-quality Harbor and coastal visitor-serving amenities, services, facilities and infrastructure.

5-YEAR OBJECTIVE:

E) Encourage public and civic engagement; maintain high levels of organizational transparency; and promote Harbor-wide diversity, equity and inclusion through District policies, procedures and programs.
V) Maintain and improve Harbor Village facilities, infrastructure, and amenities.
1) Ongoing investment in Harbor Village Infrastructure.

BACKGROUND:

On July 3, 2025, the Board approved the FY25-26 Budget, including the 5-Year CIP. The plan included the Surfers Knoll ADA Project, which also must be completed as an in-kind District match for a grant funded by the National Fish and Wildlife Fund.

Procurement Process

To complete the Surfers Knoll ADA Project, three contractors were solicited for pricing. One was non-responsive, and another submitted a bid of $255,425.94. Due to the quote being significantly higher than budgeted, staff engaged Gordian, a public agency procurement specialist. Through Gordian's assistance with the piggyback contracting process, staff secured J&H Engineering Inc., a local contractor, to perform the work at a significantly lower cost of $166,841.02.

This approach aligns with the Port District's Procurement Policy (Section IV-B), which authorizes the use of piggyback contracting to reduce administrative costs, improve efficiency, and achieve cost savings when prior competitive bidding has already occurred through another public agency.

FISCAL IMPACT:
The FY25-26 CIP originally included $75,000 for this project based on preliminary estimates. Following on-site contractor assessments, it was determined that due to the age and deterioration of existing infrastructure, actual costs will exceed the initial budget. To meet current needs and allow for potential change orders, staff recommends increasing the project budget to $175,000. Staff recommends reallocating the additional $100,000 from the FY25-26 CIP budget for parking lot resurfacing, as the work is expected to occur concurrently with paving at Surfer's Knoll.

ATTACHMENTS:
None.

BOARD OF PORT COMMISSIONERS
NOVEMBER 12, 2025

CONSENT AGENDA ITEM G

APPROVAL OF A PROFESSIONAL SERVICES AGREEMENT WITH GEOSYNTEC CONSULTANTS FOR GEOTECHNICAL SERVICES

VENTURA PORT DISTRICT **CONSENT AGENDA ITEM G**
BOARD COMMUNICATION Meeting Date: November 12, 2025

TO:	Board of Port Commissioners
FROM:	Brian D. Pendleton, General Manager Todd Mitchell, Deputy General Manager
SUBJECT:	Approval of a Professional Services Agreement with Geosyntec Consultants for Geotechnical Services

RECOMMENDATION:
That the Board of Port Commissioners approve a Professional Services Agreement with Geosyntec Consultants in the amount of $65,000 for Geotechnical services.

SUMMARY:
The proposed Professional Service Agreements (PSA) with Geosyntec Consultants (Geosyntec) is to cover work required in support of the Port of Hueneme Squid Offloading Relocation project, which includes demolition of existing Ventura Fisherman Market, construction of new two-story addition to the existing one-story Andria's Seafood Restaurant along the waterfront, and a construction of a smaller one-story addition. A new seven bay squid processing and loading dock is proposed to the south of the new two-story building, with a second seven bay squid processing and loading dock proposed to the southeast of the existing National Park Services building.

GUIDING PRINCIPLES:
1) Maintain a safe, navigable, and resilient Harbor
6) Provide exceptional public service and organizational transparency.
7) Provide high-quality Harbor and coastal visitor-serving amenities, services, facilities and infrastructure.

FIVE-YEAR OBJECTIVES:
F) Support current and future commercial fishing and sustainable aquaculture industries. Maintain and improve working waterfront facilities and infrastructure
   2) Continue improvements of District's Working Waterfront infrastructure

BACKGROUND:
Ventura Port District requires the support of an outside consultant on an annual basis to complete geotechnical exploration, recommendations and support. The contract with Geosyntec includes:

Task S-1 – Subsurface Exploration Program:
The consultant will coordinate with the Port District and its consultants to review existing site information, obtain necessary permits, and conduct field explorations including drilling, sampling, and in-situ testing. Soil samples will be analyzed in the laboratory to determine material properties and inform foundation and pavement design.

Task S-2 – Seismic Hazard Assessment and Engineering Evaluation:
Using field and laboratory data, the consultant will assess seismic risks including liquefaction, settlement, lateral spreading, and slope stability. The analysis will also estimate potential tsunami impacts in accordance with ASCE 7-22 standards.

Task S-3 – Geotechnical Recommendations and Report Preparation:
Findings from the investigation and analyses will be compiled into a Geotechnical Design Report providing design parameters and recommendations in compliance with the 2025 California Building Code and ASCE 7-22.

Task S-4 – Construction Support Services:
During construction, the consultant will provide technical review, observe subsurface conditions, and issue supplemental recommendations as needed to address unforeseen site conditions and ensure that geotechnical design intent is maintained.

FISCAL IMPACTS:
Staff recommends engaging with Geosyntec on a time and material basis (T&M) up to $65,000. Staff are working within the existing Administration budget to execute this PSA. Staff anticipate this will require an adjustment of the District's Administration budget as part of the Mid-Year Budget.

ATTACHMENTS:
None.

VENTURA
PORT DISTRICT
Established 1952

BOARD OF PORT COMMISSIONERS
NOVEMBER 12, 2025

STANDARD AGENDA ITEM 1
PRESENTATION ON VENTURA HARBOR COMMUNITY PARK (PARCEL 5) PROJECT DESIGN STATUS

VENTURA PORT DISTRIST **STANDARD AGENDA ITEM 1**
BOARD COMMUNICATION Meeting Date: November 12, 2025

TO:	Board of Port Commissioners
FROM:	Brian D. Pendleton, General Manager Todd Mitchell, Deputy General Manager
SUBJECT:	Presentation on Ventura Harbor Community Park (Parcel 5) Project Design Status

RECOMMENDATION:
That the Board of Port Commissioners receive a presentation on the current status of the Ventura Harbor Community Park Project located at the grass lawn area of Parcel 5 between 1591 and 1691 Spinnaker Drive.

SUMMARY:
Following Design Review approval for Parcel 5 Park in May 2025 and adoption of the FY25-26 Budget, RRM Design Group began preparation of construction documents for the project. The plans will be ready for submission to the City of Ventura's Building Division for permit review as early as December 2025, with building permits anticipated by June 30, 2026.

GUIDING PRINCIPLES:
5) Build respectful, productive relationships with employees, tenants, residents, visitors, stakeholders, public officials, and elected representatives while promoting diversity, equity, and inclusion.
6) Provide exceptional public service and organizational transparency.
7) Provide high-quality Harbor and coastal visitor-serving amenities, services, facilities and infrastructure.

5-YEAR OBJECTIVES:
E) Encourage public and civic engagement; maintain high levels of organizational transparency; and promote Harbor-wide diversity, equity and inclusion through District policies, procedures and programs.
    1) Collaborate with business partners and stakeholders through increased engagement, communication, and participation.
V) Maintain and improve Harbor Village facilities, infrastructure, and amenities.
    1) Ongoing investment in Harbor Village Infrastructure

BACKGROUND:
The District's 5-Year Objectives calls for master planning and development of a portion of Parcel 5 from a passive, open space, to an activated gathering place managed by the District. For grant application purposes, the park has been dubbed the Ventura Harbor Community Park. The Board can discuss formal name adoption later.

Entitlement Status
The project was evaluated for compliance with the California Environmental Quality Act (CEQA) and deemed exempt by Impact Sciences, the District's consultant.

The park project was reviewed by the City's Design Review Committee (DRC) and approved. The park project was also approved at the City Director's Hearing and issued a Coastal Development Permit (CDP) in May 2025.

Cost Estimates
Preliminary estimates had put the park project's "hard" and "soft" cost as high as $10 million. As a result, staff directed RRM to defer the band shell and wind screen plans and seek playground equipment that is available for purchase, rather than custom design. An updated and refined estimate for the park "hard cost" is $5 Million.

The Land and Water Conservation Fund
The Land and Water Conservation Fund (LWCF) grant provides funding for the acquisition or development of land to create new outdoor recreation opportunities that support the health and wellness of Californians. For the 2025 LWCF grant cycle, LWCF, in partnership with the Office of Grants and Local Services (OGALS) and the National Park Service (NPS), has $35 million available for applicants.

Staff submitted an application for funding to develop the community park within the 0.7-acre grass area located between Buildings 1591 and 1691. To complete the application, a resolution will need to be adopted in December to confirm that VPD has the matching funds available.

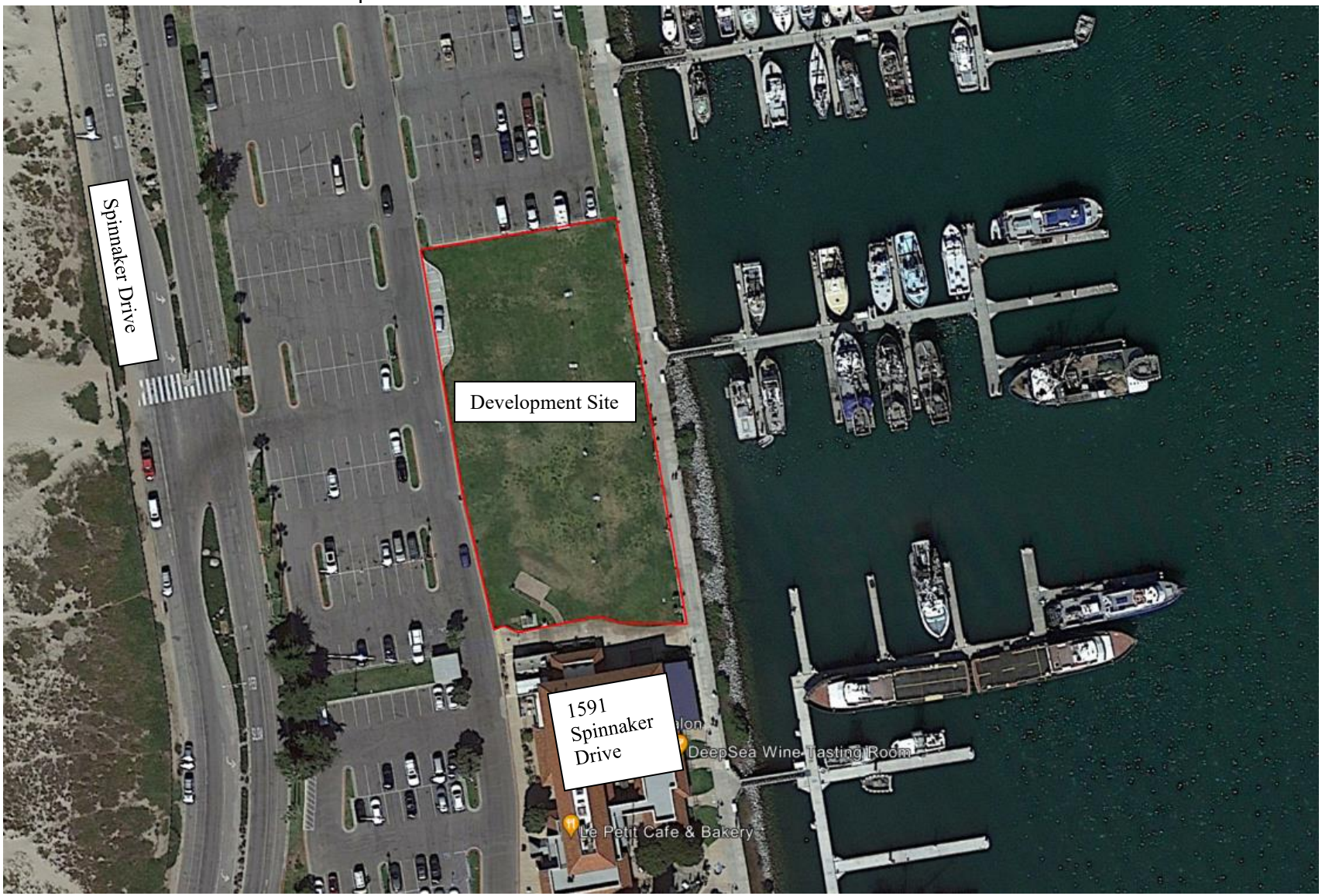
Important items to highlight if an awardee of this grant are as follows: 1) The grant operates on a reimbursement basis, meaning VPD must cash-flow the project and submit receipts for reimbursement. 2) The 0.7-acre site will need to be formally parceled out, and the designated park area must remain a park in perpetuity.

FISCAL IMPACTS:
The District has retained RRM Design Group over the past few years to design the park. Most recently, in July, $12,000 in design fees were added through a Professional Services Agreement (PSA). Early estimates put the park project's "hard" and "soft" cost as high as $10 million. As a result, staff directed RRM to defer the band shell and wind screen plans and seek playground equipment that is available for purchase, rather than custom design. An updated and refined estimate for the park "hard cost" based on these changes is $5 Million.

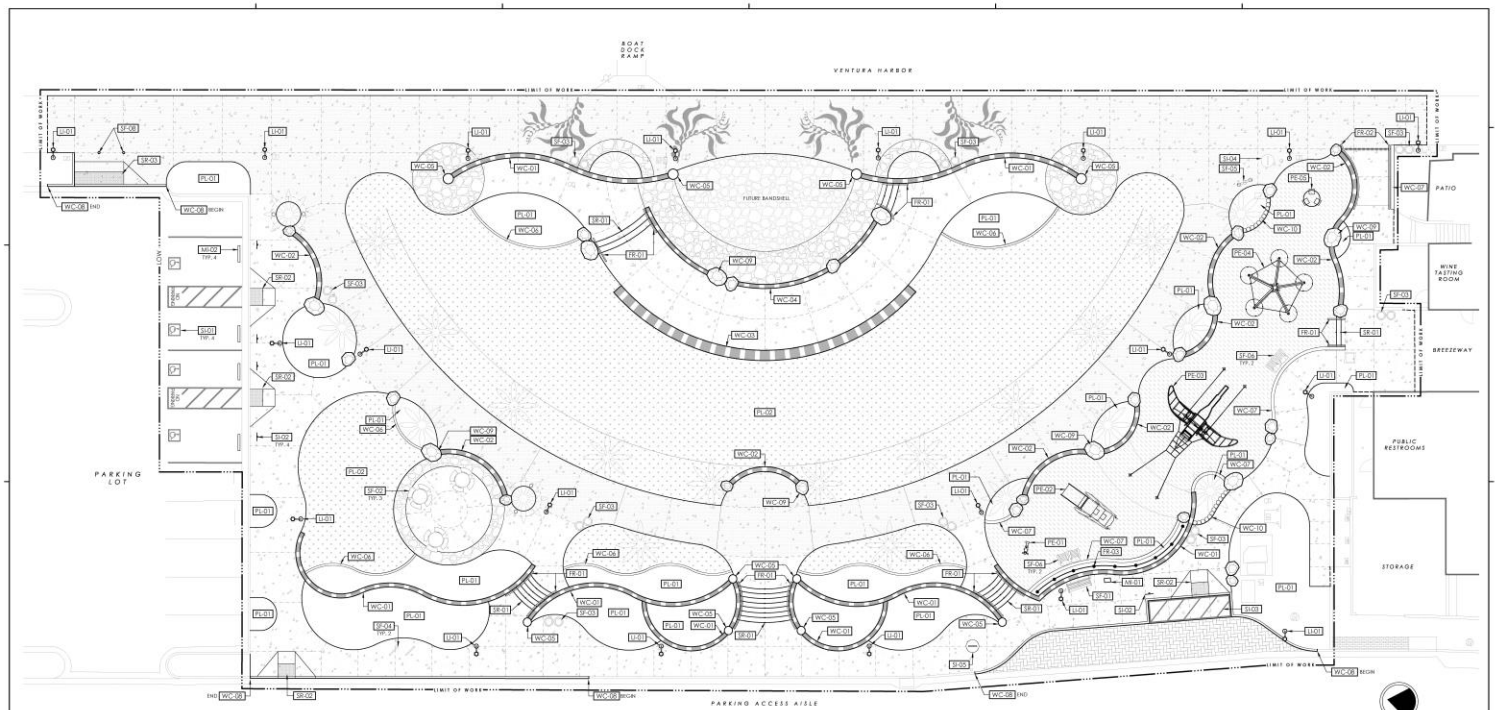
The current 5-Year Capital Improvement Plan has earmarked $4.25 million in District funds towards the project hard and soft costs through FY27-28. However, ongoing analysis regarding compliance with District fiscal reserve policies will be necessary. Staff anticipate the need for grant funds and sponsorships to fully execute the park project. The District will also have to consider future ongoing maintenance costs associated with the community park.

ATTACHMENTS:
Attachment 1 – Location Map
Attachment 2 – RRM Renderings

Attachment 1 – Location Map



Attachment 2 – RRM Renderings



CONSTRUCTION SCHEDULE

PAVING AND SURFACING (PA)

SYMBOL	DESCRIPTION	DETAIL	RELATED DETAIL(S)	SPEC. SECTION(S)
	CONCRETE PAVING - PEDESTRIAN COLOR: OMAHA TAN FINISH: SALT			32 1313
	CONCRETE PAVING - VEHICULAR COLOR: OMAHA TAN FINISH: SALT			32 1313
	FLAGSTONE PAVING, MORTARED			
	FLAGSTONE PAVING, DRY SET			
	PLAY AREA SURFACING			
	PERMABLE PAVERS			

JOINTING (JO)

CODE	DESCRIPTION	DETAIL	RELATED DETAIL(S)	SPEC. SECTION(S)
	EXPANSION JOINT	2/LC501		32 1313
	CONTRACTION JOINT	2/LC501		32 1313
GB	GRADE BREAK PER CG SHEETS			
	SAWCUT LINE, JOIN FLUSH WITH EXISTING PAVING.			

STAIRS AND RAMPS (SR)

CODE	DESCRIPTION	DETAIL	RELATED DETAIL(S)	SPEC. SECTION(S)
SR-01	STAIRS CONCRETE			
SR-02	ACCESSIBLE CURB RAMP			
SR-03	DRIVEWAY APRON			

WALLS AND CURBS (WC)

CODE	DESCRIPTION	DETAIL	RELATED DETAIL(S)	SPEC. SECTION(S)
WC-01	RETAINING WALL - 12" W CONCRETE FINISH: CEMENT PLASTER			
WC-02	SEAT WALL - 14" W CONCRETE FINISH: SANDBLAST, COLOR: SAN DIEGO BUFF.			
WC-03	AMPHITHEATER SEAT WALL - 30" W CONCRETE FINISH: SANDBLAST, COLOR: KAILUA.			
WC-04	STAGE WALL CONCRETE FINISH: SANDBLAST, COLOR: SAN DIEGO BUFF.			
WC-05	END COLUMN CONCRETE FINISH: CEMENT PLASTER WITH FLAGSTONE CAP			
WC-06	CONCRETE MOW CURB, 6" W			
WC-07	CONCRETE PLAY CURB, 9"W			
WC-08	CITY STD. CONCRETE CURB			
WC-09	NATURAL BOULDER AT WALLS			
WC-10	WOOD POST PLANTER FENCE			

FENCES, RAILINGS, AND GATES (FR)

CODE	DESCRIPTION	DETAIL	RELATED DETAIL(S)	SPEC. SECTION(S)
FR-01	HANDRAIL AT STAIRS			
FR-02	HANDRAIL AT RAMP			
FR-03	FENCE AT PLAYGROUND			

SITE FURNISHINGS (SF)

CODE	DESCRIPTION	DETAIL	RELATED DETAIL(S)	SPEC. SECTION(S)
SF-01	BENCH			
SF-02	PICNIC TABLE		PER SPECS	32 3300
SF-03	TRASH & RECYCLING RECEPTACLES			
SF-04	BIKE RACK			
SF-05	DRINKING FOUNTAIN			
SF-06	ADIRONDACK CHAIR			
SF-07	SKATE DETERRENT			
SF-08	REMOVEABLE BOLLARD			

PLAY EQUIPMENT (PE)

CODE	DESCRIPTION	DETAIL	RELATED DETAIL(S)	SPEC. SECTION(S)
PE-01	DOLPHIN SPRING TOY			
PE-02	FISH SLIDE			
PE-03	SOARING SEAGULL			
PE-04	ANEMONE CLIMBER			
PE-05	SEA ROARER			

SIGNAGE AND STRIPING (SI)

CODE	DESCRIPTION	DETAIL	RELATED DETAIL(S)	SPEC. SECTION(S)
SI-01	ACCESSIBLE PARKING SPACE STRIPING			
SI-02	ACCESSIBLE PARKING SPACE/LOADING ZONE SIGN			
SI-03	ACCESSIBLE DROP-OFF ZONE STRIPING			
SI-04	PORT DISTRICT MONUMENT SIGN - EXISTING			
SI-05	PORT DISTRICT MONUMENT SIGN - RELOCATED			

PLANTING AND IRRIGATION (PL)

SYMBOL	DESCRIPTION	DETAIL	RELATED DETAIL(S)	SPEC. SECTION(S)
PL-01	PLANTER AREA			
PL-02	NATURAL TURF			

SITE LIGHTING AND ELECTRICAL (LI)

CODE	DESCRIPTION	DETAIL	RELATED DETAIL(S)	SPEC. SECTION(S)
LI-01	PEDESTRIAN POLE LIGHT SEE ES101			

MISCELLANEOUS (MI)

CODE	DESCRIPTION	DETAIL	RELATED DETAIL(S)	SPEC. SECTION(S)
MI-01	RELOCATED PARKING PAY STATION			
MI-02	CONCRETE WHEEL STOP			

SPECIALTY (SP)

SYMBOL	DESCRIPTION	DETAIL	RELATED DETAIL(S)	SPEC. SECTION(S)
	SAND-BLASTED CONCRETE KELP PATTERN, AS SHOWN			

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AGENCY: VENTURA PORT DISTRICT

VENTURA HARBOR VILLAGE
CULTURAL ARTS PARK
1583 Spinnaker Drive, Ventura, CA 93001

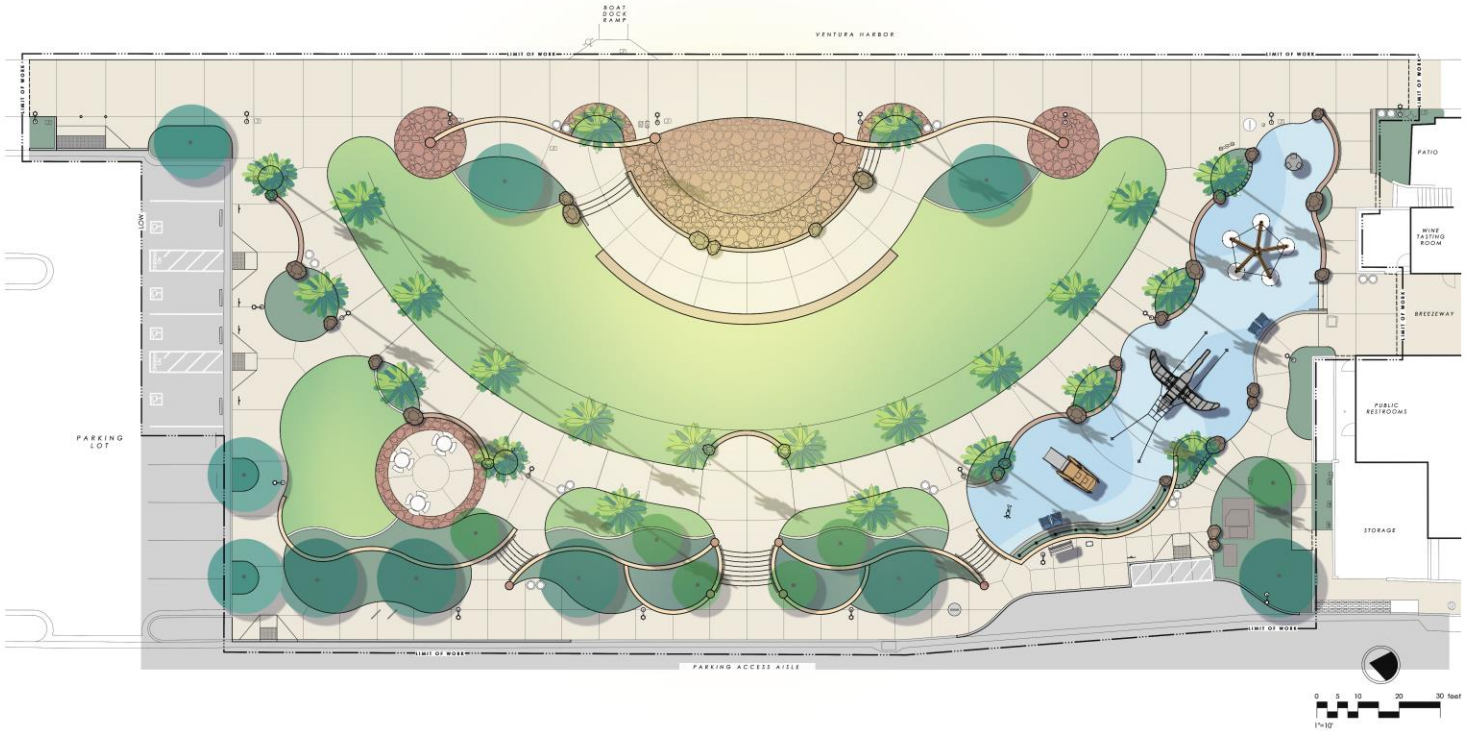
DESIGN DEVELOPMENT SITE PLAN

NO.	REVISION	DATE

DRAWN BY: DK
CHECKED BY: MP
PROJECT MANAGER: M.PFEIFER
DATE: DECEMBER 2025
RRM PROJECT NUMBER: 2998.04-PR25

SHEET: LC101

DESIGN DEVELOPMENT



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AGENCY: VENTURA PORT DISTRICT

VENTURA HARBOR VILLAGE
CULTURAL ARTS PARK
1583 Spinnaker Drive, Ventura, CA 93001

DESIGN DEVELOPMENT SITE PLAN

NO.	REVISION	DATE

DRAWN BY: CK | CHECKED BY: MP
PROJECT MANAGER: M.PELTIER
DATE: OCTOBER 2025
RRM PROJECT NUMBER: 2998-04.PR25

SHEET
RENDERING

DESIGN DEVELOPMENT

K:\2800\2998-04.PR25 Ventura Cultural Arts Pk 1\Landscape Architecture\Con Docs_Sheet Files\LC-2998-04.dwg, Rendering, Oct 29, 2025 - 1:03pm, mpeltier

BOARD OF PORT COMMISSIONERS
NOVEMBER 12, 2025

STANDARD AGENDA ITEM 2

ADOPTION OF RESOLUTION NO. 3544 APPROVING THE 2025 ADDENDUM TO THE FINAL MITIGATED NEGATIVE DECLARATION, VENTURA PORT DISTRICT PROJECT APPROVAL CONDITIONS, AND PARCELS 20 AND 14 (1644 AND 1404 ANCHORS WAY) REDEVELOPMENT PROJECT

VENTURA PORT DISTRICT **STANDARD AGENDA ITEM 2**
BOARD COMMUNICATION Meeting Date: November 12, 2025

TO: Board of Port Commissioners
FROM: Brian D. Pendleton, General Manager
Todd Mitchell, Deputy General Manager
SUBJECT: Adoption of Resolution No. 3544 Approving the 2025 Addendum to the Final Mitigated Negative Declaration, Ventura Port District Project Approval Conditions, and Parcels 20 and 14 (1644 and 1404 Anchors Way) Redevelopment Project

RECOMMENDATION:
That the Board of Port Commissioners adopt Resolution No. 3544:

a) Approving the 2025 Addendum to the Final Initial-Study Mitigated Negative Declaration.
b) Approving the Ventura Port District Project Approval Conditions.
c) Approving the Parcels 20 and 14 Redevelopment Project located at 1644 and 1404 Anchors Way.
d) Authorize the General Manager to File the Notice of Determination with the State Office of Planning and Research and the Ventura County Clerk.

SUMMARY:
On September 3, 2025, the Board of Port Commissioners reviewed and commented on proposed modifications to the Parcels 20 and 14 Redevelopment Project, following approvals by the City of Ventura and the California Coastal Commission. The Board authorized the General Manager to execute a Professional Services Agreement with Rincon Consultants to prepare a second Addendum to the CEQA Final Initial Study/Mitigated Negative Declaration.

Originally approved in 2015 and modified in 2023, the project underwent further revisions in 2025 based on regulatory feedback. Staff subsequently evaluated and implemented marina design changes to ensure compliance with navigational safety standards and improve the overall project design.

GUIDING PRINCIPLES:
4) Establish and implement harbor-wide environmental sustainability policies and practices through collaboration with our business partners.
5) Build respectful, productive relationships with employees, tenants, residents, visitors, stakeholders, public officials, and elected representatives while promoting diversity, equity, and inclusion.
7) Provide high-quality Harbor and coastal visitor-serving amenities, services, facilities and infrastructure.

5-YEAR OBJECTIVES:
M) Collaborate with Master Tenants and National Park Service to plan, improve, and develop the Harbor in a financially and environmentally sustainable way.
   1) Engagement and support of Master Tenants for successful business operations at the Harbor.
   2) Evaluate opportunities for Parcel Development.

BACKGROUND:
In 2015, the then-Master Tenant of Parcels 20 and 14 initiated redevelopment planning and completed an environmental study. The Board subsequently adopted the Ventura Harbor Marina and Yacht Yard Expansion Final Initial Study–Mitigated Negative Declaration (IS-MND) on November 18, 2015.

Following the lease assignment to Derecktor Marine Holdings (DMH) in 2020, DMH proposed updates to the original project. These included an expanded dock structure, enhancements to the fuel dock and parking areas, and new elements such as a mixed-use building and reconfigured boat storage with stacked units near the parking lot.

In accordance with the California Environmental Quality Act (CEQA), these modifications required evaluation through an Addendum to the Final IS-MND, prepared by Rincon Consultants, Inc. Although not mandated by CEQA, the District opted to circulate the Addendum for public review due to the time elapsed since the original IS-MND adoption. As Lead Agency, the District reviewed and approved the Addendum, Project Approval Conditions, and the revised project on June 7, 2023.

The Parcels 20 and 14 Redevelopment Project received approval from the City of Ventura on April 25, 2024, followed by the California Coastal Commission on July 9, 2025. While the City required the removal of one level of stacked boat storage, it did not mandate other substantial changes to the project. This adjustment led DMH to eliminate the entire stacked storage facility, as the reduced configuration was deemed financially unviable.

The Coastal Commission staff expressed concern about the limited number of small boat slips, defined as slips for vessels 36 feet or shorter. However, they acknowledged that the 2023 Project included slips for recreational sport fishing boats, which enhance public access to the ocean. Additionally, the inclusion of dry boat storage was recognized as a more affordable alternative to in-water slips. To address the Commission's concerns, DMH agreed to a modest increase in the number of small boat slips.

In response to public feedback regarding navigational safety, DMH revised the configuration of the easternmost dock. The dock's length was reduced, and the distance between it and the Portside dock system was increased to 220 feet. This change resulted in a smaller marina footprint and the removal of live bait wells previously used by recreational sport fishing operations.

On the landside, DMH replaced the stacked boat storage with surface-level storage. This decision was driven by the City's earlier requirement to eliminate one level of stacked storage, which rendered the entire facility economically impractical. The project also includes the removal of the elevator from the Water's Edge restaurant, as the second floor's intended use has shifted from a tap room to a membership-based flexible office space.

THIRD PARTY REVIEW

Staff met on several occasions with DMH (including with Rincon Consultants and Noble Consultants, as needed) to review the revised project and consider refinements and address certain concerns.

One area of concern related to access to fuel, whereby DMH agreed to relocate the fuel service and waste pump-out to the southern edge of the marina's D dock.

Noble Consultants conducted review of the revised marina layout against standards set by the Division of Boating and Waterways and the American Society of Civil Engineers. Their findings triggered the following modifications:

- A minor encroachment of B dock into the navigational channel was corrected by shortening the dock.
- The modified layout ensures adequate navigational space between the revetment and the north side main walk for A, B, and C docks, meeting ASCE criteria.
- Reduction of maximum boat size moored along the inside dock facing the rock revetment.

With these changes, the marina design was determined to comply with both the required Navigational Channel widths as well as minimum channel width standards within the marina.

Moffatt & Nichol performed a peer review of Noble's navigational channel study, which supported Noble's conclusions related to the project and the harbor's navigational channels.

Rincon Consultants completed a second Addendum to the CEQA Final Initial Study/Mitigated Negative Declaration, confirming that all environmental impacts are mitigable.

LIVE BAIT TANKS

In response to Board direction, staff assessed the live bait operations through discussions with DMH, its Parcel 14 subtenant, and the subtenant's bait supplier. The latter two both expressed interest in continuing and expanding live bait services for the sport fishing industry and public.

Alternative solutions, including floating bait barges and standalone bait docks, were considered. However, staff determined that integrating bait wells within a marina proximate to the harbor entrance remains the safest and most effective approach. The Village Marina is currently at full capacity with a waitlist of commercial vessels and has been asked to accommodate additional vessels from the Port of Hueneme's commercial fleet when the Commercial Fish Modernization project is completed. Other potential locations south of the Village Marina would place bait operations further from the public launch ramp and sport fishing fleet, increasing vessel traffic in the inner Harbor.

Although bait wells are not part of the current project design, they are a permitted use and may be incorporated in the marina. Their inclusion would not constitute a change from existing conditions, as bait wells are already present at the site. If a floating bait barge were moored within the marina, Staff do not believe any additional permits would be required, however if bait wells were made a permanent dock component, additional permits will be necessary.

NEXT STEPS:

After obtaining approvals from other regulatory bodies including, but not limited to, the U.S. Army Corps of Engineers (Corps), and Los Angeles Regional Water Quality Control Board, the District will need to amend the master leasehold to include the expanded marina footprint and use of District property for installation of a trash enclosure.

FISCAL IMPACTS:

The District engaged Noble Consultants under an on-call agreement to evaluate both land and waterside components of the redevelopment plan. Initially budgeted at $7,500, the scope of work expanded to also perform a harbor-wide navigational study in FY24-25, increasing the cost to $60,000. Noble was again retained to evaluate the changes to the project after approval by the Coastal Commission, with a reimbursable cost of approximately $5,000. Moffatt & Nichol was also retained to perform a peer review of Noble's Harbor-wide navigational safety analysis, which corroborated Noble's findings. Rincon Consultants was contracted for up to $35,000 to prepare the October 2025 CEQA Addendum. All consultant expenses specific to evaluating this revised project will be reimbursed by DMH, although not those costs that relate to the evaluation of the harbor-wide study. While staff time dedicated to the project has been substantial, it aligns with the District's Guiding Principles and 5-Year Objectives.

ATTACHMENTS:

Attachment 1 – Resolution No. 3544
Exhibit A – 2025 Addendum to the Final Initial-Study Mitigated Negative Declaration
Exhibit B – Ventura Port District Project Approval Conditions
Attachment 2 – Notice of Determination

ATTACHMENT 1

VENTURA
PORT DISTRICT
Established 1952

RESOLUTION NO. 3544

RESOLUTION OF THE BOARD OF PORT COMMISSIONERS OF VENTURA PORT DISTRICT APPROVING THE 2025 ADDENDUM TO THE FINAL MITIGATED NEGATIVE DECLARATION, THE VENTURA PORT DISTRICT PROJECT APPROVAL CONDITIONS AND THE PARCELS 20 AND 14 REDEVELOPMENT PROJECT

WHEREAS, on June 7, 2023, the Board of Port Commissioners adopted Resolution No. 3475 approving the addendum to the Final Mitigated Negative Declaration, the Ventura Port District project approval conditions and the Parcels 20 and 14 Redevelopment Project.

WHEREAS, since adoption in 2015 and modified in 2023, the project underwent further revisions in 2025 based on regulatory feedback to ensure compliance with navigational safety standards and improve the overall project design.

WHEREAS, the Parcels 20 and 14 Redevelopment Project (Current Project) would be similar to the 2015 Planned Project in that the Current Project would include an expanded dock structure, improvements to the fuel dock, and improvements to the parking lot, although such improvements would be modified from those proposed under the 2015 Planned Project. The Current Project would also include additional improvements not proposed under the 2015 Planned Project, including a new mixed-use Marine Services building, reconfiguration of and improvements to the boat storage area adjacent to the parking lot, and other minor facility improvements within the Current Project area. It should be noted that none of the improvements planned in 2015 were completed. Specifically, the Current Project would include a marina replacement which would involve the removal of the existing dock structure and replacement with a new larger dock structure (increase from 35 [depending on configuration] to 95 commercial and recreational boat slips, which is 15 more slips than included in the 2015 Planned Project).

WHEREAS, Rincon Consultants, Inc., was engaged to assist the District and Applicants for both the Initial Study - Mitigated Negative Declaration,2023 and 2025 Addendum to the Mitigated Negative Declaration with the preparation of the necessary environmental documentation to support the Current Project.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Port Commissioners of the Ventura Port District has reviewed the 2025 Addendum to the Mitigated Negative Declaration and the record before it (including the initial study and all comments received) and finds:

(i) That the 2025 Addendum to the Mitigated Negative Declaration is adequate and complete in that it addresses all potential environmental effects of the Current Project.

(ii) That there is no substantial evidence in the record that the Current 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 October 2015 Final Initial Study - Mitigated Negative Declaration as Appendix F.

(iii) That the 2025 Addendum to the Mitigated Negative Declaration complies with CEQA.

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

BE IT FURTHER RESOLVED that the Board of Port Commissioners of the Ventura Port District hereby approves the 2025 Addendum to the Mitigated Negative Declaration and Ventura Port District Project Approval Conditions for the Current Project attached hereto as Exhibit A and Exhibit B.

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 Parcels 20 and 14 Redevelopment Project.

PASSED, APPROVED AND ADOPTED by the Board of Port Commissioners of Ventura Port District this 12th day of November 2025.

AYES:
NOES:
ABSENT:
ABSTAINED:

_____
Michael Blumenberg, Chair

Attest:

_____
Anthony Rainey, Secretary

EXHIBIT A

Parcels 20 and 14 Redevelopment Project

Addendum to the Ventura Harbor and Yacht Yard Expansion Final Mitigated Negative Declaration

SCH # 2015081011

prepared by

Ventura Port District
1603 Anchors Way Drive
Ventura, California 93001
Contact: Brian Pendleton, General Manager

prepared with the assistance of

Rincon Consultants
180 North Ashwood Avenue
Ventura, California 93303

November 2025

RINCON CONSULTANTS

Table of Contents

1 Introduction 1
2 Background 3
3 Impact Analysis 13
1 Aesthetics 15
2 Agriculture and Forestry Resources 17
3 Air Quality 19
4 Biological Resources 23
5 Cultural Resources 31
6 Energy 33
7 Geology and Soils 37
8 Greenhouse Gas Emissions 41
9 Hazards and Hazardous Materials 45
10 Hydrology and Water Quality 49
11 Land Use and Planning 53
12 Mineral Resources 55
13 Noise 57
14 Population and Housing 63
15 Public Services 65
16 Recreation 67
17 Transportation 69
18 Tribal Cultural Resources 73
19 Wildfire 75
20 Utilities and Service Systems 77
21 Mandatory Findings of Significance 81
4 References 85
Bibliography 85

Tables

Table 1 Ventura Harbor Boat Slip Comparison: Existing Conditions, 2015 Planned Project, and 2025 Project 10
Table 2 Estimated Maximum Daily Construction Emissions (lbs/day) 21
Table 3 Estimated Maximum Daily Operational Emissions (lbs/day) 21
Table 4 Estimated Fuel Consumption during Construction 34
Table 5 Estimated Annual Operational Energy Consumption 34
Table 6 Estimated Construction GHG Emissions 42
Table 7 Combined Annual GHG Emissions 42

Table 8 2025 Project Consistency with Applicable GHG Plans 43
Table 9 Project Site Vicinity Noise Level Monitoring Results 58

Figures

Figure 1 Regional Location Map 4
Figure 2 Project Site Location 5
Figure 3 2015 Planned Project Site Plan for Marina 6
Figure 4 2025 Project Site Plan 8
Figure 5 2025 Project Site Plan with Slips 9

Appendices

Appendix A Derecktor Marine Holdings Project Description and Site Plans
Appendix B 2015 Adopted IS-MND
Appendix C California Emissions Estimator Model Results
Appendix D Cultural Resources Technical Report
Appendix E Energy Calculations
Appendix F Traffic Memorandum

1 Introduction

This document is an Addendum to the Ventura Harbor Marina and Yacht Yard Expansion Final Initial Study-Mitigated Negative Declaration (IS-MND) prepared for the Ventura Port District (SCH No. 2015081011). The IS-MND was adopted by the Ventura Port District (District) on November 18, 2015, and addressed potential environmental impacts associated with the expansion and improvements of the existing Derecktor Ventura operation. The Parcels 20 and 14 Redevelopment Project (herein "2025 Project") encompasses modifications and upgrades to the presently developed project site. The 2025 Project involves the reconfiguration and modernization of the existing facilities, to include replacement of the existing marina, modernization of the existing boatyard to provide more efficient and technologically advanced service, reconfiguration of day sail storage, reconfiguration of parking, construction of a two-story marine office building, construction of a promontory, and improvements to visitor amenities, and associated site improvements.

This Addendum has been prepared pursuant to *CEQA Guidelines* Section 15164 and addresses additional modifications ("2025 Project") made since the previously adopted Addendum was prepared in 2024 and relative to the previously proposed Ventura Harbor Marina and Yacht Yard Expansion Project (herein "2015 Planned Project"). According to Section 15164(b) of the *CEQA Guidelines*, an Addendum to a negative declaration is the appropriate environmental document in instances when "only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent negative declaration have occurred." Section 15162(a) of the *CEQA Guidelines* states no subsequent negative declaration shall be prepared for a project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

1) Substantial changes are proposed in the project which will require major revisions of the previous Environmental Impact Report (EIR) or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and/or
3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR or Negative Declaration was adopted, shows any of the following:
    a. The project will have one or more significant effects not discussed in the previous EIR or Negative Declaration;
    b. Significant effects previously examined will be substantially more severe than shown in the previous EIR or Negative Declaration;
    c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; and/or

d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or Negative Declaration would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The 2025 Project does not meet any of the exceptions as outlined in Section 15162(a) of the CEQA Guidelines. Therefore, an Addendum to 2015 Planned Project adopted IS-MND is the appropriate environmental document for the 2025 Project.

The 2015 Planned Project plans and the adopted IS-MND (and supporting technical studies) are available for review at:

Ventura Port District
1603 Anchors Way Drive
Ventura, California 93001
805-642-8538

2 Background

The Final IS-MND for the Ventura Harbor Marina and Yacht Yard Expansion Project (SCH No. 2015081011) (herein "adopted IS-MND") for the District was adopted on November 18, 2015 and consists of the text of the adopted IS-MND accompanied by the responses to public and agency comments, a Mitigation Monitoring and Reporting Program (MMRP), and technical appendices for air quality modeling results, greenhouse gas (GHG) emissions modeling results, the traffic impact analysis, and the 2014 Clean Marina Plan composed of rules and regulations for boat owners/operators to avoid/minimize pollution to the water.

This section provides an overview of the 2015 Planned Project and adopted IS-MND to provide context for this Addendum prior to evaluating the potential environmental impacts of the 2025 Project in comparison to those previously evaluated.

2.1 2015 Planned Project (2015 Ventura Harbor Marina and Yacht Yard Expansion)

The project site is located along Anchors Way Drive in the northern portion of the Ventura Harbor (Harbor) in the City of Ventura, Ventura County, California (Parcels 20 and 14 of the Harbor on Assessor's Parcel Number 080-0-240-325; Figure 1 and Figure 2). The Harbor is a 274-acre multi-use recreational and commercial fishing small craft harbor owned by the District. The District's property holdings include approximately 152 acres of land and 122 acres of water area. The project site is approximately 9.7 acres and zoned as Harbor Commercial (HC), as identified in the City of Ventura Municipal Code.

The District approved the 2015 Planned Project on November 18, 2015. The 2015 Planned Project was not entitled or permitted. It consisted of an expansion to the existing marina to include construction of an expanded dock structure, relocation and improvements to the fuel dock, onshore parking improvements, and other related facility improvements as briefly described below and shown on Figure 3.

- **Expanded Dock Structure.** Increase the number of boat slips from 40 to 80 (40 new boat slips). The dock expansion involved removing the existing dock structure, concrete ramps, a portion of the existing pier, and fuel docks, and construction of a new, larger dock structure to accommodate 40 additional boats.
- **Relocation and Improvements to Existing Fuel Dock.** Remove current fuel dock and construct a new fuel dock as part of the expanded dock structure, upgrading all fuel-related equipment to current codes.
- **Onshore Parking Improvements.** Repave and restripe the existing parking lot northwest of the marina from 106 spaces to between 111 and 123 spaces.
- **Boat Storage Area Reconfiguration.** Reconfigure the existing exterior boat storage area to accommodate a net increase in boat storage spaces; a specific number of boat storage spaces was not identified at the time.

Figure 1 Regional Location Map

Figure 2 Project Site Location

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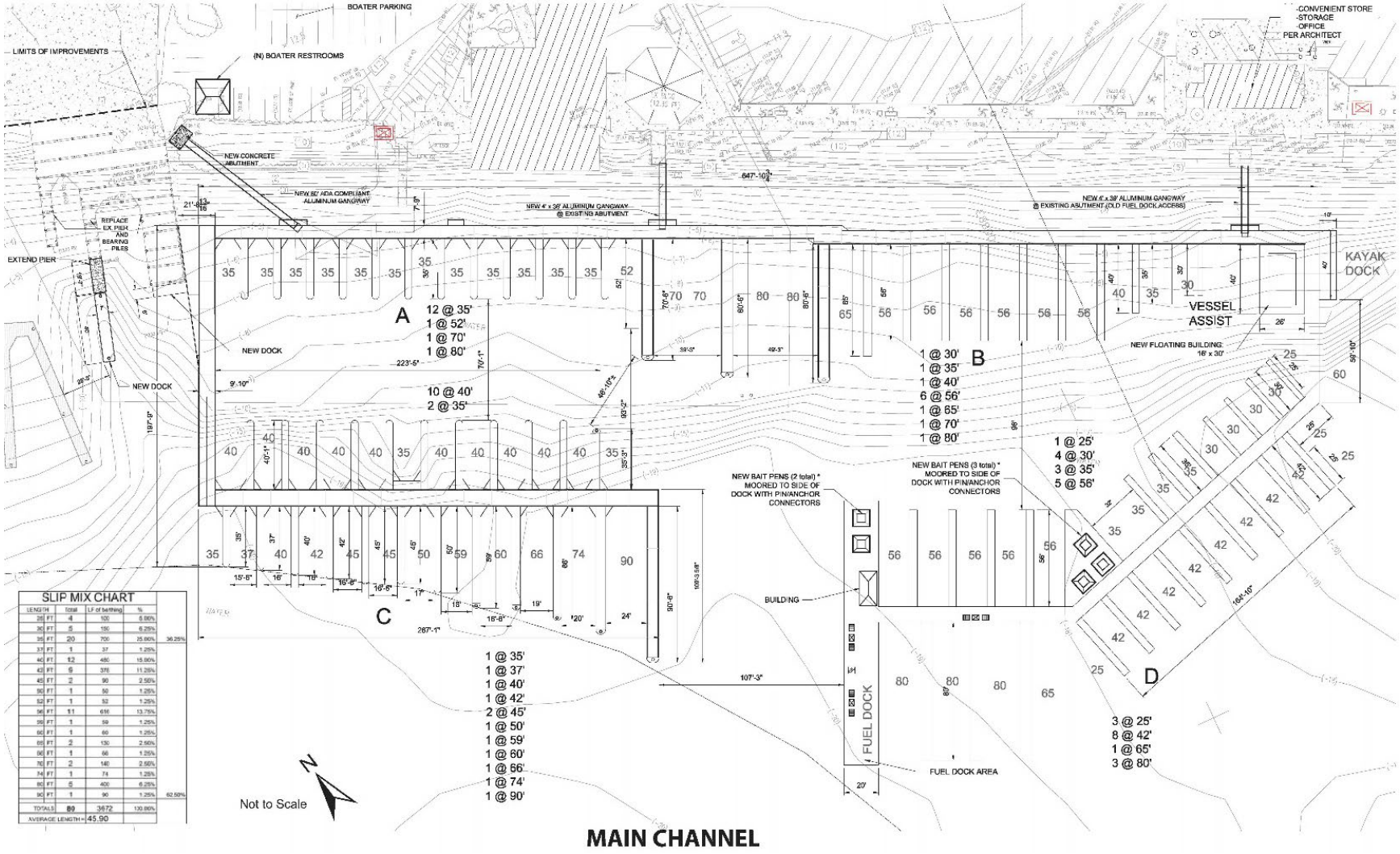
21-12187 EPS
Fig 2 Project Location

Figure 3 2015 Planned Project Site Plan for Marina



- **Other Related Facility Improvements.** Minor improvements to the marina, including a new Americans with Disabilities Act (ADA)-compliant ramp, new restroom/shower facilities, two additional new bait receivers, expansion of the existing haul and launch facilities for boaters, and raising of existing piling heights for better potential tsunami protection.

Construction was to occur in two phases. Phase 1 involved replacing the east side of the existing dock structure, and Phase 2 involved replacing the west side of the existing dock structure. Each phase of construction would take four to six months. Parking lot repaving and improvements were planned between Phases 1 and 2 taking approximately four days.

2.2 Proposed Parcels 20 and 14 Redevelopment (2025 Project)

The 2025 Project would be similar to the 2015 Planned Project in that the 2025 Project would include an expanded dock structure and improvements to the fuel dock, although such improvements would be modified from those proposed under the 2015 Planned Project. The 2025 Project would also include additional improvements not proposed under the 2015 Planned Project, including a new mixed-use building, reconfiguration of and improvements to the boat storage area adjacent to the parking lot, and other minor facility improvements within the project area (Figure 4 and Figure 5). It should be noted that none of the improvements planned in 2015 were completed. Specifically, the 2025 Project would include:

- **Marina Replacement.** Marina replacement would include removal of the existing dock structure and replacement with a new, larger dock structure (increase from current 35 [depending on configuration] to 95 commercial and recreational boat slips, which is 15 more slips than in the 2015 Planned Project). Table 1 shows the breakdown of boat slips in the existing marina, 2015 Planned Project, and the 2025 Project. The new marina would be approximately 99,441 square feet (2.28 acres) larger than under existing conditions and the Parcel 20 boundary would need to be extended to encompass the proposed marina layout. The new marina has been designed in accordance with California Department of Boating and Waterways guidelines. The number of transient boater slips would increase to meet the needs of visitors to the harbor, and space for a water taxi to dock would be provided. Approximately 17 slips are designed to serve commercial vessels ranging from 30 to 75 feet in length (which include both multi-party recreational fishing and commercial fishing vessels) and the remaining 78 slips would serve private, recreational vessels ranging from 20 to 60 feet in length. The new marina would be configured so the slips parallel the prevailing wind and surge from the Harbor entrance to facilitate safer docking. The proposed marina would extend further from the shoreline but would not encroach on the navigation channel boundaries provided by the District.

Figure 4 2025 Project Site Plan

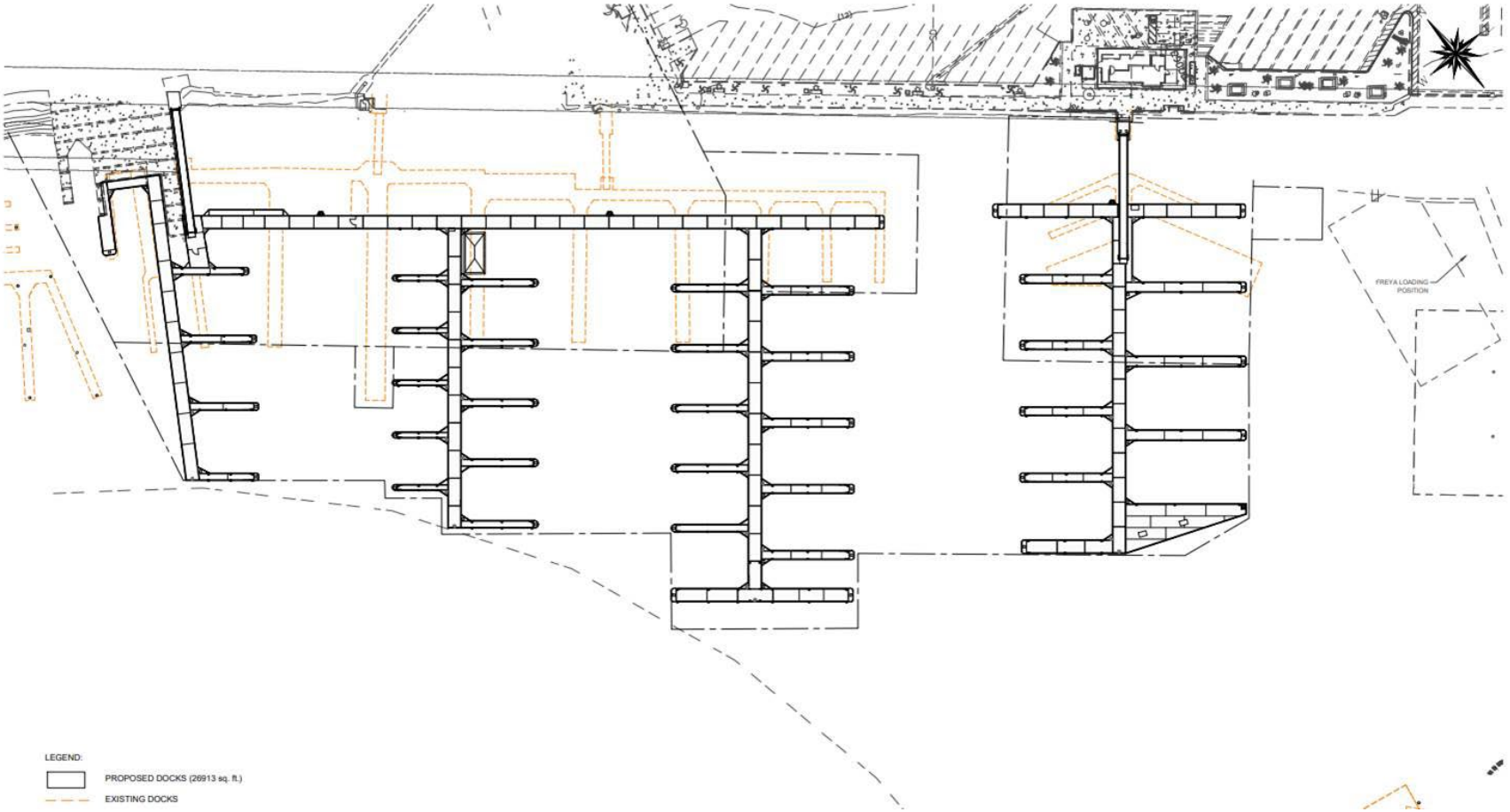


Figure 5 2025 Project Site Plan with Slips

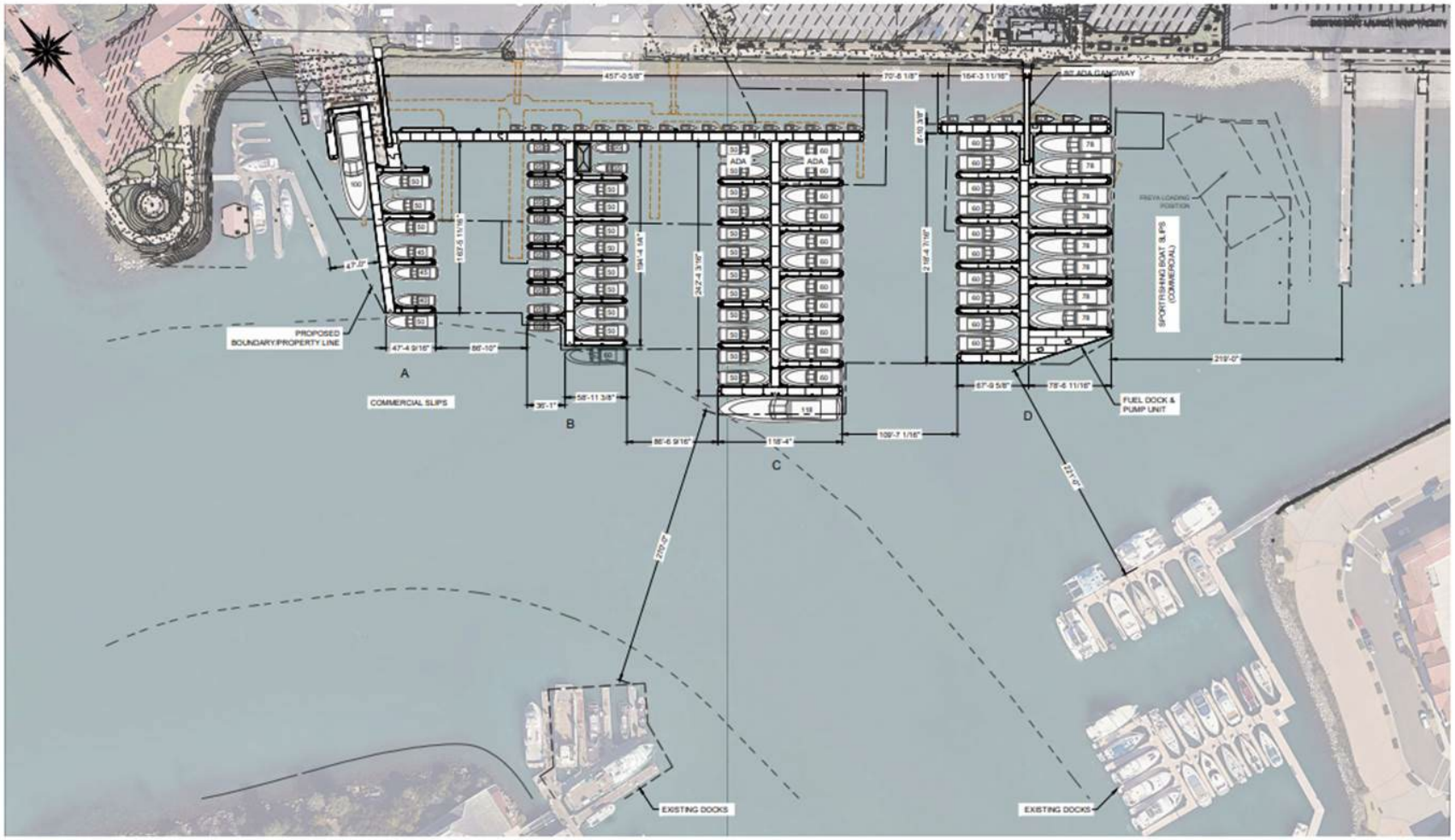


Table 1 Ventura Harbor Boat Slip Comparison: Existing Conditions, 2015 Planned Project, and 2025 Project

Project Element	Existing Condition	2015 Planned Project	2025 Project
Total Slips	35	80	95
Recreational Slips up to 25'	6	4	23
Recreational Slips up to 36'	5	25	11
Recreational Slips over 36'	10	51	50
Commercial Slips	14	Not Specified	11

Dock space would be provided for short-term use to visit restaurants and/or amenities within this area of the Harbor. Similar to existing conditions, a maximum of 10% of the slips (approximately 9 total slips) could be made available for liveaboards (people who live on their boats). The proposed gangways (i.e., ramps to access the docks) would comply with ADA requirements. Marina entryways would be replaced and would employ modern security and access systems. As per existing conditions, a small barge-type licensed vessel with an approximately 384-square-foot office for Tow Boat US would be located in the marina.

The 2025 Project would increase the dock area from approximately 16,419 square feet to approximately 26,913 square feet and would increase the number of guide piles from 45 to approximately 69. The existing timber piles, which are not currently wrapped, would be removed and replaced with 16-inch and 18-inch prestressed concrete piles. New top-of-pile elevations would be consistent with Port District Resolution 3254 requiring a minimum top elevation of 15 feet mean lower low water for new guide piles, to accommodate potential sea level rise. Prestressed concrete guide piles have an expected lifespan of up to 80 years, and the height of the piles could be extended in the future, if necessary, to accommodate additional sea level rise.

A sewage pump-out station would be added to the marina for use by tenants and the public. The new slips would be provided with metered electricity and potable water. A highspeed direct current (DC) charging station for larger electric boats coming onto the market would be added to the marina. A fire protection system meeting federal, State, and local fire requirements would be installed to provide coverage of the entire marina.

- **Fuel Dock Replacement.** Similar to the 2015 Planned Project, the fuel dock will be reconfigured to improve passenger and vessel access and the existing fuel pumps and associated equipment would be replaced with new equipment. Although bait wells are not currently included in the 2025 Project, bait wells are a permissible use, may be included in the future, and would not represent a change from the existing condition as bait wells are currently present at the site.
- **New Marine Services Building.** The 2025 Project would include a new approximately 7,435-square-foot, two-story, mixed-use building, immediately south of the parking lot between the existing boat storage and repair area and the existing restaurant (no new building was included in the 2015 Planned Project). The new building would include marine retail at ground level (approximately 3,423 square feet) along with new ADA-compliant boater restrooms with showers, a laundry facility, and a lounge. Consistent with the methodology used in the adopted IS-MND, the additional showers and toilets could accommodate an increase of approximately 20 liveaboard residents in the marina. An office area would be located on the second floor of the building (approximately 4,012 square feet). The new building would resemble the "California

Arts and Crafts" style used at the existing Water's Edge Restaurant and existing sportfishing building, including a shingled roof, board and batten siding, and neutral color scheme.

- **Improvements to Existing Restaurant.** The façades of the Water's Edge Restaurant at 1501 Anchors Way Drive, located just north of the existing marina, would be repainted, and the entrance upgraded to improve access to the existing second floor.
- **Parking Lot Reconfiguration.** The 2025 Project would include repaving and restriping of the existing parking lot (resulting in an increase from 106 existing parking spaces to 137 parking spaces). Five of the new parking spaces would be ADA-accessible and 13 spaces will be equipped with electric vehicle (EV) charging stations.
- **Boat Storage Area Reconfiguration.** The existing exterior boat storage area would be reconfigured to accommodate eight boats adjacent to the existing boat repair building. Additionally, the existing day-sail storage area would be reconfigured from 78 to 34 stalls.
- **Boat Repair Building.** The exterior of the boat repair building would be repainted. The exterior boat repair area adjacent to the boat repair building would continue to be used for boat repair activities. Existing unpaved areas, including the day-sail and exterior boat storage would be paved. The total area of new paving on the site would be approximately 47,355 square feet.
- **Additional Site Enhancements.** The 2025 Project would include the following site enhancements not included in the 2015 Planned Project:
  - **New Promontory.** The 2025 Project would include a promontory (pathway) along the waterfront between the existing boat storage and repair area and the existing restaurant.
  - **New Trash Enclosure.** One new, covered trash enclosure would be constructed northeast of the existing sports fishing building and would be consistent with City requirements.
  - **New Hardscape and Landscape.** Approximately 37,000 square feet of new hardscape and landscape would be added to the project site. Native, drought tolerant plants such as Dudleya succulents, California poppies, common yarrow, and other species would be used in landscaping.
  - **New Lighting.** New exterior lighting would be installed to support the reconfigured parking, day sail storage, new and renovated buildings, and landside amenities. Lighting specifications for the marina were reviewed by the California Coastal Commission during the permitting process, and the project was conditioned accordingly.

Construction of the 2025 Project would occur over several phases to ensure continued use of the existing project site elements during project construction. Construction of the landside and waterside improvements would overlap. Construction of the marina (Phase 1a) would occur first. Building construction and renovation (Phase 1b) would commence in multiple subphases, starting with the new parking lot and boat storage area then moving southeast toward the water in approximately three phases to allow for adequate parking for the existing businesses. Installation of landscape and hardscape would complete this portion of the upland site work. Renovation of the existing boat repair building would occur along with finalization of the boat storage improvements. Marina construction is expected to take approximately six months and landside construction is expected to take approximately 13 months. Marina reopening is contingent on completion of new landside utilities and dock access.

During construction, best management practices (BMPs) would be implemented during construction to address encounters with unanticipated archaeological and paleontological resources. In the

unlikely event archaeological or paleontological resources are encountered during ground-disturbing activities, the following BMPs would be implemented:

- Work in the immediate area would be halted and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archeology (National Park Service 1983) would be contacted immediately to evaluate the find. The developer would include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement.
- If the archaeological find is prehistoric, then a Native American representative would also be contacted to participate in evaluation of the find. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for California Register of Historical Resources (CRHR) eligibility.
- If the archaeological discovery proves to be eligible for the CRHR and cannot be avoided, additional work, such as data recovery excavation, may be warranted to mitigate any significant impacts to historical resources.
- In the unlikely event a fossil is discovered during project construction, excavations within 50 feet of the find would be temporarily halted or delayed until the discovery is examined by a Qualified Professional Paleontologist (QPP). The developer would include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. If the find is determined to be significant by a QPP, the District (or the developer at the District's direction) would retain a QPP to design and carry out a data recovery plan consistent with the Society of Vertebrate Paleontology (2010) standards and tasked to direct and carry out all requirements identified in the data recovery plan as necessary to recover and preserve any identified paleontological resources as directed by the data recovery.

The 2025 Project would also implement BMPs suggested by the National Oceanic and Atmospheric Administration (NOAA) National Marine Fisheries Service (NMFS) which include a 10-meter exclusion zone for marine mammals to avoid physical injury from construction activities. NOAA NMFS prescribed BMPs for pile driving would also be integrated into the 2025 Project design to avoid impacts to marine mammals and other protected species, including alteration or disturbance of foraging or haul-out habitat.

During construction of the marina, existing vessels would be relocated to available slips while individual docks are removed and replaced. In this phase, the developer's contractor would be required to contain and recover all debris – floating or submerged. During landside construction activities, dry storage vessels, and vessels in the boatyard would be temporarily moved within the site, as needed, to accommodate construction activities.

Typical construction equipment would be used for both the landside and marina construction and work would be performed both on land and in the water. Water-based construction equipment would likely include a barge-based crane and small work boats. New docks and piles would be lifted from trucks on the land and placed directly into the water or onto floating barges.

3 Impact Analysis

The following section describes the effects of the 2025 Project in comparison to the effects of the 2015 Planned Project as analyzed in the adopted IS-MND. The table provided at the beginning of each impact section provides an overview of the 2025 Project in the context of the 2015 Planned Project and the adopted IS-MND.

The table provides information on where to find the impact analysis in the adopted IS-MND, if the 2025 Project would require major revisions the adopted IS-MND, if there is new information that would result in new or substantially more severe significant impacts for the 2025 Project, and if the adopted IS-MND's mitigation measures address and/or resolve impacts for the 2025 Project.

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1 Aesthetics

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Have a substantial adverse effect on a scenic vista?	Page 16	No	No	No	N/A
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Page 16 through 17	No	No	No	N/A
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	N/A	No	No	No	N/A
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	Pages 17	No	No	No	N/A

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

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

Existing views from the 2025 Project would be the same as the 2015 Planned Project and include 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 limited due to existing development and the break wall that protects the entrance to the harbor. Therefore, the addition of the new marine services building would be consistent with other nearby development and would not represent a new substantial impact to the already developed area. The marina and fuel dock replacement, improvements to the existing restaurant, and parking lot reconfiguration would not represent a substantial change in visual conditions when compared to the 2015 Planned Project.

The project site is not visible from an officially designated state scenic highway. United States Highway 101 is the nearest state highway, approximately 0.65 mile north of the project site, and is not officially designated as a state scenic highway (California Department of Transportation [Caltrans] 2025). Therefore, the 2025 Project would not substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

c. *Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

This impact was not explicitly addressed in the adopted IS-MND because it was not included in the CEQA Guidelines in effect at the time. The project site is located in an urbanized area. According to Public Resources Code 21071(a), Ventura is classified as an urbanized area because its population is more than 100,000 persons (California Department of Finance [DOF] 2025). As described in the adopted IS-MND, the project site is zoned "Harbor Commercial" (HC), has a land use designation of "Commerce," and is within the Harbor Master Plan. The 2025 Project does not involve any change in land use. The 2025 Project would not conflict with applicable zoning and other regulations governing scenic quality. No impact would occur.

d. *Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?*

The 2025 Project would involve the installation of new exterior lighting to support and add security to the reconfigured parking, day sail storage, new and renovated buildings. Lighting specifications for the marina were reviewed by the California Coastal Commission during the permitting process, and the project was conditioned accordingly. The new exterior lighting would be shielded downwards to prevent light from shining outside of the project site. The security lighting on the new marine services building would not adversely affect daytime or nighttime views in the area.

As discussed in the adopted IS-MND, the project site is currently surrounded on all sides by development with lighting for the existing restaurant, offices, restroom facilities, and docks. In addition, the adjacent development surrounding the project site generates nighttime light around the project site. The 2015 Planned Project would introduce to the site new sources of lighting (such as security lighting for the buildings and parking lot), as well as sources of glare from reflective surfaces such as windows on buildings and cars. The 2025 Project would have similar effects. Therefore, the 2025 Project would not result in new or substantially more severe significant impacts to light and glare beyond those identified in the adopted IS-MND.

2 Agriculture and Forestry Resources

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Page 19	No	No	No	N/A
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	Page 19	No	No	No	N/A
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))?	Page 19	No	No	No	N/A
d. Result in the loss of forest land or conversion of forest land to non-forest use?	Page 19	No	No	No	N/A
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 or conversion of forest land to non-forest use?	Page 19	No	No	No	N/A

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

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

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))?

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

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 or conversion of forest land to non-forest use?

As described in the adopted IS-MND, there are no areas of Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Williamson Act lands on or near the project site. As the project site does not constitute forest land and is not zoned for forest land or timber land production, neither the 2015 Planned Project nor the 2025 Project would conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production, nor would it result in the loss of forest land or conversion of forest land to non-forest use. Therefore, the 2025 Project would also have no impact on Farmland or agricultural uses or forest land, consistent with the 2015 Planned Project.

3 Air Quality

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Conflict with or obstruct implementation of the applicable air quality plan?	Page 20	No	No	No	N/A
b. Would the project conflict with or obstruct implementation of the applicable air quality plan?	Pages 21 through 22	No	No	No	N/A
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 that exceed quantitative thresholds for ozone precursors)?	Page 22	No	No	No	N/A
d. Would the project expose the public (especially schools, day care centers, hospitals, retirement homes, convalescence facilities, and residences) to substantial pollutant concentrations?	Page 22	No	No	No	N/A
e. Would the project create objectionable odors affecting a substantial number of people?	Pages 22 through 23	No	No	No	N/A

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

The project site is located in the South Central Coast Air Basin (SCCAB) and within the jurisdiction of the Ventura County Air Pollution Control District (VCAPCD). As discussed in the adopted IS-MND, the 2015 Planned Project would have a less than significant impact from conflicts with the VCAPCD's 2007 Air Quality Management Plan (AQMP). The 2015 Planned Project would add approximately 15 new persons to the City of Ventura, and as discussed in the adopted IS-MND, the 2015 Planned Project's increase in population would be within regional and local growth projections.

The 2025 Project would be located at the same project site as the 2015 Planned Project, and thus would also be located within the SCCAB and under the jurisdiction of the VCAPCD. The 2025 Project would incrementally increase the potential number of liveaboards compared to the 2015 Planned Project. The City of Ventura is designated as a growth area by VCAPCD's 2022 AQMP (VCAPCD 2022)

and has a current estimated population of 108,985 people (DOF 2025). In 2045, the City's projected population would be 123,900 people (Southern California Association of Governments [SCAG] 2020). The anticipated population increase from the 2025 Project would not constitute a substantial increase in population and would be within regional growth projections for the City of Ventura growth area. Therefore, the 2025 Project would be consistent with VCAPCD's 2022 AQMP, and the 2025 Project would not result in new or substantially more severe significant impacts related to conflicts with applicable air quality plans beyond those identified in the adopted IS-MND. Impacts would be less than significant, and consistent with the 2015 Planned Project

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

According to California Air Resources Board (CARB) Area Designation Maps, Ventura County is in non-attainment for the federal and State ozone standard and for the State PM_{10} standard (CARB 2020). VCAPCD has not adopted quantitative thresholds of significance for construction emissions since such emissions are temporary. Rather, VCAPCD recommends implementation of emission and dust control requirements for all construction projects with reactive organic gas (ROG) and nitrous oxide (NO_X) emissions over 25 pounds per day (lbs/day) (VCAPCD 2003).

As discussed in the adopted IS-MND, construction and operation of the 2015 Planned Project would have a less than significant impact with respect to the potential for a violation of air quality standards or substantial contribution to an existing or projected air quality violation. Construction and operational emissions modeled for the 2015 Planned Project were both lower than the 25 lbs/day threshold for ROG and NO_X. The adopted IS-MND determined 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, the adopted IS-MND determined emissions would be sporadic and would not be expected to approach VCAPCD daily thresholds.

Air pollutant emissions were estimated using the California Emissions Estimator Model (CalEEMod) (version 2020.4.0), as documented in Appendix C, and inform the analysis below.[1]

2025 Project Construction Emissions

Project construction would generate temporary air pollutant emissions associated with fugitive dust (PM_{10} and $PM_{2.5}$) and exhaust emissions from heavy construction equipment and construction vehicles in addition to ROG emissions that would be released during the drying phase of architectural coating. Table 2 summarizes the estimated maximum daily emissions of pollutants during project construction. As shown therein, construction-related emissions would not exceed VCAPCD thresholds for ROG and NO_X. Therefore, project construction would not result in violation of an air quality standard or contribute substantially to an existing or projected air quality violation, and construction impacts would be less than significant, consistent with the 2015 Planned Project.

[1] Air pollutant emissions were estimated using the California Emissions Estimator Model (CalEEMod) (version 2020.4.0) for a previous iteration of the revised project considered in this Addendum (2023 Project). Because the disturbance footprint and nature of the proposed construction and operational activities are substantially similar to those proposed under the 2025 Project, the outputs from the previous modeling continue to accurately characterize the emissions profile and are applicable to the 2025 Project.

Table 2 Estimated Maximum Daily Construction Emissions (lbs/day)

Construction Year	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
2023	0.4	3.1	3.1	< 0.1	0.3	0.2
2024	1.5	9.3	10.4	< 0.1	0.8	0.5
2025	0.5	1.4	1.8	< 0.1	0.1	0.1
Maximum Emissions	**1.5**	**9.3**	**10.4**	**< 0.1**	**0.8**	**0.5**
VCAPCD Thresholds	25	25	N/A	N/A	N/A	N/A
Threshold Exceeded?	**No**	**No**	**N/A**	**N/A**	**N/A**	**N/A**

lbs/day = pounds per day; ROG = reactive organic gases, NO_X = nitrogen oxides, CO = carbon monoxide, SO_2 = sulfur dioxide, PM_{10} = particulate matter 10 microns in diameter or less, $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter

Notes: All emissions modeling was completed made using CalEEMod. See Appendix C for modeling results. Some numbers may not add up due to rounding. Emission data is pulled from "mitigated" results, which account for compliance with regulations (including VCAPCD Rule 55) and project design features. Emissions presented are the highest of the annual modeled emissions.

2025 Project Operational Emissions

Operation of the project would generate criteria air pollutant emissions associated with area sources (e.g., consumer products and landscaping equipment), energy sources (i.e., use of natural gas for space and water heating and cooking), and mobile sources (i.e., vehicle trips to and from the project site, but excluding boats). Table 3 summarizes the project's maximum daily operational emissions by emission source. As shown therein, operational emissions from area sources, energy sources, and mobile sources, excluding boats, would not exceed VCAPCD thresholds for ROG and NO_X.

Table 3 Estimated Maximum Daily Operational Emissions (lbs/day)

Emissions Source	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Area	0.2	< 0.1	< 0.1	< 0.1	< 0.1	< 0.1
Energy	< 0.1	< 0.1	< 0.1	< 0.1	< 0.1	< 0.1
Mobile	0.4	0.4	3.3	< 0.1	0.7	0.2
Total	**0.7**	**0.4**	**3.3**	**< 0.1**	**0.7**	**0.2**
VCAPCD Thresholds	25	25	N/A	N/A	N/A	N/A
Threshold Exceeded?	**No**	**No**	**N/A**	**N/A**	**N/A**	**N/A**

lbs/day = pounds per day; ROG = reactive organic gases, NO_X = nitrogen oxides, CO = carbon monoxide, SO_2 = sulfur dioxide, PM_{10} = particulate matter 10 microns in diameter or less, $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter

Notes: All emissions modeling was completed made using CalEEMod. See Appendix C for modeling results. Some numbers may not add up due to rounding. Emission data is pulled from "mitigated" results, which account for compliance with regulations (including VCAPCD Rule 55) and project design features. Emissions presented are the highest of the annual modeled emissions.

The 2025 Project would result in a net increase of 15 boat slips compared to the 2015 Planned Project. Those additional slips comprise a mix of recreational vessels, between 20 and 60 feet in length, whose use is expected to vary seasonally as well as based on their size, along with a small number of commercial fishing vessels whose operations are seasonal and involve minimal daily activity at the Harbor. Therefore, the previous conclusion regarding boat emissions to be sporadic and within VCAPCD thresholds would apply to the 2025 Project. Impacts related to criteria pollutant emissions from project operation would therefore be less than significant, and the 2025 Project would not result in new or substantially more severe significant impacts related to operational

criteria pollutant emissions beyond those identified in the adopted IS-MND for the 2015 Planned Project.

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 that exceed quantitative thresholds for ozone precursors)?

As discussed in the adopted IS-MND, the 2015 Planned Project would be consistent with VCAPCD's AQMP and would not exceed VCAPCD emissions thresholds and therefore would not result in a cumulatively considerable net increase of any criteria pollutant for which Ventura County is in nonattainment.

Similar to the 2015 Planned Project, the 2025 Project would also be consistent with VCAPCD's AQMP (See threshold *a*) and would not exceed VCAPCD emissions thresholds (See threshold *b*). Therefore, the 2025 Project would not result in new or substantially more severe significant impacts related to increases in criteria pollutants for which Ventura County is in non-attainment, beyond those identified in the adopted IS-MND for the 2015 Planned Project.

d. Would the project expose the public (especially schools, day care centers, hospitals, retirement homes, convalescence facilities, and residences) to substantial pollutant concentrations?

As discussed in the adopted IS-MND, the 2015 Planned Project would not generate emissions that would expose sensitive receptors to substantial pollutant concentrations. The 2025 Project would be located at the same, though slightly larger, project site as the 2015 Planned Project. Sensitive receptors near the project site include a timeshare facility approximately 100 feet west of the project site, residences approximately 150 feet northeast, and residences approximately 400 feet southeast.

As discussed under threshold *b* and threshold *c*, the 2025 Project would not generate emissions that exceed VCAPCD significance thresholds. Therefore, nearby sensitive receptors would not be exposed to substantial pollutant concentrations from the 2025 Project. The 2025 Project would not result in new or substantially more severe significant impacts related to exposure of sensitive receptors to air pollution beyond those identified in the adopted IS-MND for the 2015 Planned Project.

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

As discussed in the adopted IS-MND, the 2015 Planned Project would not generate objectionable odors that affect a substantial number of people. Similar to the 2015 Planned Project, the 2025 Project would involve redevelopment of a marina, boat yard and repair area, and fuel pumps, none of which are identified as odor-generating land uses in Table 6-3 of the Ventura County Air Quality Assessment Guidelines (2003). Odors generated from operation, such as from the fuel pumps, would be similar to those associated with the existing marina and are not anticipated to increase compared to existing conditions. Therefore, the 2025 Project would not result in new or substantially more severe significant impacts related to odors beyond those identified in the adopted IS-MND for the 2015 Planned Project.

4 Biological Resources

		Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
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?	Pages 27 through 28	No	No	No	Yes
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?	Page 28	No	No	No	N/A
c.	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Page 28 through 32	No	No	No	Yes
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?	Page 32	No	No	No	N/A
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Page 32	No	No	No	N/A
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?	Page 32	No	No	No	N/A

This assessment is based on a review of the adopted IS-MND project description and biological resources section, a review of the 2025 Project description, a literature and database review, and reconnaissance-level field survey conducted in 2022. The field survey was completed by Rincon biologists Jaime Grunden and Kendra Bonsall on November 11, 2022. Biologists documented all plant and animal species and vegetation communities. No aquatic surveys were completed as part of this assessment. Because the survey was completed recently, the existing conditions in the project area remain relatively unchanged and the disturbance footprint and nature of the proposed construction and operational activities are substantially similar, the results of the 2022 field survey remain applicable to the 2025 Project.

Based on the 2022 field survey, site conditions remain similar to the February 19, 2015, field survey. The urban setting continues to support very little terrestrial vegetation as well as limited algae on the existing dock pilings and riprap. Ornamental Mexican fan palm (*Washingtonia filifera*) and iceplant (*Carpobrotus sp.*) border the paved parking areas and rock riprap along the edges of the harbor. No protected trees, such as heritage trees, would be impacted by the 2025 Project. Within the harbor, bottom conditions consist of unvegetated substrate composed of sand and silt. Kelp beds are not present within Ventura Harbor, though drifting pieces of giant kelp (*Macrocystis pyrifera*) and feather boa kelp (*Egregia menzisii*) were observed within the site during the survey. Eelgrass beds are not known to occur within the Inner Harbor, and no eelgrass was observed growing, floating, or washed-up on the shoreline/riprap during the survey.

Wildlife observed during the field survey were limited, primarily due to the urban environment with continued pedestrian use and boating activities. However, the boat docks and ornamental vegetation provide feeding and perching habitat for avifauna. The boat docks also provide temporary landing areas for harbor seal (*Phoca vitulina*) and the supporting piles provide habitat for intertidal invertebrates, including, but not limited to, native limpets, barnacles, and polychaete worms (*Sabellidae* spp.), invasive bryozoans (*Bugula neritina* and *Watersipora subtorquata*), and blue mussel (Mytilus edulis). Wildlife detected within or adjacent to the project site included harbor seal, double-crested cormorant (*Phalacrocorax auritus*), California gull (*Larus californicus*), and western gull (*Larus occidentalis*). No reptiles, amphibians, or fish were observed during the survey.

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 special-status species. As discussed in the adopted IS-MND, these species may include California least tern (*Sterna antillarum* browni), western snowy plover (*Charadrius alexandrinus nivosus*), brown pelican (*Pelecanus occidentalis californicus*), harbor seal, California sea lion (*Zalophus californianus*), and common bottlenose dolphin (*Tursiops truncatus*). These species may occur temporarily within the project site for roosting, foraging, resting, and swimming in the harbor within and/or near the project site. The palm trees and other ornamental vegetation and structures, including the boat docks and ramps, provide suitable habitat for nesting birds.

A review of literature and database queries resulted in similar records as the 2015 queries; however, American peregrine falcon (*Falco peregrinus anatum*), Mexican long-tongued bat (*Choeronycteris mexicana*), Crotch bumble bee (*Bombus crotchii*), and coastal whiptail (*Cnemidophorus tigris multiscutatus*) were new records not previously documented in 2015. Suitable habitat for these species does not occur within the project site and they are not expected to occur. However, of these species, American peregrine falcon may fly over the project site while foraging or temporarily perch in or near the project site and therefore this species is further discussed below.

American Peregrine Falcon

The American peregrine falcon is a California Department of Fish and Wildlife (CDFW) fully protected species that occurs in a variety of habitats for foraging and known to nest along cliff sides and occasionally on human-made structures such as bridges or tall buildings. American peregrine falcons prey on small to medium sized birds, small reptiles, mammals and bats. They prefer wide open spaces and can reach speeds of up to 200 miles per hour when pursuing their aerial prey. There is one CNDDB occurrence within a five-mile radius associated with the Mandalay Power Plant, approximately 1.5 miles south of the project site. There are also multiple occurrences of the species documented in eBird (Cornell Lab of Ornithology 2022b) within the project area. The species has a moderate potential to fly over while foraging and/or temporally perch within and near the project site; however, suitable nesting sites do not occur within the project site nor has this species been previously documented in the project site.

Similar to the 2015 biological assessment, no special status plants have been documented in the project site. Due to the unchanged existing conditions and continued human uses within the project site, sensitive vegetation communities, eelgrass, Caulerpa, and special status plant species continue to be absent from the project site.

Based on review of the United States Fish and Wildlife Service (USFWS) Critical Habitat Mapper, no additional critical habitat has been delineated near the project site since the 2015 biological resources assessment. The Ventura Harbor, within the project site, continues to be delineated as NOAA Essential Fish Habitat (EFH) for common groundfish, coastal pelagic species, finfish, and krill. 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 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 adopted IS-MND determined construction and operation of the 2015 Planned Project would result in impacts that are *Potentially Significant Unless Mitigation Incorporated* to listed or other special status species, including those listed or designated by the CDFW or USFWS.

Based on the results of the literature and database review and the field survey completed in November 2022, no threatened or endangered wildlife or plant species have been documented within the project site and therefore none are expected to be impacted by the 2025 Project.

The 2025 Project would be similar to the 2015 Planned Project in that the 2025 Project would include an expanded dock structure, improvements to the fuel dock, and improvements to the parking lot, although such improvements would be modified from those proposed under the 2015 Planned Project. The 2025 Project would also include additional improvements not proposed under the 2015 Planned Project, including changes to the boat storage area adjacent to the parking lot, and other minor facility improvements within the project area. The redevelopment of the marina includes the removal of the existing dock structures and replacement with 74, 16- to 18-inch

diameter prestressed concrete piles using a water jetting method. Biological impacts related to overwater dock coverage or shading are primarily associated with potential impacts to eelgrass and avian foraging of finfish. No eelgrass has been documented in the project footprint or anywhere in Ventura Harbor and Mitigation Measure BIO-3 of the adopted IS-MND requires a pre-construction eelgrass survey and compliance with the California Eelgrass Mitigation Policy, if eelgrass was observed and would be impacted. The increased dock coverage occurs in areas not previously occupied by docks in water deeper than -12 feet Mean Lower Low Water (MMLW). Water deeper than -10 feet MLLW is not considered suitable eelgrass habitat in the highly turbid Ventura Harbor.

Changes to dock surface coverage do not represent a significant impact to avian aquatic forage habitat in the harbor or the expansive adjacent nearshore habitat. The primary and quality avian aquatic foraging habitat for resident and migratory avian wildlife occurs in the nearshore waters of adjacent Pierpont and Ventura Beach where finfish are more abundant, and the habitat absent of high vessel traffic, public use, and terrestrial-based avian predators.

Marina construction involves limited bottom disturbance outside of pile installation that could impact water quality. Water quality impacts would be temporary and highly localized and would be covered by permit conditions and BMPs required by Regional Water Quality Control Board and the project's pending water quality certification.

Pile driving can be accomplished through multiple methods with impact and vibratory methods determined to have significant impacts to marine mammals caused by either direct injury and indirect behavioral impacts associated with the animal's response and sensitivity to high-intensity noise from pile installation. Marine mammals exposed to high-intensity sound repeatedly or for prolonged periods can experience hearing threshold shift, which is the loss of hearing sensitivity at certain frequency ranges (Kastak et al. 1999). Impact pile driving of the piles typically generates between 140-162 decibel sound exposure levels (dB SEL) at 10 meters based on acoustic testing (Caltrans 2015). The 2025 Project's driving of piles would be conducted using a water jet affixed to the piles that does not create a significant noise source. Because piles would be installed using jetting, impacts to marine mammals or other protected species would be negligible. Marine mammals are moderately common in Ventura Harbor with the California sea lion accounting for most occurrences. The sound pressure levels generated from the water jet pile driving are not likely to cause injury to marine mammals. BMPs suggested by NOAA National Marine Fisheries Service (NMFS) include a 10-meter exclusion zone for marine mammals to avoid physical injury from construction activities. As described in Section 2, *Background,* NOAA NMFS prescribed BMPs for pile driving would be integrated into the project design and would help assure avoidance of impacts to marine mammals and other protected species, including alteration or disturbance of foraging or haul-out habitat.

The 2025 Project would not introduce new impacts or substantially increase impacts related to any special status species and would be consistent with the impact analysis provided in the adopted IS-MND. Mitigation measures included in the adopted IS-MND, specifically BIO-1, BIO-2, and BIO-3, would still apply as adequate mitigation to reduce impacts. All mitigation measures listed below would reduce impacts to special status species, and other local wildlife, to a less-than-significant level.

Mitigation Measures

The following mitigation measures from the adopted IS-MND are required to reduce impacts to nesting avian species, fish and marine mammals foraging in the area, and any potentially occurring eelgrass or Caulerpa.

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 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 District-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 Migratory Bird Treaty Act (MBTA) special status species will be implemented under the direction of a District-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 District-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 within seven days of February 15th. If a nest of a species afforded protection under the California Fish and Game Code (CFG) Code or MBTA is found to be active, a District-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 the 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 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 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?

Consistent with the adopted IS-MND, no riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the CDFW or USFWS occur within the project site. Therefore, the 2025 Project would not result in new or substantially more severe significant impacts related to riparian habitat or other sensitive natural community beyond those identified in the adopted IS-MND for the 2015 Planned Project.

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, within jurisdictional waters regulated by the United States Army Corps of Engineers, Regional Water Quality Control Board, California Coastal Commission, CDFW, and City of Ventura. Potential impacts to the Harbor remain consistent with the adopted IS-MND, which includes water quality impacts from the potential accidental discharge of materials, such as fuel and other hazardous materials, into the Harbor during construction and operation of the project. As discussed in the adopted IS-MND, the project shall comply with the policies and procedures outlined in the Clean Marina Plan, thereby reducing potential water quality impacts to the Harbor from potential discharge of contaminants during project operations. In addition, the 2025 Project would continue to incorporate the addition of sand filters to the storm drain inlets to prevent trash and debris from entering the Harbor and improve the existing storm drain system and fueling facility; thereby reducing impacts to water quality and aquatic plant and animal species.

The 2025 Project would not introduce new impacts or substantially increased impacts related to any jurisdictional waters and would be consistent with the impact analysis provided in the adopted IS-MND. Although operational impacts to the Harbor would be reduced by the proposed storm drain system and fuel dock improvements under the 2025 Project, water quality impacts during construction of the 2025 Project remain potentially significant unless mitigation is incorporated. Mitigation measures included in the adopted IS-MND would still apply as adequate mitigation to reduce impacts. These measures are provided below.

Mitigation Measures

The following mitigation measures are required to reduce impacts to 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 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 CDFW, State Water Resources Control Board (SWRCB), Regional Water Quality Control Board, United States Army Corps of Engineers, and USFWS with respect to preservation and protection of water quality and marine environment. Any change in the 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 adopted IS-MND determined the 2015 Planned Project will not introduce new restrictions to wildlife movement and migration as well as habitat, corridors, or streams used for movement or migration. The project site is the same for both the 2015 Planned Project and the 2025 Project.

The 2025 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 interfere 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 on site.

Accordingly, the 2025 Project would not introduce new impacts or substantially increased impacts related to local policies or ordinances protecting biological resources and would be consistent with the impact analysis provided in the adopted IS-MND.

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

The adopted IS-MND determined the 2015 Planned Project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. The project site is the same for both the 2015 Planned Project and the 2025 Project.

Accordingly, the 2025 Project would not introduce new impacts or substantially increase impacts related to local policies or ordinances protecting biological resources and would be consistent with the impact analysis provided in the adopted IS-MND.

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?

The adopted IS-MND determined the 2015 Planned Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

The project site is the same for both the 2015 Planned Project and the 2025 Project. 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. Therefore, similar to the 2015 Planned Project, the 2025 Project would not conflict with the provisions of any such plans and would be consistent with the impact analysis provided in the adopted IS-MND. No impact would occur.

5 Cultural Resources

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	Page 38	No	No	No	N/A
b. Cause a substantial adverse change in the significance of an archaeological pursuant to §15064.5?	Page 38	No	No	Yes	N/A
c. Disturb any human remains, including those interred outside of formal cemeteries?	Page 37 through 38	No	No	No	N/A

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

As discussed in Section V, *Cultural Resources,* of the adopted IS-MND, the project site does not contain historical resources. A site-specific cultural resources assessment was prepared in December 2022.[2] The cultural resources assessment recorded and evaluated the property encompassing the project site, concluding it is ineligible for listing in the National Register of Historic Places, the CRHR, and as a City of Ventura Landmark and/or Point of Interest. The property is therefore not considered a historical resource as defined by Section 15064.5(a) of the CEQA Guidelines. Consistent with the findings of the adopted IS-MND, the 2025 Project would also result in no impact to historical resources pursuant to CEQA. Therefore, the 2025 Project would result in no new or substantially more severe impacts on historical resources beyond those identified in the adopted IS-MND for the 2015 Planned Project.

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Consistent with the findings presented in the adopted IS-MND, the background research and cultural resources survey conducted for this assessment did not identify archaeological resources within the project site. Additionally, a review of historical aerial images indicates the area comprising the project site has been heavily modified due to dredging necessary to construct the harbor and subsequent construction and maintenance of the harbor and associated facilities. Due to

[2] The site-specific cultural resources assessment was prepared in December 2022 for a previous iteration of the revised project considered in this Addendum (2023 Project. The cultural resources assessment remains applicable to the 2025 Project, as the disturbance footprint and nature of the proposed construction and operational activities are substantially similar to those proposed under the 2025 Project. Additionally, this assessment reflects current regulatory requirements and consultation outcomes, ensuring its continued relevance to the 2025 Project.

the absence of known resources in the vicinity of the project site and the area's developmental history, it is unlikely intact archaeological resources will be encountered within the project site.

However, unlike the 2015 Planned Project, the 2025 Project would involve ground disturbing activities. Therefore, there is the possibility of discovery of an unanticipated archaeological resource. As described Section 2, *Background*, the 2025 Project would implement BMPs regarding unanticipated discovery of cultural resources. With the application of BMPs for unanticipated cultural resources, the 2025 Project would not result in new or substantially more severe significant impacts to historical and unique archaeological resources. Impacts would be less than significant.

c. Would the project disturb any human remains, including those interred outside of formal cemeteries?

Consistent with the findings presented in the adopted IS-MND, the background research and cultural resources survey conducted for this assessment confirmed no human remains are known to be present within the project site. However, the discovery of human remains is always a possibility during ground disturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 states no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be of Native American origin, the Coroner will notify the Native American Heritage Commission, which will determine and notify a MLD. The MLD has 48 hours from being granted site access to make recommendations for the disposition of the remains. If the MLD does not make recommendations within 48 hours, the landowner shall reinter the remains in an area of the property secure from subsequent disturbance. With adherence to existing regulations, impacts would be less than significant and the 2025 Project would not result in new or substantially more severe significant impacts to human remains beyond those identified in the adopted IS-MND.

6 Energy

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Pages 20 through 21, and 44 through 45	No	No	No	N/A
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Pages 20 through 21, and 44 through 45	No	No	No	N/A

The adopted IS-MND did not include a separate section analyzing potential environmental impacts related to the topic of Energy because it was not required under the CEQA Guidelines in effect at the time. The topic of energy use was, however, addressed in the Air Quality and Greenhouse Gas Emissions sections of the adopted IS-MND in relation to the 2015 Planned Project's potential emissions from energy use.

a. *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

The 2025 Project would use nonrenewable and renewable resources for construction and operation of the project. The anticipated use of these resources is detailed in the following subsections. Air pollutant emissions for the 2025 Project were estimated using CalEEMod (version 2020.4.0) (Appendix C). Energy consumption associated with the 2025 Project was estimated using Applicant provided information and the CalEEMod outputs, as documented in Appendix E.

Construction Energy Demand

The 2025 Project would require demolition; site preparation and grading, including hauling material off-site; pavement and asphalt installation; architectural coating; and landscaping and hardscaping. During project construction, energy would be consumed in the form of petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, and vehicles used to deliver materials to the site. As shown in Table 4, project construction would require approximately 6,900 gallons of gasoline and approximately 25,689 gallons of diesel fuel.

Table 4 Estimated Fuel Consumption during Construction

Source	Fuel Consumption (gallons)	
	Gasoline	Diesel
Construction Equipment & Hauling Trips	N/A	25,869
Construction Worker Vehicle Trips	6,900	N/A

See Appendix E for energy calculation sheets.

Energy use during construction would be temporary in nature, and construction equipment used would be typical of similar-sized construction projects in the region. In addition, construction contractors would be required to comply with the provisions of California Code of Regulations Title 13 Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes and would minimize unnecessary fuel consumption. Construction equipment would be subject to the United States Environmental Protection Agency Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption. Furthermore, pursuant to applicable regulatory requirements such as 2022 CALGreen, the project would comply with construction waste management practices to divert a minimum of 65 percent of construction debris. These practices would result in efficient use of energy necessary to construct the project. In the interest of cost-efficiency, construction contractors also would not utilize fuel in a manner that is wasteful or unnecessary. Therefore, the 2025 Project would not involve the inefficient, wasteful, and unnecessary use of energy during construction. Construction impacts related to energy consumption would be less than significant and 2025 Project construction would not result in new or substantially more severe significant impacts related to wasteful, inefficient, or unnecessary consumption of energy resources than the 2015 Planned Project.

Operational Energy Demand

Operation of the 2025 Project would contribute to regional energy demand by consuming electricity, natural gas, and gasoline and diesel fuels. Natural gas and electricity would be used for heating and cooling systems, lighting, appliances, and water and wastewater conveyance, among other purposes. Gasoline and diesel consumption would be associated with motor vehicle trips generated by visitors and employees. Table 5 summarizes estimated operational energy consumption for the 2025 Project. As shown therein, annual project operation would require approximately 14,175 gallons of gasoline and 2,871 gallons of diesel for transportation fuels, 0.13 GWh of electricity, and 476 therms of natural gas.

Table 5 Estimated Annual Operational Energy Consumption

	Energy Consumption[1]	
Transportation Fuels		
Gasoline	14,175 gallons	1771 MMBtu
Diesel	2,871 gallons	399 MMBtu
Electricity	0.13 GWh	44.36 MMBtu
Natural Gas Usage	476 therms	47.59 MMBtu

MMBtu = million metric British thermal units; GWh = gigawatt-hours

[1] Energy consumption is converted to MMBtu for each source

See Appendix D for energy calculation sheets and Appendix C for CalEEMod output results for electricity and natural gas usage.

The 2025 Project would be required to comply with all standards set in the latest iteration of the California Building Standards Code (California Code of Regulations Title 24), which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources by the built environment during operation. California's CALGreen standards (California Code of Regulations Title 24, Part 11) require implementation of energy-efficient light fixtures and building materials into the design of new construction projects. Furthermore, the 2022 Building Energy Efficiency Standards (California Code of Regulations Title 24, Part 6) require newly constructed buildings to meet energy performance standards set by the California Energy Commission.

Operational impacts related to energy consumption would be less than significant and 2025 Project operation would not result in new or substantially more severe significant impacts related to wasteful, inefficient, or unnecessary consumption of energy resources than the 2015 Planned Project.

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The City of Ventura is currently drafting an Energy Action Plan that includes goals and possible actions to reduce energy consumption, however, as of October 2025, this Energy Action Plan has not yet been adopted by the City. The City of Ventura's General Plan (2005) also contains goals and policies related to energy conservation, including compliance with Title 24 regulations, and encouraging project design that increases energy efficiency. As demonstrated in Table 8 in Section 8, *Greenhouse Gas Emissions*, the 2025 Project would not conflict with energy-related policies of the City's General Plan. The 2025 Project would be required to comply with 2022 CALGreen nonresidential mandatory measures, which would reduce energy consumption compared to standard building practices. The 2025 Project would also be required to comply with the energy standards in the California Building Energy Efficiency Standards. Compliance with these regulations would avoid potential conflicts with adopted energy conservation plans. The 2025 Project would therefore not result in new or substantially more severe significant impacts related to the potential to conflict with state or local plans for renewable energy or energy efficiency than the 2015 Planned Project.

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7 Geology and Soils

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
1. 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?	Page 40	No	No	No	N/A
2. Strong seismic ground shaking?	Page 40	No	No	No	N/A
3. Seismic-related ground failure, including liquefaction?	Page 40	No	No	No	N/A
4. Landslides?	Page 40	No	No	No	N/A
b. Result in substantial soil erosion or the loss of topsoil?	Page 41	No	No	No	N/A
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	Page 41	No	No	No	N/A
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Page 41	No	No	No	N/A

		Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
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?	Page 41	No	No	No	N/A
f.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Page 38	No	No	Yes	N/A

a. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

a.1 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?

a.2 Strong seismic ground shaking?

a.3 Seismic-related ground failure, including liquefaction?

a.4 Landslides?

Potential risk and susceptibility to earthquakes and seismicity is site specific and related to proximity of the project site to faults. As discussed in the adopted IS-MND, the project site is not located within any fault zones, and risks from seismic shaking, including liquefaction, were determined to be less than significant, and there have been no significant changes in information regarding seismic risk in the area since that time. The 2025 Project would be located on the same site as the 2015 Planned Project analyzed in the adopted IS-MND. Therefore, the proximity to known earthquake faults and the potential for fault rupture, seismic ground shaking, liquefaction, and landslides at the project site described for the 2015 Planned Project in the adopted IS-MND would also be applicable to the 2025 Project. The new marine services building would be subject to the California Building Code (CBC), which includes design and construction requirements related to fire and life safety and structural safety. Compliance with the CBC would therefore reduce risk of loss, injury, or death from seismic events. The 2025 Project would not result in new or substantially more severe significant impacts beyond those identified in the adopted IS-MND for the 2015 Planned Project.

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

As discussed in the adopted IS-MND, construction of the 2015 Planned Project would involve minimal soil-disturbing activities that could create soil erosion. The 2025 Project would be located at the same site as the 2015 Planned Project but would require more extensive soil-disturbing activities. The 2025 Project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) to utilize watering of soils and stormwater BMPs limiting erosion would be enforced, as described in Section 3.10, *Hydrology and Water Quality*. Therefore, the 2025 Project would not result in new or substantially more severe significant impacts beyond those identified in the adopted IS-MND for the 2015 Planned Project.

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

Geologic units and soil types are site specific. The 2025 Project would be located on the same site as the 2015 Planned Project. The 2025 Project would not result in new or substantially more severe significant impacts related to unstable geologic units or soils beyond those identified in the adopted IS-MND for the 2015 Planned Project.

d. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

The 2025 Project would be located on the same project site as the 2015 Planned Project. As discussed in the adopted IS-MND, 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, and thus the 2015 Planned Project does not pose a significant risk to life or property from expansive soils. Compliance with existing building codes would ensure that impacts related to expansive soils are less than significant. Therefore, the potential for the 2025 Project to result in damage from expansive soils would be the same as the 2015 Planned Project analyzed in the adopted IS-MND, and the 2025 Project would not result in new or substantially more severe significant impacts related to expansive soils beyond those identified in the adopted IS-MND for the 2015 Planned Project.

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?

As discussed in the adopted IS-MND, the project site is served by a sewer system and therefore septic systems are not proposed. Therefore, neither the 2015 Planned Project nor the 2025 Project would involve the use of septic tanks or alternative wastewater disposal systems, and no geological impact due to use of such systems would occur. The 2025 Project would not result in new or substantially more severe significant impacts related to use of septic tanks or alternative wastewater systems beyond those identified in the adopted IS-MND for the 2015 Planned Project.

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The project site is currently developed. As discussed in the adopted IS-MND, the site does not contain any unique geologic features. However, unlike the 2015 Planned Project, the 2025 Project would involve ground disturbing activities. Therefore, there is the possibility of discovery of an unanticipated paleontological resource. As described in Section 2, *Background*, the 2025 Project would include implementation of BMPs for unanticipated paleontological resources. With the application of BMPs for unanticipated paleontological resources, the 2025 Project would not result in new or substantially more severe significant impacts related to paleontological resources beyond those identified in the adopted IS-MND for the 2015 Planned Project.

8 Greenhouse Gas Emissions

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Page 44	No	No	No	N/A
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Page 45	No	No	No	N/A

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

As described in the adopted IS-MND, GHG emissions from the 2015 Planned Project were analyzed using the South Coast Air Quality Management District's (SCAQMD) recommended threshold of 3,000 metric tons of carbon dioxide equivalent (MT CO_2e) per year. The 2015 Planned Project would generate temporary GHG emissions through the use of construction equipment, as well as through operational sources including energy use (electricity and natural gas production), waste generation, area sources (consumer products and landscape maintenance), water sources (electricity to supply water to the project site), and mobile sources (vehicle travel). The adopted IS-MND concluded the 2015 Planned Project would generate approximately 62 MT CO_2e per year, which would be lower than the 3,000 MT threshold.

This analysis considers the combined impact of GHG emissions from both construction and operation. GHG emissions associated with 2025 Project construction and operation were estimated using CalEEMod (version 2020.4.0) (Appendix C).[3]

Construction of the 2025 Project would generate temporary GHG emissions primarily as a result of operation of construction equipment as well as from vehicles transporting construction workers to and from the project site and heavy trucks to transport building materials and soil export. As shown in Table 6, construction of the 2025 Project would generate an estimated total of 488.71 MT of CO_2e. Construction emissions for the 2025 Project were substantially higher than for the 2015 Planned Project, which could be explained by the 2025 Project's longer construction duration, increased site area, and overall increased intensity of development when compared to the 2015 Planned Project.

[3] Greenhouse gas emissions were estimated using the California Emissions Estimator Model (CalEEMod) (version 2020.4.0) for a previous iteration of the revised project considered in this Addendum (2023 Project). Because the disturbance footprint and nature of the proposed construction and operational activities are substantially similar to those proposed under the 2025 Project, the outputs from the previous modeling continue to accurately characterize the greenhouse gas emissions profile over the various phases of the 2025 Project.

Table 6 Estimated Construction GHG Emissions

Year	Emissions (MT of CO_2e)
Year 1	98.6
Year 2	334.5
Year 3	55.7
Total	**488.7**

MT = metric tons; CO_2e = carbon dioxide equivalents

Notes: Emissions modeling was completed using CalEEMod. See Appendix C for modeling results. Numbers may not add up completely due to rounding.

Operation of the 2025 Project would generate GHG emissions associated with area sources (e.g., landscape maintenance), energy and water usage, vehicle trips (excluding boat trips), and wastewater and solid waste generation. Table 7 includes the 2025 Project's operational GHG emissions. As shown in Table 7, annual operational emissions generated by the 2025 Project would total approximately 140.6 MT of CO_2e per year.

Table 7 Combined Annual GHG Emissions

Emission Source	Annual Emissions (MT of CO_2e per year)
Operational	
Area	< 0.1
Energy	26.1
Mobile	105.8
Solid Waste	4.1
Water	4.5
Total Emissions	**140.6**

MT = metric tons; CO_2e = carbon dioxide equivalents

Notes: Emissions modeling was completed using CalEEMod. See Appendix C for modeling results.

As indicated by Table 6 and Table 7, the 2025 Project's anticipated GHG emissions would be higher than those modelled for the 2015 Planned Project. However, this increase would remain lower than the 3,000 MT threshold used for the 2015 Planned Project. Therefore, the 2025 Project would not result in new or substantially more severe significant impacts related to GHG emissions beyond those identified in the adopted IS-MND for the 2015 Planned Project.

b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

As described in the adopted IS-MND, the 2015 Planned Project would not conflict with applicable plans, policies, or regulations adopted for the purpose of reducing greenhouse gas emissions, including AB 32, SB 97, SB 375, the California Climate Change Center's *The Impacts of Sea-Level Rise on the California Coast*, and SCAG's 2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Since adoption of the IS-MND, several plans and policies have been adopted to reduce GHG emissions in the southern California region, including the State's 2017 Scoping Plan and SCAG's

2020-2045 RTP/SCS. The 2025 Project's consistency with these plans, in addition to the City of Ventura's General Plan, is summarized in Table 8.

Table 8 2025 Project Consistency with Applicable GHG Plans

Plan	Project Consistency
CARB 2017 Climate Change Scoping Plan[1]	The 2017 Scoping Plan was created to outline goals and measures for the state to achieve emissions reduction targets set by AB 32 and SB 32. The 2017 Scoping Plan's goals include reducing fossil fuel use and energy demand. The 2025 Project would not involve substantial use of energy resources during project construction or operation, as noted in Section 6, *Energy*. The 2025 Project would also include project design features that reduce fossil fuel use, including energy-efficient fixtures, building materials and EV charging for vessels and vehicles. Therefore, the 2025 Project would be consistent with 2017 Scoping Plan goals.
SCAG 2020-2045 RTP/SCS[2]	SCAG's 2020-2045 RTP/SCS includes strategies designed to reduce GHG emissions, such as redevelopment of underutilized retail uses and prioritization of infill development. The 2025 Project would involve expansion of the existing marina and harbor and would include both redevelopment of commercial/retail land uses, as well as the addition of new office and commercial land uses. Therefore, the 2025 Project would be consistent with strategies from SCAG's RTP/SCS that aim to reduce GHG emissions.
City of Ventura General Plan[3]	The current (2005) adopted City of Ventura General Plan contains goals and policies related to GHG emissions reduction, such as improving energy efficiency through buildings and expanding the use of "green" practices. The 2025 Project would comply with both 2019 Building Energy Efficiency Standards and CALGreen standards and would include the use of energy-efficient fixtures. Therefore, the 2025 Project would be consistent with General Plan goals and policies designed to reduce GHG emissions.

[1] CARB 2017

[2] SCAG 2020

[3] City of Ventura 2005

As described above in Table 8, the 2025 Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Therefore, the 2025 Project would not result in new or substantially more severe significant impacts related to conflict with a GHG emissions reduction plan beyond those identified in the adopted IS-MND for the 2015 Planned Project.

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9 Hazards and Hazardous Materials

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Pages 46	No	No	No	N/A
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?	Page 47	No	No	No	N/A
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	Page 47	No	No	No	N/A
d. Be located on a site that 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?	Page 47	No	No	No	N/A
e. For a project located in 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 or excessive noise for people residing or working in the project area?	Page 48	No	No	No	N/A
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Page 48	No	No	No	Yes

		Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
g.	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	Page 48	No	No	No	N/A

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 adopted IS-MND determined the 2015 Project would result in less-than-significant impacts from relocation of and improvements to an existing fuel dock. Construction under the 2025 Project of the new marine services building and retail structure at the fuel dock would temporarily increase the transport and use of hazardous materials in the project area through the operation of vehicles and equipment. Such substances include gasoline, diesel fuel, oil, solvents, and other similar materials brought onto the construction site for use and storage during the construction period. The transport, use, and storage of hazardous materials, for all purposes, during construction would be conducted in accordance with applicable federal and State laws, such as the Hazardous Materials Transportation Act, California Hazardous Material Management Act, and California Code of Regulations, Title 22. Operation of the 2025 Project would be comparable to existing conditions as accounted for in the adopted IS-MND and would not create a new hazard. Therefore, the 2025 Project would not result in new or substantially more severe significant impacts beyond those identified in the adopted IS-MND for the 2015 Planned Project.

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 2025 Project would not significantly change the hazard level associated with operation of the 2015 Planned Project, since both projects involve the transportation and storage of fuel as part of project operations. Compliance with regulations pertaining to the transport, handling, and disposal of hazardous materials would be mandatory and minimize impacts of upset or hazards, regardless of the implementation of the 2025 Project or 2015 Planned Project. Therefore, the 2025 Project would not result in new or substantially more severe significant impacts beyond those identified in the adopted IS-MND for the 2015 Planned Project.

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

As described in the adopted IS-MND, the closest school is Pierpont Elementary School, located approximately 0.6-mile northwest of the project site. The 2015 Planned Project would not emit hazardous materials in the vicinity of an existing school. Because the 2025 Project would not substantially change the use or transport of hazardous materials on or around the site, it would not result in new or substantially more severe significant impacts beyond those identified in the adopted IS-MND for the 2015 Planned Project.

d. Would the project be located on a site that 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 (DTSC) and GeoTracker database maintained by the SWRCB, the project site is not included in a list of hazardous material sites (DTSC 2025; SWRCB 2025a). The project site is not on any hazardous materials site compiled pursuant to Government Code Section 65962.5.

There are no active SWRCB Cleanup Program Sites within 0.25 mile of the project site (SWRCB 2025a). However, three SWRCB Cleanup Program Sites, which are cleaned up to regulatory standards for the land use present and therefore listed as Completed-Case Closed, were identified within 1,000 feet of the project site (SWRCB 2025a). As described in the adopted IS-MND, there is one leaking underground storage tank approximately 300 feet northeast of the project site located at 1404 Anchors Way Drive (Dave's Marine Fuel) that was identified as Completed-Case Closed as of January 1987 (SWRCB 2025b). A second leaking underground storage tank is located approximately 1,000 feet southeast of the project site at 1198 Navigator Drive (Ventura West Marina) that was identified as Completed-Case Closed as of September 1996 (SWRCB 2025c). The third site (Ventura Harbor/Chevron UPP Line) located approximately 715 feet southwest of the project site was listed as Completed-Case Closed as of April 2023. The site was listed due to a petroleum products spill at a location near 1991 Spinnaker Drive from a pipeline owned and/or operated by Chevron Environmental Management Company (SWRCB 2023). In 2021, soil and groundwater sampling results indicated that residual petroleum hydrocarbons associated with the former pipeline release are limited in extent and occur only at relatively low concentrations (Arcadis U.S., Inc. 2021). A Non-Case designated letter was issued for the site in April 2023 (SWRCB 2023).

Therefore, similar to the 2015 Planned Project, impacts would be less than significant for the 2025 Project. The 2025 Project would be consistent with the findings of the adopted IS-MND for the 2015 Planned Project. The 2025 Project would not result in new or substantially more severe significant impacts related to contaminated sites.

e. For a project located in 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 or excessive noise for people residing or working in the project area?

As described in the adopted IS-MND, 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 (County of Ventura 2004). The 2025 Project would be consistent with the findings of the adopted IS-MND for the 2015 Planned Project, which were no impact would occur. The 2025 Project would not result in new or substantially more severe significant impacts related to safety hazards or excessive noise for projects located in an airport land use plan.

f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The Ventura County Operational Area Tsunami Evacuation Plan (Ventura County Sheriff's Office of Emergency Services 2006) lists Harbor Boulevard near the project site as an evacuation route. The 2025 Project would not add substantial traffic such that Harbor Boulevard would be congested and prevent emergency response (see Section 3.17 *Transportation).* The 2025 Project, like the 2015 Planned 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 new facilities and upgrades included in the 2025 Project would not substantially change the overall project's potential to conflict with an adopted emergency response plan or emergency evacuation plan or interfere with traffic on adjacent streets. The 2025 Project would therefore not result in new or substantially more severe significant impacts beyond those identified in the adopted IS-MND for the 2015 Planned Project.

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

The 2025 Project would be located on the same site as the 2015 Planned Project, in an urbanized area. As discussed in the adopted IS-MND, the site is not exposed to a significant risk of loss, injury, or death involving wildland fires. Therefore, the 2025 Project would not result in new or substantially more severe significant impacts related to exposure to wildlife fire hazards beyond those identified in the adopted IS-MND for the 2015 Planned Project.

10 Hydrology and Water Quality

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Pages 50 through 51	No	No	No	N/A
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Pages 52	No	No	No	N/A
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	Pages 52 through 53	No	No	No	N/A
(i) Result in substantial erosion or siltation on- or off-site	Page 52	No	No	No	N/A
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site	Page 52	No	No	No	N/A
(iii) 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	Pages 52 through 53	No	No	No	N/A
(iv) Impede or redirect flood flows?	Page 53 through 54	No	No	No	N/A
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Page 53	No	No	No	N/A

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	N/A	N/A	N/A	N/A	N/A

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

The 2025 Project would be located on the same site as the 2015 Planned Project. Hydrological conditions related to soils and hydrology on and around the site have not changed since the IS-MND was adopted. Unlike the 2015 Planned Project, the 2025 Project would disturb more than one acre of land. The 2025 Project would therefore be required to obtain coverage under an NPDES General Construction permit. The implementation of NPDES permits ensures that a state's mandatory standards for clean water and the federal minimums are met. Coverage with the permit would prevent sedimentation and soil erosion through implementation of a Storm Water Pollution Prevention Plan (SWPPP) and periodic inspections by Regional Water Quality Control Board staff. A SWPPP is a written document that describes the construction operator's activities to comply with the requirements in the NPDES permit. Required elements of an SWPPP include (1) site description addressing the elements and characteristics specific to the Project site; (2) descriptions of Best Management Practices (BMPs) for erosion and sediment controls; (3) BMPs for construction waste containment, handling, and disposal; (4) implementation of approved local plans; and (5) proposed post-construction controls, including a description of local post-construction erosion and sediment control requirements. With mandatory implementation of the SWPPP and associated BMPs, construction of the 2025 Project would not violate water quality standards or waste discharge requirements, or otherwise substantially degrade water quality. With adherence to the NPDES permit requirements, the 2025 Project would not result in new or substantially more severe significant impacts related to water quality and wastewater discharge requirements beyond those identified in the adopted IS-MND for the 2015 Planned Project.

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

The 2025 Project would result in an increased water demand compared to the project analyzed in the adopted IS-MND, primarily due to the new marine services building. Water would be provided by the City of Ventura, which receives 63 percent of its water from groundwater sources (City of Ventura 2021a). As described in Section 3.19, *Utilities and Service Systems,* according to the City's 2020 Urban Water Management Plan, the City has sufficient water supplies to serve anticipated growth and development through the year 2045 in normal, single dry year, and multiple dry year scenarios while maintaining at least a 14 percent annual water surplus (City of Ventura 2021a). Therefore, the water demand from the 2025 Project would not substantially decrease groundwater

supplies. The 2025 Project would therefore not result in new or substantially more severe significant impacts beyond those identified in the adopted IS-MND for the 2015 Planned Project.

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 or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or situation on- or off-site?

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

The 2025 Project would be located on the same project site as the 2015 Planned Project. Drainage and runoff conditions related to soils and hydrology on and around the project site have not changed since adoption of the adopted IS-MND. The 2025 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.

Construction activity would involve removal and replacement of existing dock structures, construction of the new marine services building, and reconfiguration of the boat ramp area. Construction of the new marine services building would require ground-disturbing construction activity, which was not required for the 2015 Planned Project. Detention or other pretreatment facilities for all storm drainage runoff prior to discharge into the storm drain system is required by the Regional Water Quality Control Board, to prevent the degradation of water quality from storm runoff. As with the 2015 Planned Project, impacts of the 2025 Project related to drainage patterns, both temporary and operational, would be less than significant. The 2025 Project would therefore not result in new or substantially more severe significant impacts related to erosion and runoff from altered drainage patterns beyond those identified in the adopted IS-MND for the 2015 Planned Project.

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 or through the addition of impervious surfaces, in a manner which would:

iii. 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?

The 2015 Planned Project included a minimal increase in impervious surfaces. As part of the 2025 Project, existing unpaved areas on the site, including the day sail and exterior boat storage would be paved. The total area of new paving on the site would be approximately 47,355 square feet. Like the 2015 Planned Project, the 2025 Project would direct stormwater runoff 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 2025 Project site on land is almost entirely covered with impervious surfaces. The 2025 Project would not generate stormwater volumes exceeding the capacity of stormwater drainage systems or provide substantial additional sources of polluted runoff.

The 2025 Project, like the 2015 Planned Project, would not 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 and would not result in new or substantially more severe significant impacts beyond those identified in adopted IS-MND.

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 or through the addition of impervious surfaces, in a manner which would:

iv. Impede or redirect flood flows?

As discussed in the adopted IS-MND, 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 2025 Project would, like the 2015 Planned Project, not impede or redirect flood flows. The 2025 Project includes one new structure, the marine services building. However, the new structure is not located in the flood zone and would not result in new or substantially more severe significant impacts beyond those identified in the adopted IS-MND.

d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

As discussed in the adopted IS-MND, the project site is located within a tsunami inundation area (California Department of Conservation [DOC] 2025). The 2025 Project, like the 2015 Planned Project, would be subject to tsunami hazards. The 2025 Project would consist of improvements and modifications to existing facilities and would not introduce a new hazardous material to the project site that would be at risk of project inundation. The new marine services building would not store hazardous materials and would not pose a risk of pollutant release. Therefore, although the project site is subject to tsunami-related hazards, the 2025 Project would not risk release of pollutants due to inundation. The 2025 Project would therefore not result in new or substantially more severe significant impacts related to release of pollutants in a flood hazard, tsunami, or seiche zones, beyond those identified in the adopted IS-MND.

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Although this impact was not explicitly addressed in the adopted IS-MND because it was not included in the CEQA Guidelines in effect at the time, as discussed throughout this section of the Addendum, the 2025 Project would not result in new or substantially more severe significant impacts related to water quality or groundwater than identified in the adopted IS-MND for the 2015 Planned Project. The project site is underlain by the Santa Clara River Valley Mound Groundwater Subbasin, which is classified as a high priority basin under the Sustainable Ground Water Management Act (SGMA) (California Department of Water Resources 2025). The 2025 Project would be subject to the Mound Basin Groundwater Sustainability Plan (GSP) (Mound Basin Groundwater Sustainability Agency 2021). As described in threshold b, the 2025 Project would not impede sustainable groundwater management of the basin, therefore the project would not conflict with the Mound Basin GSP. The 2025 Project would therefore also not result in new or substantially more severe significant impacts related to its potential to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

11 Land Use and Planning

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Physically divide an established community?	Page 55	No	No	No	N/A
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Page 55 through 56	No	No	No	N/A

a. Would the project physically divide an established community?

The 2025 Project would be located at the same site as the 2015 Planned Project and would not substantially change the circulation pattern of the 2015 Planned Project. The 2025 Project would therefore not result in new or substantially more severe significant impacts related to dividing established communities beyond those identified in the adopted IS-MND.

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The project site is zoned "Harbor Commercial" (HC), has a land use designation of "Commerce" and is within the Harbor Master Plan (City of Ventura 2005, 2025a)[4]. Similar to the 2015 Planned Project, the 2025 Project does not involve any change in land use. The 2025 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 Local Coastal Program. Therefore, the 2025 Project would not result in new or substantially more severe significant impacts related to consistency with applicable land uses plans, ordinances, and policies beyond those identified in the adopted IS-MND.

[4] The 2025 Final General Plan will be considered for Adoption by the Ventura City Council on October 21, 2025. No changes to the land use or zoning of the project site are proposed as of October 14, 2025.

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12 Mineral Resources

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
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?	Page 58	No	No	No	N/A
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?	Page 58	No	No	No	N/A

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?

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?

Similar to the 2015 Planned Project, the 2025 Project site is in Mineral Resource Protection Zone 1 (MRZ-1) (City of Ventura 2005). This zone indicates no significant aggregate resources are present. The project site includes commercial uses and does not involve any mineral mining. Therefore, consistent with the findings of the adopted IS-MND, the 2025 Project would have no impact on mineral resources, and no new or substantially more severe significant impacts on mineral resources of value or important mineral resource recovery sites.

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13 Noise

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Pages 61 through 63	No	No	No	N/A
b. Generate excessive groundborne vibration or groundborne noise levels?	Pages 61 through 62	No	No	No	N/A
c. For a project located within the vicinity of a private airstrip or 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, expose people residing or working in the project area to excessive noise levels?	Page 64	No	No	No	N/A

Noise Setting

The 2025 Project would be located in the Ventura Harbor, similar to the 2015 Planned Project. Sensitive receptors near the project site include a timeshare facility approximately 100 feet west of the project site, residences approximately 150 feet northeast, and residences approximately 400 feet southeast in Portside Ventura Harbor.

The most prevalent source of noise in the project vicinity is vehicular traffic along Anchors Way Drive and boats idling or traveling in the Ventura Harbor. To characterize ambient sound levels at and near the project site, six 15-minute sound level measurements were conducted on Tuesday, November 29, 2022, between 9:39 a.m. and 12:34 p.m. An Extech, Model 407780A, ANSI Type 2 integrating sound level meter was used to conduct the measurements. Table 9 summarizes the results of the noise measurements.

Table 9 Project Site Vicinity Noise Level Monitoring Results

Measurement Location		Sample Times	Sources of Noise	Approximate Distance to Primary Noise Source (feet)	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)
ST-1a	Ventura Sportfishing parking lot in Ventura Harbor, facing southwest towards the harbor.	9:39 – 9:54 a.m.	Power tools on boats; palm frond movement from wind	80	49	43	66
ST-1b	Ventura Sportfishing parking lot in Ventura Harbor, facing southwest towards the harbor.	10:27 – 10:42 a.m.	Cars in parking lot; people conversing on boats	100	50	41	70
ST-1c	Ventura Sportfishing parking lot in Ventura Harbor, facing southwest towards the harbor.	10:45 – 11:00 a.m.	Cars in parking lot	100	48	41	64
ST-2a	Schooner Drive, outside the Ventura Harbor, facing northwest.	11:29 – 11:44 a.m.	Boat ramp usage; boats idling in harbor	220	45	37	67
ST-2b	Residences along Schooner Drive, outside the Ventura Harbor, facing northwest.	11:56 a.m. – 12:11 p.m.	Boats idling in harbor; roadway noise	250	42	38	53
ST-2c	North end of residences along Schooner Drive, outside the Ventura Harbor, facing west.	12:18 – 12:34 p.m.	Idling motors and trucks; people conversing in parking lot	130	51	42	70

L_{eq} = average noise level equivalent; dBA = A-weighted decibel; L_{min} = minimum instantaneous noise level; L_{max} = maximum instantaneous noise level

a. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

As discussed in the adopted IS-MND, the 2015 Planned Project would have a less than significant impact regarding the generation of a substantial temporary or permanent increase in ambient noise levels in the project vicinity in excess of noise standards, due in part to the project's distance from sensitive receptors. 2015 Planned Project construction activities would increase noise levels in the vicinity of the project site, but construction noise would be temporary and subject to the City of Ventura's Noise Ordinance. The 2015 Planned Project would generate operational noise due to increased boat activity, but this increase was determined to have a negligible effect on noise levels.

Construction Noise

Construction activity would generate temporary noise in the project site vicinity, exposing surrounding sensitive receivers to increased noise levels. Project construction noise would be generated by heavy-duty diesel construction equipment used during the various construction phases of the 2025 Project. Each phase of construction has a specific equipment mix and associated noise characteristics, depending on the equipment used during that phase.

Section 10.650.150 of the City of Ventura Noise Ordinance exempts construction activities from long-term operational noise standards, provided that they are conducted between 7:00 AM and 8:00 PM when people are generally less sensitive to noise.

The closest sensitive receptors to project construction would be a timeshare facility approximately 100 feet west of the project site, residences approximately 150 feet northeast, and residences approximately 400 feet southeast. Construction activity would not occur closer to sensitive receptors than previously analyzed in the adopted IS-MND for the 2015 Planned Project. Considering the same types of construction equipment are anticipated for the 2025 Project as under the 2015 Planned Project, project construction noise would not be substantially louder than previously analyzed.

Construction activities would be temporary and subject to the City's Noise Ordinance, would occur at the same distance from sensitive receptors analyzed in the adopted IS-MND for the 2015 Planned Project, and would involve the same types of equipment as the 2015 Planned Project. Therefore, 2025 Project construction would not result in new or substantially more severe significant impacts related to substantial temporary increases in ambient noise levels beyond those identified in the adopted IS-MND for the 2015 Planned Project.

On-site Operational Noise

The 2025 Project would expand the dock facilities to accommodate an additional 60 boat slips, 15 more than under the 2015 Planned Project. Therefore, the 2025 Project could increase operational noise levels associated with boats entering and exiting the boat slips when compared to existing conditions. 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 when compared to existing conditions. 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 approximately 1,444 overall boat slips, as well as a boat launch. Similar to the 2015 Planned Project, the 2025 Project's small increase in boat slips would have a negligible effect on existing noise levels.

The 2025 Project would relocate the fuel dock to a location further away from the timeshare complex adjacent to the project site. Although noise associated with boat refueling would be increased in general, the relocation of the fuel dock would reduce such increases for nearby sensitive receptors. Therefore, 2025 Project operation would not result in new or substantially more severe significant impacts related to substantial temporary or permanent increases in ambient noise levels beyond those identified in the adopted IS-MND for the 2015 Planned Project.

Off-Site Roadway Noise

The adopted IS-MND for the 2015 Planned Project did not address operational impacts of off-site roadway noise. The average healthy ear can barely perceive an increase of up to 3 dBA in noise levels, and a change of 5 dBA is readily perceptible. Based on this information, off-site traffic noise impacts would be significant if project-related traffic would result if one of the following would occur:

- A noise level increase of 5 dBA or greater if noise levels remain within the same land use compatibility classification at the sensitive receiver;
- A noise level increase of 3 dBA or greater if noise levels change the land use compatibility classification of the sensitive receiver;
- Any increase in noise levels if existing noise levels fall within the "normally unacceptable" or "clearly unacceptable" ranges at the sensitive receiver.

The City of Ventura General Plan identifies Anchors Way, the adjacent roadway to the project site, as a collector road; collector roads within the City are relatively low-volume and generate approximately 5,000 to 10,000 average daily trips (ADT) (City of Ventura 2005). Using the lower estimate of 5,000 ADT for a more conservative analysis, the 2025 Project is anticipated to generate an increase in average daily traffic volumes on Anchors Way by approximately 4 percent, 3.5 percent and 1.5 percent, respectively, on weekday, Saturdays, and Sundays (Appendix C).

Generally, a doubling of traffic (i.e., a doubling of the sound energy) would result in a 3 dBA increase. The minor percent increase in trip volumes would be much lower than a doubling of traffic; therefore, project-related traffic would not result in a 3 dBA increase in noise levels. Impacts to roadway noise levels would be less than significant.

b. Would the project generate excessive groundborne vibration or groundborne noise levels?

As discussed in the adopted IS-MND, the 2015 Planned Project would have a less than significant impact regarding generation of excessive groundborne vibration or groundborne noise levels. The 2015 Planned Project would have no operational uses that generate groundborne vibration.

Similar to the 2015 Planned Project, the 2025 Project would not have operational uses that generate groundborne vibration or noise, such as manufacturing or heavy equipment operation. Although 2025 Project construction would occur over a longer duration than the 2015 Planned Project, construction of the 2025 Project would involve the same construction equipment as analyzed under the adopted IS-MND for the 2015 Planned Project, and thus would not result in new or substantially more severe significant impacts related to groundborne noise or vibration beyond those identified in the adopted IS-MND for the 2015 Planned Project.

c. Would the project be located within the vicinity of a private airstrip or 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, and expose people residing or working in the project area to excessive noise levels?

As discussed in the adopted IS-MND, the 2015 Planned Project is approximately six miles northwest of Oxnard Airport and not located within the Oxnard Airport land use plan; additionally, the 2015 Planned Project is not within the vicinity of a private airstrip. No impacts involving noise from airstrips or airports would occur for the 2015 Planned Project.

The 2025 Project would be located in the same project site as the 2015 Planned Project. Therefore, the 2025 Project would have no impact involving excessive noise levels from airports or airstrips and would not result in new or substantially more severe significant impacts related to airport noise beyond those identified in the adopted IS-MND for the 2015 Planned Project.

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14 Population and Housing

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	Page 64	No	No	No	N/A
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Page 65	No	No	No	N/A

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

The adopted IS-MND determined the 2015 Planned Project would result in a less than significant impact associated with substantial unplanned population growth. The 2015 Planned Project would not involve the construction of residential units but could accommodate an increase of approximately 20 liveaboard residents. A population increase of up to 20 people would be well within 2025 and 2035 population forecasts made by SCAG and the City of Ventura.

The 2025 Project would install new restroom and shower facilities in the new marine services building. Consistent with the methodology used in the adopted IS-MND, the additional restroom and showers would accommodate an increase of approximately 20 liveaboard residents. Although the 2025 Project would result in a potential population increase greater than what would occur in accordance with the 2015 Planned Project, the 2025 Project would not result in a substantial population increase. The city of Ventura has a current estimated population of 108,985 people (DOF 2025). In 2045, the City's projected population would be 123,900 people (SCAG 2020). A population increase of 20 people would not result in a substantial increase in population beyond SCAG's regional growth projection for the city. Therefore, the 2025 Project would not result in new or substantially more severe significant impacts regarding substantial unplanned population growth than identified in the adopted IS-MND.

b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The adopted IS-MND determined the 2015 Planned Project would result in a less than significant impact associated with the displacement of existing people or housing. During Phase 1 of construction of the 2015 Planned Project, existing boats would be docked on the west side of the

docks, and during phase two, boats would be docked on the east side. At no point during construction would existing boats be required to dock outside of the marina at Parcels 20 and 14. Therefore, no temporary long-term displacement of people or housing would occur for the 2015 Planned Project.

Similar to the 2015 Planned Project, during construction of the 2025 Project, existing boats would be relocated to available slips while individual docks are removed and replaced. The 2025 Project would not displace liveaboard residents and would not involve the displacement of housing. Therefore, the 2025 Project would not result in new or substantially more severe significant impacts regarding the displacement of existing people or housing than identified in the adopted IS-MND.

15 Public Services

		Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
Would the project:						
a.	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:					
1	Fire protection?	Page 66	No	No	No	N/A
2	Police protection?	Page 67	No	No	No	N/A
3	Schools?	Page 67	No	No	No	N/A
4	Parks?	Page 68	No	No	No	N/A
5	Other public facilities?	Page 68	No	No	No	N/A

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:

1. Fire protection?

The adopted IS-MND determined no new or physically altered fire protection facilities would be required for the 2015 Planned Project. The project site is located in the existing service areas of the Ventura Harbor Patrol and Ventura Fire Department (VFD), which provide water and landside fire suppression and emergency medical services. The 2015 Planned Project may result in an incremental increase in calls for service; however, existing fire protection services would be adequate to respond to emergencies at the project site.

Similar to the 2015 Planned Project, the 2025 Project would be located within the service areas of the Ventura Harbor Patrol and VFD. The nearest Ventura Harbor Patrol facility is located approximately 475 feet north of the project site. The nearest VFD station, Ventura Fire Station 5, is located approximately 1.9 miles northeast of the existing parking lot on the site. As discussed in Section 13, *Population and Housing*, the 2025 Project would accommodate approximately 20 new liveaboard residents compared to existing conditions. As a result, the 2025 Project would result in minimal additional calls for service. Proposed buildings and structures would be built in compliance

with the requirements of the California Fire Code and VFD requirements, which would reduce the potential for a fire to occur and therefore would reduce the potential for substantial fire services to be required. Therefore, the 2025 Project would not result in new or substantially more severe significant impacts regarding the provision or need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts.

2. *Police protection?*

The adopted IS-MND determined no new or physically altered police protection facilities would be required for the 2015 Planned Project. The 2015 Planned Project would be served by the City of Ventura Police Department (VPD). While the 2015 Planned Project may result in an increase of approximately 20 new liveaboard residents, this population increase would not substantially increase the demands of the VPD such that new or expanded police protection facilities would be required. In addition, the 2015 Planned Project would install security systems at the docks and facilities for added safety which would reduce the potential need for police protection services.

The 2025 Project would also be served by the VPD. VPD headquarters are located approximately 2.4 miles northeast of the site. The 2025 Project would accommodate approximately 20 new liveaboard residents compared to existing conditions. This potential incremental increase in population at the project site would not substantially increase demand for police protection services at the project site such that new or expanded VPD facilities would be required. In addition, marina entryways would be replaced and would employ modern security and access systems which would minimize the potential need for police services. Therefore, the 2025 Project would not result in new or substantially more severe significant impacts regarding the provision or need for new or physically altered police protection facilities, the construction of which could cause significant environmental effects.

3. *Schools?*
4. *Parks?*
5. *Other Public Facilities?*

The adopted IS-MND determined the 2015 Planned Project would not require new or physically altered schools, parks, or other public facilities. Any school-aged children that would be included in the potential population increase of approximately 20 residents would be adequately served by existing schools within the Ventura Unified School District. The potential 2015 Planned Project-generated population increase would be incremental and would not result in the need for new or physically altered parks or other public facilities.

As discussed in Section 13, *Population and Housing*, the 2025 Project would accommodate approximately 20 new liveaboard residents compared to existing conditions. Any increase in school-aged children as a result of the increased liveaboards would be adequately served by existing Ventura Unified School District facilities. The City Parks Division maintains over 600 acres of parkland for residents, providing an approximate ratio of 5.4 acres of parkland per 1,000 residents (City of Ventura 2024). No substantial population growth would result from the 2025 Project which could substantially lower the existing ratio of parkland to residents such that the 2025 Project would necessitate the provision of new or physically altered parks. Similarly, a potential population increase of approximately 20 residents would not substantially increase the demand for other public facilities. Therefore, the 2025 Project would not result in new or substantially more severe significant impacts regarding the provision or need for new or physically altered school, park, or other public facilities, the construction of which could cause significant environmental effects.

16 Recreation

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. 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?	Page 68	No	No	No	N/A
b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Page 69	No	No	No	N/A

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?

b. Would 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 adopted IS-MND determined no impacts would occur regarding the substantial physical deterioration of a park or recreational facility, or the construction or expansion of recreational facilities. The 2015 Planned Project has the potential to increase the population of Ventura by approximately 20 residents which would result in a nominal increase in usage of existing parks and recreational facilities. The 2015 Planned Project would provide additional recreational facilities for boaters, the environmental effects of which are evaluated within the adopted IS-MND.

As discussed in Section 13, *Population and Housing*, the 2025 Project would accommodate an increase of approximately 20 liveaboard residents. An increase of approximately 20 residents would not result in substantial increased use and deterioration of existing neighborhood and regional parks or other recreational facilities would occur. Similar to the 2015 Planned Project, the 2025 Project proposes the expansion of an existing marina, which would provide additional recreational opportunities for boaters. The environmental impacts of the expanded marina are analyzed within the adopted IS-MND and this Addendum, and no new or substantially more severe significant impacts would occur beyond those identified within the adopted IS-MND. Therefore, the 2025 Project would not result in new or substantially more severe significant impacts to recreation than identified in the adopted IS-MND.

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17 Transportation

		Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
Would the project:						
a.	Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Pages 70 through 72	No	No	No	N/A
b.	Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	N/A	No	No	No	N/A
c.	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	Pages 72 through 73	No	No	No	N/A
d.	Result in inadequate emergency access?	Page 73	No	No	No	N/A

a. Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

The adopted IS-MND determined the 2015 Planned Project would not result in conflicts with a program, plan, ordinance, or policy addressing the circulation system. The anticipated vehicle trips added as a result of the 2015 Planned Project would not cause the Level of Service (LOS) at the intersection of Harbor Boulevard and Schooner Drive to change such that it would conflict with the LOS standards adopted by the City of Ventura.

The 2025 Project does not include changes in land use or circulation that would negatively affect existing transit, roadway, bicycle, and pedestrian facilities. The 2025 Project would not add or alter transit or bicycle facilities. The proposed parking lot reconfiguration would occur in accordance with the requirements of Municipal Code Chapter 24.415 which sets standards for parking spaces, including, but not limited to, design and dimensions of parking spaces, design and dimensions or parking area access, and surfacing (City of Ventura 2025b). Unlike the 2015 Planned Project, the 2025 Project would construct a new pathway along the waterfront between the existing boat storage and repair areas of the existing restaurant. This new pathway would accommodate pedestrian use at the project site and provide connection for existing walkways which would benefit pedestrian circulation. Therefore, the 2025 Project would not result in new or substantially more severe significant impacts regarding conflicts with a program, plan, ordinance, or policy addressing the circulation system than identified in the adopted IS-MND.

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

CEQA Guidelines Section 15064.3, subdivision (b), which was added to the *CEQA Guidelines* as part of the update adopted by the State in November 2018, establishes criteria for analyzing transportation impacts under CEQA using the vehicle miles traveled (VMT) methodology. The IS-MND adopted in 2015 did not include a VMT analysis, as it predated the adoption of these guidelines; instead, transportation impacts were assessed using trip generation based on LOS standards, which were the prevailing methodology at the time. The IS-MND adopted in 2015 concluded that the 2015 Planned Project would not result in significant transportation impacts.

A memorandum prepared in support of this Addendum (see Appendix F), evaluated whether additional analysis related to trip generation was required for the 2025 Project, beyond what was included in the adopted IS-MND. Compared to the 2015 Planned Project, the 2025 Project proposes relatively minor modifications resulting in minimal additional trip generation potential, and would not result in a new or substantially more severe significant impact beyond what was already identified in the adopted IS-MND. Therefore, no new mitigation is required and no new or potentially more significant impacts to transportation have been identified. Therefore, the 2025 Project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).

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

The adopted IS-MND determined the 2015 Planned Project would not substantially increase hazards due to a design feature or incompatible use. The 2015 Planned Project would not involve a change in land use on the project site and would not involve the use of farm equipment or tractors that would be incompatible with surrounding land uses. The extended dock would be consistent with the channel limit adopted by the Ventura Port District Commission. New facilities would be built to current design standards in accordance with applicable federal, State, and local regulations. In addition, the new fuel dock is expected to improve safety conditions compared to the existing facility.

The project site is located in a developed area of the Ventura Harbor adjacent to residential and commercial development. The 2025 Project would not introduce any features which would be incompatible with the current recreational and commercial uses of the project site. The 2025 Project does not propose any additional or altered roads which precludes the potential for the 2025 Project to introduce sharp curves or dangerous intersections. The proposed marina would not encroach on the navigation channel boundaries provided by the District. The elevations of proposed guide piles would be consistent with District Resolution 3254 requiring a minimum top elevation of 15 feet mean lower low water for new guide piles to accommodate potential sea level rise. Similar to the 2015 Planned Project, the 2025 Project would be constructed in accordance with the requirements of applicable federal, State, and local requirements including the California Building Code. Adherence to existing regulations would minimize the potential for the 2025 Project to substantially increase hazards. Therefore, the 2025 Project would not result in new or substantially more severe significant impacts regarding substantially increasing hazards than identified in the adopted IS-MND.

d. Would the project result in inadequate emergency access?

The adopted IS-MND determined the 2015 Planned Project would not result in inadequate emergency access. Emergency vehicles can access the project site through existing roadways and through the waters of the Ventura Harbor. The 2015 Planned Project would not construct structures which would hinder emergency access. The 2015 Planned Project would implement safety regulations pursuant to adequate emergency access.

Similar to the 2015 Planned Project, the 2025 Project would not introduce structures which would hinder emergency access because the expanded marina would not encroach on the navigation channel boundaries provided by the District and implementation of landside components would not impede emergency access on Anchors Way. The 2025 Project components would be constructed in accordance with the means of egress requirements of the California Fire Code Chapter 10 which would ensure proposed structures would be easily accessible to emergency service providers. As part of standard development procedures, 2025 Project plans would be submitted to the City's Building and Safety Division to ensure adequate emergency access is provided. As a result, the 2025 Project would not result in new or substantially more severe significant impacts regarding inadequate emergency access than identified in the adopted IS-MND.

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18 Tribal Cultural Resources

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	N/A	N/A	N/A	N/A	N/A
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	N/A	N/A	N/A	N/A	N/A

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Impacts to tribal cultural resources were not explicitly addressed in the adopted IS-MND, as this impact category was not included in the CEQA Guidelines in effect at the time. A cultural resources assessment was prepared in December 2022 (Appendix D).

The cultural resources assessment did not identify any known cemeteries, human remains, or Native American resources located on the project site. Representatives from ten Native American Tribes identified by the Native American Heritage Commission were contacted during preparation of the cultural resources assessment. One response was received, from the Gabrielino/Tongva Nation, stating that although the Gabrielino/Tongva territory crosses into Ventura County, the 2025 Project site is outside the traditional boundaries of the Gabrielino/Tongva and the Gabrielino/Tongva have no knowledge of any cultural resources in the project area as a culturally affiliated site.

19 Wildfire

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	Page 49	No	No	No	N/A
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Page 49	No	No	No	N/A
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	Page 49	No	No	No	N/A
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	Page 49	No	No	No	N/A

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The adopted IS-MND did not include a separate section analyzing potential environmental impacts related to the topic of Wildfire because it was not required under the CEQA Guidelines in effect at the time. The topic of wildfire was, however, addressed in the Hazards and Hazardous Materials section of the adopted IS-MND. As discussed therein, the project site is not located in a wildland fire hazard zone as shown in the 2005 Ventura General Plan Final EIR. Therefore, the 2015 Planned Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

According to the California Department of Forestry and Fire Protection (CAL FIRE), the project site does not fall within a State Responsibility Area or Very High Fire Hazard Severity Zone (VHFHSZ). The closest VHFHSZ is located approximately 1.9 miles north of the project site at the intersections of Seaward Avenue and Poli Street (CAL FIRE 2025). Existing residential development, commercial development, and United States Highway 101 separate the project site from the VHFHSZ. Accordingly, there is limited potential for substantial impacts to occur due to being located near State Responsibility Areas or a VHFHSZ. The project site is located in an area of the Ventura Harbor with surrounding existing development and hardscape, with minimal vegetation limited to ornamental landscaping such as grasses and palm trees. The project site is flat, and offshore marine winds blow west to east. Therefore, there would be no natural features which would exacerbate wildfire risk. The 2025 Project would install a fire protection system meeting federal, State, and VFD fire requirements which would provide coverage to the entire marina. In addition, the proposed fuel dock replacement would be constructed in accordance with the requirements of the California Fire Code which are implemented to minimize the potential for fire to occur. The proposed fuel dock replacement would comply with the standards of the VFD because the VFD must inspect and approve structures used in the storage, transfer, and application of hazardous materials, pursuant to California Fire Code Sections 105.1.1 and 105.1.2. As discussed in Section 3.9*, Hazards and Hazardous Materials,* the transportation and handling of hazardous materials would occur in compliance with all applicable regulatory requirements including the Hazardous Materials Transportation Act, California Hazardous Material Management Act, and California Code of Regulations, Title 22. Compliance with these regulations would minimize the potential for a fire to occur due to fuel spills or leakage. Implementation of the 2025 Project would not preclude implementation of or alter emergency response procedures within the City's Emergency Operations Plan which provides guidance during unique situations requiring unusual or extraordinary response (City of Ventura 2021b). As discussed in Section 3.17, *Transportation*, the 2025 Project would not impede emergency access. Due to the project site's location and mandatory compliance with regulations intended to limit the potential for fire to occur, the potential for the 2025 Project to cause substantial adverse impacts related to wildfire is limited. Therefore, the 2025 Project would not result in new or substantially more severe significant impacts regarding wildfire than identified in the adopted IS-MND.

20 Utilities and Service Systems

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Pages 74 through 75	No	No	No	N/A
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Pages 75 through 76	No	No	No	N/A
c. 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?	Page 76	No	No	No	N/A
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Pages 76 through 77	No	No	No	N/A
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Page 77	No	No	No	N/A

a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

The adopted IS-MND determined the 2015 Planned Project would not require the construction of new water, wastewater, or stormwater drainage infrastructure. Additional demands on the City's water and wastewater systems were anticipated in the 2005 General Plan and 2005 General Plan EIR, and the population growth anticipated from the 2015 Planned Project would be accounted for in the City's projections. The 2015 Planned Project would not increase impervious surfaces on the project site and therefore would not increase stormwater runoff compared to existing conditions which could require additional stormwater infrastructure.

As discussed within significance criteria (b) and (c) below, the 2025 Project would not substantially increase water demands or generate wastewater in excess of the capacity of the Ventura Water Reclamation Facility (VWRF). The project site is developed and surrounded by existing development. As a result, the project would have access to the City's water and wastewater conveyance systems, and the 2025 Project would not require substantial water or wastewater infrastructure. Therefore, the 2025 Project would not result in new or substantially more severe significant impacts regarding water or wastewater infrastructure than identified in the adopted IS-MND.

The 2025 Project would pave existing unpaved areas of the site resulting in approximately 47,355 square feet of additional impervious surfaces. Similar to the 2015 Planned Project, stormwater flows would continue to flow to gutter facilities and catch basins along Anchors Way Drive, to vegetated areas off-site, and to the waters of the Ventura Harbor. As discussed in Section 3.10, *Hydrology and Water Quality*, the 2025 Project would not create or contribute runoff water which would exceed the capacity of stormwater drainage systems. Therefore, the 2025 Project would not require additional stormwater infrastructure. The 2025 Project would not result in new or substantially more severe significant impacts regarding stormwater infrastructure than identified in the adopted IS-MND.

The adopted IS-MND did not analyze potential environmental effects associated with new electric power, natural gas, or telecommunications facilities. The project site is within the service areas of Southern California Edison and Southern California Gas Company which provide electricity and natural gas, respectively, to the project site (City of Ventura 2022a). The 2025 Project would require additional power for new boat slips; EV charging stations; new marine services building heating, ventilation, and air conditioning needs; and ancillary lighting. However, the project site is already developed with existing electric and natural gas infrastructure and substantial infrastructure would not be required to provide power to the 2025 Project. Similarly, installation of telecommunications facilities would not be required for the 2025 Project. Therefore, the 2025 Project would not require or result in the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects, and thus no impact would occur.

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

The adopted IS-MND determined the 2015 Planned Project would increase water demand by approximately 0.56-acre feet per year (AFY), which is within the City's water supply estimates as shown in the City's 2014 Comprehensive Water Resources Report.

The 2025 Project would construct new restroom and shower facilities, a new marine services building, fuel dock replacement, and landscaping which would result in increased water usage at the project site. According to the City's 2020 Urban Water Management Plan, the City has sufficient water supplies to serve anticipated growth and development through the year 2045 in normal, single dry year, and multiple dry year scenarios while maintaining at least a 14 percent annual water surplus (City of Ventura 2021a). Therefore, sufficient water supplies would be available for the 2025 Project, and the 2025 Project would not result in new or substantially more severe significant impacts to water supply than identified in the adopted IS-MND.

c. 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 adopted IS-MND determined the 2015 Planned Project would have a less than significant impact on wastewater generation. The 2015 Planned Project would include additional toilets and showers which would incrementally increase wastewater generation, which would be treated by the VWRF. Additional demands on the City's wastewater systems are anticipated in the 2005 General Plan and 2005 General Plan EIR and the 2015 Planned Project is within the growth forecasted anticipated in the City's 2005 General Plan. Therefore, the adopted IS-MND determined the 2015 Planned Project would not exceed the capacity of the VWRF.

The 2025 Project would add a new sewage pump-out station at the marina, new restroom and shower facilities, and a new marine services building which would increase wastewater generation. The VRWF has a design capacity of 14 million gallons per day (MGD) and treats approximately 8 MGD to 9 MGD of wastewater (City of Ventura 2022b; Los Angeles Regional Water Quality Control Board 2020). Therefore, the VRWF would have sufficient available capacity to treat the incremental wastewater generated from the 2025 Project. The 2025 Project would not result in new or substantially more severe significant impacts regarding wastewater than identified in the adopted IS-MND.

d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

The adopted IS-MND determined the 2015 Planned Project would result in less than significant impacts regarding solid waste generation and compliance with solid waste reduction statutes. Pursuant to California Green Building Standards Code, new construction projects must implement a construction and demolition Waste Management Plan which must result in a diversion of at least 50 percent of waste generated by a construction project. The 2015 Planned Project would implement source reduction programs used to comply with Assembly Bill 939 and Assembly Bill 341 which set a standard of at least 75 percent solid waste diversion from landfills. Solid waste is hauled to the Gold Coast Recycling and Transfer Station, and non-recyclable materials are hauled to the Toland Road Landfill. Using the City's 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 adopted IS-MND determined operation of the 2015 Planned Project would generate an estimated 0.144 tons of additional solid waste per day, which would be reduced to 0.072 additional tons of solid waste per day in accordance with waste

diversion requirements. These estimated waste generation rates would not exceed the capacity of the Toland Road Landfill.

Pursuant to the 2019 California Green Building Standards Code, 2025 Project construction would be required to implement a Waste Management Plan which must result in a minimum diversion rate of at least 65 percent of solid waste from landfills. Temporary construction activities of new facilities such as the additional boat slips and fueling dock relocation would increase the amount of construction and demolition debris generated compared to the 2015 Planned Project. Although temporary solid waste generation during construction may increase beyond levels anticipated for the 2015 Planned Project, the increased solid waste generated during operation would not be substantial, and at least 75 percent of solid waste would be diverted from the Toland Road Landfill in accordance with the requirements of Assembly Bill 939 and Assembly Bill 341. The Toland Road Landfill has a maximum permitted throughput of 2,864 tons per day (California Department of Resources, Recycling, and Recovery [CalRecycle] 2025). Thus, the Toland Road Landfill has sufficient capacity to accept solid waste generated by the 2025 Project. Therefore, the 2025 Project would not result in new or substantially more severe significant impacts regarding solid waste than identified in the adopted IS-MND.

21 Mandatory Findings of Significance

		Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
a.	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially 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?	Page 78	No	No	No	Yes
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 2025 Projects, and the effects of probable future projects)?	Page 79	No	No	No	N/A
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Page 79	No	No	No	Yes

a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially 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?

The adopted IS-MND determined impacts to biological resources would be less than significant with incorporation of Mitigation Measures BIO-1 through BIO-5 within the adopted IS-MND. The adopted IS-MND determined the 2015 Planned Project would not have substantial impacts on known cultural or historic resources. As a result, the adopted IS-MND determined the 2015 Planned Project would

not have the potential to eliminate important examples of the major periods of California history or prehistory.

As described throughout this Addendum, the 2025 Project would result in no new or substantially more severe direct or indirect significant impacts beyond those identified in the adopted IS-MND for the 2015 Planned Project. As a result, the 2025 Project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially 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.

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 2025 Projects, and the effects of probable future projects)?

The adopted IS-MND noted cumulative impacts to air quality, GHG emissions, wastewater, water supply, and solid waste are inherently addressed in the Air Quality, Greenhouse Gases, Wastewater, Water Supply, and Solid Waste discussions. The adopted IS-MND determined the 2015 Planned Project would not contribute to significant cumulative traffic impacts. Cumulative impacts to biological resources would not be cumulatively considerable with implementation of mitigation measures within the adopted IS-MND. Cumulative development in the Ventura Harbor would have similar impacts to the 2015 Planned Project, and with adherence to existing regulations and implementation of mitigation no substantial cumulative impacts would occur.

As described throughout this Addendum, the 2025 Project would result in no new or substantially more severe direct or indirect significant impacts beyond those identified in the adopted IS-MND for the 2015 Planned Project. The 2025 Project's contribution to cumulative impacts would be similar to the 2015 Planned Project. Certain resource areas (e.g., Geology and Soils, Hazards and Hazardous Materials) are by their nature specific to a project location, such that impacts at one location do not add to impacts at other locations. Other resource areas inherently address cumulative impacts. As noted in Section 3.1, *Air Quality*, and Section 3.8, Greenhouse Gas Emissions, the 2025 Project would not result in new or substantially more severe significant impacts to air quality or GHG emissions than would occur with the 2015 Planned Project. The Air Quality and Greenhouse Gas Emissions significance criteria are designed such that a project that demonstrates a less than significant impact would not have a cumulatively considerable impact.

The 2025 Project would introduce development consistent with surrounding development at the Ventura Harbor and would shield lighting downwards such that lighting introduced in accordance with the 2025 Project would not considerably contribute to cumulative impacts to the aesthetic character of Ventura Harbor or substantial increase in lighting. The 2025 Project would not result in cumulative impacts to agriculture and forestry resources because the 2025 Project would not impact Farmland or forest land. Implementation of Mitigation Measures BIO-1 through BIO-5 identified in the adopted IS-MND would reduce the potential for the 2025 Project to result in a considerable contribution to the cumulative loss of species and degradation of habitat. The 2025 Project would not considerably contribute to cumulative impacts to archaeological or tribal cultural resources because none are known or likely to be present at the project site. The 2025 Project would comply with California Building Energy Efficiency Standards which are designed to reduce wasteful energy usage for new development throughout California. Compliance with the NPDES Construction General Permit and implementation of and SWPPP and BMPs would ensure the 2025

Project's contribution to cumulative hydrology and water quality impacts would not be cumulatively considerable. The 2025 Project would not result in conflicts with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect which are applicable to cumulative development projects. The project site does not involve any mining activities and the 2025 Project would not impact any mineral resources such that a cumulative loss of a known mineral would occur. Noise generated by the 2025 Project would not be substantial such that the noise would contribute considerably to cumulative ambient noise levels at the Ventura Harbor. Anticipated population increase in accordance with the 2025 Project would not exceed regional growth forecasts and therefore would not contribute considerably to cumulative substantial unplanned population growth. Accordingly, the 2025 Project would not considerably contribute to the cumulative need for increased fire protection, police protection, parks, and other facilities. The 2025 Project would not generate cumulatively considerable VMT. The 2025 Project would also not introduce substantial development, increase water demand, increase wastewater generation, or increase solid waste generation such that new substantial utility infrastructure would be needed to adequately serve cumulative development. The 2025 Project would not introduce development which would substantially increase wildfires, and the developed nature of the project site and surrounding area would minimize the potential for a fire at the project site to become a wildfire which could spread to surrounding development. Therefore, the 2025 Project would not have a cumulatively considerable contribution to cumulative impacts.

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Impacts to human being are associated with air quality, hazards and hazardous materials, noise, and transportation impacts. The adopted IS-MND determined impacts to human beings, associated with air quality, hazards and hazardous materials, traffic, and noise impacts, would be less than significant.

As discussed in Section 3.1, Air Quality, Section 3.9, Hazards and Hazardous Materials, Section 3.13, Noise, and Section 3. 17, Transportation, the 2025 Project would not result in new or substantially more significant impacts associated with air quality, hazards and hazardous materials, noise and traffic impacts than what would occur in accordance with the 2015 Planned Project. Therefore, the 2025 Project would not have environmental effect which would cause substantial adverse direct or indirect effects on human beings.

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Appendix A

Derecktor Marine Holdings Project Description and Site Plans

1 Project Description

This project description summarizes the marina upgrade and expansion, landside renovations and associated site improvements proposed by Derecktor Marine Holdings. The project site is located at 1644 Anchors Way Drive, Ventura California 93001 within Ventura Harbor (Parcels 20 and 14). The goal of this project is to create an active and exciting harbor front area where local residents and visitors alike can access the harbor and ocean, dock commercial, leisure and personal water craft, enjoy harbor and ocean vistas from the land side buildings and open community space.

The City of San Buenaventura General Plan designation for the project site is Commerce and the site is zoned Harbor Commercial. The proposed improvements and uses of the site are consistent with the General Plan designation and zoning.

It is anticipated that permits and approvals for the project would be required by the U.S. Army Corps of Engineers, California Coastal Commission, Regional Water Quality Control Board, and City of Ventura.

1.1 Project Elements

The proposed project entails replacement of the existing marina, modernization of the existing boatyard to provide more efficient and technologically advanced service, , reconfiguration of day sail storage, reconfiguration of parking, construction of a two-story marine office building, construction of a promontory, construction of a trash enclosure, and improvements to visitor amenities, and associated site improvements. Existing site elements and features including a restaurant, a currently vacant second floor unit, sportfishing office, small office, boat haul out, fuel pad and pump, convenience store and office, fuel office and pumps, and live bait receivers will be maintained. Figure SP1 depicts the proposed site plan including the major project elements.

1.1.1 Marina Replacement

The proposed replacement and reconfiguration of the marina would increase the number of slips from 32 to 95 while maintaining a mix of commercial and recreational vessels to meet the current and projected demands of the boating market in this area (Figures SP1 and DL-3). The marina has been designed in accordance with California Department of Boating and Waterways guidelines. Approximately 17 slips are expected to serve commercial vessels such as commercial multi-party recreational fishing, marine safety tow vessels, marina spill response vessels, small boat club powerboats, bottom cleaning diver boats (Table 1). The remaining 78 slips would serve private, recreational vessels. Transient boater slips would be increased to meet the needs of visitors to the harbor and space for a water taxi to dock would be provided. Dock space would be provided for short-term use to visit restaurants or amenities at the site. A maximum of 10% of the slips would be liveaboards. Gangways (i.e., ramps to access the docks) complying with Americans with Disabilities Act (ADA) requirements will be provided. Four ADA slips also will be included in the proposed marina. Marina entryways would be replaced and would employ modern security and access systems. The current fuel and bait dock measuring approximately 512 square feet in area will be eliminated The current 384 square-foot barge-type licensed vessel office for Tow Boat USwill still be located in the marina with the fourTow Boat US vessels.

One locked storage unit and cantilevered storage racks for kayaks and paddleboards would be located on the marina head walk. Standard dock boxes would be located at each of the private slips.

The proposed project would increase the dock area from approximately 16,419 square feet to approximately 29,913 square feet and would increase the number of guide piles from 45 to approximately 69 (Figure DL-3). The existing timber piles, which are not currently wrapped, would be removed and replaced with 16-inch and 18-inch prestressed concrete piles. New top of pile elevations would be consistent with Port District Resolution 3254 requiring a minimum top elevation of 15 feet mean lower low water for new guide piles, to accommodate potential sea level rise. Prestressed concrete guide piles have an expected lifespan of up to 80 years. The height of the piles could be extended in the future if necessary to accommodate additional sea level rise.

The fuel dock will be be reconfigured to improve passenger and vessel access and the existing fuel pumps and associated equipment would be replaced with new equipment. The bait wells will be eliminated. A sewage pumpout station would be added to the marina for use by tenants and the public. Slips within the marina would be provided with metered electricity and potable water. The electrical system will meet the latest National Electric Code requirements, including ground fault protection. A highspeed direct current (DC) charging station for larger electric boats coming onto the market would be added to the marina for use by visiting boaters. A fire protection system, which will meet California Fire Code, National Fire Protection Association standards, and City fire requirements, would be installed to provide coverage of the entire marina. New ADA-compliant boater bathrooms would be provided as part of a new two-story marine services building described in Section 1.1.2.

The new marina would be configured so that the slips are oriented parallel to the prevailing wind and surge from the harbor entrance to facilitate safe docking. The proposed marina would extend further from the shoreline but would not encroach on the navigation channel boundaries provided by the Port District. The Parcel 20 boundary would need to be extended to encompass the proposed marina layout. The additional parcel area would measure approximately 99,441 square feet (2.28 acres). Figure SP2 depicts a hatched area representing the approximate boundary of the area that would be requested to be added to the lease area to accommodate the proposed marina.

Table 1. Proposed Marina Slip Mix

Slip Mix Breakdown	2025
Recreational Slips up to 25'	17
Recreational Slips 25' to 36'	11
Recreational Slips over 36'	50
Commercial Slips up to 36'	11
Commercial Slips over 36'	6
Total # of Slips	95
Small Boat (<36') %	41%

1.1.2 Landside Improvements

During Phase 2, a new two-story building will include marine retail at ground level along with new restrooms with showers, a laundry facility and lounge with a view for the guests to enjoy. The office area will be located on the second level of the building. The first floor would be approximately 3,423 square feet in area and the second floor would be approximately 4,012 square feet in area (Figure A1).

At the existing Water's Edge Restaurant, the existing staircase and railing will be replaced to meet the latest building code requirements to provide access to the existing second floor unit, which measures approximately 1,779 square feet. (Figures SP1 and A3).

A new covered trash enclosure would be constructed to the northeast of the existing Sports Fishing Building (Figures AP1 and SP3). The new enclosure would be approximately 22'-0" wide x 16'-0" deep x10'-0" high and would be consistent with City requirements.

The existing Water's Edge Restaurant (1501 Anchor's Way Building) and Sports Fishing Building resemble the "California Arts and Crafts" style: shingle roof, board and batten siding and neutral color scheme. The new building will incorporate these elements to create a modern version of this architectural style. Native plants, drought tolerant plants such as Dudleya succulents, California poppies, common yarrow and other species will be used to enhance the landscape around the site.

The project will also expand the existing parking to meet the needs of the Parcel 20 development project. Please see the included parking study for detail.

The existing daysail storage area would be reconfigured from 78 stalls to 34 stalls. The existing exterior boat storage would be reconfigured to accommodate 8 boats adjacent to the existing boat repair building.

The exterior boat repair building will be repainted. The exterior boat repair area adjacent to the boat repair building would continue to be used for boat repair activities.

Existing unpaved areas on the site, including the day sail and exterior boat storage would be paved. The total area of new paving on the site would be approximately 47,355 square feet.

Initial electrical load calculations were performed for the landside project elements including the building, exterior lighting, and electric vehicle charging stations. Electrical improvements would be made to support the landside improvements and marina. These improvements would include new electrical service to the new two story building to serve the building, parking lot, and marina. New lighting would be installed at the site to support the reconfigured parking, day sail storage, new and renovated buildings, and landside amenities.

Additional Site Enhancements

- Promontory near the proposed mixed-use building and the existing 1501 Anchors Way building creating a vantage point to view the marina and harbor
- New hardscape and native landscape enhancements are approximately 37,000sf
- Expand existing parking to accommodate the marina expansion and second floor to the 1501 Anchor's Way Building.

Buildings

- Existing restaurant - new façade paint scheme and updated second floor entry with elevator and stairs.
    - Existing restaurant is approx. 3,314 sf.
    - Existing 2nd floor area is approx. 1,779 sf.
- Existing Sports Fishing Building area is 1086 sf: Exterior paint scheme updates only.
- New 2-story marina amenities and office building: Exterior building materials include board and batten with metal siding and glass railings.
- New building total area: 9,451 sf including balconies and the exterior walkway
    - Office on first floor is approx. 1,500sf
    - Office on 2nd floor is approx. 2,200sf
    - First and second floor amenities (e.g. lounge, showers, etc.) Totaling 3,148 sf.
    - Balcony for lounge is approx. 485 sf

1.2 Project Construction and Phasing

The project area is an active, functional multi-use site with multiple businesses that will continue to operate during the construction of the project. For this reason, the project will be built in multiple phases.

At the same time building work commences (Phase 1b), site work will occur in multiple phases starting with the new parking lot (former day sail) and moving toward the water in approximately three phases to allow for adequate parking for the existing businesses. Installation of landscape and hardscape will complete this portion of the upland site work.

.

Construction of the landside and waterside improvements would overlap, with marina construction beginning first. Landside construction is expected to take approximately 13 months and marina construction is expected to take approximately 6 months. The timeline for beginning construction will be dependent on completion of the environmental review and permitting process. Marina reopening is contingent on completion of new landside utilities and gangway access.

During construction of the marina, existing vessels would be relocated to available slips while individual docks are removed and replaced. During landside construction activities, dry storage vessels and vessels in the boatyard would be temporarily moved onsite as needed to accommodate construction activities.

Typical construction equipment would be used for both the landside and marina construction and work would be performed both on land and in the water. Water-based construction equipment would likely

include a barge-based crane and small work boats. New docks and piles would be lifted from trucks on the land and placed directly into the water or onto floating barges.

1.3 Technical Studies

To support design and permitting of the proposed project, DMH has completed the following technical studies and evaluations:

- Geotechnical investigation to support landside and waterside design
- Bathymetric and topographic surveys to support landside and waterside design
- Graphic renderings of the proposed project elements to support evaluation of viewsheds and to support outreach to stakeholders and the community
- Parking assessment to support design refinement and City approvals
- Coastal hazards analysis to satisfy California Coastal Commission requirements
- Pre-construction eelgrass and Caulerpa survey to comply with anticipated permit requirements

Based on the Initial Study/Mitigated Negative Declaration (IS/MND) prepared in 2015 for a larger project at the site, the Port District's CEQA consultant may propose updates to the air quality and greenhouse gas analyses and traffic analysis to reflect changes in regional conditions and regulatory requirements since 2015. Based on the analyses in the IS/MND, it is anticipated that biological resources and archaeological and cultural resources surveys are not required for the proposed project because of the lack of resources at the site. It is also anticipated that a noise study will not be required because changes in uses at the site are not proposed.

The project evaluated in the 2015 IS/MND is similar to the current proposed project, but the 2015 marina was larger. The 2015 project included parking improvements, a new building to house marina amenities, improving site accessibility, modernizing the fuel and bait facilities, expanding the vessel haul and launch facilities, improving the marina entryways, improving site utilities, and providing transient dock space.

On February 2, 2022, Ventura Port District staff recommended approval of Rincon Consultants, Inc. (Rincon) to perform CEQA review of the proposed project. Rincon prepared the 2015 IS/MND for the previously proposed project at the site and prepared an Addendum to the IS/MND as the appropriate approach for CEQA compliance for this project. The completed Addendum was subsequently approved by the Ventura Port District and the California Coastal Commission.

Appendix B

2015 Adopted IS-MND

EXHIBIT A

Ventura Port District

Ventura Harbor Marina and Yacht Yard Expansion

Final Initial Study – Mitigated Negative Declaration

October 2015

rincon

Environmental Scientists Planners Engineers

EXHIBIT A

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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Table of Contents

Page

Initial Study 1
1. Project Title 1
2. Lead Agency Name and Address 1
3. Contact Person and Phone Number 1
4. Project Location 1
5. Project Sponsor's Name and Address 1
6. General Plan Designation 1
7. Zoning 1
8. Description of Project 1
9. Surrounding Land Uses and Setting 3
10. Other Public Agencies Whose Approval is Required 4
Environmental Factors Potentially Affected 14
Determination 15
Environmental Checklist 16
I. Aesthetics 16
II. Agriculture and Forest Resources 18
III. Air Quality 20
IV. Biological Resources 23
V. Cultural Resources 38
VI. Geology and Soils 39
VII. Greenhouse Gas Emissions 42
VIII. Hazards and Hazardous Materials 46
IX. Hydrology and Water Quality 49
X. Land Use and Planning 55
XI. Mineral Resources 58
XII. Noise 58
XIII. Population and Housing 64
XIV. Public Services 66
XV. Recreation 68
XVI. Transportation/Traffic 69
XVII. Utilities and Service Systems 73
XVIII. Mandatory Findings of Significance 78
References 80
Bibliography 80

List of Figures

Figure 1 Regional Location 5
Figure 2 Project Site Location 6
Figure 3 Proposed Structures to be Removed 7
Figure 4 Proposed New Site Plan 8
Figure 5 Site Plan with Existing Parking - 106 Parking Spaces 9
Figure 6 Site Plan Alternative One - 111 Parking Spaces 10

Figure 7 Site Plan Alternative Two - 123 Parking Spaces....11
Figure 8 Ventura Harbor Minimum Entrance Channel Plan....12
Figure 9 Site Photos....13
Figure 10 CNDDB Occurrences within One Mile....26

List of Tables

Table 1 Project Construction Emissions....21
Table 2 Operational Emissions....22
Table 3 Species and Habitats tracked by the CNDDB Within Five Miles of Project Site....27
Table 4 Annual Greenhouse Gas Emissions....44
Table 5 Noise Zone Exterior Noise Limits....61
Table 6 Vibration Levels for Construction Equipment....62
Table 7 Typical Noise Levels at Construction Sites....63
Table 8 Project Trip Generation....70
Table 9 Project Trip Generation....71
Table 10 Existing + Project AM and PM Peak Hour Levels of Service....71
Table 11 Cumulative + Project AM and PM Peak Hour Levels of Service....72

Appendices

Appendix A Air Quality Modeling Results
Appendix B Greenhouse Gas Modeling Results
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 Peňa (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 (VHMYY) 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).

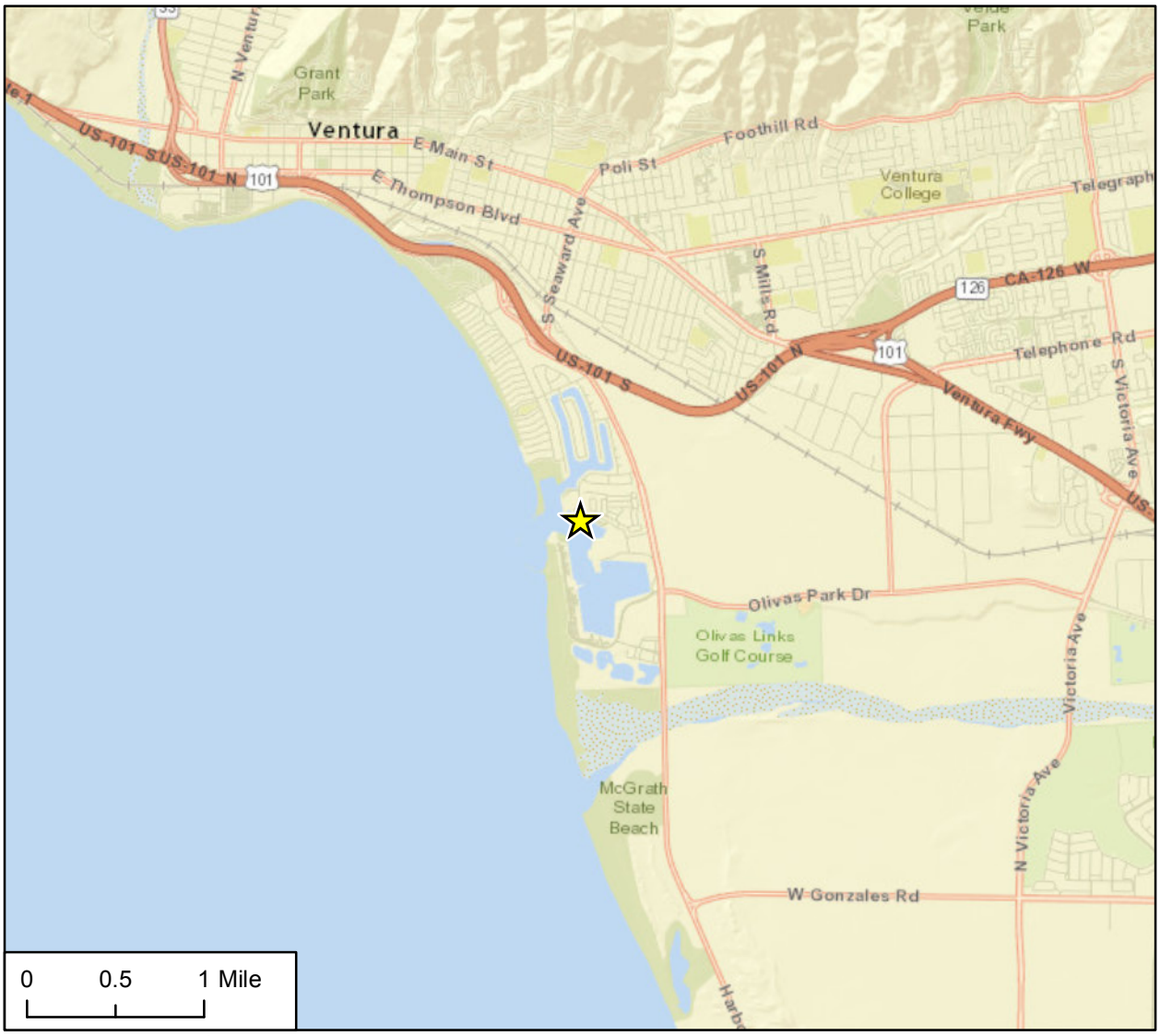
To the south of the project site are additional facilities and marinas within the Ventura Harbor. To the north across Anchors Way Drive are residential uses (Ventura Marina Mobile Home Park). Directly to the west of the project site is the Harbortown Point timeshare complex, which is a community of time 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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N

Project Location

Regional Location

Figure 1

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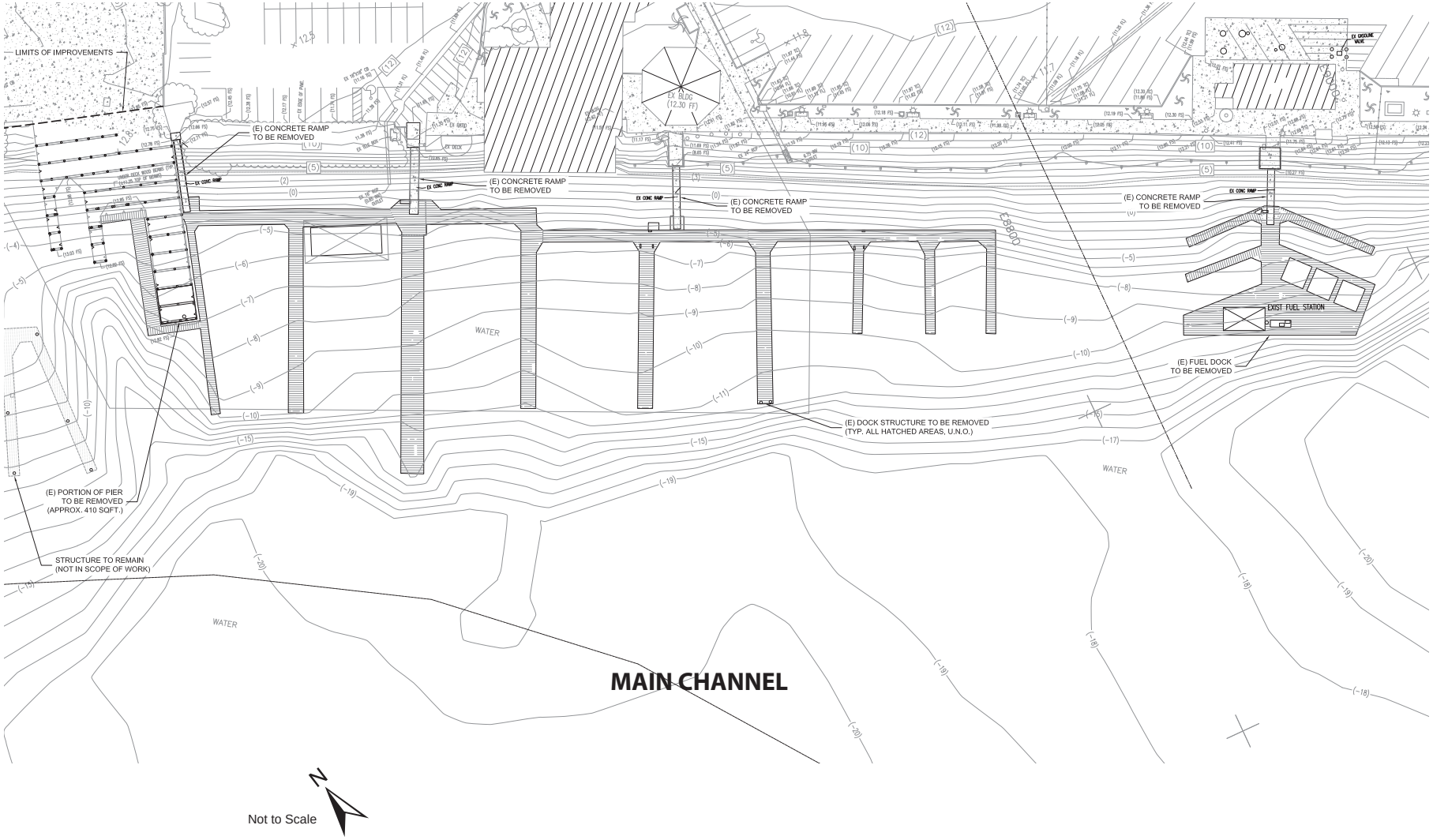
Project Site Location

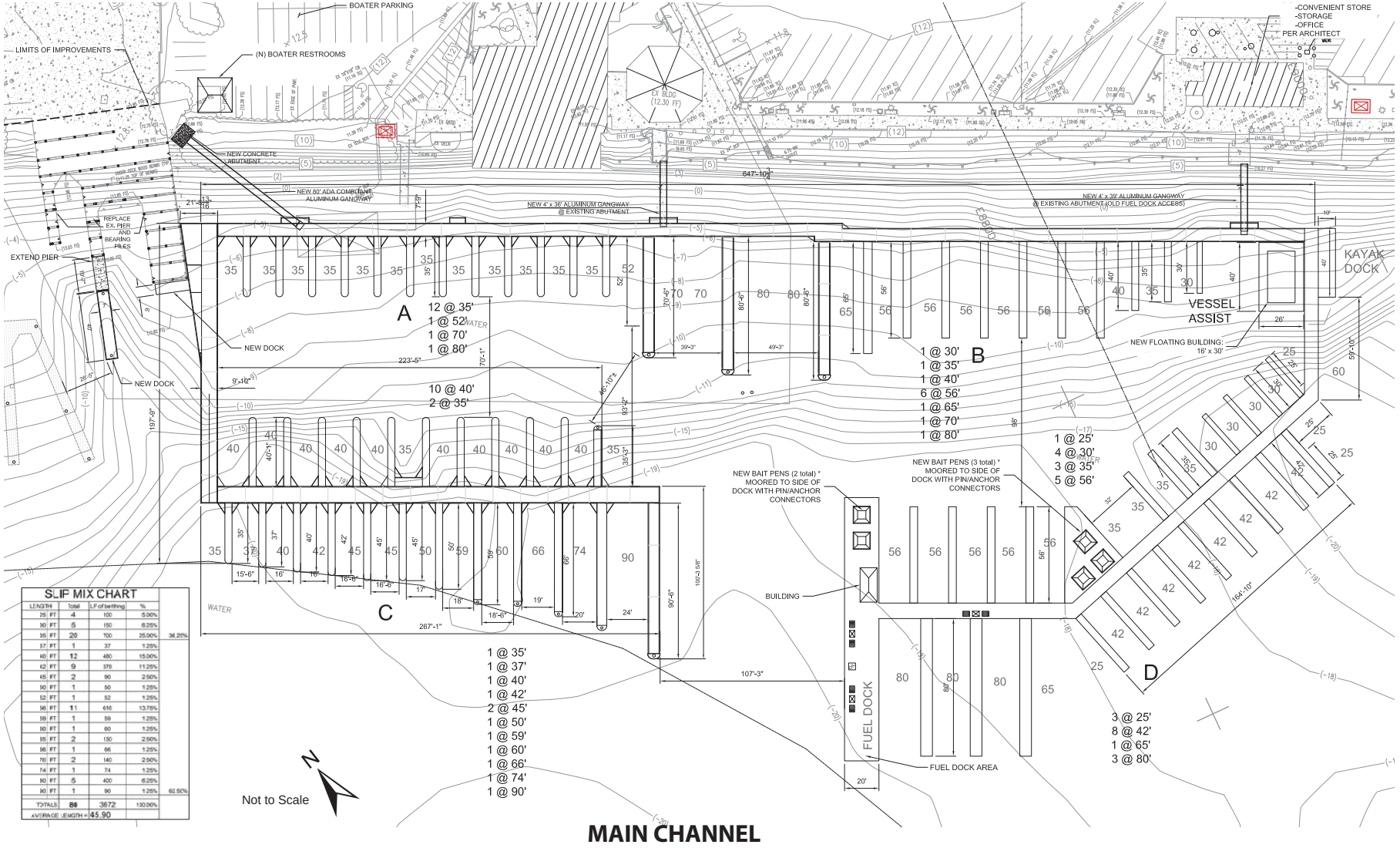
Figure 2



Source: Bellingham Marine Industries, Inc., January 19, 2015

Proposed Structures to be Removed

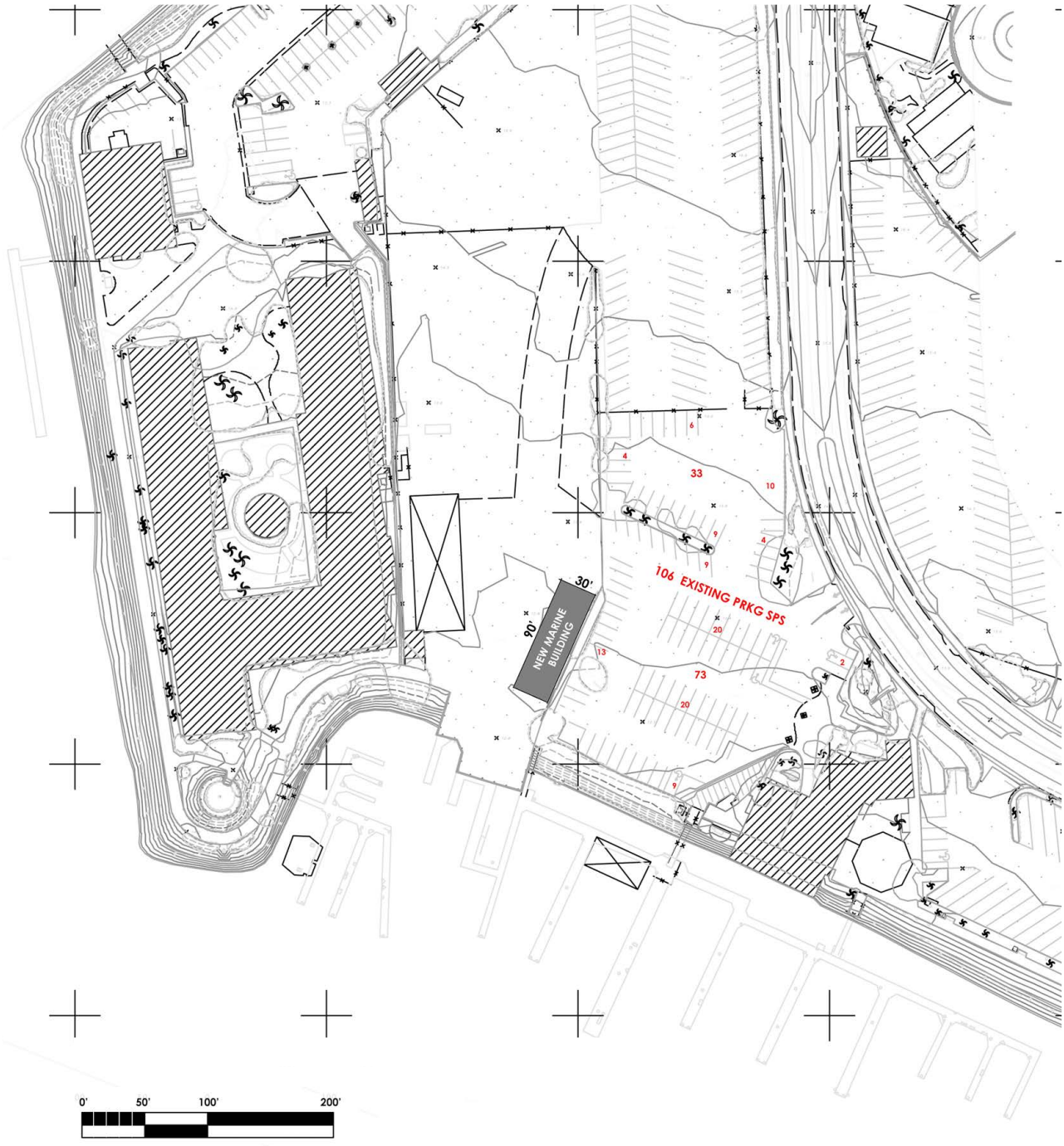
Figure 3



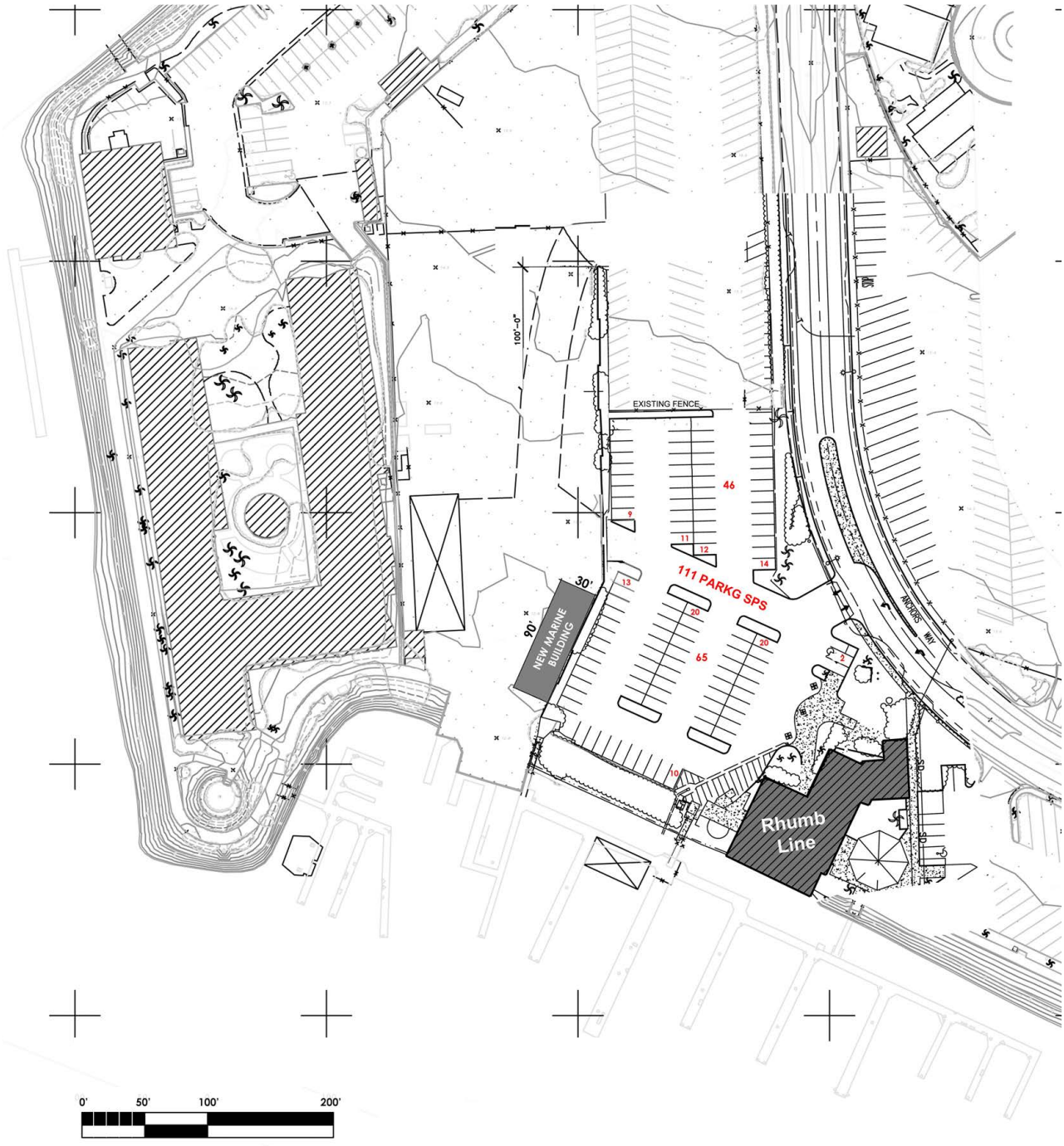
Source: Bellingham Marine Industries, Inc., January 19, 2015

Proposed New Site Plan

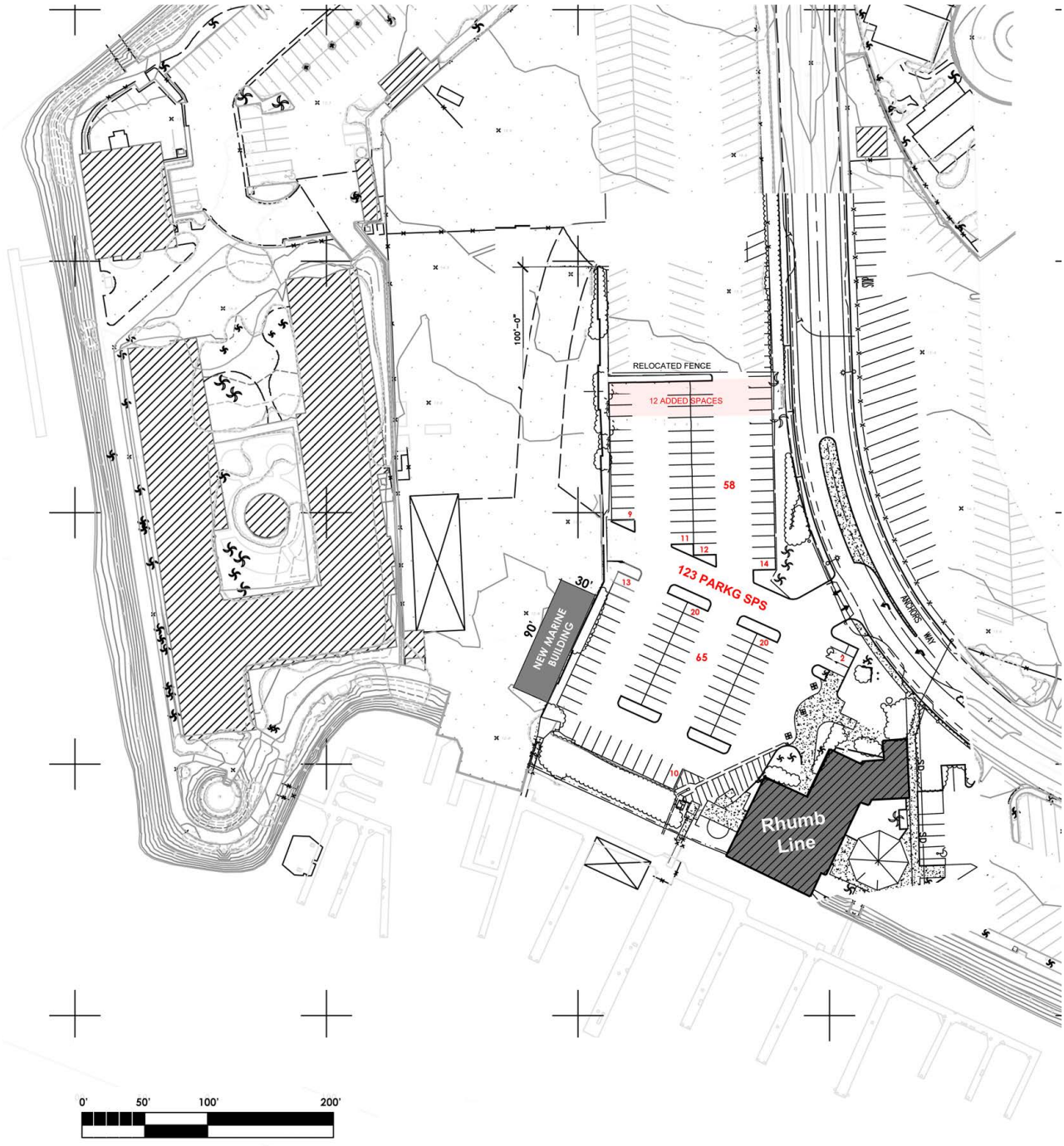
Figure 4



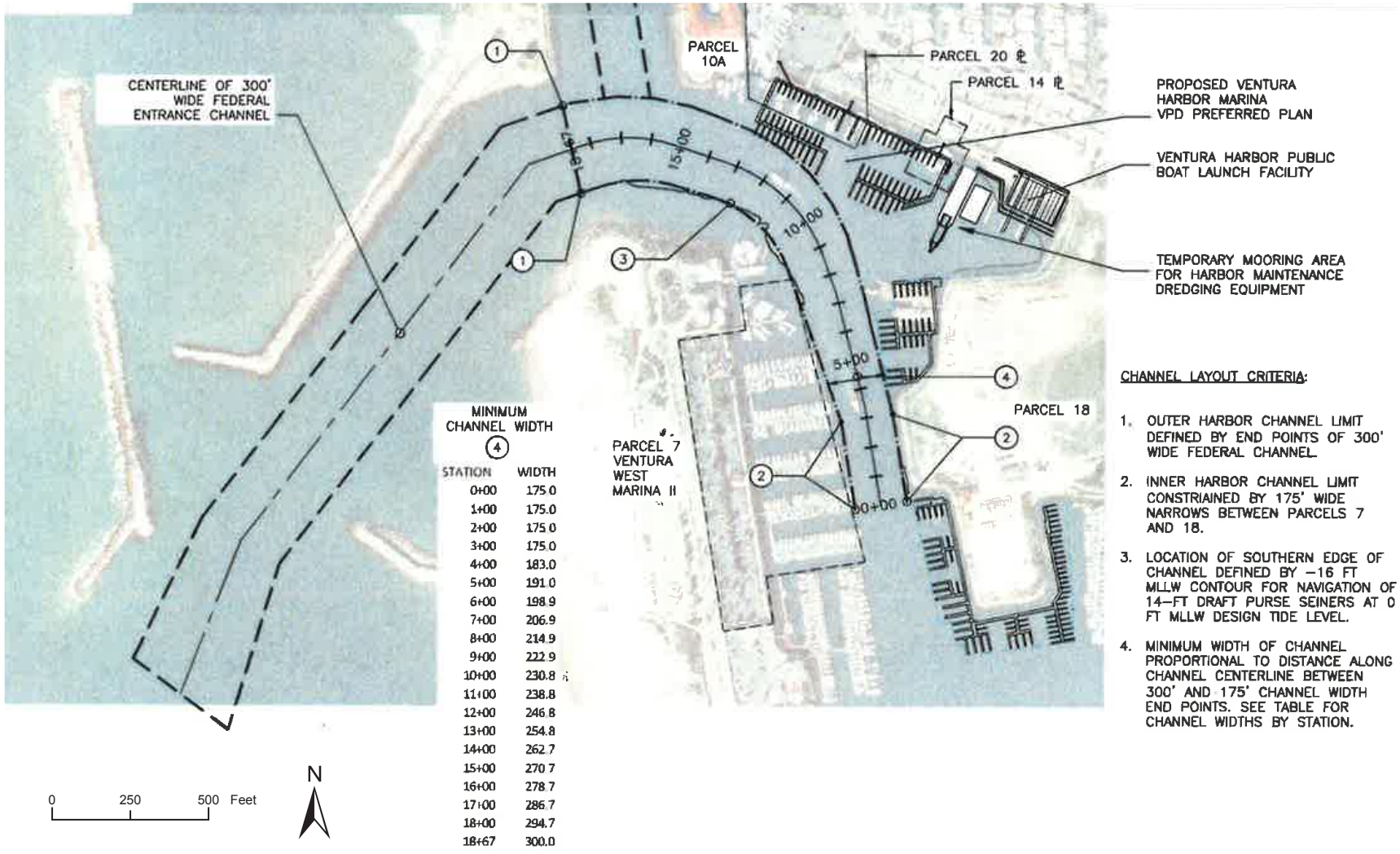
Site Plan with Existing Parking - 106 Parking Spaces Figure 5



Site Plan Alternative One - 111 Parking Spaces Figure 6



Site Plan Alternative Two - 123 Parking Spaces Figure 7



Source: Noble Consultants, Inc.

Ventura Harbor Minimum Entrance Channel Plan

Figure 8

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

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.

☐ Aesthetics	☐ Agriculture and Forest Resources	☐ Air Quality
■ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology/Water Quality
☐ Land Use/Planning	☐ Mineral Resources	☐ Noise
☐ Population/Housing	☐ Public Services	☐ Recreation
☐ Transportation/Traffic	☐ Utilities/Service Systems	■ 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
I. AESTHETICS				
-- Would the Project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	■
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	■
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	■	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	■	☐

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 sites 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
II. AGRICULTURE AND FOREST RESOURCES				
-- 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:				
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?	☐	☐	☐	■
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	■
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))?	☐	☐	☐	■
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	■
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?	☐	☐	☐	■

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 size 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
III. AIR QUALITY				
-- Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	■	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	■	☐
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)?	☐	☐	■	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	■	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	■	☐

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

Pollutants	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
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_X emissions over 25 pounds per day (VCAPCD, 2003). Since construction-related emissions of ROG and NOX 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

	ROG	NO_X
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 nay 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
IV. BIOLOGICAL RESOURCES				
-- 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?	☐	■	☐	☐
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?	☐	☐	☐	■
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?	☐	■	☐	☐
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?	☐	☐	☐	■
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	■
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?	☐	☐	☐	■

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 (CNDDB), 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

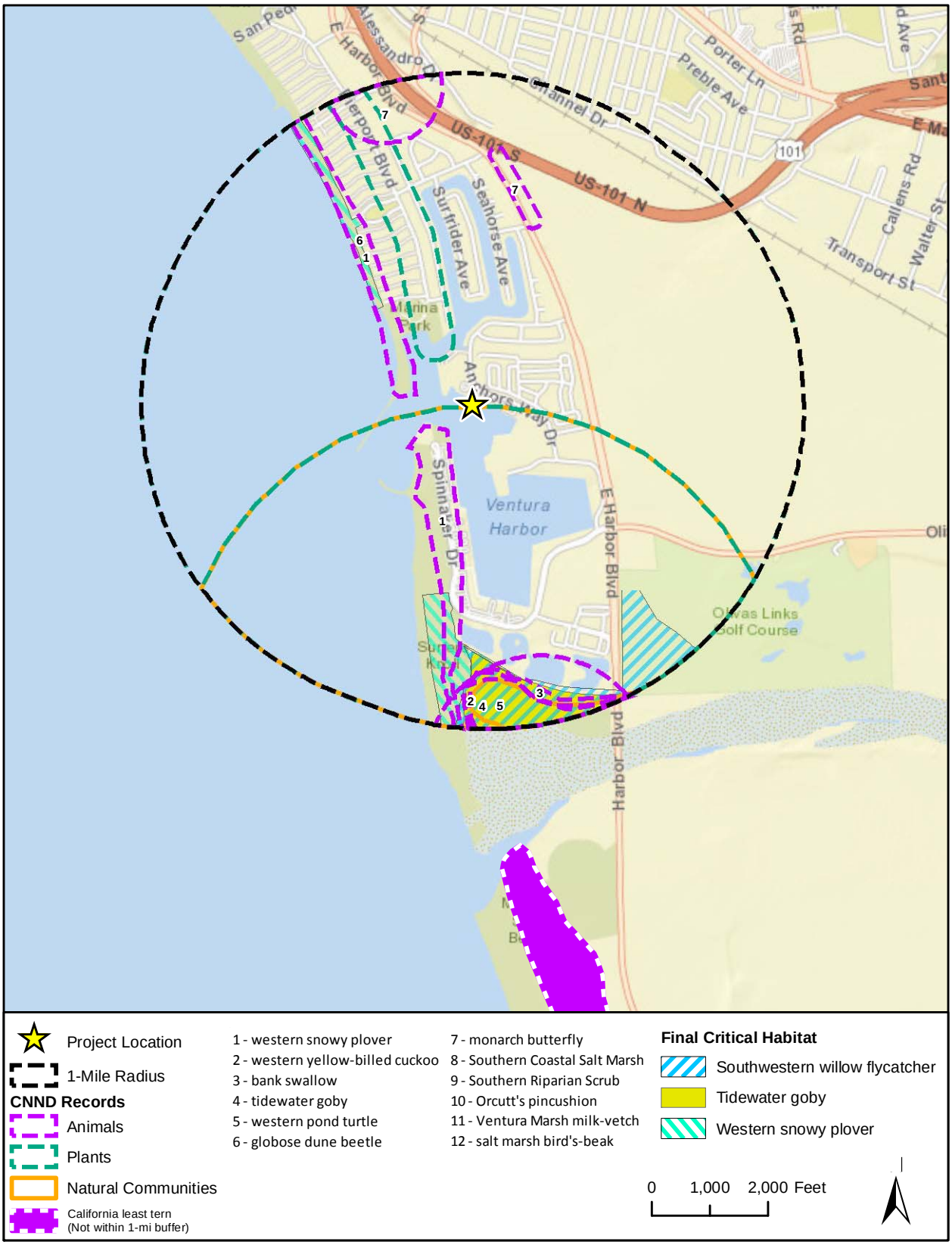
nighttime lighting and a high level of nighttime human activity on the project site. No amphibian or reptile species were observed or detected. Species observed within or adjacent to the project site during the field survey included pied-billed grebe (*Podiceps grisegena*), double-crested cormorant (*Phalacrocorax 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 CNDDB 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 CNDDB 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 docs 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 CNDDB 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.

CNDDB Occurrences within One Mile Figure 10

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

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

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

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

Table 3
Species and Habitats tracked by the CNDDB 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 CNDDB 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 (*Oncoryhnchus 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 truncates)* 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 docs 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/rookeryhaulouts/). Harbor seals and California sea lions primarily forage on fish.

Critical Habitat

Within a 5-mile radius of the project site the CNDDB 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 VHMYY 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 exit 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
V. CULTURAL RESOURCES				
-- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	■
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	☐	☐	☐	■
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	■
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	■

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-internment of the human remains and any associated artifacts

NO IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VI. GEOLOGY AND SOILS				
-- 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?	☐	☐	☐	■

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VI. GEOLOGY AND SOILS				
-- Would the project:				
ii) Strong seismic ground shaking?	☐	☐	■	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	■	☐
iv) Landslides?	☐	☐	☐	■
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	■
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?	☐	☐	☐	■
d) Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property?	☐	☐	☐	■
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?	☐	☐	☐	■

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
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?	☐	☐	■	☐
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	■	☐

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_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). 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_2, N_2O, and CH_4 as these are the GHG emissions that onsite development would generate in the largest quantities. Fluorinated gases, such as HFCs, PFCs, and SF_6, 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_2Eper year, which is lower than the recommended 3,000 metric ton threshold.

LESS THAN SIGNIFICANT IMPACT

Table 4
Annual Greenhouse Gas Emissions

Emission Source	Annual Emissions (CO_2E)
Construction[1]	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
Total	**62 metric tons**

Sources: See Appendix B for calculations and for GHG emission factor assumptions.
[1] 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
VIII. HAZARDS AND HAZARDOUS MATERIALS				
-- Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	■	☐
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?	☐	☐	■	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?	☐	☐	☐	■
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?	☐	☐	■	☐
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?	☐	☐	☐	■
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?	☐	☐	☐	■
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	■
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?	☐	☐	☐	■

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 to30 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
IX. HYDROLOGY AND WATER QUALITY				
-- Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	■	☐
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 or 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)?	☐	☐	■	☐
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?	☐	☐	☐	■
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?	☐	☐	☐	■

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY				
-- 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?	☐	☐	■	☐
f) Otherwise substantially degrade water quality?	☐	☐	■	☐
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?	☐	☐	■	☐
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	■
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?	☐	☐	☐	■
j) Result in inundation by seiche, tsunami, or mudflow?	☐	☐	■	☐

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 accidently 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 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 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 or 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
X. LAND USE AND PLANNING				
-- Would the project:				
a) Physically divide an established community?	☐	☐	☐	■
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?	☐	☐	■	☐
c) Conflict with an applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	■

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 re-paving 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 minium 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-depended 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). T*he 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
XI. MINERAL RESOURCES -- 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?	☐	☐	☐	■
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?	☐	☐	☐	■

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 in 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
XII. NOISE -- 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?	☐	☐	■	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XII. NOISE				
-- Would the project result in:				
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	■	☐
c) A substantial permanent increase in ambient noise levels above levels existing without the project?	☐	☐	■	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	■	☐
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?	☐	☐	☐	■
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?	☐	☐	☐	■

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)
Zone I	Noise sensitive properties	7 a.m.—10 p.m.	50
		10 p.m.—7 a.m.	45
Zone II	Residential properties	7 a.m.—10 p.m.	50
		10 p.m.—7 a.m.	45
Zone III	Commercial properties	7 a.m.—10 p.m.	60
		10 p.m.—7 a.m.	55
Zone IV	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 ne w 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

Equipment Onsite	Typical Level (dBA) 50 Feet from the Source	Typical Level (dBA) 100 Feet from the Source	Typical Level (dBA) 150 Feet from the Source
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
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?	☐	☐	☐	■

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
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?	☐	☐	☐	■
ii) Police protection?	☐	☐	☐	■
iii) Schools?	☐	☐	☐	■
iv) Parks?	☐	☐	☐	■
v) Other public facilities?	☐	☐	☐	■

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
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?	☐	☐	☐	■
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?	☐	☐	☐	■

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
XVI. TRANSPORTATION/TRAFFIC				
-- 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?	☐	☐	■	☐
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?	☐	☐	■	☐
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?	☐	☐	☐	■
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	☐	☐	■	☐
e) Result in inadequate emergency access?	☐	☐	■	☐
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?	☐	☐	■	☐

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 or 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.[1] Table 9 presents the trip distribution pattern developed for the proposed project.

[1] 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/	AM	0.44	A	0.44	A	5	No
Schooner Drive	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
XVII. UTILITIES AND SERVICE SYSTEMS				
-- Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	■	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS				
-- 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?	☐	☐	■	☐
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?	☐	☐	■	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	■	☐
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?	☐	☐	■	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	■	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	■	☐

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/de-chlorination. 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 Broad (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 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 a 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
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE				
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?	☐	■	☐	☐
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)?	☐	☐	■	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	■	☐

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

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

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	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)

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

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
Total	**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**

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
Total	**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**

	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	N20	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	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
Total	**0.9987**	**0.5770**	**3.4068**	**3.7700e-003**	**0.2529**	**5.6800e-003**	**0.2586**	**0.0674**	**5.2300e-003**	**0.0727**		**319.0328**	**319.0328**	**0.0166**	**2.0000e-005**	**319.3865**

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
Total	**0.9987**	**0.5770**	**3.4068**	**3.7700e-003**	**0.2529**	**5.6800e-003**	**0.2586**	**0.0674**	**5.2300e-003**	**0.0727**		**319.0328**	**319.0328**	**0.0166**	**2.0000e-005**	**319.3865**

	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	N20	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

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
Total	**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**

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
Total	**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**

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
Total	**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**

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
Total	**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**

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
Total	**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**

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
Total	**0.0612**	**0.3332**	**0.7684**	**1.4200e-003**	**0.0855**	**5.3600e-003**	**0.0908**	**0.0230**	**4.9300e-003**	**0.0280**		**128.8374**	**128.8374**	**3.6900e-003**		**128.9149**

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
Total	**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**

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
Total	**0.0612**	**0.3332**	**0.7684**	**1.4200e-003**	**0.0855**	**5.3600e-003**	**0.0908**	**0.0230**	**4.9300e-003**	**0.0280**		**128.8374**	**128.8374**	**3.6900e-003**		**128.9149**

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		1,083.5832	1,083.5832	0.2969		1,089.8175
Paving	0.1965					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3168**	**10.6282**	**7.2935**	**0.0111**		**0.6606**	**0.6606**		**0.6113**	**0.6113**		**1,083.5832**	**1,083.5832**	**0.2969**		**1,089.8175**

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
Total	**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**

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	1,083.5832	1,083.5832	0.2969		1,089.8175
Paving	0.1965					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3168**	**10.6282**	**7.2935**	**0.0111**		**0.6606**	**0.6606**		**0.6113**	**0.6113**	**0.0000**	**1,083.5832**	**1,083.5832**	**0.2969**		**1,089.8175**

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
Total	**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**

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

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	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

	Miles			Trip %			Trip Purpose %		
Land Use	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

4.4 Fleet Mix

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
Total		**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

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
Total		**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**

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
Total	**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**

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
Total	**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**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Appendix B

Greenhouse Gas Modeling Results

Ventura Harbor Marina and Yacht Yard Expansion Project

Ventura County, Annual

1.0 Project Characteristics

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

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	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)

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

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	N20	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
Total	**0.1733**	**0.1036**	**0.5563**	**6.9000e-004**	**0.0452**	**1.0200e-003**	**0.0462**	**0.0121**	**9.4000e-004**	**0.0130**	**0.1138**	**58.4988**	**58.6127**	**9.8900e-003**	**6.0000e-005**	**58.8406**

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
Total	**0.1733**	**0.1036**	**0.5563**	**6.9000e-004**	**0.0452**	**1.0200e-003**	**0.0462**	**0.0121**	**9.4000e-004**	**0.0130**	**0.1138**	**58.4988**	**58.6127**	**9.8900e-003**	**6.0000e-005**	**58.8406**

	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	N20	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

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
Total	**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**

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
Total	**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**

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
Total	**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**

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
Total	**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**

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
Total	**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**

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
Total	**8.4000e-004**	**5.0200e-003**	**0.0106**	**2.0000e-005**	**1.2600e-003**	**8.0000e-005**	**1.3400e-003**	**3.4000e-004**	**8.0000e-005**	**4.1000e-004**	**0.0000**	**1.7643**	**1.7643**	**5.0000e-005**	**0.0000**	**1.7654**

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
Total	**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**

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
Total	**8.4000e-004**	**5.0200e-003**	**0.0106**	**2.0000e-005**	**1.2600e-003**	**8.0000e-005**	**1.3400e-003**	**3.4000e-004**	**8.0000e-005**	**4.1000e-004**	**0.0000**	**1.7643**	**1.7643**	**5.0000e-005**	**0.0000**	**1.7654**

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
Total	**6.5800e-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**

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
Total	**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**

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
Total	**6.5800e-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**

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
Total	**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**

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

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	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

	Miles			Trip %			Trip Purpose %		
Land Use	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

4.0 Fleet Mix

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
Total		**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**

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
Total		**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**

5.3 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
Total		**5.4098**	**2.5000e-004**	**5.0000e-005**	**5.4310**

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
Total		**5.4098**	**2.5000e-004**	**5.0000e-005**	**5.4310**

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
Total	**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

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
Total	**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**

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
Total		**0.0796**	**4.4000e-004**	**1.0000e-005**	**0.0921**

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
Total		**0.0796**	**4.4000e-004**	**1.0000e-005**	**0.0921**

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
Total		**0.1096**	**6.4800e-003**	**0.0000**	**0.2457**

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
Total		**0.1096**	**6.4800e-003**	**0.0000**	**0.2457**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Appendix C

Traffic Impact Analysis

EXHIBIT A

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Since 1978

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[1] 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[2]. 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).

---

[1] 2004-2005 Ventura County Congestion Management Program, Ventura County Transportation Commission, 2005.

[2] 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[3]. 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.

---

[3] 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%
Total		**100%**

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.

This concludes our traffic impact analysis for the Ventura Harbor Marina and Yacht Yard Expansion Project.

Associated Transportation Engineers

Scott A. Schell, AICP, PTP
Principal Transportation Planner

SAS/MMF

Attachments

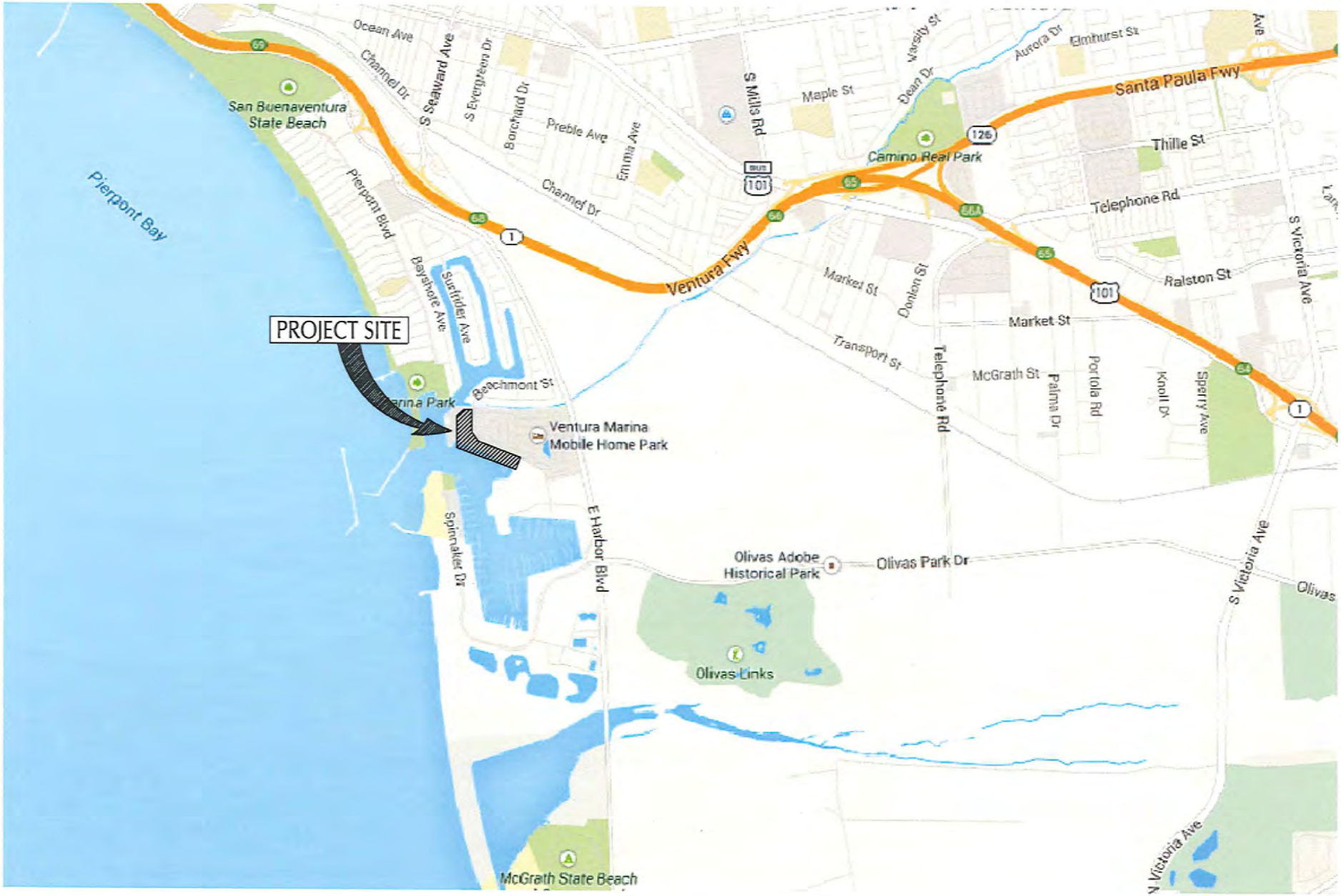


EXHIBIT A

Source: Google Maps

ASSOCIATED TRANSPORTATION ENGINEERS

EXISTING STREET NETWORKPROJECT SITE LOCATION

FIGURE 1

MMF _#15008

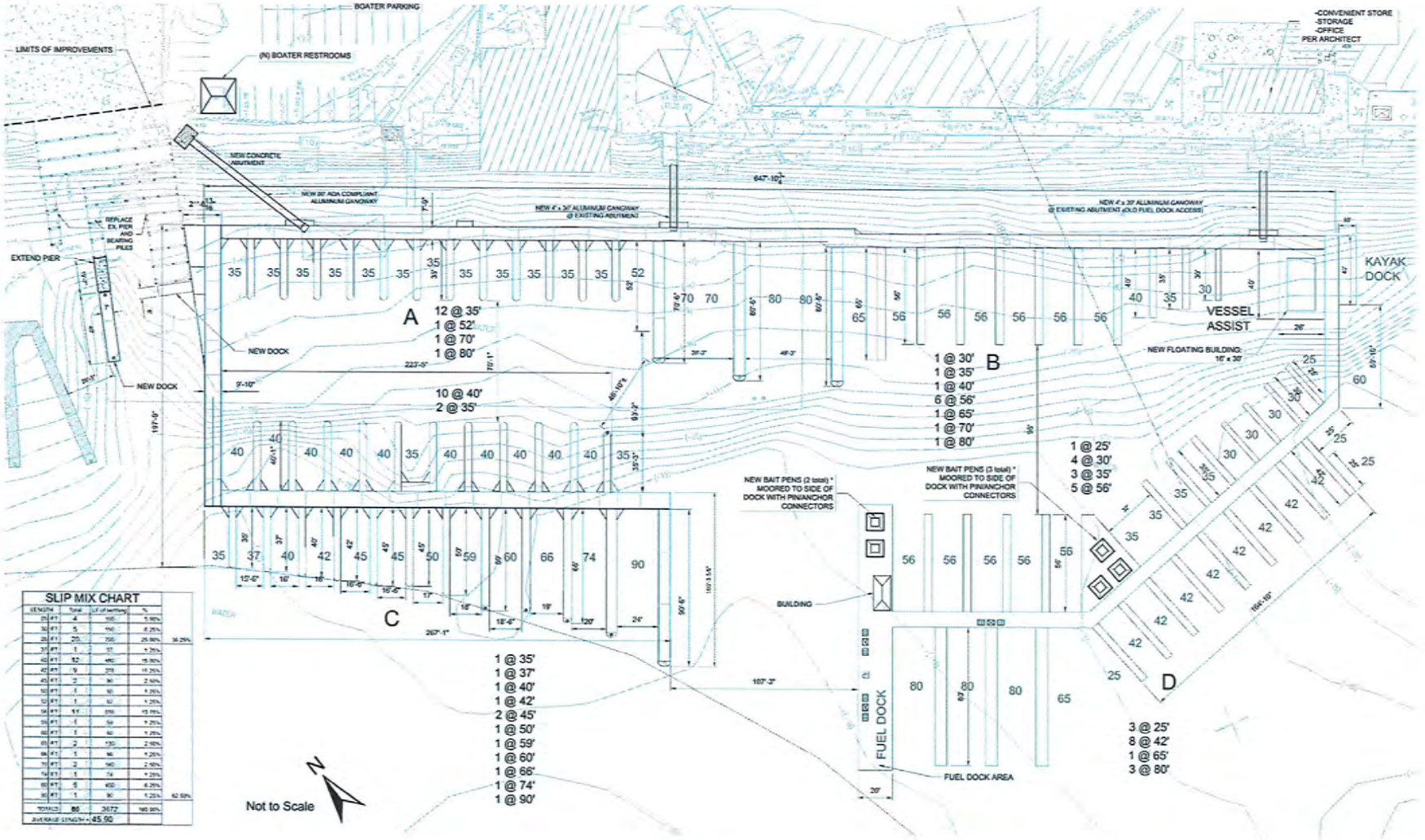


EXHIBIT A

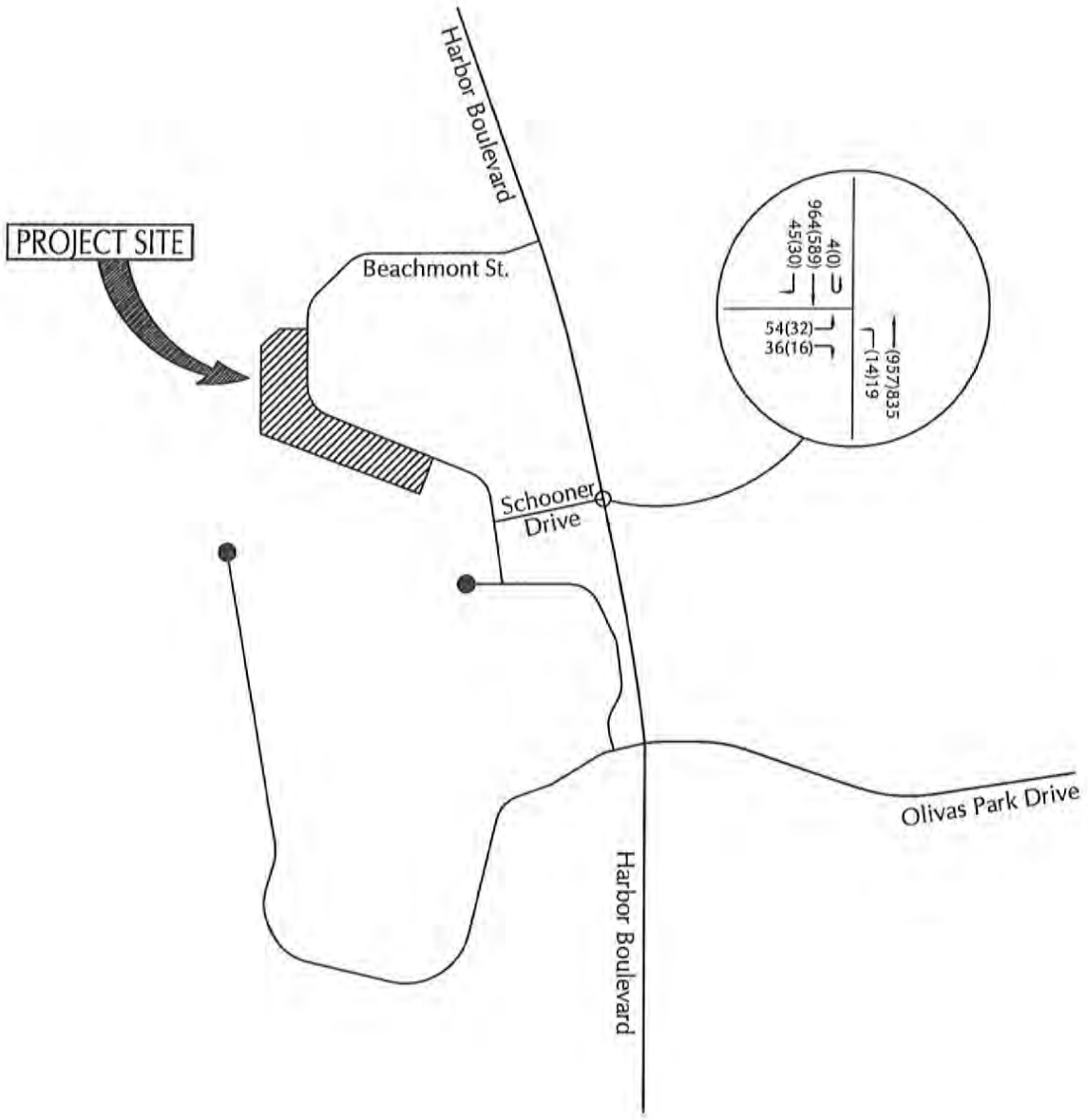
ASSOCIATED TRANSPORTATION ENGINEERS

PROJECT SITE PLAN

FIGURE 2

MMF _#15008

EXHIBIT A



LEGEND

(XX)XX - (A.M.)P.M. Peak Hour Volume

N

NOT TO SCALE

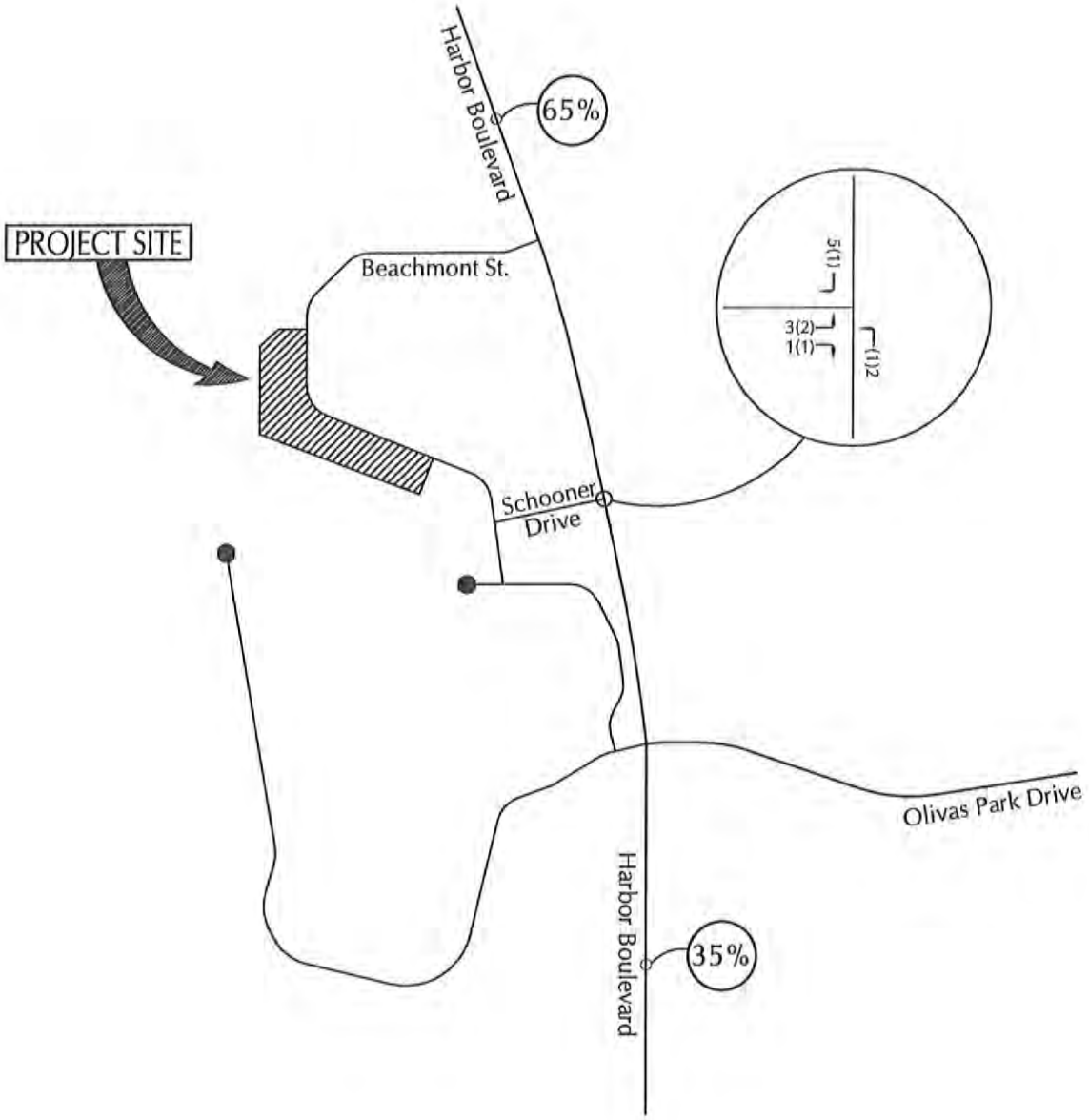
ASSOCIATED TRANSPORTATION ENGINEERS

EXISTING PEAK HOUR TRAFFIC VOLUMES

FIGURE 3

MMF - #15008

EXHIBIT A



LEGEND

└(XX)XX - (A.M.)P.M. Peak Hour Volume

(%) - Distribution Percentage

N
NOT TO SCALE

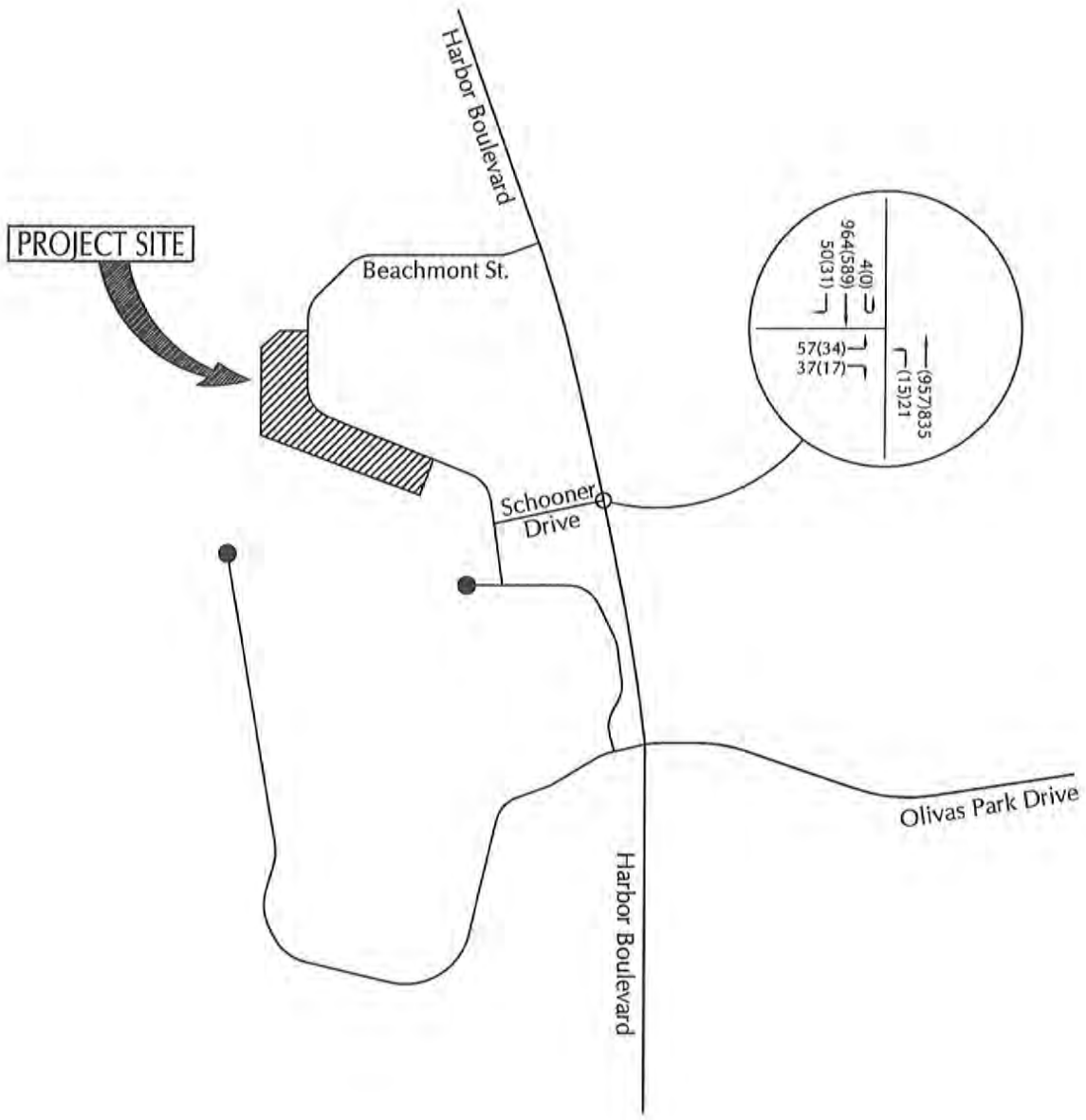
ASSOCIATED TRANSPORTATION ENGINEERS

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

FIGURE 4

MMF - #15008

EXHIBIT A



LEGEND

└(XX)XX - (A.M.)P.M. Peak Hour Volume

N

NOT TO SCALE

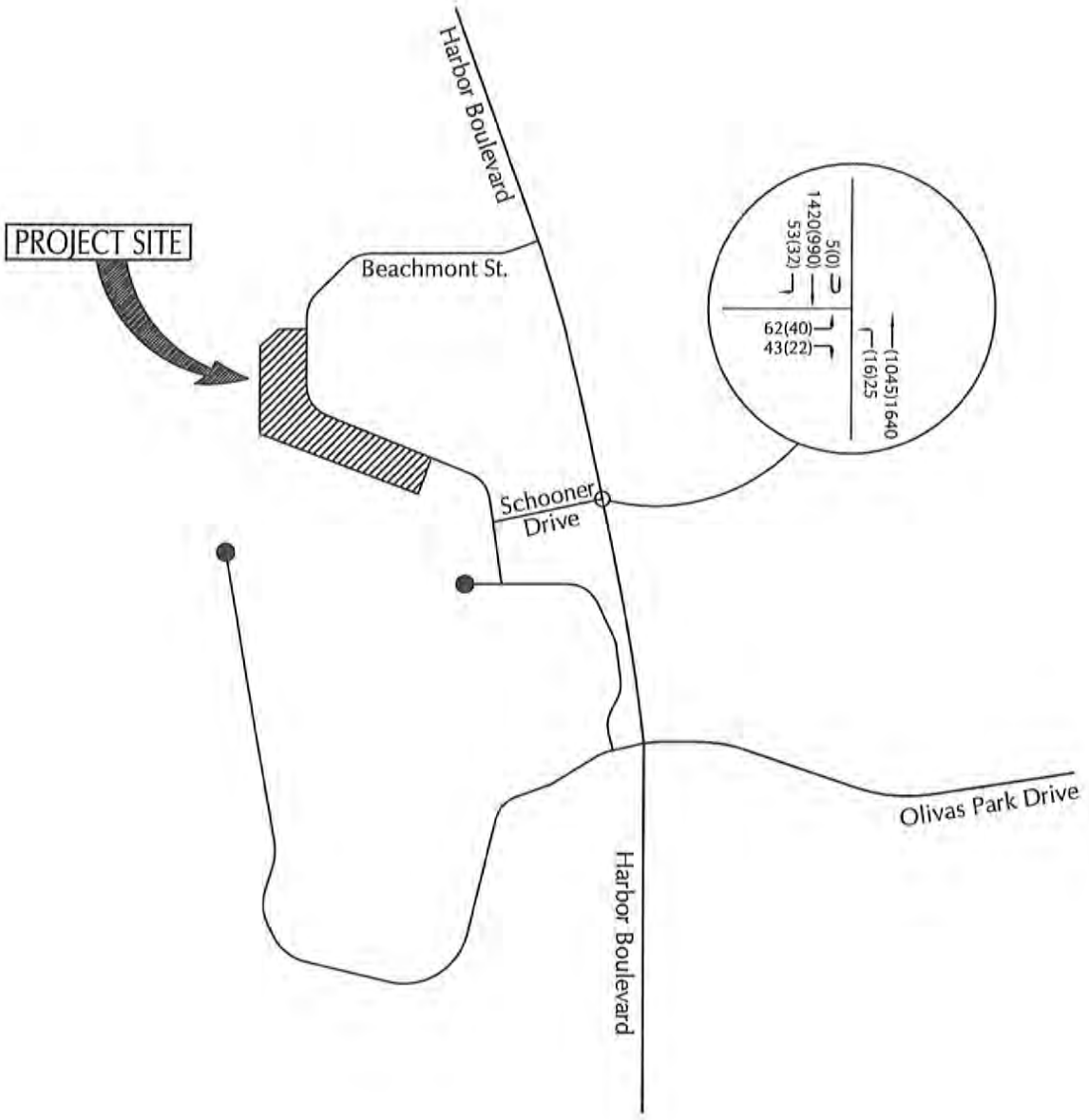
ASSOCIATED TRANSPORTATION ENGINEERS

EXISTING + PROJECT PEAK HOUR TRAFFIC VOLUMES

FIGURE 5

MMF - #15008

EXHIBIT A



LEGEND

(XX)XX - (A.M.)P.M. Peak Hour Volume

N

NOT TO SCALE

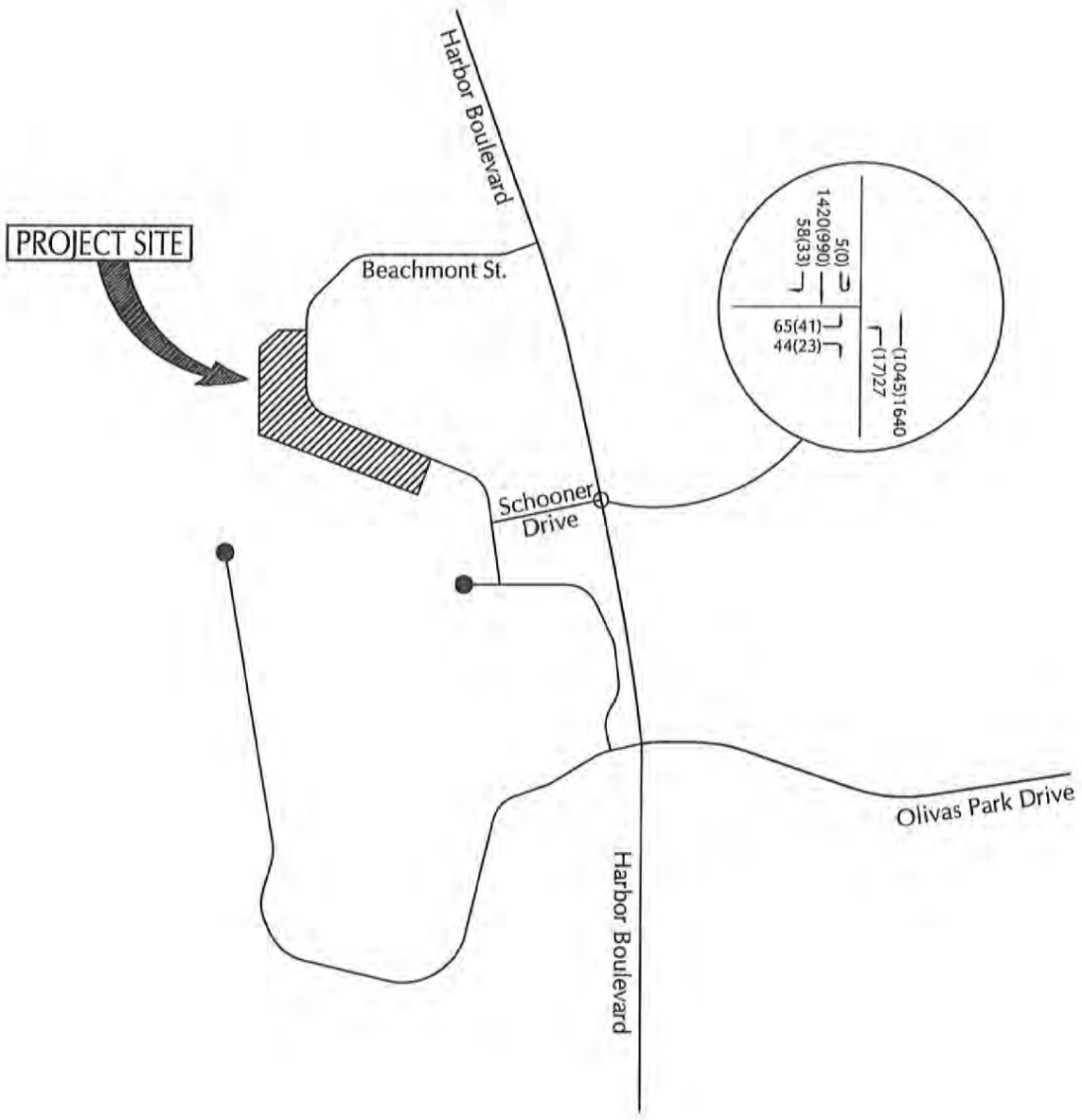
ASSOCIATED TRANSPORTATION ENGINEERS

CUMULATIVE PEAK HOUR TRAFFIC VOLUMES

FIGURE 6

MMF - #15008

EXHIBIT A



LEGEND

└(XX)XX - (A.M.)P.M. Peak Hour Volume

N

NOT TO SCALE

ASSOCIATED TRANSPORTATION ENGINEERS

CUMULATIVE + PROJECT PEAK HOUR TRAFFIC VOLUMES

FIGURE 7

MMF - #15008

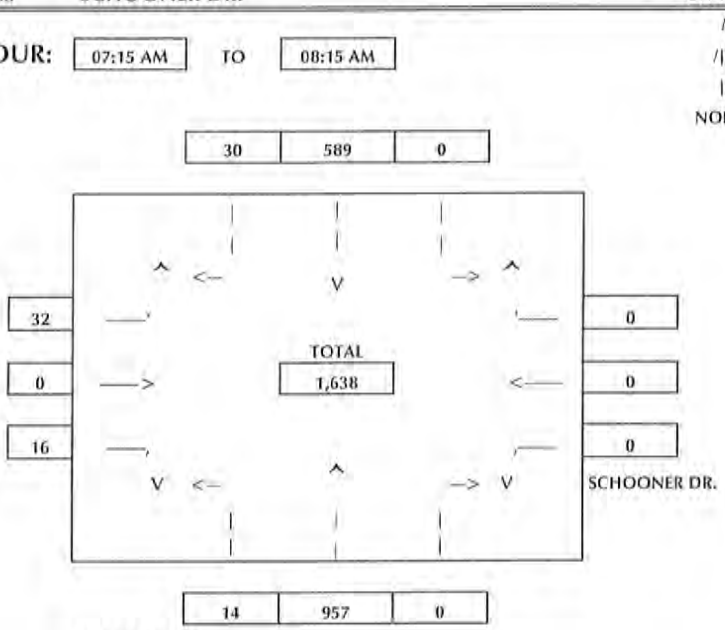
ASSOCIATED TRANSPORTATION ENGINEERS

EXHIBIT A

INTERSECTION TURNING MOVEMENT SUMMARY

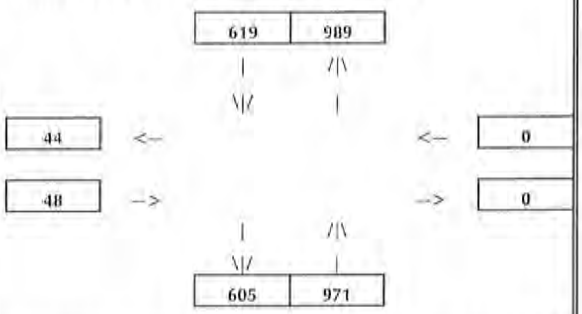
PROJECT: VENTURA HARBOR EXPANSION PROJECT #: 15008 COUNT DATE: 02-10-2015 FILE NAME: 01_AM
N-S Approach: HARBOR BLVD. COUNT TIME: 7:00 A.M. TO 9:00 A.M.
E-W Approach: SCHOONER DR. CITY: VENTURA HARBOR WEATHER: SUNNY

PEAK HOUR: 07:15 AM TO 08:15 AM



CONTROL TYPE: SIGNAL

ARRIVAL / DEPARTURE VOLUMES



TIME PERIOD From	—	To	NORTHBOUND Left	Thru	Right	SOUTHBOUND Left	Thru	Right	EASTBOUND Left	Thru	Right	WESTBOUND Left	Thru	Right	TOTAL 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

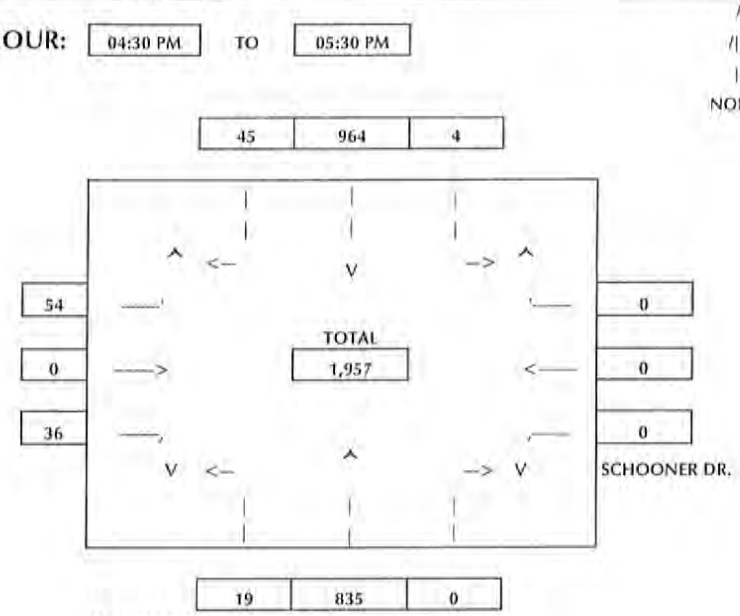
ASSOCIATED TRANSPORTATION ENGINEERS

EXHIBIT A

INTERSECTION TURNING MOVEMENT SUMMARY

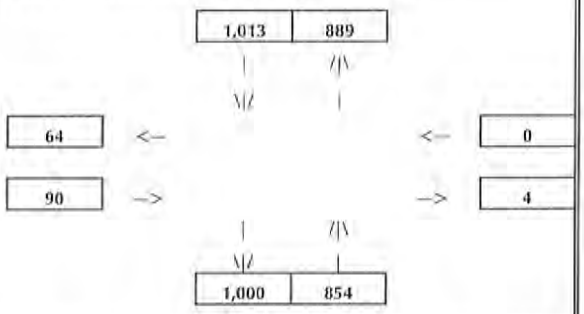
PROJECT: VENTURA HARBOR EXPANSION	PROJECT #: 15008	COUNT DATE: 02-10-2015		FILE NAME:	01_PM
N-S Approach: HARBOR BLVD.		COUNT TIME: 4:00 P.M.	TO 6:00 P.M.		
E-W Approach: SCHOONER DR.		CITY: VENTURA HARBOR		WEATHER:	SUNNY

PEAK HOUR: 04:30 PM TO 05:30 PM



CONTROL TYPE: SIGNAL

ARRIVAL / DEPARTURE VOLUMES



TIME PERIOD From	—	To	NORTHBOUND Left	Thru	Right	SOUTHBOUND Left	Thru	Right	EASTBOUND Left	Thru	Right	WESTBOUND Left	Thru	Right	TOTAL 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

EXHIBIT A

ASSOCIATED TRANSPORTATION ENGINEERS

INTERSECTION CAPACITY UTILIZATION WORKSHEET

PROJECT: *VENTURA HARBOR EXPANSION PROJECT (#15008)* REF: 01_AM
COUNT DATE: *2/15/2015*
TIME PERIOD: *A.M. PEAK HOUR*
N/S STREET: *HARBOR BOULEVARD*
E/W STREET: *SCHOONER DRIVE*

TRAFFIC VOLUME SUMMARY

TRAFFIC VOLUMES:	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	EASTBOUND L	T	R	WESTBOUND 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

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 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

EXHIBIT A

ASSOCIATED TRANSPORTATION ENGINEERS

INTERSECTION CAPACITY UTILIZATION WORKSHEET

PROJECT: *VENTURA HARBOR EXPANSION PROJECT (#15008)* REF: 01_PM
COUNT DATE: *2/15/2015*
TIME PERIOD: *P.M. PEAK HOUR*
N/S STREET: *HARBOR BOULEVARD*
E/W STREET: *SCHOONER DRIVE*

TRAFFIC VOLUME SUMMARY

TRAFFIC VOLUMES:	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND 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

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 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

Ventura Harbor Marina & Yacht Yard Clean Marina Plan

EXHIBIT A

CLEAN MARINA PLAN
and
SLIP RULES & REGULATIONS

April 2014

EXHIBIT A

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).

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

boat owners or workers caurins 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 appropiate. Confirmed cases of pollution will be reported to appropiate 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,VHMY 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 appropiate 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 VHMYYstaff 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.

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 prohubited 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,

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 throughly 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

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 ghe 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.

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 availablf 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: TheVHMYY 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.

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:
VHMYYmaintains an oil spill response plan and has first responder containment/clean up supplies availableat 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 theVHMYY facility will be properly disposed of using approved hazarbous 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 segrated 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.

5 Emergency Spill Training: All VHMYY 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 forVHMYY 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. VHMYY maintains a supply of absorbent pads and booms to prevent spills from reaching storm drains. VHMYY 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 VHMYY facility as well as using the lot for any purpose other than parking.

3 Parking Lots: All VHMYY 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.

9 Storm Drain Cleanout: Staff annually clean all storm drains prior to the rainy season.

Attachment A

VHMYY Emergency Action Plans

Fuel & Oil Spill Prevention & Containment Plan

1.1 Prevention

Waste Oil Station: The nearest waste oil recycling station is located at VHMYY 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 VHMYY 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 VHMYY 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, VHMYY can provide boaters free oil absorbent pads .
Information about the oil absorbent pad exchange program is available at the VHMYY office. Signs about the program are posted at all dock gates and at the waste oil disposal stations.

1.2 Containment

Storage: VHMYY staff shall take all reasonable efforts to store chemicals in a manner that prevents spills.

Spills: VHMYY staff shall clean up all spills immediately. If unable to do so, the incident shall be reported to VHMYY manager immediately.

Fuel & Oil Spill Response Plan

1 Upon receiving a report of a spill, VHMYY 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. VHMYY staff will assist in identifying the source of the spill. Once the source of the spill is identified, vessel owner shall be immediately

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 byVHMYY 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 VHMYY 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 VHMYY dedicates many man hours to litter pick up.

In the course of all assignments, eachVHMYY 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 VHMYY office.
- Make sure you have the proper equipment – equipment needs should be directed to VHMYY office.

- 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 instru ctions. If unsure, contact your dept. manager.
All spray bottles should be clearly marked.
Hazardous wastes should be reported to the VHMYY office for proper

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 e 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 VHMYY 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 VHMYY office for proper disposal.
- If you observe any individual disposing of hazardous materials improperly, report them to the VHMYY office.

3
Hazardous Material Spill Action Plan

- Upon receiving a report of a hazardous material spill, VHMYY 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 VHMYY staff are trained to detect spills and report them to the Harbor Patrol office.

Upon receiving a report of a spill,VHMYY manager shall be notified and dispatched to assess the situation and direct clean up efforts including:

- 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 &

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 VHMYYand boaters violating VHMYY Rules and Regulations.
- Immediately report all sources of pollution and spills to VHMYY manager.

Ventura Harbor Marina & Yacht Yard (VHMYY) 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 VHMYY docks or yard. Owners are required to notify VHMYY 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 VHMYY 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. VHMYY 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. VHMYY 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

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 VHMYY 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 VHMYY 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

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 (½) 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

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 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

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 VHMYY.

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 VHMYY.

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 VHMYY,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 VHMYY. 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 VHMYY.

Liveaboard permits shall be limited to no more than thrity-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 VHMYY. 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 VHMYY 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 VHMYY. All types of trailers, RVs and vehicles longer than 23' are prohibited in the Marina parking lots without the prior written approval of VHMYY. Failure to comply with these parking rules may result in the towing of vehicles, at their owner(s) sole expense and risk. Neither VHMYY 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 VHMYY. 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 VHMYY 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

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

flammable or hazardous materials in a dock box locker. VHMYY 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 VHMYY.

42. Articles Left in a Storage Locker. VHMYY 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 VHMYY, 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 VHMYY.

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 VHMYY. VHMYY strongly urges Owners

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

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 VHMYY 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 reqired to protect water quality at all times

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 contminat ed 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 VHMYY 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, absobent 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.

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 POLUTION HARBORS, BEACHES AND PARKS DISTRICT Ventura County Harbor Sanitation

Toilets and Refuse

(a) No person shall discharge, or permit or allow any other

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 retail 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 co mp lied w it h Sect io n 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

section prohibits the placement of a vehicle body on privately owned property a long 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.

Letter No. and Commenter	Page No.
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).

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Marine Region
350 Harbor Blvd.
Belmont, CA 94002
www.wildlife.ca.gov

EXHIBIT A

EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director

1

August 27, 2015

Ms. Jessica Rauch
Ventura Port District
1603 Anchors Way Drive
Ventura, California 93001
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. 1.5

- Include a detailed description of the existing and additional piles and overwater structures for the following: 1.6

    - 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.

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. 1.8

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

William Paznokas, Senior Environmental Scientist, Supervisor
Department of Fish and Wildlife
William.Paznokas@Wildlife.ca.gov

Loni Adams, Environmental Scientist
Department of Fish and Wildlife
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 Oceangate, 10th 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

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.

EXHIBIT A

RESOURCE MANAGEMENT AGENCY

county of ventura

Planning Division
Kimberly L. Prillhart
Director

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

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

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

3.2

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.

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

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.vcpublicworks.org/ord4445 and www.vcpublicworks./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.vcpublicworks.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.

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.

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

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 (VHMYY) 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 (VHMYY) 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. The120 day sail/dry storage slips in the VHMYY 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:

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 ADT** x $34.55 / 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.

EXHIBIT A

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 <u>fails</u> 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 waster 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.

EXHIBIT A

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

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

VENTURA PORT DISTRICT
RECEIVED
SEP 14 2015

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

EXHIBIT A

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

Name	Jessica Rauch		
Agency	Ventura Port District		
Phone	805/642-8538 x310	*Fax*	
email			
Address	1603 Anchors Way Drive		
City	Ventura	*State* CA	*Zip* 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

Note: Blanks in data fields result from insufficient information provided by lead agency.

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

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.

Mitigation Measure	Implementation Requirement	Timing	Frequency	Monitoring Department	Funding	Compliance Verification		
						Initial	Date	Comments
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.	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			
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	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			

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.								
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	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			

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.								
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	Field verify compliance with applicable requirements.	Throughout construction	Periodically throughout construction	Port District	Applicant			

Mitigation Measure	Implementation Requirement	Timing	Frequency	Monitoring Department	Funding	Compliance Verification		
						Initial	Date	Comments
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: 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								

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.								
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.	Field verify compliance with applicable permit requirements	Throughout construction	Periodically throughout construction	Port District	Applicant			

Appendix C

California Emissions Estimator Model Results

EXHIBIT A

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Parcels 20 & 14 Redevelopment Project

Ventura County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	3.42	1000sqft	0.08	3,423.00	0
General Office Building	0.38	1000sqft	0.01	384.00	0
Strip Mall	0.51	1000sqft	0.01	512.00	0
General Office Building	4.01	1000sqft	0.09	4,012.00	0
Enclosed Parking with Elevator	1.78	1000sqft	0.04	1,780.00	0
Parking Lot	137.00	Space	1.23	54,800.00	0
Other Asphalt Surfaces	47.35	1000sqft	1.09	47,355.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2025
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Notes: Manually altered total days to resemble construction phase timing. Phase 1 would occur over 6 months and Phase 2 would occur over 13 months. Based on project info, demolition would only occur during Phase 1 (removal of existing dock structure).

Off-road Equipment -

Demolition - Notes: Existing dock structure, approx. 16,419 sf, would be removed and replaced.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Grading - asd

Construction Off-road Equipment Mitigation - VCAPCD Rule 55

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	220.00	75.00
tblConstructionPhase	NumDays	220.00	240.00
tblConstructionPhase	PhaseEndDate	8/12/2025	3/5/2024
tblConstructionPhase	PhaseEndDate	8/27/2024	2/6/2024
tblConstructionPhase	PhaseEndDate	7/15/2025	2/20/2024
tblConstructionPhase	PhaseEndDate	10/6/2023	3/8/2024
tblConstructionPhase	PhaseEndDate	10/24/2023	3/18/2024
tblConstructionPhase	PhaseEndDate	7/1/2025	2/17/2025
tblConstructionPhase	PhaseEndDate	7/29/2025	3/3/2025
tblConstructionPhase	PhaseEndDate	8/26/2025	3/17/2025
tblConstructionPhase	PhaseStartDate	7/30/2025	2/21/2024
tblConstructionPhase	PhaseStartDate	7/2/2025	2/7/2024
tblConstructionPhase	PhaseStartDate	10/4/2023	3/6/2024
tblConstructionPhase	PhaseStartDate	10/17/2023	3/9/2024
tblConstructionPhase	PhaseStartDate	8/28/2024	3/19/2024
tblConstructionPhase	PhaseStartDate	7/16/2025	2/18/2025
tblConstructionPhase	PhaseStartDate	8/13/2025	3/4/2025
tblLandUse	LandUseSquareFeet	3,420.00	3,423.00
tblLandUse	LandUseSquareFeet	380.00	384.00
tblLandUse	LandUseSquareFeet	510.00	512.00
tblLandUse	LandUseSquareFeet	4,010.00	4,012.00
tblLandUse	LandUseSquareFeet	47,350.00	47,355.00

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
2023	0.0660	0.5592	0.5555	1.1300e-003	0.0456	0.0243	0.0699	0.0155	0.0230	0.0385	0.0000	97.6092	97.6092	0.0183	1.7500e-003	98.5893
2024	0.2698	1.6938	1.9075	3.8600e-003	0.0821	0.0681	0.1503	0.0264	0.0651	0.0915	0.0000	331.1807	331.1807	0.0530	6.5900e-003	334.4692
2025	0.0888	0.2606	0.3293	6.4000e-004	9.3100e-003	0.0101	0.0194	2.5200e-003	9.6200e-003	0.0121	0.0000	55.1347	55.1347	9.4000e-003	9.5000e-004	55.6534
Maximum	**0.2698**	**1.6938**	**1.9075**	**3.8600e-003**	**0.0821**	**0.0681**	**0.1503**	**0.0264**	**0.0651**	**0.0915**	**0.0000**	**331.1807**	**331.1807**	**0.0530**	**6.5900e-003**	**334.4692**

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					
2023	0.0660	0.5592	0.5555	1.1300e-003	0.0281	0.0243	0.0524	9.0400e-003	0.0230	0.0321	0.0000	97.6091	97.6091	0.0183	1.7500e-003	98.5892
2024	0.2698	1.6938	1.9075	3.8600e-003	0.0691	0.0681	0.1373	0.0206	0.0651	0.0857	0.0000	331.1804	331.1804	0.0530	6.5900e-003	334.4689
2025	0.0888	0.2606	0.3293	6.4000e-004	9.3100e-003	0.0101	0.0194	2.5200e-003	9.6200e-003	0.0121	0.0000	55.1346	55.1346	9.4000e-003	9.5000e-004	55.6534
Maximum	**0.2698**	**1.6938**	**1.9075**	**3.8600e-003**	**0.0691**	**0.0681**	**0.1373**	**0.0206**	**0.0651**	**0.0857**	**0.0000**	**331.1804**	**331.1804**	**0.0530**	**6.5900e-003**	**334.4689**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	22.25	0.00	12.72	27.60	0.00	8.62	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-1-2023	11-30-2023	0.4631	0.4631
2	12-1-2023	2-29-2024	0.4705	0.4705
3	3-1-2024	5-31-2024	0.4961	0.4961
4	6-1-2024	8-31-2024	0.5032	0.5032
5	9-1-2024	11-30-2024	0.4988	0.4988
6	12-1-2024	2-28-2025	0.4525	0.4525
7	3-1-2025	5-31-2025	0.0694	0.0694
		Highest	0.5032	0.5032

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.0447	2.0000e-005	1.7800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.4700e-003	3.4700e-003	1.0000e-005	0.0000	3.7000e-003
Energy	2.6000e-004	2.3300e-003	1.9600e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	25.9437	25.9437	2.0200e-003	2.9000e-004	26.0796
Mobile	0.0758	0.0754	0.6035	1.1000e-003	0.1216	9.1000e-004	0.1225	0.0325	8.5000e-004	0.0333	0.0000	103.9810	103.9810	8.4200e-003	5.5000e-003	105.8293
Waste						0.0000	0.0000		0.0000	0.0000	1.6666	0.0000	1.6666	0.0985	0.0000	4.1288
Water						0.0000	0.0000		0.0000	0.0000	0.3399	3.7678	4.1077	0.0352	8.6000e-004	5.2455
Total	**0.1208**	**0.0777**	**0.6072**	**1.1100e-003**	**0.1216**	**1.1000e-003**	**0.1227**	**0.0325**	**1.0400e-003**	**0.0335**	**2.0065**	**133.6960**	**135.7025**	**0.1442**	**6.6500e-003**	**141.2868**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.0447	2.0000e-005	1.7800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.4700e-003	3.4700e-003	1.0000e-005	0.0000	3.7000e-003
Energy	2.6000e-004	2.3300e-003	1.9600e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	25.9437	25.9437	2.0200e-003	2.9000e-004	26.0796
Mobile	0.0758	0.0754	0.6035	1.1000e-003	0.1216	9.1000e-004	0.1225	0.0325	8.5000e-004	0.0333	0.0000	103.9810	103.9810	8.4200e-003	5.5000e-003	105.8293
Waste						0.0000	0.0000		0.0000	0.0000	1.6666	0.0000	1.6666	0.0985	0.0000	4.1288
Water						0.0000	0.0000		0.0000	0.0000	0.2719	3.2730	3.5449	0.0282	6.9000e-004	4.4565
Total	**0.1208**	**0.0777**	**0.6072**	**1.1100e-003**	**0.1216**	**1.1000e-003**	**0.1227**	**0.0325**	**1.0400e-003**	**0.0335**	**1.9385**	**133.2012**	**135.1397**	**0.1371**	**6.4800e-003**	**140.4978**

	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	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.39**	**0.37**	**0.41**	**4.88**	**2.56**	**0.56**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Phase 1.1	Demolition	9/1/2023	9/28/2023	5	20	Marina Construction
2	Phase 1.2	Site Preparation	9/29/2023	10/3/2023	5	3	Marina Construction
3	Phase 1.3	Grading	10/7/2023	10/16/2023	5	6	Marina Construction

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Phase 1.4	Building Construction	10/25/2023	2/6/2024	5	75	Marina Construction
5	Phase 1.5	Paving	2/7/2024	2/20/2024	5	10	Marina Construction
6	Phase 1.6	Architectural Coating	2/21/2024	3/5/2024	5	10	Marina Construction
7	Phase 2.1	Site Preparation	3/6/2024	3/8/2024	5	3	Building Construction and Renovation
8	Phase 2.2	Grading	3/9/2024	3/18/2024	5	6	Building Construction and Renovation
9	Phase 2.3	Building Construction	3/19/2024	2/17/2025	5	240	Building Construction and Renovation
10	Phase 2.4	Paving	2/18/2025	3/3/2025	5	10	Building Construction and Renovation
11	Phase 2.5	Architectural Coating	3/4/2025	3/17/2025	5	10	Building Construction and Renovation

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 6

Acres of Paving: 2.36

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 12,497; Non-Residential Outdoor: 4,166; Striped Parking Area: 6,236 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Phase 1.6	Air Compressors	1	6.00	78	0.48
Phase 1.5	Cement and Mortar Mixers	1	8.00	9	0.56
Phase 1.1	Concrete/Industrial Saws	1	8.00	81	0.73
Phase 1.4	Cranes	1	8.00	231	0.29
Phase 1.4	Forklifts	2	7.00	89	0.20
Phase 1.3	Graders	1	8.00	187	0.41
Phase 1.2	Graders	1	8.00	187	0.41
Phase 1.5	Pavers	1	8.00	130	0.42
Phase 1.5	Rollers	2	8.00	80	0.38
Phase 1.1	Rubber Tired Dozers	1	8.00	247	0.40
Phase 1.3	Rubber Tired Dozers	1	8.00	247	0.40

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Phase 1.4	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Phase 1.1	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Phase 1.3	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Phase 1.5	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Phase 1.2	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Phase 1.4	Generator Sets	1	8.00	84	0.74
Phase 1.5	Paving Equipment	1	8.00	132	0.36
Phase 1.2	Scrapers	1	8.00	367	0.48
Phase 1.4	Welders	3	8.00	46	0.45
Phase 2.5	Air Compressors	1	6.00	78	0.48
Phase 2.4	Cement and Mortar Mixers	1	8.00	9	0.56
Phase 2.3	Cranes	1	8.00	231	0.29
Phase 2.3	Forklifts	2	7.00	89	0.20
Phase 2.3	Generator Sets	1	8.00	84	0.74
Phase 2.2	Graders	1	8.00	187	0.41
Phase 2.1	Graders	1	8.00	187	0.41
Phase 2.4	Pavers	1	8.00	130	0.42
Phase 2.4	Paving Equipment	1	8.00	132	0.36
Phase 2.4	Rollers	2	8.00	80	0.38
Phase 2.2	Rubber Tired Dozers	1	8.00	247	0.40
Phase 2.1	Scrapers	1	8.00	367	0.48
Phase 2.3	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Phase 2.2	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Phase 2.4	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Phase 2.1	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Phase 2.3	Welders	3	8.00	46	0.45

Trips and VMT

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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
Phase 1.1	5	13.00	0.00	75.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1.2	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1.3	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1.4	8	46.00	18.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1.5	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1.6	1	9.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2.1	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2.2	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2.3	8	46.00	18.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2.4	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2.5	1	9.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Water Exposed Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Phase 1.1 - 2023

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					
Fugitive Dust					8.1800e-003	0.0000	8.1800e-003	1.2400e-003	0.0000	1.2400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0147	0.1432	0.1346	2.4000e-004		6.7700e-003	6.7700e-003		6.3300e-003	6.3300e-003	0.0000	21.0866	21.0866	5.3500e-003	0.0000	21.2202
Total	**0.0147**	**0.1432**	**0.1346**	**2.4000e-004**	**8.1800e-003**	**6.7700e-003**	**0.0150**	**1.2400e-003**	**6.3300e-003**	**7.5700e-003**	**0.0000**	**21.0866**	**21.0866**	**5.3500e-003**	**0.0000**	**21.2202**

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	7.0000e-005	4.6900e-003	1.2900e-003	2.0000e-005	6.4000e-004	3.0000e-005	6.8000e-004	1.8000e-004	3.0000e-005	2.1000e-004	0.0000	2.1301	2.1301	1.4000e-004	3.4000e-004	2.2348
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	3.7000e-004	2.6000e-004	3.2400e-003	1.0000e-005	1.0500e-003	1.0000e-005	1.0500e-003	2.8000e-004	1.0000e-005	2.8000e-004	0.0000	0.8151	0.8151	3.0000e-005	2.0000e-005	0.8229
Total	**4.4000e-004**	**4.9500e-003**	**4.5300e-003**	**3.0000e-005**	**1.6900e-003**	**4.0000e-005**	**1.7300e-003**	**4.6000e-004**	**4.0000e-005**	**4.9000e-004**	**0.0000**	**2.9452**	**2.9452**	**1.7000e-004**	**3.6000e-004**	**3.0577**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Phase 1.1 - 2023

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					
Fugitive Dust					3.6800e-003	0.0000	3.6800e-003	5.6000e-004	0.0000	5.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0147	0.1432	0.1346	2.4000e-004		6.7700e-003	6.7700e-003		6.3300e-003	6.3300e-003	0.0000	21.0865	21.0865	5.3500e-003	0.0000	21.2202
Total	**0.0147**	**0.1432**	**0.1346**	**2.4000e-004**	**3.6800e-003**	**6.7700e-003**	**0.0105**	**5.6000e-004**	**6.3300e-003**	**6.8900e-003**	**0.0000**	**21.0865**	**21.0865**	**5.3500e-003**	**0.0000**	**21.2202**

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	7.0000e-005	4.6900e-003	1.2900e-003	2.0000e-005	6.4000e-004	3.0000e-005	6.8000e-004	1.8000e-004	3.0000e-005	2.1000e-004	0.0000	2.1301	2.1301	1.4000e-004	3.4000e-004	2.2348
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	3.7000e-004	2.6000e-004	3.2400e-003	1.0000e-005	1.0500e-003	1.0000e-005	1.0500e-003	2.8000e-004	1.0000e-005	2.8000e-004	0.0000	0.8151	0.8151	3.0000e-005	2.0000e-005	0.8229
Total	**4.4000e-004**	**4.9500e-003**	**4.5300e-003**	**3.0000e-005**	**1.6900e-003**	**4.0000e-005**	**1.7300e-003**	**4.6000e-004**	**4.0000e-005**	**4.9000e-004**	**0.0000**	**2.9452**	**2.9452**	**1.7000e-004**	**3.6000e-004**	**3.0577**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Phase 1.2 - 2023

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					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9500e-003	0.0214	0.0147	4.0000e-005		8.1000e-004	8.1000e-004		7.5000e-004	7.5000e-004	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578
Total	**1.9500e-003**	**0.0214**	**0.0147**	**4.0000e-005**	**2.3900e-003**	**8.1000e-004**	**3.2000e-003**	**2.6000e-004**	**7.5000e-004**	**1.0100e-003**	**0.0000**	**3.2317**	**3.2317**	**1.0500e-003**	**0.0000**	**3.2578**

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	3.0000e-005	2.0000e-005	3.0000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0752	0.0752	0.0000	0.0000	0.0760
Total	**3.0000e-005**	**2.0000e-005**	**3.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0752**	**0.0752**	**0.0000**	**0.0000**	**0.0760**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Phase 1.2 - 2023

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					
Fugitive Dust					1.0700e-003	0.0000	1.0700e-003	1.2000e-004	0.0000	1.2000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9500e-003	0.0214	0.0147	4.0000e-005		8.1000e-004	8.1000e-004		7.5000e-004	7.5000e-004	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578
Total	**1.9500e-003**	**0.0214**	**0.0147**	**4.0000e-005**	**1.0700e-003**	**8.1000e-004**	**1.8800e-003**	**1.2000e-004**	**7.5000e-004**	**8.7000e-004**	**0.0000**	**3.2317**	**3.2317**	**1.0500e-003**	**0.0000**	**3.2578**

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	3.0000e-005	2.0000e-005	3.0000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0752	0.0752	0.0000	0.0000	0.0760
Total	**3.0000e-005**	**2.0000e-005**	**3.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0752**	**0.0752**	**0.0000**	**0.0000**	**0.0760**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Phase 1.3 - 2023

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					
Fugitive Dust					0.0213	0.0000	0.0213	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0000e-003	0.0434	0.0261	6.0000e-005		1.8100e-003	1.8100e-003		1.6700e-003	1.6700e-003	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751
Total	**4.0000e-003**	**0.0434**	**0.0261**	**6.0000e-005**	**0.0213**	**1.8100e-003**	**0.0231**	**0.0103**	**1.6700e-003**	**0.0119**	**0.0000**	**5.4312**	**5.4312**	**1.7600e-003**	**0.0000**	**5.4751**

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	9.0000e-005	6.0000e-005	7.5000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1881	0.1881	1.0000e-005	1.0000e-005	0.1899
Total	**9.0000e-005**	**6.0000e-005**	**7.5000e-004**	**0.0000**	**2.4000e-004**	**0.0000**	**2.4000e-004**	**6.0000e-005**	**0.0000**	**7.0000e-005**	**0.0000**	**0.1881**	**0.1881**	**1.0000e-005**	**1.0000e-005**	**0.1899**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Phase 1.3 - 2023

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					
Fugitive Dust					9.5600e-003	0.0000	9.5600e-003	4.6200e-003	0.0000	4.6200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0000e-003	0.0434	0.0261	6.0000e-005		1.8100e-003	1.8100e-003		1.6700e-003	1.6700e-003	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751
Total	**4.0000e-003**	**0.0434**	**0.0261**	**6.0000e-005**	**9.5600e-003**	**1.8100e-003**	**0.0114**	**4.6200e-003**	**1.6700e-003**	**6.2900e-003**	**0.0000**	**5.4312**	**5.4312**	**1.7600e-003**	**0.0000**	**5.4751**

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	9.0000e-005	6.0000e-005	7.5000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1881	0.1881	1.0000e-005	1.0000e-005	0.1899
Total	**9.0000e-005**	**6.0000e-005**	**7.5000e-004**	**0.0000**	**2.4000e-004**	**0.0000**	**2.4000e-004**	**6.0000e-005**	**0.0000**	**7.0000e-005**	**0.0000**	**0.1881**	**0.1881**	**1.0000e-005**	**1.0000e-005**	**0.1899**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Phase 1.4 - 2023

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	0.0411	0.3270	0.3412	6.0000e-004		0.0147	0.0147		0.0141	0.0141	0.0000	49.8485	49.8485	9.4300e-003	0.0000	50.0842
Total	**0.0411**	**0.3270**	**0.3412**	**6.0000e-004**		**0.0147**	**0.0147**		**0.0141**	**0.0141**	**0.0000**	**49.8485**	**49.8485**	**9.4300e-003**	**0.0000**	**50.0842**

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	0.0170	5.9000e-003	8.0000e-005	2.8800e-003	1.0000e-004	2.9800e-003	8.3000e-004	9.0000e-005	9.2000e-004	0.0000	7.8802	7.8802	3.2000e-004	1.1800e-003	8.2399
Worker	3.1600e-003	2.2100e-003	0.0275	7.0000e-005	8.9000e-003	5.0000e-005	8.9500e-003	2.3600e-003	5.0000e-005	2.4100e-003	0.0000	6.9225	6.9225	2.2000e-004	2.0000e-004	6.9886
Total	**3.5800e-003**	**0.0192**	**0.0334**	**1.5000e-004**	**0.0118**	**1.5000e-004**	**0.0119**	**3.1900e-003**	**1.4000e-004**	**3.3300e-003**	**0.0000**	**14.8027**	**14.8027**	**5.4000e-004**	**1.3800e-003**	**15.2285**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Phase 1.4 - 2023

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	0.0411	0.3270	0.3412	6.0000e-004		0.0147	0.0147		0.0141	0.0141	0.0000	49.8484	49.8484	9.4300e-003	0.0000	50.0841
Total	**0.0411**	**0.3270**	**0.3412**	**6.0000e-004**		**0.0147**	**0.0147**		**0.0141**	**0.0141**	**0.0000**	**49.8484**	**49.8484**	**9.4300e-003**	**0.0000**	**50.0841**

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	0.0170	5.9000e-003	8.0000e-005	2.8800e-003	1.0000e-004	2.9800e-003	8.3000e-004	9.0000e-005	9.2000e-004	0.0000	7.8802	7.8802	3.2000e-004	1.1800e-003	8.2399
Worker	3.1600e-003	2.2100e-003	0.0275	7.0000e-005	8.9000e-003	5.0000e-005	8.9500e-003	2.3600e-003	5.0000e-005	2.4100e-003	0.0000	6.9225	6.9225	2.2000e-004	2.0000e-004	6.9886
Total	**3.5800e-003**	**0.0192**	**0.0334**	**1.5000e-004**	**0.0118**	**1.5000e-004**	**0.0119**	**3.1900e-003**	**1.4000e-004**	**3.3300e-003**	**0.0000**	**14.8027**	**14.8027**	**5.4000e-004**	**1.3800e-003**	**15.2285**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Phase 1.4 - 2024

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	0.0216	0.1731	0.1904	3.4000e-004		7.2600e-003	7.2600e-003		6.9600e-003	6.9600e-003	0.0000	28.0414	28.0414	5.2200e-003	0.0000	28.1720
Total	**0.0216**	**0.1731**	**0.1904**	**3.4000e-004**		**7.2600e-003**	**7.2600e-003**		**6.9600e-003**	**6.9600e-003**	**0.0000**	**28.0414**	**28.0414**	**5.2200e-003**	**0.0000**	**28.1720**

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	2.3000e-004	9.5200e-003	3.3000e-003	4.0000e-005	1.6200e-003	6.0000e-005	1.6700e-003	4.7000e-004	5.0000e-005	5.2000e-004	0.0000	4.3658	4.3658	1.9000e-004	6.5000e-004	4.5652
Worker	1.6600e-003	1.1200e-003	0.0144	4.0000e-005	5.0100e-003	3.0000e-005	5.0300e-003	1.3300e-003	2.0000e-005	1.3500e-003	0.0000	3.8045	3.8045	1.1000e-004	1.1000e-004	3.8391
Total	**1.8900e-003**	**0.0106**	**0.0177**	**8.0000e-005**	**6.6300e-003**	**9.0000e-005**	**6.7000e-003**	**1.8000e-003**	**7.0000e-005**	**1.8700e-003**	**0.0000**	**8.1703**	**8.1703**	**3.0000e-004**	**7.6000e-004**	**8.4043**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Phase 1.4 - 2024

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	0.0216	0.1731	0.1904	3.4000e-004		7.2600e-003	7.2600e-003		6.9600e-003	6.9600e-003	0.0000	28.0414	28.0414	5.2200e-003	0.0000	28.1719
Total	**0.0216**	**0.1731**	**0.1904**	**3.4000e-004**		**7.2600e-003**	**7.2600e-003**		**6.9600e-003**	**6.9600e-003**	**0.0000**	**28.0414**	**28.0414**	**5.2200e-003**	**0.0000**	**28.1719**

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	2.3000e-004	9.5200e-003	3.3000e-003	4.0000e-005	1.6200e-003	6.0000e-005	1.6700e-003	4.7000e-004	5.0000e-005	5.2000e-004	0.0000	4.3658	4.3658	1.9000e-004	6.5000e-004	4.5652
Worker	1.6600e-003	1.1200e-003	0.0144	4.0000e-005	5.0100e-003	3.0000e-005	5.0300e-003	1.3300e-003	2.0000e-005	1.3500e-003	0.0000	3.8045	3.8045	1.1000e-004	1.1000e-004	3.8391
Total	**1.8900e-003**	**0.0106**	**0.0177**	**8.0000e-005**	**6.6300e-003**	**9.0000e-005**	**6.7000e-003**	**1.8000e-003**	**7.0000e-005**	**1.8700e-003**	**0.0000**	**8.1703**	**8.1703**	**3.0000e-004**	**7.6000e-004**	**8.4043**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Phase 1.5 - 2024

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	4.2100e-003	0.0405	0.0585	9.0000e-005		1.9800e-003	1.9800e-003		1.8300e-003	1.8300e-003	0.0000	7.7574	7.7574	2.4600e-003	0.0000	7.8188
Paving	3.0400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**7.2500e-003**	**0.0405**	**0.0585**	**9.0000e-005**		**1.9800e-003**	**1.9800e-003**		**1.8300e-003**	**1.8300e-003**	**0.0000**	**7.7574**	**7.7574**	**2.4600e-003**	**0.0000**	**7.8188**

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	2.0000e-004	1.3000e-004	1.7400e-003	0.0000	6.0000e-004	0.0000	6.1000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4595	0.4595	1.0000e-005	1.0000e-005	0.4637
Total	**2.0000e-004**	**1.3000e-004**	**1.7400e-003**	**0.0000**	**6.0000e-004**	**0.0000**	**6.1000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.4595**	**0.4595**	**1.0000e-005**	**1.0000e-005**	**0.4637**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Phase 1.5 - 2024

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	4.2100e-003	0.0405	0.0585	9.0000e-005		1.9800e-003	1.9800e-003		1.8300e-003	1.8300e-003	0.0000	7.7573	7.7573	2.4600e-003	0.0000	7.8188
Paving	3.0400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**7.2500e-003**	**0.0405**	**0.0585**	**9.0000e-005**		**1.9800e-003**	**1.9800e-003**		**1.8300e-003**	**1.8300e-003**	**0.0000**	**7.7573**	**7.7573**	**2.4600e-003**	**0.0000**	**7.8188**

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	2.0000e-004	1.3000e-004	1.7400e-003	0.0000	6.0000e-004	0.0000	6.1000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4595	0.4595	1.0000e-005	1.0000e-005	0.4637
Total	**2.0000e-004**	**1.3000e-004**	**1.7400e-003**	**0.0000**	**6.0000e-004**	**0.0000**	**6.1000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.4595**	**0.4595**	**1.0000e-005**	**1.0000e-005**	**0.4637**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Phase 1.6 - 2024

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					
Archit. Coating	0.0531					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.0000e-004	6.0900e-003	9.0500e-003	1.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	1.2766	1.2766	7.0000e-005	0.0000	1.2784
Total	**0.0540**	**6.0900e-003**	**9.0500e-003**	**1.0000e-005**		**3.0000e-004**	**3.0000e-004**		**3.0000e-004**	**3.0000e-004**	**0.0000**	**1.2766**	**1.2766**	**7.0000e-005**	**0.0000**	**1.2784**

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	1.2000e-004	8.0000e-005	1.0500e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2757	0.2757	1.0000e-005	1.0000e-005	0.2782
Total	**1.2000e-004**	**8.0000e-005**	**1.0500e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**0.2757**	**0.2757**	**1.0000e-005**	**1.0000e-005**	**0.2782**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Phase 1.6 - 2024

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					
Archit. Coating	0.0531					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.0000e-004	6.0900e-003	9.0500e-003	1.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	1.2766	1.2766	7.0000e-005	0.0000	1.2784
Total	**0.0540**	**6.0900e-003**	**9.0500e-003**	**1.0000e-005**		**3.0000e-004**	**3.0000e-004**		**3.0000e-004**	**3.0000e-004**	**0.0000**	**1.2766**	**1.2766**	**7.0000e-005**	**0.0000**	**1.2784**

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	1.2000e-004	8.0000e-005	1.0500e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2757	0.2757	1.0000e-005	1.0000e-005	0.2782
Total	**1.2000e-004**	**8.0000e-005**	**1.0500e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**0.2757**	**0.2757**	**1.0000e-005**	**1.0000e-005**	**0.2782**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.8 Phase 2.1 - 2024

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					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8600e-003	0.0197	0.0144	4.0000e-005		7.5000e-004	7.5000e-004		6.9000e-004	6.9000e-004	0.0000	3.2300	3.2300	1.0400e-003	0.0000	3.2561
Total	**1.8600e-003**	**0.0197**	**0.0144**	**4.0000e-005**	**2.3900e-003**	**7.5000e-004**	**3.1400e-003**	**2.6000e-004**	**6.9000e-004**	**9.5000e-004**	**0.0000**	**3.2300**	**3.2300**	**1.0400e-003**	**0.0000**	**3.2561**

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	3.0000e-005	2.0000e-005	2.8000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0735	0.0735	0.0000	0.0000	0.0742
Total	**3.0000e-005**	**2.0000e-005**	**2.8000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0735**	**0.0735**	**0.0000**	**0.0000**	**0.0742**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.8 Phase 2.1 - 2024

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					
Fugitive Dust					1.0700e-003	0.0000	1.0700e-003	1.2000e-004	0.0000	1.2000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8600e-003	0.0197	0.0144	4.0000e-005		7.5000e-004	7.5000e-004		6.9000e-004	6.9000e-004	0.0000	3.2300	3.2300	1.0400e-003	0.0000	3.2561
Total	**1.8600e-003**	**0.0197**	**0.0144**	**4.0000e-005**	**1.0700e-003**	**7.5000e-004**	**1.8200e-003**	**1.2000e-004**	**6.9000e-004**	**8.1000e-004**	**0.0000**	**3.2300**	**3.2300**	**1.0400e-003**	**0.0000**	**3.2561**

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	3.0000e-005	2.0000e-005	2.8000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0735	0.0735	0.0000	0.0000	0.0742
Total	**3.0000e-005**	**2.0000e-005**	**2.8000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0735**	**0.0735**	**0.0000**	**0.0000**	**0.0742**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.9 Phase 2.2 - 2024

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					
Fugitive Dust					0.0213	0.0000	0.0213	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.9000e-003	0.0415	0.0261	6.0000e-005		1.7200e-003	1.7200e-003		1.5800e-003	1.5800e-003	0.0000	5.4311	5.4311	1.7600e-003	0.0000	5.4750
Total	**3.9000e-003**	**0.0415**	**0.0261**	**6.0000e-005**	**0.0213**	**1.7200e-003**	**0.0230**	**0.0103**	**1.5800e-003**	**0.0119**	**0.0000**	**5.4311**	**5.4311**	**1.7600e-003**	**0.0000**	**5.4750**

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	8.0000e-005	5.0000e-005	7.0000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1838	0.1838	1.0000e-005	1.0000e-005	0.1855
Total	**8.0000e-005**	**5.0000e-005**	**7.0000e-004**	**0.0000**	**2.4000e-004**	**0.0000**	**2.4000e-004**	**6.0000e-005**	**0.0000**	**7.0000e-005**	**0.0000**	**0.1838**	**0.1838**	**1.0000e-005**	**1.0000e-005**	**0.1855**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.9 Phase 2.2 - 2024

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					
Fugitive Dust					9.5600e-003	0.0000	9.5600e-003	4.6200e-003	0.0000	4.6200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.9000e-003	0.0415	0.0261	6.0000e-005		1.7200e-003	1.7200e-003		1.5800e-003	1.5800e-003	0.0000	5.4311	5.4311	1.7600e-003	0.0000	5.4750
Total	**3.9000e-003**	**0.0415**	**0.0261**	**6.0000e-005**	**9.5600e-003**	**1.7200e-003**	**0.0113**	**4.6200e-003**	**1.5800e-003**	**6.2000e-003**	**0.0000**	**5.4311**	**5.4311**	**1.7600e-003**	**0.0000**	**5.4750**

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	8.0000e-005	5.0000e-005	7.0000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1838	0.1838	1.0000e-005	1.0000e-005	0.1855
Total	**8.0000e-005**	**5.0000e-005**	**7.0000e-004**	**0.0000**	**2.4000e-004**	**0.0000**	**2.4000e-004**	**6.0000e-005**	**0.0000**	**7.0000e-005**	**0.0000**	**0.1838**	**0.1838**	**1.0000e-005**	**1.0000e-005**	**0.1855**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.10 Phase 2.3 - 2024

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	0.1645	1.3208	1.4523	2.5800e-003		0.0554	0.0554		0.0531	0.0531	0.0000	213.9453	213.9453	0.0399	0.0000	214.9415
Total	**0.1645**	**1.3208**	**1.4523**	**2.5800e-003**		**0.0554**	**0.0554**		**0.0531**	**0.0531**	**0.0000**	**213.9453**	**213.9453**	**0.0399**	**0.0000**	**214.9415**

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	1.7600e-003	0.0727	0.0252	3.4000e-004	0.0124	4.2000e-004	0.0128	3.5600e-003	4.0000e-004	3.9700e-003	0.0000	33.3093	33.3093	1.4200e-003	4.9900e-003	34.8306
Worker	0.0127	8.5300e-003	0.1101	3.1000e-004	0.0382	2.0000e-004	0.0384	0.0102	1.9000e-004	0.0103	0.0000	29.0269	29.0269	8.7000e-004	8.1000e-004	29.2910
Total	**0.0144**	**0.0812**	**0.1353**	**6.5000e-004**	**0.0506**	**6.2000e-004**	**0.0512**	**0.0137**	**5.9000e-004**	**0.0143**	**0.0000**	**62.3362**	**62.3362**	**2.2900e-003**	**5.8000e-003**	**64.1215**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.10 Phase 2.3 - 2024

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	0.1645	1.3208	1.4523	2.5800e-003		0.0554	0.0554		0.0531	0.0531	0.0000	213.9451	213.9451	0.0399	0.0000	214.9413
Total	**0.1645**	**1.3208**	**1.4523**	**2.5800e-003**		**0.0554**	**0.0554**		**0.0531**	**0.0531**	**0.0000**	**213.9451**	**213.9451**	**0.0399**	**0.0000**	**214.9413**

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	1.7600e-003	0.0727	0.0252	3.4000e-004	0.0124	4.2000e-004	0.0128	3.5600e-003	4.0000e-004	3.9700e-003	0.0000	33.3093	33.3093	1.4200e-003	4.9900e-003	34.8306
Worker	0.0127	8.5300e-003	0.1101	3.1000e-004	0.0382	2.0000e-004	0.0384	0.0102	1.9000e-004	0.0103	0.0000	29.0269	29.0269	8.7000e-004	8.1000e-004	29.2910
Total	**0.0144**	**0.0812**	**0.1353**	**6.5000e-004**	**0.0506**	**6.2000e-004**	**0.0512**	**0.0137**	**5.9000e-004**	**0.0143**	**0.0000**	**62.3362**	**62.3362**	**2.2900e-003**	**5.8000e-003**	**64.1215**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.10 Phase 2.3 - 2025

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	0.0253	0.2044	0.2381	4.3000e-004		7.9900e-003	7.9900e-003		7.6500e-003	7.6500e-003	0.0000	35.3150	35.3150	6.4800e-003	0.0000	35.4769
Total	**0.0253**	**0.2044**	**0.2381**	**4.3000e-004**		**7.9900e-003**	**7.9900e-003**		**7.6500e-003**	**7.6500e-003**	**0.0000**	**35.3150**	**35.3150**	**6.4800e-003**	**0.0000**	**35.4769**

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	2.8000e-004	0.0119	4.1400e-003	5.0000e-005	2.0400e-003	7.0000e-005	2.1100e-003	5.9000e-004	7.0000e-005	6.5000e-004	0.0000	5.3973	5.3973	2.4000e-004	8.1000e-004	5.6440
Worker	1.9600e-003	1.2700e-003	0.0170	5.0000e-005	6.3100e-003	3.0000e-005	6.3400e-003	1.6700e-003	3.0000e-005	1.7000e-003	0.0000	4.6723	4.6723	1.3000e-004	1.3000e-004	4.7130
Total	**2.2400e-003**	**0.0131**	**0.0211**	**1.0000e-004**	**8.3500e-003**	**1.0000e-004**	**8.4500e-003**	**2.2600e-003**	**1.0000e-004**	**2.3500e-003**	**0.0000**	**10.0696**	**10.0696**	**3.7000e-004**	**9.4000e-004**	**10.3570**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.10 Phase 2.3 - 2025

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	0.0253	0.2044	0.2381	4.3000e-004		7.9900e-003	7.9900e-003		7.6500e-003	7.6500e-003	0.0000	35.3150	35.3150	6.4800e-003	0.0000	35.4769
Total	**0.0253**	**0.2044**	**0.2381**	**4.3000e-004**		**7.9900e-003**	**7.9900e-003**		**7.6500e-003**	**7.6500e-003**	**0.0000**	**35.3150**	**35.3150**	**6.4800e-003**	**0.0000**	**35.4769**

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	2.8000e-004	0.0119	4.1400e-003	5.0000e-005	2.0400e-003	7.0000e-005	2.1100e-003	5.9000e-004	7.0000e-005	6.5000e-004	0.0000	5.3973	5.3973	2.4000e-004	8.1000e-004	5.6440
Worker	1.9600e-003	1.2700e-003	0.0170	5.0000e-005	6.3100e-003	3.0000e-005	6.3400e-003	1.6700e-003	3.0000e-005	1.7000e-003	0.0000	4.6723	4.6723	1.3000e-004	1.3000e-004	4.7130
Total	**2.2400e-003**	**0.0131**	**0.0211**	**1.0000e-004**	**8.3500e-003**	**1.0000e-004**	**8.4500e-003**	**2.2600e-003**	**1.0000e-004**	**2.3500e-003**	**0.0000**	**10.0696**	**10.0696**	**3.7000e-004**	**9.4000e-004**	**10.3570**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.11 Phase 2.4 - 2025

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	3.9300e-003	0.0372	0.0584	9.0000e-005		1.7500e-003	1.7500e-003		1.6200e-003	1.6200e-003	0.0000	7.7565	7.7565	2.4600e-003	0.0000	7.8179
Paving	3.0400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.9700e-003**	**0.0372**	**0.0584**	**9.0000e-005**		**1.7500e-003**	**1.7500e-003**		**1.6200e-003**	**1.6200e-003**	**0.0000**	**7.7565**	**7.7565**	**2.4600e-003**	**0.0000**	**7.8179**

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	1.9000e-004	1.2000e-004	1.6300e-003	0.0000	6.0000e-004	0.0000	6.1000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4481	0.4481	1.0000e-005	1.0000e-005	0.4520
Total	**1.9000e-004**	**1.2000e-004**	**1.6300e-003**	**0.0000**	**6.0000e-004**	**0.0000**	**6.1000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.4481**	**0.4481**	**1.0000e-005**	**1.0000e-005**	**0.4520**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.11 Phase 2.4 - 2025

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	3.9300e-003	0.0372	0.0584	9.0000e-005		1.7500e-003	1.7500e-003		1.6200e-003	1.6200e-003	0.0000	7.7565	7.7565	2.4600e-003	0.0000	7.8179
Paving	3.0400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.9700e-003**	**0.0372**	**0.0584**	**9.0000e-005**		**1.7500e-003**	**1.7500e-003**		**1.6200e-003**	**1.6200e-003**	**0.0000**	**7.7565**	**7.7565**	**2.4600e-003**	**0.0000**	**7.8179**

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	1.9000e-004	1.2000e-004	1.6300e-003	0.0000	6.0000e-004	0.0000	6.1000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4481	0.4481	1.0000e-005	1.0000e-005	0.4520
Total	**1.9000e-004**	**1.2000e-004**	**1.6300e-003**	**0.0000**	**6.0000e-004**	**0.0000**	**6.1000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.4481**	**0.4481**	**1.0000e-005**	**1.0000e-005**	**0.4520**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.12 Phase 2.5 - 2025

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					
Archit. Coating	0.0531					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.5000e-004	5.7300e-003	9.0500e-003	1.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	1.2766	1.2766	7.0000e-005	0.0000	1.2784
Total	**0.0539**	**5.7300e-003**	**9.0500e-003**	**1.0000e-005**		**2.6000e-004**	**2.6000e-004**		**2.6000e-004**	**2.6000e-004**	**0.0000**	**1.2766**	**1.2766**	**7.0000e-005**	**0.0000**	**1.2784**

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	1.1000e-004	7.0000e-005	9.8000e-004	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2689	0.2689	1.0000e-005	1.0000e-005	0.2712
Total	**1.1000e-004**	**7.0000e-005**	**9.8000e-004**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**0.2689**	**0.2689**	**1.0000e-005**	**1.0000e-005**	**0.2712**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.12 Phase 2.5 - 2025

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					
Archit. Coating	0.0531					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.5000e-004	5.7300e-003	9.0500e-003	1.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	1.2766	1.2766	7.0000e-005	0.0000	1.2784
Total	**0.0539**	**5.7300e-003**	**9.0500e-003**	**1.0000e-005**		**2.6000e-004**	**2.6000e-004**		**2.6000e-004**	**2.6000e-004**	**0.0000**	**1.2766**	**1.2766**	**7.0000e-005**	**0.0000**	**1.2784**

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	1.1000e-004	7.0000e-005	9.8000e-004	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2689	0.2689	1.0000e-005	1.0000e-005	0.2712
Total	**1.1000e-004**	**7.0000e-005**	**9.8000e-004**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**0.2689**	**0.2689**	**1.0000e-005**	**1.0000e-005**	**0.2712**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.0758	0.0754	0.6035	1.1000e-003	0.1216	9.1000e-004	0.1225	0.0325	8.5000e-004	0.0333	0.0000	103.9810	103.9810	8.4200e-003	5.5000e-003	105.8293
Unmitigated	0.0758	0.0754	0.6035	1.1000e-003	0.1216	9.1000e-004	0.1225	0.0325	8.5000e-004	0.0333	0.0000	103.9810	103.9810	8.4200e-003	5.5000e-003	105.8293

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	3.70	0.84	0.27	6,695	6,695
General Office Building	39.06	8.86	2.81	70,653	70,653
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Enclosed Parking with Elevator	0.00	0.00	0.00		
Strip Mall	151.57	143.78	69.87	213,739	213,739
Strip Mall	22.60	21.44	10.42	31,873	31,873
Total	216.94	174.92	83.36	322,961	322,961

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	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
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Miles			Trip %			Trip Purpose %		
Land Use	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
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.553410	0.058491	0.170447	0.127855	0.026791	0.007507	0.012149	0.006212	0.000674	0.000390	0.028812	0.000632	0.006629
Other Asphalt Surfaces	0.553410	0.058491	0.170447	0.127855	0.026791	0.007507	0.012149	0.006212	0.000674	0.000390	0.028812	0.000632	0.006629
Parking Lot	0.553410	0.058491	0.170447	0.127855	0.026791	0.007507	0.012149	0.006212	0.000674	0.000390	0.028812	0.000632	0.006629
Enclosed Parking with Elevator	0.553410	0.058491	0.170447	0.127855	0.026791	0.007507	0.012149	0.006212	0.000674	0.000390	0.028812	0.000632	0.006629
Strip Mall	0.553410	0.058491	0.170447	0.127855	0.026791	0.007507	0.012149	0.006212	0.000674	0.000390	0.028812	0.000632	0.006629

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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	23.4028	23.4028	1.9800e-003	2.4000e-004	23.5236
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	23.4028	23.4028	1.9800e-003	2.4000e-004	23.5236
NaturalGas Mitigated	2.6000e-004	2.3300e-003	1.9600e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	2.5409	2.5409	5.0000e-005	5.0000e-005	2.5560
NaturalGas Unmitigated	2.6000e-004	2.3300e-003	1.9600e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	2.5409	2.5409	5.0000e-005	5.0000e-005	2.5560

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Enclosed Parking with Elevator	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
General Office Building	3475.2	2.0000e-005	1.7000e-004	1.4000e-004	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.1855	0.1855	0.0000	0.0000	0.1866
General Office Building	36308.6	2.0000e-004	1.7800e-003	1.5000e-003	1.0000e-005		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004	0.0000	1.9376	1.9376	4.0000e-005	4.0000e-005	1.9491
Other Asphalt Surfaces	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
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
Strip Mall	1018.88	1.0000e-005	5.0000e-005	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0544	0.0544	0.0000	0.0000	0.0547
Strip Mall	6811.77	4.0000e-005	3.3000e-004	2.8000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.3635	0.3635	1.0000e-005	1.0000e-005	0.3657
Total		**2.7000e-004**	**2.3300e-003**	**1.9600e-003**	**1.0000e-005**		**1.8000e-004**	**1.8000e-004**		**1.8000e-004**	**1.8000e-004**	**0.0000**	**2.5409**	**2.5409**	**5.0000e-005**	**5.0000e-005**	**2.5560**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	tons/yr										MT/yr					
Enclosed Parking with Elevator	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
General Office Building	3475.2	2.0000e-005	1.7000e-004	1.4000e-004	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.1855	0.1855	0.0000	0.0000	0.1866
General Office Building	36308.6	2.0000e-004	1.7800e-003	1.5000e-003	1.0000e-005		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004	0.0000	1.9376	1.9376	4.0000e-005	4.0000e-005	1.9491
Other Asphalt Surfaces	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
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
Strip Mall	1018.88	1.0000e-005	5.0000e-005	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0544	0.0544	0.0000	0.0000	0.0547
Strip Mall	6811.77	4.0000e-005	3.3000e-004	2.8000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.3635	0.3635	1.0000e-005	1.0000e-005	0.3657
Total		**2.7000e-004**	**2.3300e-003**	**1.9600e-003**	**1.0000e-005**		**1.8000e-004**	**1.8000e-004**		**1.8000e-004**	**1.8000e-004**	**0.0000**	**2.5409**	**2.5409**	**5.0000e-005**	**5.0000e-005**	**2.5560**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	9683.2	1.7173	1.4000e-004	2.0000e-005	1.7261
General Office Building	5180.16	0.9187	8.0000e-005	1.0000e-005	0.9234
General Office Building	54121.9	9.5983	8.1000e-004	1.0000e-004	9.6478
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	19180	3.4015	2.9000e-004	3.0000e-005	3.4190
Strip Mall	38098	6.7565	5.7000e-004	7.0000e-005	6.7914
Strip Mall	5698.56	1.0106	9.0000e-005	1.0000e-005	1.0158
Total		**23.4028**	**1.9800e-003**	**2.4000e-004**	**23.5236**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	9683.2	1.7173	1.4000e-004	2.0000e-005	1.7261
General Office Building	5180.16	0.9187	8.0000e-005	1.0000e-005	0.9234
General Office Building	54121.9	9.5983	8.1000e-004	1.0000e-004	9.6478
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	19180	3.4015	2.9000e-004	3.0000e-005	3.4190
Strip Mall	38098	6.7565	5.7000e-004	7.0000e-005	6.7914
Strip Mall	5698.56	1.0106	9.0000e-005	1.0000e-005	1.0158
Total		**23.4028**	**1.9800e-003**	**2.4000e-004**	**23.5236**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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	0.0447	2.0000e-005	1.7800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.4700e-003	3.4700e-003	1.0000e-005	0.0000	3.7000e-003
Unmitigated	0.0447	2.0000e-005	1.7800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.4700e-003	3.4700e-003	1.0000e-005	0.0000	3.7000e-003

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	5.3100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0393					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.6000e-004	2.0000e-005	1.7800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.4700e-003	3.4700e-003	1.0000e-005	0.0000	3.7000e-003
Total	**0.0447**	**2.0000e-005**	**1.7800e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**3.4700e-003**	**3.4700e-003**	**1.0000e-005**	**0.0000**	**3.7000e-003**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	5.3100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0393					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.6000e-004	2.0000e-005	1.7800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.4700e-003	3.4700e-003	1.0000e-005	0.0000	3.7000e-003
Total	**0.0447**	**2.0000e-005**	**1.7800e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**3.4700e-003**	**3.4700e-003**	**1.0000e-005**	**0.0000**	**3.7000e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	3.5449	0.0282	6.9000e-004	4.4565
Unmitigated	4.1077	0.0352	8.6000e-004	5.2455

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	0.780251 / 0.478218	2.9915	0.0257	6.3000e-004	3.8202
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0.291105 / 0.178419	1.1161	9.5700e-003	2.3000e-004	1.4253
Total		**4.1077**	**0.0352**	**8.6000e-004**	**5.2455**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	0.624201 / 0.478218	2.5817	0.0205	5.0000e-004	3.2456
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0.232884 / 0.178419	0.9632	7.6600e-003	1.9000e-004	1.2109
Total		**3.5449**	**0.0282**	**6.9000e-004**	**4.4565**

8.0 Waste Detail

8.1 Mitigation Measures Waste

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	1.6666	0.0985	0.0000	4.1288
Unmitigated	1.6666	0.0985	0.0000	4.1288

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	4.08	0.8282	0.0490	0.0000	2.0518
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	4.13	0.8384	0.0496	0.0000	2.0770
Total		**1.6666**	**0.0985**	**0.0000**	**4.1288**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	4.08	0.8282	0.0490	0.0000	2.0518
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	4.13	0.8384	0.0496	0.0000	2.0770
Total		**1.6666**	**0.0985**	**0.0000**	**4.1288**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Parcels 20 & 14 Redevelopment Project

Ventura County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	0.38	1000sqft	0.01	384.00	0
General Office Building	4.01	1000sqft	0.09	4,012.00	0
Enclosed Parking with Elevator	1.78	1000sqft	0.04	1,780.00	0
Other Asphalt Surfaces	47.35	1000sqft	1.09	47,355.00	0
Parking Lot	137.00	Space	1.23	54,800.00	0
Strip Mall	3.42	1000sqft	0.08	3,423.00	0
Strip Mall	0.51	1000sqft	0.01	512.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2025
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Notes: Manually altered total days to resemble construction phase timing. Phase 1 would occur over 6 months and Phase 2 would occur over 13 months. Based on project info, demolition would only occur during Phase 1 (removal of existing dock structure).

Off-road Equipment -

Demolition - Notes: Existing dock structure, approx. 16,419 sf, would be removed and replaced.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Grading - asd

Construction Off-road Equipment Mitigation - VCAPCD Rule 55

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	220.00	75.00
tblConstructionPhase	NumDays	220.00	240.00
tblLandUse	LandUseSquareFeet	380.00	384.00
tblLandUse	LandUseSquareFeet	4,010.00	4,012.00
tblLandUse	LandUseSquareFeet	47,350.00	47,355.00
tblLandUse	LandUseSquareFeet	510.00	512.00
tblLandUse	LandUseSquareFeet	3,420.00	3,423.00

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
2023	1.8639	14.7915	15.6378	0.0316	7.1647	0.6805	7.7695	3.4465	0.6365	4.0029	0.0000	2,981.2220	2,981.2220	0.7698	0.0627	3,011.3574
2024	10.8187	13.8338	15.4423	0.0314	7.1647	0.5727	7.7374	3.4465	0.5269	3.9734	0.0000	2,968.2936	2,968.2936	0.7692	0.0613	2,997.8344
2025	10.8072	12.7606	15.2765	0.0313	0.4997	0.4759	0.9756	0.1353	0.4554	0.5907	0.0000	2,954.0212	2,954.0212	0.5446	0.0598	2,982.9419
Maximum	**10.8187**	**14.7915**	**15.6378**	**0.0316**	**7.1647**	**0.6805**	**7.7695**	**3.4465**	**0.6365**	**4.0029**	**0.0000**	**2,981.2220**	**2,981.2220**	**0.7698**	**0.0627**	**3,011.3574**

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					
2023	1.8639	14.7915	15.6378	0.0316	3.2693	0.6805	3.8741	1.5629	0.6365	2.1193	0.0000	2,981.2220	2,981.2220	0.7698	0.0627	3,011.3574
2024	10.8187	13.8338	15.4423	0.0314	3.2693	0.5727	3.8420	1.5629	0.5269	2.0898	0.0000	2,968.2936	2,968.2936	0.7692	0.0613	2,997.8344
2025	10.8072	12.7606	15.2765	0.0313	0.4997	0.4759	0.9756	0.1353	0.4554	0.5907	0.0000	2,954.0212	2,954.0212	0.5446	0.0598	2,982.9419
Maximum	**10.8187**	**14.7915**	**15.6378**	**0.0316**	**3.2693**	**0.6805**	**3.8741**	**1.5629**	**0.6365**	**2.1193**	**0.0000**	**2,981.2220**	**2,981.2220**	**0.7698**	**0.0627**	**3,011.3574**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	52.54	0.00	47.27	53.60	0.00	43.97	0.00	0.00	0.00	0.00	0.00	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.2460	1.8000e-004	0.0198	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0426	0.0426	1.1000e-004		0.0453
Energy	1.4100e-003	0.0128	0.0107	8.0000e-005		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004		15.3471	15.3471	2.9000e-004	2.8000e-004	15.4383
Mobile	0.4992	0.4368	3.6397	7.1200e-003	0.7807	5.7500e-003	0.7865	0.2081	5.3700e-003	0.2135		743.3963	743.3963	0.0547	0.0361	755.5315
Total	**0.7467**	**0.4498**	**3.6703**	**7.2000e-003**	**0.7807**	**6.7900e-003**	**0.7875**	**0.2081**	**6.4100e-003**	**0.2145**		**758.7860**	**758.7860**	**0.0551**	**0.0364**	**771.0151**

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	0.2460	1.8000e-004	0.0198	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0426	0.0426	1.1000e-004		0.0453
Energy	1.4100e-003	0.0128	0.0107	8.0000e-005		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004		15.3471	15.3471	2.9000e-004	2.8000e-004	15.4383
Mobile	0.4992	0.4368	3.6397	7.1200e-003	0.7807	5.7500e-003	0.7865	0.2081	5.3700e-003	0.2135		743.3963	743.3963	0.0547	0.0361	755.5315
Total	**0.7467**	**0.4498**	**3.6703**	**7.2000e-003**	**0.7807**	**6.7900e-003**	**0.7875**	**0.2081**	**6.4100e-003**	**0.2145**		**758.7860**	**758.7860**	**0.0551**	**0.0364**	**771.0151**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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	N20	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	Phase 1.1	Demolition	9/1/2023	9/28/2023	5	20	Marina Construction
2	Phase 1.2	Site Preparation	9/29/2023	10/3/2023	5	3	Marina Construction
3	Phase 1.3	Grading	10/7/2023	10/16/2023	5	6	Marina Construction
4	Phase 1.4	Building Construction	10/25/2023	2/6/2024	5	75	Marina Construction
5	Phase 1.5	Paving	2/7/2024	2/20/2024	5	10	Marina Construction
6	Phase 1.6	Architectural Coating	2/21/2024	3/5/2024	5	10	Marina Construction
7	Phase 2.1	Site Preparation	3/6/2024	3/8/2024	5	3	Building Construction and Renovation
8	Phase 2.2	Grading	3/9/2024	3/18/2024	5	6	Building Construction and Renovation
9	Phase 2.3	Building Construction	3/19/2024	2/17/2025	5	240	Building Construction and Renovation
10	Phase 2.4	Paving	2/18/2025	3/3/2025	5	10	Building Construction and Renovation
11	Phase 2.5	Architectural Coating	3/4/2025	3/17/2025	5	10	Building Construction and Renovation

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 6

Acres of Paving: 2.36

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 12,497; Non-Residential Outdoor: 4,166; Striped Parking Area: 6,236 (Architectural Coating – sqft)

OffRoad Equipment

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Phase 1.1	Concrete/Industrial Saws	1	8.00	81	0.73
Phase 1.1	Rubber Tired Dozers	1	8.00	247	0.40
Phase 1.1	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Phase 1.2	Graders	1	8.00	187	0.41
Phase 1.2	Scrapers	1	8.00	367	0.48
Phase 1.2	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Phase 1.3	Graders	1	8.00	187	0.41
Phase 1.3	Rubber Tired Dozers	1	8.00	247	0.40
Phase 1.3	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Phase 1.4	Cranes	1	8.00	231	0.29
Phase 1.4	Forklifts	2	7.00	89	0.20
Phase 1.4	Generator Sets	1	8.00	84	0.74
Phase 1.4	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Phase 1.4	Welders	3	8.00	46	0.45
Phase 1.5	Cement and Mortar Mixers	1	8.00	9	0.56
Phase 1.5	Pavers	1	8.00	130	0.42
Phase 1.5	Paving Equipment	1	8.00	132	0.36
Phase 1.5	Rollers	2	8.00	80	0.38
Phase 1.5	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Phase 1.6	Air Compressors	1	6.00	78	0.48
Phase 2.1	Graders	1	8.00	187	0.41
Phase 2.1	Scrapers	1	8.00	367	0.48
Phase 2.1	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Phase 2.2	Graders	1	8.00	187	0.41
Phase 2.2	Rubber Tired Dozers	1	8.00	247	0.40
Phase 2.2	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Phase 2.3	Cranes	1	8.00	231	0.29
Phase 2.3	Forklifts	2	7.00	89	0.20

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Phase 2.3	Generator Sets	1	8.00	84	0.74
Phase 2.3	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Phase 2.3	Welders	3	8.00	46	0.45
Phase 2.4	Cement and Mortar Mixers	1	8.00	9	0.56
Phase 2.4	Pavers	1	8.00	130	0.42
Phase 2.4	Paving Equipment	1	8.00	132	0.36
Phase 2.4	Rollers	2	8.00	80	0.38
Phase 2.4	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Phase 2.5	Air Compressors	1	6.00	78	0.48

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
Phase 1.1	5	13.00	0.00	75.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1.2	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1.3	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1.4	8	46.00	18.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1.5	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1.6	1	9.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2.1	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2.2	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2.3	8	46.00	18.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2.4	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2.5	1	9.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Water Exposed Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Phase 1.1 - 2023

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					
Fugitive Dust					0.8182	0.0000	0.8182	0.1239	0.0000	0.1239			0.0000			0.0000
Off-Road	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328		2,324.3959	2,324.3959	0.5893		2,339.1278
Total	**1.4725**	**14.3184**	**13.4577**	**0.0241**	**0.8182**	**0.6766**	**1.4948**	**0.1239**	**0.6328**	**0.7567**		**2,324.3959**	**2,324.3959**	**0.5893**		**2,339.1278**

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	7.5700e-003	0.4500	0.1281	2.1100e-003	0.0655	3.3100e-003	0.0688	0.0179	3.1700e-003	0.0211		234.7106	234.7106	0.0160	0.0374	246.2509
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
Worker	0.0374	0.0231	0.3338	9.1000e-004	0.1068	5.8000e-004	0.1074	0.0283	5.3000e-004	0.0289		93.2553	93.2553	2.7400e-003	2.4400e-003	94.0495
Total	**0.0450**	**0.4731**	**0.4619**	**3.0200e-003**	**0.1723**	**3.8900e-003**	**0.1762**	**0.0463**	**3.7000e-003**	**0.0500**		**327.9660**	**327.9660**	**0.0187**	**0.0398**	**340.3005**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Phase 1.1 - 2023

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					
Fugitive Dust					0.3682	0.0000	0.3682	0.0558	0.0000	0.0558			0.0000			0.0000
Off-Road	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328	0.0000	2,324.3959	2,324.3959	0.5893		2,339.1278
Total	**1.4725**	**14.3184**	**13.4577**	**0.0241**	**0.3682**	**0.6766**	**1.0448**	**0.0558**	**0.6328**	**0.6885**	**0.0000**	**2,324.3959**	**2,324.3959**	**0.5893**		**2,339.1278**

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	7.5700e-003	0.4500	0.1281	2.1100e-003	0.0655	3.3100e-003	0.0688	0.0179	3.1700e-003	0.0211		234.7106	234.7106	0.0160	0.0374	246.2509
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
Worker	0.0374	0.0231	0.3338	9.1000e-004	0.1068	5.8000e-004	0.1074	0.0283	5.3000e-004	0.0289		93.2553	93.2553	2.7400e-003	2.4400e-003	94.0495
Total	**0.0450**	**0.4731**	**0.4619**	**3.0200e-003**	**0.1723**	**3.8900e-003**	**0.1762**	**0.0463**	**3.7000e-003**	**0.0500**		**327.9660**	**327.9660**	**0.0187**	**0.0398**	**340.3005**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Phase 1.2 - 2023

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					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.3027	14.2802	9.7820	0.0245		0.5419	0.5419		0.4985	0.4985		2,374.8634	2,374.8634	0.7681		2,394.0654
Total	**1.3027**	**14.2802**	**9.7820**	**0.0245**	**1.5908**	**0.5419**	**2.1326**	**0.1718**	**0.4985**	**0.6703**		**2,374.8634**	**2,374.8634**	**0.7681**		**2,394.0654**

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	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
Worker	0.0230	0.0142	0.2054	5.6000e-004	0.0657	3.6000e-004	0.0661	0.0174	3.3000e-004	0.0178		57.3879	57.3879	1.6800e-003	1.5000e-003	57.8766
Total	**0.0230**	**0.0142**	**0.2054**	**5.6000e-004**	**0.0657**	**3.6000e-004**	**0.0661**	**0.0174**	**3.3000e-004**	**0.0178**		**57.3879**	**57.3879**	**1.6800e-003**	**1.5000e-003**	**57.8766**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Phase 1.2 - 2023

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					
Fugitive Dust					0.7158	0.0000	0.7158	0.0773	0.0000	0.0773			0.0000			0.0000
Off-Road	1.3027	14.2802	9.7820	0.0245		0.5419	0.5419		0.4985	0.4985	0.0000	2,374.8634	2,374.8634	0.7681		2,394.0654
Total	**1.3027**	**14.2802**	**9.7820**	**0.0245**	**0.7158**	**0.5419**	**1.2577**	**0.0773**	**0.4985**	**0.5758**	**0.0000**	**2,374.8634**	**2,374.8634**	**0.7681**		**2,394.0654**

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	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
Worker	0.0230	0.0142	0.2054	5.6000e-004	0.0657	3.6000e-004	0.0661	0.0174	3.3000e-004	0.0178		57.3879	57.3879	1.6800e-003	1.5000e-003	57.8766
Total	**0.0230**	**0.0142**	**0.2054**	**5.6000e-004**	**0.0657**	**3.6000e-004**	**0.0661**	**0.0174**	**3.3000e-004**	**0.0178**		**57.3879**	**57.3879**	**1.6800e-003**	**1.5000e-003**	**57.8766**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Phase 1.3 - 2023

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					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560		1,995.6147	1,995.6147	0.6454		2,011.7503
Total	**1.3330**	**14.4676**	**8.7038**	**0.0206**	**7.0826**	**0.6044**	**7.6869**	**3.4247**	**0.5560**	**3.9807**		**1,995.6147**	**1,995.6147**	**0.6454**		**2,011.7503**

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	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
Worker	0.0288	0.0178	0.2568	7.0000e-004	0.0822	4.5000e-004	0.0826	0.0218	4.1000e-004	0.0222		71.7349	71.7349	2.1000e-003	1.8700e-003	72.3458
Total	**0.0288**	**0.0178**	**0.2568**	**7.0000e-004**	**0.0822**	**4.5000e-004**	**0.0826**	**0.0218**	**4.1000e-004**	**0.0222**		**71.7349**	**71.7349**	**2.1000e-003**	**1.8700e-003**	**72.3458**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Phase 1.3 - 2023

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					
Fugitive Dust					3.1872	0.0000	3.1872	1.5411	0.0000	1.5411			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560	0.0000	1,995.6147	1,995.6147	0.6454		2,011.7503
Total	**1.3330**	**14.4676**	**8.7038**	**0.0206**	**3.1872**	**0.6044**	**3.7915**	**1.5411**	**0.5560**	**2.0971**	**0.0000**	**1,995.6147**	**1,995.6147**	**0.6454**		**2,011.7503**

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	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
Worker	0.0288	0.0178	0.2568	7.0000e-004	0.0822	4.5000e-004	0.0826	0.0218	4.1000e-004	0.0222		71.7349	71.7349	2.1000e-003	1.8700e-003	72.3458
Total	**0.0288**	**0.0178**	**0.2568**	**7.0000e-004**	**0.0822**	**4.5000e-004**	**0.0826**	**0.0218**	**4.1000e-004**	**0.0222**		**71.7349**	**71.7349**	**2.1000e-003**	**1.8700e-003**	**72.3458**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Phase 1.4 - 2023

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	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880		2,289.5233	2,289.5233	0.4330		2,300.3479
Total	**1.7136**	**13.6239**	**14.2145**	**0.0250**		**0.6136**	**0.6136**		**0.5880**	**0.5880**		**2,289.5233**	**2,289.5233**	**0.4330**		**2,300.3479**

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	0.0000
Vendor	0.0179	0.6820	0.2423	3.3300e-003	0.1218	4.0500e-003	0.1259	0.0351	3.8800e-003	0.0389		361.7183	361.7183	0.0149	0.0541	378.2189
Worker	0.1324	0.0818	1.1811	3.2200e-003	0.3779	2.0500e-003	0.3799	0.1002	1.8900e-003	0.1021		329.9803	329.9803	9.6800e-003	8.6200e-003	332.7906
Total	**0.1502**	**0.7638**	**1.4234**	**6.5500e-003**	**0.4997**	**6.1000e-003**	**0.5058**	**0.1353**	**5.7700e-003**	**0.1411**		**691.6987**	**691.6987**	**0.0246**	**0.0627**	**711.0096**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Phase 1.4 - 2023

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	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880	0.0000	2,289.5233	2,289.5233	0.4330		2,300.3479
Total	**1.7136**	**13.6239**	**14.2145**	**0.0250**		**0.6136**	**0.6136**		**0.5880**	**0.5880**	**0.0000**	**2,289.5233**	**2,289.5233**	**0.4330**		**2,300.3479**

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	0.0000
Vendor	0.0179	0.6820	0.2423	3.3300e-003	0.1218	4.0500e-003	0.1259	0.0351	3.8800e-003	0.0389		361.7183	361.7183	0.0149	0.0541	378.2189
Worker	0.1324	0.0818	1.1811	3.2200e-003	0.3779	2.0500e-003	0.3799	0.1002	1.8900e-003	0.1021		329.9803	329.9803	9.6800e-003	8.6200e-003	332.7906
Total	**0.1502**	**0.7638**	**1.4234**	**6.5500e-003**	**0.4997**	**6.1000e-003**	**0.5058**	**0.1353**	**5.7700e-003**	**0.1411**		**691.6987**	**691.6987**	**0.0246**	**0.0627**	**711.0096**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Phase 1.4 - 2024

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	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153		2,289.6541	2,289.6541	0.4265		2,300.3154
Total	**1.5971**	**12.8235**	**14.1002**	**0.0250**		**0.5381**	**0.5381**		**0.5153**	**0.5153**		**2,289.6541**	**2,289.6541**	**0.4265**		**2,300.3154**

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	0.0000
Vendor	0.0174	0.6787	0.2411	3.2800e-003	0.1218	4.0600e-003	0.1259	0.0351	3.8900e-003	0.0390		356.2562	356.2562	0.0153	0.0533	372.5191
Worker	0.1237	0.0734	1.1010	3.1300e-003	0.3779	1.9600e-003	0.3798	0.1002	1.8000e-003	0.1020		322.3833	322.3833	8.8200e-003	8.0400e-003	324.9999
Total	**0.1411**	**0.7522**	**1.3421**	**6.4100e-003**	**0.4997**	**6.0200e-003**	**0.5057**	**0.1353**	**5.6900e-003**	**0.1410**		**678.6395**	**678.6395**	**0.0241**	**0.0613**	**697.5191**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Phase 1.4 - 2024

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	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153	0.0000	2,289.6541	2,289.6541	0.4265		2,300.3154
Total	**1.5971**	**12.8235**	**14.1002**	**0.0250**		**0.5381**	**0.5381**		**0.5153**	**0.5153**	**0.0000**	**2,289.6541**	**2,289.6541**	**0.4265**		**2,300.3154**

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	0.0000
Vendor	0.0174	0.6787	0.2411	3.2800e-003	0.1218	4.0600e-003	0.1259	0.0351	3.8900e-003	0.0390		356.2562	356.2562	0.0153	0.0533	372.5191
Worker	0.1237	0.0734	1.1010	3.1300e-003	0.3779	1.9600e-003	0.3798	0.1002	1.8000e-003	0.1020		322.3833	322.3833	8.8200e-003	8.0400e-003	324.9999
Total	**0.1411**	**0.7522**	**1.3421**	**6.4100e-003**	**0.4997**	**6.0200e-003**	**0.5057**	**0.1353**	**5.6900e-003**	**0.1410**		**678.6395**	**678.6395**	**0.0241**	**0.0613**	**697.5191**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Phase 1.5 - 2024

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	0.8425	8.1030	11.7069	0.0179		0.3957	0.3957		0.3652	0.3652		1,710.2024	1,710.2024	0.5420		1,723.7529
Paving	0.6078					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.4503**	**8.1030**	**11.7069**	**0.0179**		**0.3957**	**0.3957**		**0.3652**	**0.3652**		**1,710.2024**	**1,710.2024**	**0.5420**		**1,723.7529**

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	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
Worker	0.0403	0.0239	0.3590	1.0200e-003	0.1232	6.4000e-004	0.1239	0.0327	5.9000e-004	0.0333		105.1250	105.1250	2.8800e-003	2.6200e-003	105.9782
Total	**0.0403**	**0.0239**	**0.3590**	**1.0200e-003**	**0.1232**	**6.4000e-004**	**0.1239**	**0.0327**	**5.9000e-004**	**0.0333**		**105.1250**	**105.1250**	**2.8800e-003**	**2.6200e-003**	**105.9782**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Phase 1.5 - 2024

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	0.8425	8.1030	11.7069	0.0179		0.3957	0.3957		0.3652	0.3652	0.0000	1,710.2024	1,710.2024	0.5420		1,723.7529
Paving	0.6078					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.4503**	**8.1030**	**11.7069**	**0.0179**		**0.3957**	**0.3957**		**0.3652**	**0.3652**	**0.0000**	**1,710.2024**	**1,710.2024**	**0.5420**		**1,723.7529**

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	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
Worker	0.0403	0.0239	0.3590	1.0200e-003	0.1232	6.4000e-004	0.1239	0.0327	5.9000e-004	0.0333		105.1250	105.1250	2.8800e-003	2.6200e-003	105.9782
Total	**0.0403**	**0.0239**	**0.3590**	**1.0200e-003**	**0.1232**	**6.4000e-004**	**0.1239**	**0.0327**	**5.9000e-004**	**0.0333**		**105.1250**	**105.1250**	**2.8800e-003**	**2.6200e-003**	**105.9782**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Phase 1.6 - 2024

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					
Archit. Coating	10.6137					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**10.7945**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

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	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
Worker	0.0242	0.0144	0.2154	6.1000e-004	0.0739	3.8000e-004	0.0743	0.0196	3.5000e-004	0.0200		63.0750	63.0750	1.7300e-003	1.5700e-003	63.5869
Total	**0.0242**	**0.0144**	**0.2154**	**6.1000e-004**	**0.0739**	**3.8000e-004**	**0.0743**	**0.0196**	**3.5000e-004**	**0.0200**		**63.0750**	**63.0750**	**1.7300e-003**	**1.5700e-003**	**63.5869**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Phase 1.6 - 2024

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					
Archit. Coating	10.6137					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**10.7945**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

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	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
Worker	0.0242	0.0144	0.2154	6.1000e-004	0.0739	3.8000e-004	0.0743	0.0196	3.5000e-004	0.0200		63.0750	63.0750	1.7300e-003	1.5700e-003	63.5869
Total	**0.0242**	**0.0144**	**0.2154**	**6.1000e-004**	**0.0739**	**3.8000e-004**	**0.0743**	**0.0196**	**3.5000e-004**	**0.0200**		**63.0750**	**63.0750**	**1.7300e-003**	**1.5700e-003**	**63.5869**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.8 Phase 2.1 - 2024

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					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.2406	13.1186	9.5796	0.0245		0.4971	0.4971		0.4573	0.4573		2,373.6514	2,373.6514	0.7677		2,392.8435
Total	**1.2406**	**13.1186**	**9.5796**	**0.0245**	**1.5908**	**0.4971**	**2.0878**	**0.1718**	**0.4573**	**0.6291**		**2,373.6514**	**2,373.6514**	**0.7677**		**2,392.8435**

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	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
Worker	0.0215	0.0128	0.1915	5.4000e-004	0.0657	3.4000e-004	0.0661	0.0174	3.1000e-004	0.0178		56.0667	56.0667	1.5300e-003	1.4000e-003	56.5217
Total	**0.0215**	**0.0128**	**0.1915**	**5.4000e-004**	**0.0657**	**3.4000e-004**	**0.0661**	**0.0174**	**3.1000e-004**	**0.0178**		**56.0667**	**56.0667**	**1.5300e-003**	**1.4000e-003**	**56.5217**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.8 Phase 2.1 - 2024

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					
Fugitive Dust					0.7158	0.0000	0.7158	0.0773	0.0000	0.0773			0.0000			0.0000
Off-Road	1.2406	13.1186	9.5796	0.0245		0.4971	0.4971		0.4573	0.4573	0.0000	2,373.6514	2,373.6514	0.7677		2,392.8435
Total	**1.2406**	**13.1186**	**9.5796**	**0.0245**	**0.7158**	**0.4971**	**1.2129**	**0.0773**	**0.4573**	**0.5346**	**0.0000**	**2,373.6514**	**2,373.6514**	**0.7677**		**2,392.8435**

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	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
Worker	0.0215	0.0128	0.1915	5.4000e-004	0.0657	3.4000e-004	0.0661	0.0174	3.1000e-004	0.0178		56.0667	56.0667	1.5300e-003	1.4000e-003	56.5217
Total	**0.0215**	**0.0128**	**0.1915**	**5.4000e-004**	**0.0657**	**3.4000e-004**	**0.0661**	**0.0174**	**3.1000e-004**	**0.0178**		**56.0667**	**56.0667**	**1.5300e-003**	**1.4000e-003**	**56.5217**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.9 Phase 2.2 - 2024

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					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.3015	13.8178	8.6998	0.0206		0.5722	0.5722		0.5265	0.5265		1,995.5803	1,995.5803	0.6454		2,011.7155
Total	**1.3015**	**13.8178**	**8.6998**	**0.0206**	**7.0826**	**0.5722**	**7.6548**	**3.4247**	**0.5265**	**3.9512**		**1,995.5803**	**1,995.5803**	**0.6454**		**2,011.7155**

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	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
Worker	0.0269	0.0160	0.2394	6.8000e-004	0.0822	4.3000e-004	0.0826	0.0218	3.9000e-004	0.0222		70.0833	70.0833	1.9200e-003	1.7500e-003	70.6522
Total	**0.0269**	**0.0160**	**0.2394**	**6.8000e-004**	**0.0822**	**4.3000e-004**	**0.0826**	**0.0218**	**3.9000e-004**	**0.0222**		**70.0833**	**70.0833**	**1.9200e-003**	**1.7500e-003**	**70.6522**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.9 Phase 2.2 - 2024

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					
Fugitive Dust					3.1872	0.0000	3.1872	1.5411	0.0000	1.5411			0.0000			0.0000
Off-Road	1.3015	13.8178	8.6998	0.0206		0.5722	0.5722		0.5265	0.5265	0.0000	1,995.5803	1,995.5803	0.6454		2,011.7155
Total	**1.3015**	**13.8178**	**8.6998**	**0.0206**	**3.1872**	**0.5722**	**3.7594**	**1.5411**	**0.5265**	**2.0676**	**0.0000**	**1,995.5803**	**1,995.5803**	**0.6454**		**2,011.7155**

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	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
Worker	0.0269	0.0160	0.2394	6.8000e-004	0.0822	4.3000e-004	0.0826	0.0218	3.9000e-004	0.0222		70.0833	70.0833	1.9200e-003	1.7500e-003	70.6522
Total	**0.0269**	**0.0160**	**0.2394**	**6.8000e-004**	**0.0822**	**4.3000e-004**	**0.0826**	**0.0218**	**3.9000e-004**	**0.0222**		**70.0833**	**70.0833**	**1.9200e-003**	**1.7500e-003**	**70.6522**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.10 Phase 2.3 - 2024

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	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153		2,289.6541	2,289.6541	0.4265		2,300.3154
Total	**1.5971**	**12.8235**	**14.1002**	**0.0250**		**0.5381**	**0.5381**		**0.5153**	**0.5153**		**2,289.6541**	**2,289.6541**	**0.4265**		**2,300.3154**

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	0.0000
Vendor	0.0174	0.6787	0.2411	3.2800e-003	0.1218	4.0600e-003	0.1259	0.0351	3.8900e-003	0.0390		356.2562	356.2562	0.0153	0.0533	372.5191
Worker	0.1237	0.0734	1.1010	3.1300e-003	0.3779	1.9600e-003	0.3798	0.1002	1.8000e-003	0.1020		322.3833	322.3833	8.8200e-003	8.0400e-003	324.9999
Total	**0.1411**	**0.7522**	**1.3421**	**6.4100e-003**	**0.4997**	**6.0200e-003**	**0.5057**	**0.1353**	**5.6900e-003**	**0.1410**		**678.6395**	**678.6395**	**0.0241**	**0.0613**	**697.5191**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.10 Phase 2.3 - 2024

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	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153	0.0000	2,289.6541	2,289.6541	0.4265		2,300.3154
Total	**1.5971**	**12.8235**	**14.1002**	**0.0250**		**0.5381**	**0.5381**		**0.5153**	**0.5153**	**0.0000**	**2,289.6541**	**2,289.6541**	**0.4265**		**2,300.3154**

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	0.0000
Vendor	0.0174	0.6787	0.2411	3.2800e-003	0.1218	4.0600e-003	0.1259	0.0351	3.8900e-003	0.0390		356.2562	356.2562	0.0153	0.0533	372.5191
Worker	0.1237	0.0734	1.1010	3.1300e-003	0.3779	1.9600e-003	0.3798	0.1002	1.8000e-003	0.1020		322.3833	322.3833	8.8200e-003	8.0400e-003	324.9999
Total	**0.1411**	**0.7522**	**1.3421**	**6.4100e-003**	**0.4997**	**6.0200e-003**	**0.5057**	**0.1353**	**5.6900e-003**	**0.1410**		**678.6395**	**678.6395**	**0.0241**	**0.0613**	**697.5191**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.10 Phase 2.3 - 2025

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	1.4897	12.0233	14.0072	0.0250		0.4700	0.4700		0.4498	0.4498		2,289.8898	2,289.8898	0.4200		2,300.3887
Total	**1.4897**	**12.0233**	**14.0072**	**0.0250**		**0.4700**	**0.4700**		**0.4498**	**0.4498**		**2,289.8898**	**2,289.8898**	**0.4200**		**2,300.3887**

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	0.0000
Vendor	0.0170	0.6710	0.2402	3.2100e-003	0.1218	4.0700e-003	0.1259	0.0351	3.8900e-003	0.0390		349.7480	349.7480	0.0157	0.0523	365.7255
Worker	0.1159	0.0663	1.0291	3.0200e-003	0.3779	1.8700e-003	0.3798	0.1002	1.7200e-003	0.1020		314.3834	314.3834	8.0100e-003	7.5300e-003	316.8278
Total	**0.1329**	**0.7373**	**1.2693**	**6.2300e-003**	**0.4997**	**5.9400e-003**	**0.5056**	**0.1353**	**5.6100e-003**	**0.1409**		**664.1314**	**664.1314**	**0.0237**	**0.0598**	**682.5533**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.10 Phase 2.3 - 2025

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	1.4897	12.0233	14.0072	0.0250		0.4700	0.4700		0.4498	0.4498	0.0000	2,289.8898	2,289.8898	0.4200		2,300.3887
Total	**1.4897**	**12.0233**	**14.0072**	**0.0250**		**0.4700**	**0.4700**		**0.4498**	**0.4498**	**0.0000**	**2,289.8898**	**2,289.8898**	**0.4200**		**2,300.3887**

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	0.0000
Vendor	0.0170	0.6710	0.2402	3.2100e-003	0.1218	4.0700e-003	0.1259	0.0351	3.8900e-003	0.0390		349.7480	349.7480	0.0157	0.0523	365.7255
Worker	0.1159	0.0663	1.0291	3.0200e-003	0.3779	1.8700e-003	0.3798	0.1002	1.7200e-003	0.1020		314.3834	314.3834	8.0100e-003	7.5300e-003	316.8278
Total	**0.1329**	**0.7373**	**1.2693**	**6.2300e-003**	**0.4997**	**5.9400e-003**	**0.5056**	**0.1353**	**5.6100e-003**	**0.1409**		**664.1314**	**664.1314**	**0.0237**	**0.0598**	**682.5533**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.11 Phase 2.4 - 2025

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	0.7854	7.4371	11.6737	0.0179		0.3503	0.3503		0.3234	0.3234		1,710.0067	1,710.0067	0.5420		1,723.5556
Paving	0.6078					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3933**	**7.4371**	**11.6737**	**0.0179**		**0.3503**	**0.3503**		**0.3234**	**0.3234**		**1,710.0067**	**1,710.0067**	**0.5420**		**1,723.5556**

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	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
Worker	0.0378	0.0216	0.3356	9.8000e-004	0.1232	6.1000e-004	0.1238	0.0327	5.6000e-004	0.0333		102.5163	102.5163	2.6100e-003	2.4600e-003	103.3134
Total	**0.0378**	**0.0216**	**0.3356**	**9.8000e-004**	**0.1232**	**6.1000e-004**	**0.1238**	**0.0327**	**5.6000e-004**	**0.0333**		**102.5163**	**102.5163**	**2.6100e-003**	**2.4600e-003**	**103.3134**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.11 Phase 2.4 - 2025

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	0.7854	7.4371	11.6737	0.0179		0.3503	0.3503		0.3234	0.3234	0.0000	1,710.0067	1,710.0067	0.5420		1,723.5556
Paving	0.6078					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3933**	**7.4371**	**11.6737**	**0.0179**		**0.3503**	**0.3503**		**0.3234**	**0.3234**	**0.0000**	**1,710.0067**	**1,710.0067**	**0.5420**		**1,723.5556**

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	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
Worker	0.0378	0.0216	0.3356	9.8000e-004	0.1232	6.1000e-004	0.1238	0.0327	5.6000e-004	0.0333		102.5163	102.5163	2.6100e-003	2.4600e-003	103.3134
Total	**0.0378**	**0.0216**	**0.3356**	**9.8000e-004**	**0.1232**	**6.1000e-004**	**0.1238**	**0.0327**	**5.6000e-004**	**0.0333**		**102.5163**	**102.5163**	**2.6100e-003**	**2.4600e-003**	**103.3134**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.12 Phase 2.5 - 2025

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					
Archit. Coating	10.6137					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**10.7846**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

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	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
Worker	0.0227	0.0130	0.2014	5.9000e-004	0.0739	3.7000e-004	0.0743	0.0196	3.4000e-004	0.0200		61.5098	61.5098	1.5700e-003	1.4700e-003	61.9880
Total	**0.0227**	**0.0130**	**0.2014**	**5.9000e-004**	**0.0739**	**3.7000e-004**	**0.0743**	**0.0196**	**3.4000e-004**	**0.0200**		**61.5098**	**61.5098**	**1.5700e-003**	**1.4700e-003**	**61.9880**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.12 Phase 2.5 - 2025

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					
Archit. Coating	10.6137					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**10.7846**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

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	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
Worker	0.0227	0.0130	0.2014	5.9000e-004	0.0739	3.7000e-004	0.0743	0.0196	3.4000e-004	0.0200		61.5098	61.5098	1.5700e-003	1.4700e-003	61.9880
Total	**0.0227**	**0.0130**	**0.2014**	**5.9000e-004**	**0.0739**	**3.7000e-004**	**0.0743**	**0.0196**	**3.4000e-004**	**0.0200**		**61.5098**	**61.5098**	**1.5700e-003**	**1.4700e-003**	**61.9880**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.4992	0.4368	3.6397	7.1200e-003	0.7807	5.7500e-003	0.7865	0.2081	5.3700e-003	0.2135		743.3963	743.3963	0.0547	0.0361	755.5315
Unmitigated	0.4992	0.4368	3.6397	7.1200e-003	0.7807	5.7500e-003	0.7865	0.2081	5.3700e-003	0.2135		743.3963	743.3963	0.0547	0.0361	755.5315

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	3.70	0.84	0.27	6,695	6,695
General Office Building	39.06	8.86	2.81	70,653	70,653
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Strip Mall	151.57	143.78	69.87	213,739	213,739
Strip Mall	22.60	21.44	10.42	31,873	31,873
Total	216.94	174.92	83.36	322,961	322,961

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	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
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Miles			Trip %			Trip Purpose %		
Land Use	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
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.553410	0.058491	0.170447	0.127855	0.026791	0.007507	0.012149	0.006212	0.000674	0.000390	0.028812	0.000632	0.006629
General Office Building	0.553410	0.058491	0.170447	0.127855	0.026791	0.007507	0.012149	0.006212	0.000674	0.000390	0.028812	0.000632	0.006629
Other Asphalt Surfaces	0.553410	0.058491	0.170447	0.127855	0.026791	0.007507	0.012149	0.006212	0.000674	0.000390	0.028812	0.000632	0.006629
Parking Lot	0.553410	0.058491	0.170447	0.127855	0.026791	0.007507	0.012149	0.006212	0.000674	0.000390	0.028812	0.000632	0.006629
Strip Mall	0.553410	0.058491	0.170447	0.127855	0.026791	0.007507	0.012149	0.006212	0.000674	0.000390	0.028812	0.000632	0.006629

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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	1.4100e-003	0.0128	0.0107	8.0000e-005		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004		15.3471	15.3471	2.9000e-004	2.8000e-004	15.4383
NaturalGas Unmitigated	1.4100e-003	0.0128	0.0107	8.0000e-005		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004		15.3471	15.3471	2.9000e-004	2.8000e-004	15.4383

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Enclosed Parking with Elevator	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
General Office Building	9.5211	1.0000e-004	9.3000e-004	7.8000e-004	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		1.1201	1.1201	2.0000e-005	2.0000e-005	1.1268
General Office Building	99.4756	1.0700e-003	9.7500e-003	8.1900e-003	6.0000e-005		7.4000e-004	7.4000e-004		7.4000e-004	7.4000e-004		11.7030	11.7030	2.2000e-004	2.1000e-004	11.7726
Other Asphalt Surfaces	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
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
Strip Mall	18.6624	2.0000e-004	1.8300e-003	1.5400e-003	1.0000e-005		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		2.1956	2.1956	4.0000e-005	4.0000e-005	2.2086
Strip Mall	2.79145	3.0000e-005	2.7000e-004	2.3000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.3284	0.3284	1.0000e-005	1.0000e-005	0.3304
Total		**1.4000e-003**	**0.0128**	**0.0107**	**8.0000e-005**		**9.7000e-004**	**9.7000e-004**		**9.7000e-004**	**9.7000e-004**		**15.3471**	**15.3471**	**2.9000e-004**	**2.8000e-004**	**15.4383**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Enclosed Parking with Elevator	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
General Office Building	0.0095211	1.0000e-004	9.3000e-004	7.8000e-004	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		1.1201	1.1201	2.0000e-005	2.0000e-005	1.1268
General Office Building	0.0994756	1.0700e-003	9.7500e-003	8.1900e-003	6.0000e-005		7.4000e-004	7.4000e-004		7.4000e-004	7.4000e-004		11.7030	11.7030	2.2000e-004	2.1000e-004	11.7726
Other Asphalt Surfaces	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
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
Strip Mall	0.00279145	3.0000e-005	2.7000e-004	2.3000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.3284	0.3284	1.0000e-005	1.0000e-005	0.3304
Strip Mall	0.0186624	2.0000e-004	1.8300e-003	1.5400e-003	1.0000e-005		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		2.1956	2.1956	4.0000e-005	4.0000e-005	2.2086
Total		**1.4000e-003**	**0.0128**	**0.0107**	**8.0000e-005**		**9.7000e-004**	**9.7000e-004**		**9.7000e-004**	**9.7000e-004**		**15.3471**	**15.3471**	**2.9000e-004**	**2.8000e-004**	**15.4383**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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	0.2460	1.8000e-004	0.0198	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0426	0.0426	1.1000e-004		0.0453
Unmitigated	0.2460	1.8000e-004	0.0198	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0426	0.0426	1.1000e-004		0.0453

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	0.0291					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2151					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.8200e-003	1.8000e-004	0.0198	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0426	0.0426	1.1000e-004		0.0453
Total	**0.2460**	**1.8000e-004**	**0.0198**	**0.0000**		**7.0000e-005**	**7.0000e-005**		**7.0000e-005**	**7.0000e-005**		**0.0426**	**0.0426**	**1.1000e-004**		**0.0453**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	lb/day										lb/day					
Architectural Coating	0.0291					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2151					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.8200e-003	1.8000e-004	0.0198	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0426	0.0426	1.1000e-004		0.0453
Total	**0.2460**	**1.8000e-004**	**0.0198**	**0.0000**		**7.0000e-005**	**7.0000e-005**		**7.0000e-005**	**7.0000e-005**		**0.0426**	**0.0426**	**1.1000e-004**		**0.0453**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

EXHIBIT A

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Parcels 20 & 14 Redevelopment Project

Ventura County APCD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	0.38	1000sqft	0.01	384.00	0
General Office Building	4.01	1000sqft	0.09	4,012.00	0
Enclosed Parking with Elevator	1.78	1000sqft	0.04	1,780.00	0
Other Asphalt Surfaces	47.35	1000sqft	1.09	47,355.00	0
Parking Lot	137.00	Space	1.23	54,800.00	0
Strip Mall	3.42	1000sqft	0.08	3,423.00	0
Strip Mall	0.51	1000sqft	0.01	512.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2025
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Notes: Manually altered total days to resemble construction phase timing. Phase 1 would occur over 6 months and Phase 2 would occur over 13 months. Based on project info, demolition would only occur during Phase 1 (removal of existing dock structure).

Off-road Equipment -

Demolition - Notes: Existing dock structure, approx. 16,419 sf, would be removed and replaced.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Grading - asd

Construction Off-road Equipment Mitigation - VCAPCD Rule 55

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	220.00	75.00
tblConstructionPhase	NumDays	220.00	240.00
tblLandUse	LandUseSquareFeet	380.00	384.00
tblLandUse	LandUseSquareFeet	4,010.00	4,012.00
tblLandUse	LandUseSquareFeet	47,350.00	47,355.00
tblLandUse	LandUseSquareFeet	510.00	512.00
tblLandUse	LandUseSquareFeet	3,420.00	3,423.00

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
2023	1.8738	14.8146	15.6239	0.0315	7.1647	0.6805	7.7695	3.4465	0.6365	4.0029	0.0000	2,967.4607	2,967.4607	0.7699	0.0638	2,997.9389
2024	10.8206	13.8365	15.4318	0.0313	7.1647	0.5727	7.7374	3.4465	0.5269	3.9734	0.0000	2,954.8946	2,954.8946	0.7694	0.0624	2,984.7559
2025	10.8091	12.8017	15.2690	0.0311	0.4997	0.4759	0.9756	0.1353	0.4554	0.5907	0.0000	2,940.9987	2,940.9987	0.5448	0.0608	2,970.2202
Maximum	**10.8206**	**14.8146**	**15.6239**	**0.0315**	**7.1647**	**0.6805**	**7.7695**	**3.4465**	**0.6365**	**4.0029**	**0.0000**	**2,967.4607**	**2,967.4607**	**0.7699**	**0.0638**	**2,997.9389**

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					
2023	1.8738	14.8146	15.6239	0.0315	3.2693	0.6805	3.8741	1.5629	0.6365	2.1193	0.0000	2,967.4607	2,967.4607	0.7699	0.0638	2,997.9389
2024	10.8206	13.8365	15.4318	0.0313	3.2693	0.5727	3.8420	1.5629	0.5269	2.0898	0.0000	2,954.8946	2,954.8946	0.7694	0.0624	2,984.7559
2025	10.8091	12.8017	15.2690	0.0311	0.4997	0.4759	0.9756	0.1353	0.4554	0.5907	0.0000	2,940.9987	2,940.9987	0.5448	0.0608	2,970.2202
Maximum	**10.8206**	**14.8146**	**15.6239**	**0.0315**	**3.2693**	**0.6805**	**3.8741**	**1.5629**	**0.6365**	**2.1193**	**0.0000**	**2,967.4607**	**2,967.4607**	**0.7699**	**0.0638**	**2,997.9389**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	52.54	0.00	47.27	53.60	0.00	43.97	0.00	0.00	0.00	0.00	0.00	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.2460	1.8000e-004	0.0198	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0426	0.0426	1.1000e-004		0.0453
Energy	1.4100e-003	0.0128	0.0107	8.0000e-005		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004		15.3471	15.3471	2.9000e-004	2.8000e-004	15.4383
Mobile	0.4770	0.4833	3.9597	6.8900e-003	0.7807	5.7600e-003	0.7865	0.2081	5.3700e-003	0.2135		719.1327	719.1327	0.0605	0.0388	732.2095
Total	**0.7245**	**0.4962**	**3.9903**	**6.9700e-003**	**0.7807**	**6.8000e-003**	**0.7875**	**0.2081**	**6.4100e-003**	**0.2145**		**734.5224**	**734.5224**	**0.0609**	**0.0391**	**747.6932**

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	0.2460	1.8000e-004	0.0198	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0426	0.0426	1.1000e-004		0.0453
Energy	1.4100e-003	0.0128	0.0107	8.0000e-005		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004		15.3471	15.3471	2.9000e-004	2.8000e-004	15.4383
Mobile	0.4770	0.4833	3.9597	6.8900e-003	0.7807	5.7600e-003	0.7865	0.2081	5.3700e-003	0.2135		719.1327	719.1327	0.0605	0.0388	732.2095
Total	**0.7245**	**0.4962**	**3.9903**	**6.9700e-003**	**0.7807**	**6.8000e-003**	**0.7875**	**0.2081**	**6.4100e-003**	**0.2145**		**734.5224**	**734.5224**	**0.0609**	**0.0391**	**747.6932**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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	N20	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	Phase 1.1	Demolition	9/1/2023	9/28/2023	5	20	Marina Construction
2	Phase 1.2	Site Preparation	9/29/2023	10/3/2023	5	3	Marina Construction
3	Phase 1.3	Grading	10/7/2023	10/16/2023	5	6	Marina Construction
4	Phase 1.4	Building Construction	10/25/2023	2/6/2024	5	75	Marina Construction
5	Phase 1.5	Paving	2/7/2024	2/20/2024	5	10	Marina Construction
6	Phase 1.6	Architectural Coating	2/21/2024	3/5/2024	5	10	Marina Construction
7	Phase 2.1	Site Preparation	3/6/2024	3/8/2024	5	3	Building Construction and Renovation
8	Phase 2.2	Grading	3/9/2024	3/18/2024	5	6	Building Construction and Renovation
9	Phase 2.3	Building Construction	3/19/2024	2/17/2025	5	240	Building Construction and Renovation
10	Phase 2.4	Paving	2/18/2025	3/3/2025	5	10	Building Construction and Renovation
11	Phase 2.5	Architectural Coating	3/4/2025	3/17/2025	5	10	Building Construction and Renovation

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 6

Acres of Paving: 2.36

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 12,497; Non-Residential Outdoor: 4,166; Striped Parking Area: 6,236 (Architectural Coating – sqft)

OffRoad Equipment

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Phase 1.1	Concrete/Industrial Saws	1	8.00	81	0.73
Phase 1.1	Rubber Tired Dozers	1	8.00	247	0.40
Phase 1.1	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Phase 1.2	Graders	1	8.00	187	0.41
Phase 1.2	Scrapers	1	8.00	367	0.48
Phase 1.2	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Phase 1.3	Graders	1	8.00	187	0.41
Phase 1.3	Rubber Tired Dozers	1	8.00	247	0.40
Phase 1.3	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Phase 1.4	Cranes	1	8.00	231	0.29
Phase 1.4	Forklifts	2	7.00	89	0.20
Phase 1.4	Generator Sets	1	8.00	84	0.74
Phase 1.4	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Phase 1.4	Welders	3	8.00	46	0.45
Phase 1.5	Cement and Mortar Mixers	1	8.00	9	0.56
Phase 1.5	Pavers	1	8.00	130	0.42
Phase 1.5	Paving Equipment	1	8.00	132	0.36
Phase 1.5	Rollers	2	8.00	80	0.38
Phase 1.5	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Phase 1.6	Air Compressors	1	6.00	78	0.48
Phase 2.1	Graders	1	8.00	187	0.41
Phase 2.1	Scrapers	1	8.00	367	0.48
Phase 2.1	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Phase 2.2	Graders	1	8.00	187	0.41
Phase 2.2	Rubber Tired Dozers	1	8.00	247	0.40
Phase 2.2	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Phase 2.3	Cranes	1	8.00	231	0.29
Phase 2.3	Forklifts	2	7.00	89	0.20

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Phase 2.3	Generator Sets	1	8.00	84	0.74
Phase 2.3	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Phase 2.3	Welders	3	8.00	46	0.45
Phase 2.4	Cement and Mortar Mixers	1	8.00	9	0.56
Phase 2.4	Pavers	1	8.00	130	0.42
Phase 2.4	Paving Equipment	1	8.00	132	0.36
Phase 2.4	Rollers	2	8.00	80	0.38
Phase 2.4	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Phase 2.5	Air Compressors	1	6.00	78	0.48

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
Phase 1.1	5	13.00	0.00	75.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1.2	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1.3	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1.4	8	46.00	18.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1.5	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1.6	1	9.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2.1	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2.2	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2.3	8	46.00	18.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2.4	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2.5	1	9.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Water Exposed Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Phase 1.1 - 2023

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					
Fugitive Dust					0.8182	0.0000	0.8182	0.1239	0.0000	0.1239			0.0000			0.0000
Off-Road	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328		2,324.3959	2,324.3959	0.5893		2,339.1278
Total	**1.4725**	**14.3184**	**13.4577**	**0.0241**	**0.8182**	**0.6766**	**1.4948**	**0.1239**	**0.6328**	**0.7567**		**2,324.3959**	**2,324.3959**	**0.5893**		**2,339.1278**

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	7.0900e-003	0.4691	0.1298	2.1200e-003	0.0655	3.3200e-003	0.0688	0.0179	3.1800e-003	0.0211		234.9249	234.9249	0.0160	0.0374	246.4749
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
Worker	0.0404	0.0271	0.3277	8.7000e-004	0.1068	5.8000e-004	0.1074	0.0283	5.3000e-004	0.0289		89.2199	89.2199	2.9800e-003	2.7100e-003	90.1013
Total	**0.0475**	**0.4961**	**0.4575**	**2.9900e-003**	**0.1723**	**3.9000e-003**	**0.1762**	**0.0463**	**3.7100e-003**	**0.0500**		**324.1447**	**324.1447**	**0.0189**	**0.0401**	**336.5762**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Phase 1.1 - 2023

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					
Fugitive Dust					0.3682	0.0000	0.3682	0.0558	0.0000	0.0558			0.0000			0.0000
Off-Road	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328	0.0000	2,324.3959	2,324.3959	0.5893		2,339.1278
Total	**1.4725**	**14.3184**	**13.4577**	**0.0241**	**0.3682**	**0.6766**	**1.0448**	**0.0558**	**0.6328**	**0.6885**	**0.0000**	**2,324.3959**	**2,324.3959**	**0.5893**		**2,339.1278**

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	7.0900e-003	0.4691	0.1298	2.1200e-003	0.0655	3.3200e-003	0.0688	0.0179	3.1800e-003	0.0211		234.9249	234.9249	0.0160	0.0374	246.4749
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
Worker	0.0404	0.0271	0.3277	8.7000e-004	0.1068	5.8000e-004	0.1074	0.0283	5.3000e-004	0.0289		89.2199	89.2199	2.9800e-003	2.7100e-003	90.1013
Total	**0.0475**	**0.4961**	**0.4575**	**2.9900e-003**	**0.1723**	**3.9000e-003**	**0.1762**	**0.0463**	**3.7100e-003**	**0.0500**		**324.1447**	**324.1447**	**0.0189**	**0.0401**	**336.5762**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Phase 1.2 - 2023

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					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.3027	14.2802	9.7820	0.0245		0.5419	0.5419		0.4985	0.4985		2,374.8634	2,374.8634	0.7681		2,394.0654
Total	**1.3027**	**14.2802**	**9.7820**	**0.0245**	**1.5908**	**0.5419**	**2.1326**	**0.1718**	**0.4985**	**0.6703**		**2,374.8634**	**2,374.8634**	**0.7681**		**2,394.0654**

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	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
Worker	0.0249	0.0167	0.2016	5.4000e-004	0.0657	3.6000e-004	0.0661	0.0174	3.3000e-004	0.0178		54.9045	54.9045	1.8300e-003	1.6700e-003	55.4470
Total	**0.0249**	**0.0167**	**0.2016**	**5.4000e-004**	**0.0657**	**3.6000e-004**	**0.0661**	**0.0174**	**3.3000e-004**	**0.0178**		**54.9045**	**54.9045**	**1.8300e-003**	**1.6700e-003**	**55.4470**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Phase 1.2 - 2023

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					
Fugitive Dust					0.7158	0.0000	0.7158	0.0773	0.0000	0.0773			0.0000			0.0000
Off-Road	1.3027	14.2802	9.7820	0.0245		0.5419	0.5419		0.4985	0.4985	0.0000	2,374.8634	2,374.8634	0.7681		2,394.0654
Total	**1.3027**	**14.2802**	**9.7820**	**0.0245**	**0.7158**	**0.5419**	**1.2577**	**0.0773**	**0.4985**	**0.5758**	**0.0000**	**2,374.8634**	**2,374.8634**	**0.7681**		**2,394.0654**

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	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
Worker	0.0249	0.0167	0.2016	5.4000e-004	0.0657	3.6000e-004	0.0661	0.0174	3.3000e-004	0.0178		54.9045	54.9045	1.8300e-003	1.6700e-003	55.4470
Total	**0.0249**	**0.0167**	**0.2016**	**5.4000e-004**	**0.0657**	**3.6000e-004**	**0.0661**	**0.0174**	**3.3000e-004**	**0.0178**		**54.9045**	**54.9045**	**1.8300e-003**	**1.6700e-003**	**55.4470**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Phase 1.3 - 2023

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					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560		1,995.6147	1,995.6147	0.6454		2,011.7503
Total	**1.3330**	**14.4676**	**8.7038**	**0.0206**	**7.0826**	**0.6044**	**7.6869**	**3.4247**	**0.5560**	**3.9807**		**1,995.6147**	**1,995.6147**	**0.6454**		**2,011.7503**

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	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
Worker	0.0311	0.0208	0.2521	6.7000e-004	0.0822	4.5000e-004	0.0826	0.0218	4.1000e-004	0.0222		68.6307	68.6307	2.2900e-003	2.0800e-003	69.3087
Total	**0.0311**	**0.0208**	**0.2521**	**6.7000e-004**	**0.0822**	**4.5000e-004**	**0.0826**	**0.0218**	**4.1000e-004**	**0.0222**		**68.6307**	**68.6307**	**2.2900e-003**	**2.0800e-003**	**69.3087**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Phase 1.3 - 2023

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					
Fugitive Dust					3.1872	0.0000	3.1872	1.5411	0.0000	1.5411			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560	0.0000	1,995.6147	1,995.6147	0.6454		2,011.7503
Total	**1.3330**	**14.4676**	**8.7038**	**0.0206**	**3.1872**	**0.6044**	**3.7915**	**1.5411**	**0.5560**	**2.0971**	**0.0000**	**1,995.6147**	**1,995.6147**	**0.6454**		**2,011.7503**

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	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
Worker	0.0311	0.0208	0.2521	6.7000e-004	0.0822	4.5000e-004	0.0826	0.0218	4.1000e-004	0.0222		68.6307	68.6307	2.2900e-003	2.0800e-003	69.3087
Total	**0.0311**	**0.0208**	**0.2521**	**6.7000e-004**	**0.0822**	**4.5000e-004**	**0.0826**	**0.0218**	**4.1000e-004**	**0.0222**		**68.6307**	**68.6307**	**2.2900e-003**	**2.0800e-003**	**69.3087**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Phase 1.4 - 2023

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	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880		2,289.5233	2,289.5233	0.4330		2,300.3479
Total	**1.7136**	**13.6239**	**14.2145**	**0.0250**		**0.6136**	**0.6136**		**0.5880**	**0.5880**		**2,289.5233**	**2,289.5233**	**0.4330**		**2,300.3479**

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	0.0000
Vendor	0.0172	0.7120	0.2500	3.3400e-003	0.1218	4.0800e-003	0.1259	0.0351	3.9000e-003	0.0390		362.2362	362.2362	0.0148	0.0542	378.7710
Worker	0.1429	0.0958	1.1594	3.0800e-003	0.3779	2.0500e-003	0.3799	0.1002	1.8900e-003	0.1021		315.7011	315.7011	0.0106	9.5800e-003	318.8200
Total	**0.1601**	**0.8078**	**1.4095**	**6.4200e-003**	**0.4997**	**6.1300e-003**	**0.5058**	**0.1353**	**5.7900e-003**	**0.1411**		**677.9373**	**677.9373**	**0.0254**	**0.0638**	**697.5910**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Phase 1.4 - 2023

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	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880	0.0000	2,289.5233	2,289.5233	0.4330		2,300.3479
Total	**1.7136**	**13.6239**	**14.2145**	**0.0250**		**0.6136**	**0.6136**		**0.5880**	**0.5880**	**0.0000**	**2,289.5233**	**2,289.5233**	**0.4330**		**2,300.3479**

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	0.0000
Vendor	0.0172	0.7120	0.2500	3.3400e-003	0.1218	4.0800e-003	0.1259	0.0351	3.9000e-003	0.0390		362.2362	362.2362	0.0148	0.0542	378.7710
Worker	0.1429	0.0958	1.1594	3.0800e-003	0.3779	2.0500e-003	0.3799	0.1002	1.8900e-003	0.1021		315.7011	315.7011	0.0106	9.5800e-003	318.8200
Total	**0.1601**	**0.8078**	**1.4095**	**6.4200e-003**	**0.4997**	**6.1300e-003**	**0.5058**	**0.1353**	**5.7900e-003**	**0.1411**		**677.9373**	**677.9373**	**0.0254**	**0.0638**	**697.5910**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Phase 1.4 - 2024

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	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153		2,289.6541	2,289.6541	0.4265		2,300.3154
Total	**1.5971**	**12.8235**	**14.1002**	**0.0250**		**0.5381**	**0.5381**		**0.5153**	**0.5153**		**2,289.6541**	**2,289.6541**	**0.4265**		**2,300.3154**

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	0.0000
Vendor	0.0167	0.7088	0.2487	3.2800e-003	0.1218	4.0900e-003	0.1259	0.0351	3.9100e-003	0.0390		356.7832	356.7832	0.0152	0.0534	373.0796
Worker	0.1338	0.0860	1.0829	2.9900e-003	0.3779	1.9600e-003	0.3798	0.1002	1.8000e-003	0.1020		308.4573	308.4573	9.6200e-003	8.9400e-003	311.3609
Total	**0.1505**	**0.7948**	**1.3317**	**6.2700e-003**	**0.4997**	**6.0500e-003**	**0.5057**	**0.1353**	**5.7100e-003**	**0.1410**		**665.2405**	**665.2405**	**0.0248**	**0.0624**	**684.4405**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Phase 1.4 - 2024

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	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153	0.0000	2,289.6541	2,289.6541	0.4265		2,300.3154
Total	**1.5971**	**12.8235**	**14.1002**	**0.0250**		**0.5381**	**0.5381**		**0.5153**	**0.5153**	**0.0000**	**2,289.6541**	**2,289.6541**	**0.4265**		**2,300.3154**

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	0.0000
Vendor	0.0167	0.7088	0.2487	3.2800e-003	0.1218	4.0900e-003	0.1259	0.0351	3.9100e-003	0.0390		356.7832	356.7832	0.0152	0.0534	373.0796
Worker	0.1338	0.0860	1.0829	2.9900e-003	0.3779	1.9600e-003	0.3798	0.1002	1.8000e-003	0.1020		308.4573	308.4573	9.6200e-003	8.9400e-003	311.3609
Total	**0.1505**	**0.7948**	**1.3317**	**6.2700e-003**	**0.4997**	**6.0500e-003**	**0.5057**	**0.1353**	**5.7100e-003**	**0.1410**		**665.2405**	**665.2405**	**0.0248**	**0.0624**	**684.4405**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Phase 1.5 - 2024

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	0.8425	8.1030	11.7069	0.0179		0.3957	0.3957		0.3652	0.3652		1,710.2024	1,710.2024	0.5420		1,723.7529
Paving	0.6078					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.4503**	**8.1030**	**11.7069**	**0.0179**		**0.3957**	**0.3957**		**0.3652**	**0.3652**		**1,710.2024**	**1,710.2024**	**0.5420**		**1,723.7529**

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	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
Worker	0.0436	0.0280	0.3531	9.8000e-004	0.1232	6.4000e-004	0.1239	0.0327	5.9000e-004	0.0333		100.5839	100.5839	3.1400e-003	2.9100e-003	101.5307
Total	**0.0436**	**0.0280**	**0.3531**	**9.8000e-004**	**0.1232**	**6.4000e-004**	**0.1239**	**0.0327**	**5.9000e-004**	**0.0333**		**100.5839**	**100.5839**	**3.1400e-003**	**2.9100e-003**	**101.5307**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Phase 1.5 - 2024

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	0.8425	8.1030	11.7069	0.0179		0.3957	0.3957		0.3652	0.3652	0.0000	1,710.2024	1,710.2024	0.5420		1,723.7529
Paving	0.6078					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.4503**	**8.1030**	**11.7069**	**0.0179**		**0.3957**	**0.3957**		**0.3652**	**0.3652**	**0.0000**	**1,710.2024**	**1,710.2024**	**0.5420**		**1,723.7529**

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	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
Worker	0.0436	0.0280	0.3531	9.8000e-004	0.1232	6.4000e-004	0.1239	0.0327	5.9000e-004	0.0333		100.5839	100.5839	3.1400e-003	2.9100e-003	101.5307
Total	**0.0436**	**0.0280**	**0.3531**	**9.8000e-004**	**0.1232**	**6.4000e-004**	**0.1239**	**0.0327**	**5.9000e-004**	**0.0333**		**100.5839**	**100.5839**	**3.1400e-003**	**2.9100e-003**	**101.5307**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Phase 1.6 - 2024

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					
Archit. Coating	10.6137					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**10.7945**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

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	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
Worker	0.0262	0.0168	0.2119	5.9000e-004	0.0739	3.8000e-004	0.0743	0.0196	3.5000e-004	0.0200		60.3504	60.3504	1.8800e-003	1.7500e-003	60.9184
Total	**0.0262**	**0.0168**	**0.2119**	**5.9000e-004**	**0.0739**	**3.8000e-004**	**0.0743**	**0.0196**	**3.5000e-004**	**0.0200**		**60.3504**	**60.3504**	**1.8800e-003**	**1.7500e-003**	**60.9184**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Phase 1.6 - 2024

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					
Archit. Coating	10.6137					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**10.7945**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

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	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
Worker	0.0262	0.0168	0.2119	5.9000e-004	0.0739	3.8000e-004	0.0743	0.0196	3.5000e-004	0.0200		60.3504	60.3504	1.8800e-003	1.7500e-003	60.9184
Total	**0.0262**	**0.0168**	**0.2119**	**5.9000e-004**	**0.0739**	**3.8000e-004**	**0.0743**	**0.0196**	**3.5000e-004**	**0.0200**		**60.3504**	**60.3504**	**1.8800e-003**	**1.7500e-003**	**60.9184**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.8 Phase 2.1 - 2024

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					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.2406	13.1186	9.5796	0.0245		0.4971	0.4971		0.4573	0.4573		2,373.6514	2,373.6514	0.7677		2,392.8435
Total	**1.2406**	**13.1186**	**9.5796**	**0.0245**	**1.5908**	**0.4971**	**2.0878**	**0.1718**	**0.4573**	**0.6291**		**2,373.6514**	**2,373.6514**	**0.7677**		**2,392.8435**

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	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
Worker	0.0233	0.0150	0.1883	5.2000e-004	0.0657	3.4000e-004	0.0661	0.0174	3.1000e-004	0.0178		53.6448	53.6448	1.6700e-003	1.5500e-003	54.1497
Total	**0.0233**	**0.0150**	**0.1883**	**5.2000e-004**	**0.0657**	**3.4000e-004**	**0.0661**	**0.0174**	**3.1000e-004**	**0.0178**		**53.6448**	**53.6448**	**1.6700e-003**	**1.5500e-003**	**54.1497**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.8 Phase 2.1 - 2024

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					
Fugitive Dust					0.7158	0.0000	0.7158	0.0773	0.0000	0.0773			0.0000			0.0000
Off-Road	1.2406	13.1186	9.5796	0.0245		0.4971	0.4971		0.4573	0.4573	0.0000	2,373.6514	2,373.6514	0.7677		2,392.8435
Total	**1.2406**	**13.1186**	**9.5796**	**0.0245**	**0.7158**	**0.4971**	**1.2129**	**0.0773**	**0.4573**	**0.5346**	**0.0000**	**2,373.6514**	**2,373.6514**	**0.7677**		**2,392.8435**

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	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
Worker	0.0233	0.0150	0.1883	5.2000e-004	0.0657	3.4000e-004	0.0661	0.0174	3.1000e-004	0.0178		53.6448	53.6448	1.6700e-003	1.5500e-003	54.1497
Total	**0.0233**	**0.0150**	**0.1883**	**5.2000e-004**	**0.0657**	**3.4000e-004**	**0.0661**	**0.0174**	**3.1000e-004**	**0.0178**		**53.6448**	**53.6448**	**1.6700e-003**	**1.5500e-003**	**54.1497**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.9 Phase 2.2 - 2024

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					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.3015	13.8178	8.6998	0.0206		0.5722	0.5722		0.5265	0.5265		1,995.5803	1,995.5803	0.6454		2,011.7155
Total	**1.3015**	**13.8178**	**8.6998**	**0.0206**	**7.0826**	**0.5722**	**7.6548**	**3.4247**	**0.5265**	**3.9512**		**1,995.5803**	**1,995.5803**	**0.6454**		**2,011.7155**

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	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
Worker	0.0291	0.0187	0.2354	6.5000e-004	0.0822	4.3000e-004	0.0826	0.0218	3.9000e-004	0.0222		67.0559	67.0559	2.0900e-003	1.9400e-003	67.6871
Total	**0.0291**	**0.0187**	**0.2354**	**6.5000e-004**	**0.0822**	**4.3000e-004**	**0.0826**	**0.0218**	**3.9000e-004**	**0.0222**		**67.0559**	**67.0559**	**2.0900e-003**	**1.9400e-003**	**67.6871**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.9 Phase 2.2 - 2024

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					
Fugitive Dust					3.1872	0.0000	3.1872	1.5411	0.0000	1.5411			0.0000			0.0000
Off-Road	1.3015	13.8178	8.6998	0.0206		0.5722	0.5722		0.5265	0.5265	0.0000	1,995.5803	1,995.5803	0.6454		2,011.7155
Total	**1.3015**	**13.8178**	**8.6998**	**0.0206**	**3.1872**	**0.5722**	**3.7594**	**1.5411**	**0.5265**	**2.0676**	**0.0000**	**1,995.5803**	**1,995.5803**	**0.6454**		**2,011.7155**

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	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
Worker	0.0291	0.0187	0.2354	6.5000e-004	0.0822	4.3000e-004	0.0826	0.0218	3.9000e-004	0.0222		67.0559	67.0559	2.0900e-003	1.9400e-003	67.6871
Total	**0.0291**	**0.0187**	**0.2354**	**6.5000e-004**	**0.0822**	**4.3000e-004**	**0.0826**	**0.0218**	**3.9000e-004**	**0.0222**		**67.0559**	**67.0559**	**2.0900e-003**	**1.9400e-003**	**67.6871**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.10 Phase 2.3 - 2024

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	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153		2,289.6541	2,289.6541	0.4265		2,300.3154
Total	**1.5971**	**12.8235**	**14.1002**	**0.0250**		**0.5381**	**0.5381**		**0.5153**	**0.5153**		**2,289.6541**	**2,289.6541**	**0.4265**		**2,300.3154**

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	0.0000
Vendor	0.0167	0.7088	0.2487	3.2800e-003	0.1218	4.0900e-003	0.1259	0.0351	3.9100e-003	0.0390		356.7832	356.7832	0.0152	0.0534	373.0796
Worker	0.1338	0.0860	1.0829	2.9900e-003	0.3779	1.9600e-003	0.3798	0.1002	1.8000e-003	0.1020		308.4573	308.4573	9.6200e-003	8.9400e-003	311.3609
Total	**0.1505**	**0.7948**	**1.3317**	**6.2700e-003**	**0.4997**	**6.0500e-003**	**0.5057**	**0.1353**	**5.7100e-003**	**0.1410**		**665.2405**	**665.2405**	**0.0248**	**0.0624**	**684.4405**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.10 Phase 2.3 - 2024

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	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153	0.0000	2,289.6541	2,289.6541	0.4265		2,300.3154
Total	**1.5971**	**12.8235**	**14.1002**	**0.0250**		**0.5381**	**0.5381**		**0.5153**	**0.5153**	**0.0000**	**2,289.6541**	**2,289.6541**	**0.4265**		**2,300.3154**

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	0.0000
Vendor	0.0167	0.7088	0.2487	3.2800e-003	0.1218	4.0900e-003	0.1259	0.0351	3.9100e-003	0.0390		356.7832	356.7832	0.0152	0.0534	373.0796
Worker	0.1338	0.0860	1.0829	2.9900e-003	0.3779	1.9600e-003	0.3798	0.1002	1.8000e-003	0.1020		308.4573	308.4573	9.6200e-003	8.9400e-003	311.3609
Total	**0.1505**	**0.7948**	**1.3317**	**6.2700e-003**	**0.4997**	**6.0500e-003**	**0.5057**	**0.1353**	**5.7100e-003**	**0.1410**		**665.2405**	**665.2405**	**0.0248**	**0.0624**	**684.4405**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.10 Phase 2.3 - 2025

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	1.4897	12.0233	14.0072	0.0250		0.4700	0.4700		0.4498	0.4498		2,289.8898	2,289.8898	0.4200		2,300.3887
Total	**1.4897**	**12.0233**	**14.0072**	**0.0250**		**0.4700**	**0.4700**		**0.4498**	**0.4498**		**2,289.8898**	**2,289.8898**	**0.4200**		**2,300.3887**

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	0.0000
Vendor	0.0163	0.7009	0.2477	3.2200e-003	0.1218	4.0900e-003	0.1259	0.0351	3.9100e-003	0.0390		350.2804	350.2804	0.0156	0.0524	366.2909
Worker	0.1255	0.0776	1.0140	2.8900e-003	0.3779	1.8700e-003	0.3798	0.1002	1.7200e-003	0.1020		300.8284	300.8284	8.7600e-003	8.3700e-003	303.5406
Total	**0.1419**	**0.7784**	**1.2618**	**6.1100e-003**	**0.4997**	**5.9600e-003**	**0.5057**	**0.1353**	**5.6300e-003**	**0.1409**		**651.1088**	**651.1088**	**0.0244**	**0.0608**	**669.8316**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.10 Phase 2.3 - 2025

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	1.4897	12.0233	14.0072	0.0250		0.4700	0.4700		0.4498	0.4498	0.0000	2,289.8898	2,289.8898	0.4200		2,300.3887
Total	**1.4897**	**12.0233**	**14.0072**	**0.0250**		**0.4700**	**0.4700**		**0.4498**	**0.4498**	**0.0000**	**2,289.8898**	**2,289.8898**	**0.4200**		**2,300.3887**

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	0.0000
Vendor	0.0163	0.7009	0.2477	3.2200e-003	0.1218	4.0900e-003	0.1259	0.0351	3.9100e-003	0.0390		350.2804	350.2804	0.0156	0.0524	366.2909
Worker	0.1255	0.0776	1.0140	2.8900e-003	0.3779	1.8700e-003	0.3798	0.1002	1.7200e-003	0.1020		300.8284	300.8284	8.7600e-003	8.3700e-003	303.5406
Total	**0.1419**	**0.7784**	**1.2618**	**6.1100e-003**	**0.4997**	**5.9600e-003**	**0.5057**	**0.1353**	**5.6300e-003**	**0.1409**		**651.1088**	**651.1088**	**0.0244**	**0.0608**	**669.8316**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.11 Phase 2.4 - 2025

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	0.7854	7.4371	11.6737	0.0179		0.3503	0.3503		0.3234	0.3234		1,710.0067	1,710.0067	0.5420		1,723.5556
Paving	0.6078					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3933**	**7.4371**	**11.6737**	**0.0179**		**0.3503**	**0.3503**		**0.3234**	**0.3234**		**1,710.0067**	**1,710.0067**	**0.5420**		**1,723.5556**

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	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
Worker	0.0409	0.0253	0.3307	9.4000e-004	0.1232	6.1000e-004	0.1238	0.0327	5.6000e-004	0.0333		98.0962	98.0962	2.8600e-003	2.7300e-003	98.9806
Total	**0.0409**	**0.0253**	**0.3307**	**9.4000e-004**	**0.1232**	**6.1000e-004**	**0.1238**	**0.0327**	**5.6000e-004**	**0.0333**		**98.0962**	**98.0962**	**2.8600e-003**	**2.7300e-003**	**98.9806**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.11 Phase 2.4 - 2025

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	0.7854	7.4371	11.6737	0.0179		0.3503	0.3503		0.3234	0.3234	0.0000	1,710.0067	1,710.0067	0.5420		1,723.5556
Paving	0.6078					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3933**	**7.4371**	**11.6737**	**0.0179**		**0.3503**	**0.3503**		**0.3234**	**0.3234**	**0.0000**	**1,710.0067**	**1,710.0067**	**0.5420**		**1,723.5556**

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	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
Worker	0.0409	0.0253	0.3307	9.4000e-004	0.1232	6.1000e-004	0.1238	0.0327	5.6000e-004	0.0333		98.0962	98.0962	2.8600e-003	2.7300e-003	98.9806
Total	**0.0409**	**0.0253**	**0.3307**	**9.4000e-004**	**0.1232**	**6.1000e-004**	**0.1238**	**0.0327**	**5.6000e-004**	**0.0333**		**98.0962**	**98.0962**	**2.8600e-003**	**2.7300e-003**	**98.9806**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.12 Phase 2.5 - 2025

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					
Archit. Coating	10.6137					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**10.7846**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

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	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
Worker	0.0246	0.0152	0.1984	5.6000e-004	0.0739	3.7000e-004	0.0743	0.0196	3.4000e-004	0.0200		58.8577	58.8577	1.7100e-003	1.6400e-003	59.3884
Total	**0.0246**	**0.0152**	**0.1984**	**5.6000e-004**	**0.0739**	**3.7000e-004**	**0.0743**	**0.0196**	**3.4000e-004**	**0.0200**		**58.8577**	**58.8577**	**1.7100e-003**	**1.6400e-003**	**59.3884**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.12 Phase 2.5 - 2025

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					
Archit. Coating	10.6137					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**10.7846**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

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	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
Worker	0.0246	0.0152	0.1984	5.6000e-004	0.0739	3.7000e-004	0.0743	0.0196	3.4000e-004	0.0200		58.8577	58.8577	1.7100e-003	1.6400e-003	59.3884
Total	**0.0246**	**0.0152**	**0.1984**	**5.6000e-004**	**0.0739**	**3.7000e-004**	**0.0743**	**0.0196**	**3.4000e-004**	**0.0200**		**58.8577**	**58.8577**	**1.7100e-003**	**1.6400e-003**	**59.3884**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.4770	0.4833	3.9597	6.8900e-003	0.7807	5.7600e-003	0.7865	0.2081	5.3700e-003	0.2135		719.1327	719.1327	0.0605	0.0388	732.2095
Unmitigated	0.4770	0.4833	3.9597	6.8900e-003	0.7807	5.7600e-003	0.7865	0.2081	5.3700e-003	0.2135		719.1327	719.1327	0.0605	0.0388	732.2095

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	3.70	0.84	0.27	6,695	6,695
General Office Building	39.06	8.86	2.81	70,653	70,653
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Strip Mall	151.57	143.78	69.87	213,739	213,739
Strip Mall	22.60	21.44	10.42	31,873	31,873
Total	216.94	174.92	83.36	322,961	322,961

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	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
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Miles			Trip %			Trip Purpose %		
Land Use	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
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.553410	0.058491	0.170447	0.127855	0.026791	0.007507	0.012149	0.006212	0.000674	0.000390	0.028812	0.000632	0.006629
General Office Building	0.553410	0.058491	0.170447	0.127855	0.026791	0.007507	0.012149	0.006212	0.000674	0.000390	0.028812	0.000632	0.006629
Other Asphalt Surfaces	0.553410	0.058491	0.170447	0.127855	0.026791	0.007507	0.012149	0.006212	0.000674	0.000390	0.028812	0.000632	0.006629
Parking Lot	0.553410	0.058491	0.170447	0.127855	0.026791	0.007507	0.012149	0.006212	0.000674	0.000390	0.028812	0.000632	0.006629
Strip Mall	0.553410	0.058491	0.170447	0.127855	0.026791	0.007507	0.012149	0.006212	0.000674	0.000390	0.028812	0.000632	0.006629

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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	1.4100e-003	0.0128	0.0107	8.0000e-005		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004		15.3471	15.3471	2.9000e-004	2.8000e-004	15.4383
NaturalGas Unmitigated	1.4100e-003	0.0128	0.0107	8.0000e-005		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004		15.3471	15.3471	2.9000e-004	2.8000e-004	15.4383

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Enclosed Parking with Elevator	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
General Office Building	9.5211	1.0000e-004	9.3000e-004	7.8000e-004	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		1.1201	1.1201	2.0000e-005	2.0000e-005	1.1268
General Office Building	99.4756	1.0700e-003	9.7500e-003	8.1900e-003	6.0000e-005		7.4000e-004	7.4000e-004		7.4000e-004	7.4000e-004		11.7030	11.7030	2.2000e-004	2.1000e-004	11.7726
Other Asphalt Surfaces	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
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
Strip Mall	18.6624	2.0000e-004	1.8300e-003	1.5400e-003	1.0000e-005		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		2.1956	2.1956	4.0000e-005	4.0000e-005	2.2086
Strip Mall	2.79145	3.0000e-005	2.7000e-004	2.3000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.3284	0.3284	1.0000e-005	1.0000e-005	0.3304
Total		**1.4000e-003**	**0.0128**	**0.0107**	**8.0000e-005**		**9.7000e-004**	**9.7000e-004**		**9.7000e-004**	**9.7000e-004**		**15.3471**	**15.3471**	**2.9000e-004**	**2.8000e-004**	**15.4383**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Enclosed Parking with Elevator	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
General Office Building	0.0095211	1.0000e-004	9.3000e-004	7.8000e-004	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		1.1201	1.1201	2.0000e-005	2.0000e-005	1.1268
General Office Building	0.0994756	1.0700e-003	9.7500e-003	8.1900e-003	6.0000e-005		7.4000e-004	7.4000e-004		7.4000e-004	7.4000e-004		11.7030	11.7030	2.2000e-004	2.1000e-004	11.7726
Other Asphalt Surfaces	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
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
Strip Mall	0.00279145	3.0000e-005	2.7000e-004	2.3000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.3284	0.3284	1.0000e-005	1.0000e-005	0.3304
Strip Mall	0.0186624	2.0000e-004	1.8300e-003	1.5400e-003	1.0000e-005		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		2.1956	2.1956	4.0000e-005	4.0000e-005	2.2086
Total		**1.4000e-003**	**0.0128**	**0.0107**	**8.0000e-005**		**9.7000e-004**	**9.7000e-004**		**9.7000e-004**	**9.7000e-004**		**15.3471**	**15.3471**	**2.9000e-004**	**2.8000e-004**	**15.4383**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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	0.2460	1.8000e-004	0.0198	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0426	0.0426	1.1000e-004		0.0453
Unmitigated	0.2460	1.8000e-004	0.0198	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0426	0.0426	1.1000e-004		0.0453

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	0.0291					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2151					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.8200e-003	1.8000e-004	0.0198	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0426	0.0426	1.1000e-004		0.0453
Total	**0.2460**	**1.8000e-004**	**0.0198**	**0.0000**		**7.0000e-005**	**7.0000e-005**		**7.0000e-005**	**7.0000e-005**		**0.0426**	**0.0426**	**1.1000e-004**		**0.0453**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	lb/day										lb/day					
Architectural Coating	0.0291					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2151					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.8200e-003	1.8000e-004	0.0198	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0426	0.0426	1.1000e-004		0.0453
Total	**0.2460**	**1.8000e-004**	**0.0198**	**0.0000**		**7.0000e-005**	**7.0000e-005**		**7.0000e-005**	**7.0000e-005**		**0.0426**	**0.0426**	**1.1000e-004**		**0.0453**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Appendix D

Cultural Resources Technical Report

EXHIBIT A

Parcels 20 and 14 Redevelopment Project

Cultural Resources Technical Report

prepared for

Ventura Port District
1603 Anchors Way Drive
Ventura, California 93001
Contact: Jessica Rauch, Clerk of the Board

prepared by

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December 2022

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EXHIBIT A

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Table of Contents

Executive Summary 1
1 Introduction 2
1.1 Project Background 2
1.2 Project Site and Description 2
1.3 Personnel 3
2 Regulatory Setting 1
2.1 California Environmental Quality Act 1
2.1.1 National Register of Historic Places 2
2.1.2 California Register of Historical Resources 3
2.2 California Health and Safety Code 3
2.3 California Public Resources Code §5097.98 4
2.4 Local Regulations 4
2.4.1 City of Ventura Historic Preservation Ordinance 4
3 Natural and Cultural Setting 6
3.1 Natural Setting 6
3.2 Cultural Setting 6
3.2.1 Indigenous History 6
3.2.2 Ethnographic Setting 8
3.2.3 Post-Contact Setting 9
4 Methods 14
4.1 Background and Archival Research 14
4.1.1 Archival Research 14
4.1.2 California Historical Resources Information System Records Search 14
4.1.3 Sacred Lands File Search 15
4.2 Cultural Resources Survey 15
5 Findings 16
5.1 Known Cultural Resources Studies 16
5.2 Known Cultural Resources 16
5.3 Aerial Imagery and Historical Topographic Maps Review 16
5.4 Sacred Land File Search 16
5.5 Survey Results 16
6 Impacts Analysis and Conclusions 28
6.1 Historical Built Environment Resources 28
6.2 Historical and Unique Archaeological Resources 28
6.3 Human Remains 29
7 References 30

Figures

Figure 1 Regional Location 5
Figure 2 Current Project Site 6
Figure 3 Proposed Site Plan for the Current Project 1
Figure 4 Proposed Restaurant Building Elevations 2
Figure 5 Overview of the Current Project Site; Photograph Taken Centrally from within the Current Project Site, View East 17
Figure 6 Example of Ground Surface Visibility Within the Current Project Site; Photograph Depicting Planter Beds Surrounding Buildings 18
Figure 7 Overview of the Current Project Site; Photograph Taken from Across the Harbor to the South 18
Figure 8 Buildings and Structures within Current Project Site 21
Figure 9 East Elevation of the Boat Repair Building 22
Figure 10 North Elevation of the Restaurant Building 23
Figure 11 East Elevation of the Restaurant Building 23
Figure 12 East Elevation of the Restaurant Building 24
Figure 13 Overview of the Parcel 20 Docks, View South-Facing 24
Figure 14 Overview of the Parcel 14 Docks, View South-Facing 25

Appendices

Appendix A California Historical Resources Information System
Appendix B Native American Heritage Commission Sacred Lands File Search Results
Appendix C California Department of Parks and Recreation 523 Series Forms

Executive Summary

Rincon Consultants, Inc. (Rincon) was retained by the Ventura Port District (District) to conduct a cultural resources technical assessment for the Parcels 20 and 14 Redevelopment Project in support of an Addendum to the Final Initial Study-Mitigated Negative Declaration for the Ventura Harbor and Yacht Yard Expansion Project (Final IS-MND), adopted by the District in November 2015. The project analyzed in the Final IS-MND (approved project) included the redevelopment of Ventura Harbor Parcels 20 and 14. While the Parcels 20 and 14 Redevelopment Project (current project) would also redevelop Ventura Harbor Parcels 20 and 14, modifications to the approved project are proposed such that an Addendum will be prepared to evaluate the potential environmental impacts of the current project in relation to the approved project. In support of the Addendum, this assessment was prepared to analyze the current project's potential to impact cultural resources. The current project is subject to the California Environmental Quality Act (CEQA); the District is the lead agency under CEQA.

This assessment included background research including a review of the Final IS-MND, a search of the California Historical Resources Information System (CHRIS), a Sacred Lands File (SLF) search, a cultural resources survey of the current project site, and the preparation of this cultural resources technical report to summarize the results of these activities.

The background research and cultural resources survey confirmed the current project site encompasses one property, that includes a number of built environment features over 45 years of age comprised of Ventura Harbor Parcels 20 and 14 at 1603 Anchors Way Drive (subject property). To confirm its historical resources eligibility, the subject property was recorded and evaluated for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR), and for designation as City of Ventura Landmark and Point of Interest. As a result of the current assessment the subject property is recommended ineligible for listing in the NRHP, CRHR, and for local designation and is therefore not considered a historical resource pursuant to CEQA. The property's redevelopment as a result of the current project would not result in a substantial adverse change to historical resources and the current project would not result in new or more severe impacts to historical resources beyond those identified in the Final IS-MND.

The background research and cultural resources survey did not identify archaeological resources within the current project site. Additionally, a review of historical aerial images indicates the area comprising the current project site has been heavily modified due to dredging necessary to construct the harbor in addition to subsequent construction and maintenance of the harbor and associated facilities. Due to the absence of known resources in the vicinity of the current project site and the area's developmental history, it is unlikely that intact archaeological resources will be encountered within the project site. However, as the current project site includes ground disturbance, which was not within the scope of the approved project, the current project would implement the best management practices further described in Section 1.2 in the event of the unanticipated discovery of cultural resources. The current project would not result in new or more severe impacts to historical and unique archaeological resources beyond those identified in the Final IS-MND.

1 Introduction

Rincon Consultants Inc. (Rincon) was retained by the Ventura Port District (District) to prepare a cultural resources technical assessment for the Parcels 20 and 14 Redevelopment Project in support of an Addendum to the Final Initial Study-Mitigated Negative Declaration for the Ventura Harbor and Yacht Yard Expansion Project (Final IS-MND). Consistent with the project analyzed in the Final IS-MND (approved project), the Parcels 20 and 14 Redevelopment Project (current project) would redevelop Ventura Harbor Parcels 20 and 14. However, modifications to the approved project are proposed such that an Addendum will be prepared to evaluate the current project's potential environmental impacts. In support of the Addendum, this assessment evaluates the current project's potential to impact cultural resources in relation to the approved project. This technical report documents the results of the tasks conducted by Rincon, specifically, a search of the California Historical Resources Information System (CHRIS), a Sacred Lands File (SLF) search, a cultural resources survey, and preparation of this cultural resources technical report. This assessment has been completed pursuant to the requirements of the California Environmental Quality Act (CEQA). The District is the lead agency under CEQA.

1.1 Project Background

The Final IS-MND was adopted on November 18, 2015, by the District Board of Port Commissioners. The approximately 9.7-acre approved project site is located along Anchors Way Drive in the northern portion of Ventura Harbor in the City of Ventura, Ventura County, California (Ventura Harbor Parcels 20 and 14). The approved project consists of the expansion of the existing marina including construction of an expanded dock structure, relocation and improvements to the existing fuel dock, and onshore parking improvements; it does not include ground disturbance. The Final IS-MND concluded the approved project would result in no impact to cultural resources including archaeological resources that may qualify as historical resources and/or unique archaeological resources and built environment resources that may qualify as historical resources.

The project applicant now proposes modifications to the approved project, further described below, and an Addendum to the previously adopted Final IS-MND will be prepared to evaluate the potential environmental impacts of the current project in relation to the approved project. This assessment evaluates the current project's potential to impact to cultural resources.

1.2 Project Site and Description

Consistent with the approved project site, the current project site includes approximately 9.7-acres identified as Ventura Harbor Parcels 20 and 14 (within Ventura County Assessor's Parcel Number [APN] 080-024-0325). Specifically, the current project site encompasses portions of Sections 14 and 23 of Township 2 North, Range 23 West of the *Oxnard* and *Ventura*, *California* United States Geological Survey (USGS) 7.5-minute topographic quadrangle maps (Figure 1 and Figure 2). Located within the current project site are several buildings and structures, including floating docks, surrounded by water, paved parking and hard and landscaped areas.

The current project would be similar to the approved project in that it would include construction of an expanded dock structure and improvements to the existing fuel dock and parking lot (Figure 3 and Figure 4). However, the current project would also include additional improvements not

previously proposed under the approved project, including construction of a new mixed-use building, reconfiguration of and improvements to the boat storage area adjacent to the parking lot, and other minor facility improvements within the project area. Specifically, the current project would necessitate ground disturbance and would include the following:

- Marina replacement consisting of the removal of the existing dock structure and its replacement with a new, larger dock structure (increase from 32 to 74 commercial and recreational boat slips [including four new ADA-compliant slips], which is six less slips than included in the approved project);
- Fuel dock replacement consisting of the removal of the existing fuel dock and its replacement with a larger, upgraded fuel dock onto the new dock structure to improve passenger and vessel access similar to the approved project;
- Construction of a new 7,435-square foot, two-story, marine services building immediately south of the parking lot between the existing boat storage and repair area and the existing restaurant (no new building was included in the approved project);
- Improvements to the existing restaurant building including construction of a new entrance and installation of an elevator;
- Reconfiguration of the existing parking lot including repaving and restriping;
- Reconfiguration of the existing boat storage area to accommodate additional boats; and
- Additional site enhancements including the following:
    - Construction of a pathway along the waterfront between the existing boat storage and repair area and the existing restaurant;
    - Installation of hardscaping and landscaping throughout the project site; and
    - Repainting of the existing restaurant and sports fishing buildings.

In the unlikely event that archaeological resources are unexpectedly encountered during ground-disturbing activities, the following best management practices would be implemented. Work in the immediate area would be halted and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archeology (National Park Service 1983) would be contacted immediately to evaluate the find. If the find is prehistoric, then a Native American representative would also be contacted to participate in the evaluation of the find. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for California Register of Historical Resources (CRHR) eligibility. If the discovery proves to be eligible for the CRHR and cannot be avoided by the modified project, additional work, such as data recovery excavation, may be warranted to mitigate any significant impacts to historical resources.

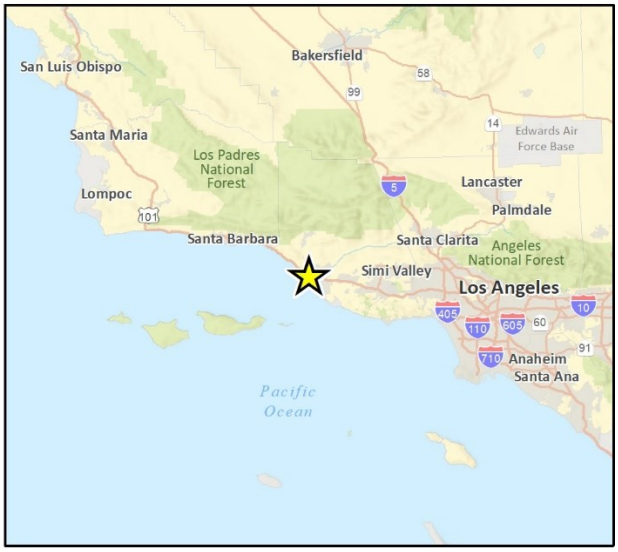
1.3 Personnel

Rincon Senior Architectural Historian Rachel Perzel, MA, provided management oversight for this cultural resources study and performed the cultural resources survey described herein. Architectural Historian Ashley Losco, MHP, is the primary author of this report and evaluated the subject property for historical significance. Ms. Perzel and Ms. Losco meet the Secretary of the Interior's Professional Qualifications Standards (SOI PQS) for history and architectural history (National Park Service 1983). Architectural Historian Andrew Rodriguez, MA, performed the cultural resources records search. Senior Archaeologist Ken Victorino, MA, Registered Professional Archaeologist (RPA), provided management oversight and reviewed the project for archaeological

resources. Mr. Victorino exceeds the SOI PQS for historic and prehistoric archaeology. Archaeologist Debbie Balam, BA, is a contributing author of this report. Geographic Information Systems Analyst Allysen Valencia prepared the figures found in this report. Senior Architectural Historian Steven Treffers, MHP, and Principal Shannon Carmack, BA, reviewed this report for quality control.

Figure 1 Regional Location

Basemap provided by National Geographic Society, Esri and their licensors © 2022. Oxnard & Ventura Quadrangles. T02N R23W S14,23. The topographic representation depicted in this map may not portray all of the features currently found in the vicinity today and/or features depicted in this map may have changed since the original topographic map was assembled.



Current Project Site

0 1,000 2,000 Feet

N

CRFig 1 Proj Locn Map

Figure 2 Current Project Site

Figure 3 Proposed Site Plan for the Current Project

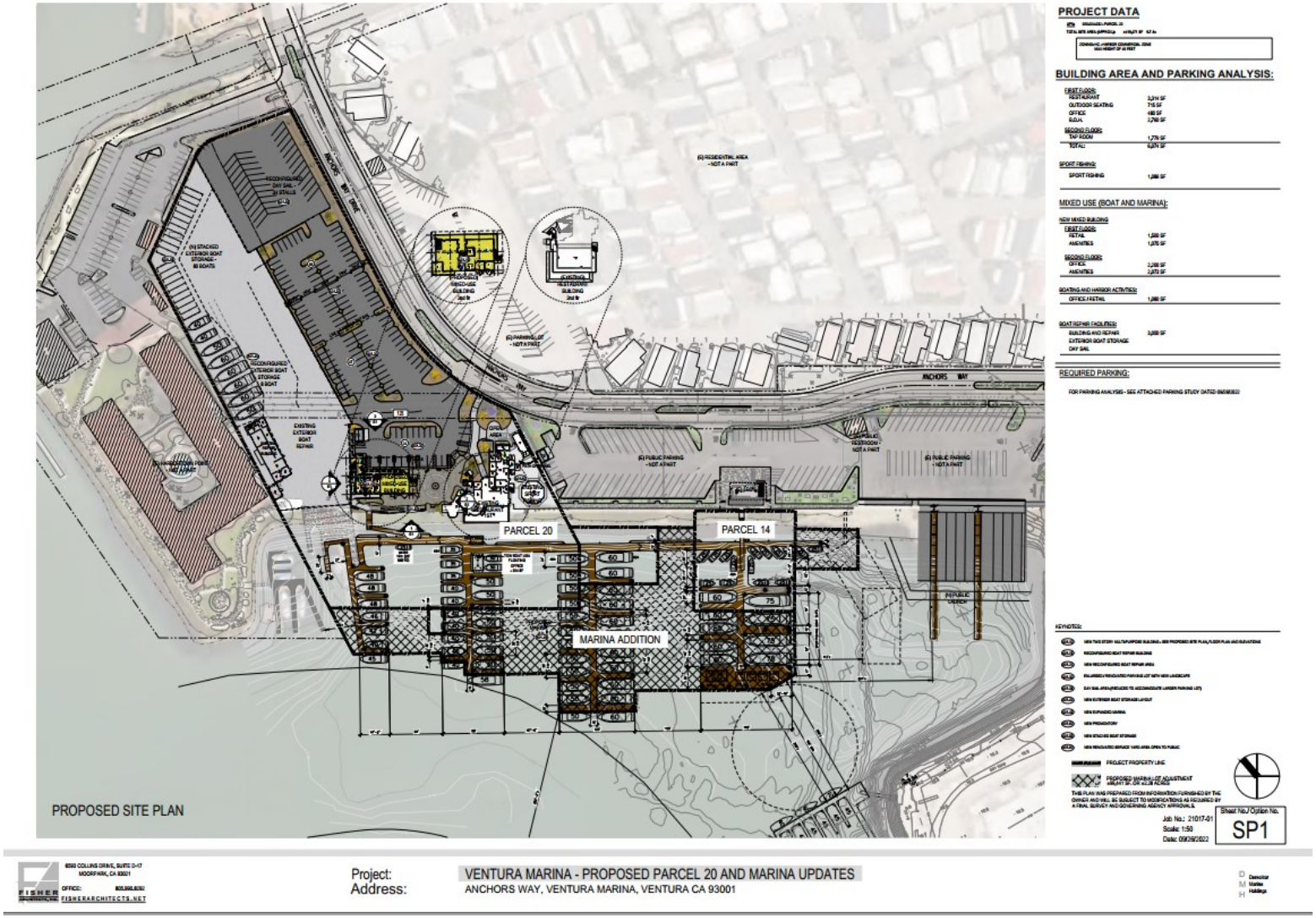


Figure 4 Proposed Restaurant Building Elevations

2 Regulatory Setting

This section includes a discussion of the applicable state and local laws, ordinances, regulations, and standards governing cultural resources, which must be adhered to before and during implementation of the project.

2.1 California Environmental Quality Act

California Public Resources Code (PRC) Section 21804.1 requires lead agencies determine if a project could have a significant impact on historical or unique archaeological resources. As defined in PRC Section 21084.1, a historical resource is a resource listed in, or determined eligible for listing in, the CRHR, a resource included in a local register of historical resources or identified in a historical resources survey pursuant to PRC Section 5024.1(g), or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant. PRC Section 21084.1 also states resources meeting the above criteria are presumed to be historically or cultural significant unless the preponderance of evidence demonstrates otherwise. Resources listed in the National Register of Historic Places (NRHP) are automatically listed in the CRHR and are, therefore, historical resources under CEQA. Historical resources may include eligible built environment resources and archaeological resources of the precontact or historic periods.

CEQA Guidelines Section 15064.5c provides further guidance on the consideration of archaeological resources. If an archaeological resource does not qualify as a historical resource, it may meet the definition of a "unique archaeological resource" as identified in PRC Section 21083.2. PRC Section 21083.2(g) defines a unique archaeological resource as an artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria: 1) it contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information, 2) has a special and particular quality such as being the oldest of its type or the best available example of its type, or 3) is directly associated with a scientifically recognized important prehistoric or historic event or person.

If an archaeological resource does not qualify as a historical or unique archaeological resource, the impacts of a project on those resources will be less than significant and need not be considered further (CEQA Guidelines Section 15064.5[c][4]). CEQA Guidelines Section 15064.5 also provides guidance for addressing the potential presence of human remains, including those discovered during the implementation of a project.

According to CEQA, an impact that results in a substantial adverse change in the significance of a historical resource is considered a significant impact on the environment. A substantial adverse change could result from physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be materially impaired (CEQA Guidelines Section 15064.5 [b][1]). Material impairment is defined as demolition or alteration in an adverse manner [of] those characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the CRHR or a local register (CEQA Guidelines Section 15064.5[b][2][A]).

If it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be

preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (PRC Section 21083.2[a][b]).

Section 15126.4 of the CEQA Guidelines stipulates an EIR shall describe feasible measures to minimize significant adverse impacts. In addition to being fully enforceable, mitigation measures must be completed within a defined time period and be roughly proportional to the impacts of the project. Generally, a project which is found to comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (the Standards) is considered to be mitigated below a level of significance (CEQA Guidelines Section 15126.4 [b][1]). For historical resources of an archaeological nature, lead agencies should also seek to avoid damaging effects where feasible. Preservation in place is the preferred manner to mitigate impacts to archaeological sites; however, data recovery through excavation may be the only option in certain instances (CEQA Guidelines Section 15126.4[b][3]).

2.1.1 National Register of Historic Places

Although the project does not have a federal nexus, properties which are listed in or have been formally determined eligible for listing in the NRHP are automatically listed in the CRHR. The following is therefore presented to provide applicable regulatory context. The NRHP was authorized by Section 101 of the National Historic Preservation Act and is the nation's official list of cultural resources worthy of preservation. The NRHP recognizes the quality of significance in American, state, and local history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects. Per 36 CFR Part 60.4, a property is eligible for listing in the NRHP if it meets one or more of the following criteria:

Criterion A: Is associated with events that have made a significant contribution to the broad patterns of our history

Criterion B: Is associated with the lives of persons significant in our past

Criterion C: Embodies the distinctive characteristics of a type, period, or method of installation, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction

Criterion D: Has yielded, or may be likely to yield, information important in prehistory or history

In addition to meeting at least one of the above designation criteria, resources must also retain integrity. The National Park Service recognizes seven aspects or qualities that, considered together, define historic integrity. To retain integrity, a property must possess several, if not all, of these seven qualities, defined as follows:

Location: The place where the historic property was constructed or the place where the historic event occurred

Design: The combination of elements that create the form, plan, space, structure, and style of a property

Setting: The physical environment of a historic property

Materials: The physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property

Workmanship: The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory

Feeling: A property's expression of the aesthetic or historic sense of a particular period of time

Association: The direct link between an important historic event or person and a historic property

Certain properties are generally considered ineligible for listing in the NRHP, including cemeteries, birthplaces, graves of historical figures, properties owned by religious institutions, relocated structures, or commemorative properties. Additionally, a property must be at least 50 years of age to be eligible for listing in the NRHP. The National Park Service states that 50 years is the general estimate of the time needed to develop the necessary historical perspective to evaluate significance (National Park Service 1997:41). Properties which are less than 50 years must be determined to have "exceptional importance" to be considered eligible for NRHP listing.

2.1.2 California Register of Historical Resources

The CRHR was established in 1992 and codified by PRC Sections 5024.1 and 4852. The CRHR is an authoritative listing and guide to be used by state and local agencies, private groups, and citizens in identifying the existing historical resources of the state and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change (Public Resources Code, 5024.1(a)). The criteria for eligibility for the CRHR are consistent with the NRHP criteria but have been modified for state use in order to include a range of historical resources that better reflect the history of California (Public Resources Code, 5024.1(b)). Unlike the NRHP however, the CRHR does not have a defined age threshold for eligibility; rather, a resource may be eligible for the CRHR if it can be demonstrated sufficient time has passed to understand its historical or architectural significance (California Office of Historic Preservation 2006). Furthermore, resources may still be eligible for listing in the CRHR even if they do not retain sufficient integrity for NRHP eligibility (California Office of Historic Preservation 2006). Generally, the California Office of Historic Preservation recommends resources over 45 years of age be recorded and evaluated for historical resources eligibility (California Office of Historic Preservation 1995:2).

A property is eligible for listing in the CRHR if it meets one of more of the following criteria:

Criterion 1: Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage

Criterion 2: Is associated with the lives of persons important to our past

Criterion 3: Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values

Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history

2.2 California Health and Safety Code

Section 7050.5 of the California Health and Safety Code states that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the remains are discovered has

determined if the remains are subject to the Coroner's authority. If the human remains are of Native American origin, the coroner must notify the NAHC within 24 hours of this identification.

2.3 California Public Resources Code §5097.98

Section 5097.98 of the California Public Resources Code states that the NAHC, upon notification of the discovery of Native American human remains pursuant to Health and Safety Code §7050.5, shall immediately notify those persons (i.e., the Most Likely Descendant [MLD]) that it believes to be descended from the deceased. With permission of the landowner or a designated representative, the MLD may inspect the remains and any associated cultural materials and make recommendations for treatment or disposition of the remains and associated grave goods. The MLD shall provide recommendations or preferences for treatment of the remains and associated cultural materials within 48 hours of being granted access to the site.

2.4 Local Regulations

2.4.1 City of Ventura Historic Preservation Ordinance

The City of Ventura Historic Preservation Ordinance (Ordinance Nos. 2005-004, § 3, 5-2-05 and 2021-017, § 50, 12-13-21) authorizes the Cultural Heritage Board to designate local landmarks and points of interest, as approved by the City Council, by the procedures outlined in the ordinances. An eligible property may be nominated and designated as a landmark or point of interest if it satisfies the requirements set forth below.

Landmark

"Landmark" any real property such as building, structure, or archaeological excavation, or object that is unique or significant because of its location, design, setting, materials, workmanship or aesthetic feeling, and is associated with:

a) Events that have made a meaningful contribution to the nation, state or community;

b) Lives of persons who made a meaningful contribution to national, state or local history;

c) Reflecting or exemplifying a particular period of the national, state or local history;

d) Embodying the distinctive characteristics of a type, period or method of construction;

e) The work of one or more master builders, designers, artists or architects whose talents influenced their historical period, or work that otherwise possesses high artistic value;

f) Representing a significant and distinguishable entity whose components may lack individual distinction; or

g) Yielding, or likely to yield, information important to national, state or local history or prehistory.

Point of Interest

"Point of interest" shall mean any real property or object:

a) That is the site of a building, structure or object that no longer exists but was associated with historic events, important persons, or embodied a distinctive character of architectural style;

b) That has historic significance, but was altered to the extent that the integrity of the original workmanship, materials or style is substantially compromised;

c) That is the site of a historic event which has no distinguishable characteristics other than that a historic event occurred there and the historic significance is sufficient to justify the establishment of a historic landmark.

3 Natural and Cultural Setting

This section provides background information pertaining to the natural and cultural context of the current project site. It places the current project site within the broader natural environment which has sustained populations throughout history. This section also provides an overview of regional indigenous history, local ethnography, and post-contact history. This background information describes the distribution and type of cultural resources documented within the vicinity of the current project site to inform the cultural resources sensitivity assessment and the context within which resources have been evaluated.

3.1 Natural Setting

The current project site lies in Ventura County near the McGrath State Beach and Campground at an approximate elevation of 11 feet above mean sea level. None of the surrounding area retains its natural setting, with the current project site located within an area historically used for farming. Located immediately west of the project site, is the Pacific Ocean. Additionally, the Santa Clara River is approximately one mile to the south of the current project site. Vegetation within the vicinity of the site consists of agricultural lands, and a variety of native and non-native plants and grasses. Wildlife within the project site typically consists of gophers, squirrels, and various birds.

3.2 Cultural Setting

3.2.1 Indigenous History

During the twentieth century, many archaeologists developed chronological sequences to explain precontact cultural changes within all or portions of southern California (c.f., Jones and Klar 2007; Moratto 1984). Wallace (1955, 1978) devised a prehistoric chronology for the southern California coastal region based on early studies and focused on data synthesis that included four horizons: Early Man, Milling Stone, Intermediate, and Late Prehistoric. Though initially lacking the chronological precision of absolute dates (Moratto 1984:159), Wallace's (1955) synthesis has been modified and improved using thousands of radiocarbon dates obtained by southern California researchers over recent decades (Byrd and Raab 2007:217; Koerper and Drover 1983; Koerper et al. 2002; Mason and Peterson 1994). The prehistoric chronological sequence for southern California presented below is a composite based on Wallace (1955) and Warren (1968) as well as later studies, including Koerper and Drover (1983).

Early Man Horizon (ca. 10000 – 6000 B.C.)

Numerous pre-8000 B.C. sites have been identified along the mainland coast and Channel Islands of southern California (c.f., Erlandson 1991; Johnson et al. 2002; Jones and Klar 2007; Moratto 1984; Rick et al. 2001:609). The Arlington Springs site on Santa Rosa Island produced human femurs dated to approximately 13,000 years ago (Arnold et al. 2004; Johnson et al. 2002). On nearby San Miguel Island, human occupation at Daisy Cave (SMI-261) has been dated to nearly 13,000 years ago and included basketry greater than 12,000 years old, the earliest recorded on the Pacific Coast (Arnold et al. 2004).

Although few Clovis or Folsom style fluted points have been found in southern California (e.g., Dillon 2002; Erlandson et al. 1987), Early Man Horizon sites are generally associated with a greater emphasis on hunting than subsequent horizons. Recent data indicate that the Early Man economy was a diverse mixture of hunting and gathering, including a significant focus on aquatic resources in coastal areas (e.g., Jones et al. 2002) and on inland Pleistocene lakeshores (Moratto 1984). A warm and dry 3,000-year period called the Altithermal began around 6000 B.C. The conditions of the Altithermal are likely responsible for the change in human subsistence patterns at this time, including a greater emphasis on plant foods and small game.

Milling Stone Horizon (6000–3000 B.C.)

Wallace (1955:219) defined the Milling Stone Horizon as "marked by extensive use of milling stones and mullers, a general lack of well-made projectile points, and burials with rock cairns." The dominance of such artifact types indicates a subsistence strategy oriented around collecting plant foods and small animals. A broad spectrum of food resources was consumed including small and large terrestrial mammals, sea mammals, birds, shellfish and other littoral and estuarine species, near-shore fishes, yucca, agave, and seeds and other plant products (Kowta 1969; Reinman 1964). Variability in artifact collections over time and from the coast to inland sites indicates that Milling Stone Horizon subsistence strategies adapted to environmental conditions (Byrd and Raab 2007:220). Lithic artifacts associated with Milling Stone Horizon sites are dominated by locally available tool stone. Chopping, scraping, and cutting tools, are very common along with ground stone tools, such as manos and metates. Kowta (1969) attributes the presence of numerous scraper-plane tools in Milling Stone Horizon collections to the processing of agave or yucca for food or fiber. The mortar and pestle, associated with acorns or other foods processed through pounding, were first used during the Milling Stone Horizon and increased dramatically in later periods (Wallace 1955, 1978; Warren 1968).

Two types of artifacts that are considered diagnostic of the Milling Stone Horizon are the cogged stone and discoidal, most of which have been found within sites dating between 4000 and 1000 B.C. (Moratto 1984:149), though possibly as far back as 5500 B.C. (Couch et al. 2009). The cogged stone is a ground stone object that has gear-like teeth on the perimeter and is produced from a variety of materials. The function of cogged stones is unknown, but many scholars have postulated ritualistic or ceremonial uses (c.f., Dixon 1968:64-65; Eberhart 1961:367). Similar to cogged stones, discoidals are found in the archaeological record subsequent to the introduction of the cogged stone. Cogged stones and discoidals were often purposefully buried, or "cached." They are most common in sites along the coastal drainages from southern Ventura County southward and are particularly abundant at some Orange County sites, although a few specimens have been found inland at Cajon Pass (Dixon 1968:63; Moratto 1984:149). Cogged stones and discoidals have been found together at some Orange County sites, such as CA-ORA-83/86/144 (Van Bueren et al. 1989:772) and Los Cerritos Ranch (Dixon 1975). Cogged stones have been collected in Riverside County and their distribution appears to center on the Santa Ana River basin (Eberhart 1961).

Mortuary practices observed at Milling Stone Horizon sites include extended and loosely flexed burials. Flexed burials oriented north were common in Orange and San Diego counties, with reburials common in Los Angeles County (Wallace 1955, 1978; Warren 1968).

Intermediate Horizon (3000 B.C. – A.D. 500)

Wallace's Intermediate Horizon dates from approximately 3000 B.C.-A.D. 500 and is characterized by a shift toward a hunting and maritime subsistence strategy, as well as greater use of plant foods. During the Intermediate Horizon, a noticeable trend occurred toward greater adaptation to local resources including a broad variety of fish, land mammals, and sea mammals along the coast. Tool kits for hunting, fishing, and processing food and materials reflect this increased diversity, with flake scrapers, drills, various projectile points, and shell fishhooks being manufactured.

Mortars and pestles became more common during this transitional period, gradually replacing manos and metates as the dominant milling equipment. Many archaeologists believe this change in milling stones signals a change from the processing and consuming of hard seed resources to the increasing reliance on acorn (e.g., Glassow et al. 1988; True 1993). Mortuary practices during the Intermediate Horizon typically included fully flexed burials oriented toward the north or west (Warren 1968:2-3).

Late Prehistoric Horizon (A.D. 500–Historic Contact)

During Wallace's (1955, 1978) Late Prehistoric Horizon the diversity of plant food resources and land and sea mammal hunting increased even further than during the Intermediate Horizon. More classes of artifacts were observed during this period and high quality exotic lithic materials were used for small, finely worked projectile points associated with the bow and arrow. Steatite containers were made for cooking and storage and an increased use of asphalt for waterproofing is noted. More artistic artifacts were recovered from Late Prehistoric sites and cremation became a common mortuary custom. Larger, more permanent villages supported an increased population size and social structure (Wallace 1955:223).

Warren (1968) attributes this dramatic change in material culture, burial practices, and subsistence focus to the westward migration of desert people he called the Takic, or Numic, Tradition in Los Angeles, Orange, and western Riverside counties. This Takic Tradition was formerly referred to as the "Shoshonean wedge" (Warren 1968), but this nomenclature is no longer used to avoid confusion with ethnohistoric and modern Shoshonean groups (Heizer 1978:5; Shipley 1978:88, 90). The modern Cahuilla groups in Riverside County are generally considered by archaeologists to be descendants of these prehistoric Uto-Aztecan, Takic-speaking populations.

3.2.2 Ethnographic Setting

The current project site is located in the traditional territory of the Ventureño Chumash, a linguistically and culturally distinct Chumash group. The Chumash spoke six closely related Chumashan languages that have been divided into three branches—Northern Chumash (consisting only of Obispeño), Central Chumash (consisting of Purisimeño, Ineseño, Barbareño, and Ventureño), and Island Chumash (Golla 2007). The name "Ventureño Chumash" denotes the people who were administered by the Spanish from the Mission San Buenaventura during the historic period. Their territory includes the areas of present-day Ventura. Ventureño Chumash extensively occupied interior areas, which had creek corridors that provided intermittent or perennial fresh water sources. A series of trailways into these areas facilitated trade between coastal and other neighboring groups such as the Salinan to the north, the Southern Valley Yokuts and Tataviam to the east, and the Gabrielino (Tongva) to the south (Roman 2017).

Early Spanish accounts from European-Native contact describe the Santa Barbara Channel as heavily populated. Estimates of the Chumash total population range from 8,000 to 10,000 (Kroeber 1925: 551) to 18,000 to 22,000 (Cook and Heizer 1965, Grant 1978a). Santa Cruz Island had at least six villages observed by Juan Rodriguez Cabrillo in 1542 (Johnson 1982). Typical house structures were large (up to 55 feet in diameter) and could accommodate 70 people (Kroeber 1925, Grant 1978b). The village of *šukuw*, (or *shuku*), at Rincon Point, was encountered by Gaspar de Portola in 1769. This village had 60 houses and seven canoes, with an estimated population of 300 (Grant 1978b). Eastern coastal Chumash lived in hemispherical dwellings covered by interwoven grasses, such as tule, carrizo grass, wild alfalfa, and fern (Grant 1978b). Other structures in a village included small sweathouses and a large ceremonial chamber (Kroeber 1925: 557).

Ventureño Chumash groups were socially and religiously multifaceted (Gamble et al. 2001, Arnold and Green 2002). Historic Spanish period accounts suggest the overarching social structure to be patrilineal chiefdoms. These have been separated into three sub-chief categories: “Big Chief,” who lead groups of settlements, “Chief,” who was head of a single village, and “Lesser Chief,” who was subordinate to the others (Gamble et al. 2001). Social or economic status may also have been indicated through mortuary practices, although this is debated by archaeologists. Mourning rituals consisted of burials in cemeteries with grave goods, such as *Olivella* shell beads, and beads made from local shells. Other recorded mortuary rituals included burying individuals in the floor of a residence and burning the deceased’s house and possessions (Gamble et al. 2001, Arnold and Green 2002).

Chumash exploited multiple subsistence strategies. The acorn was an especially important resource. It could be gathered, stored, ground into meal, or cooked into paste. Other seeds or fruits like pine nuts and wild cherries would be gathered and processed with a mortar. Hunting and fishing were also an important aspect of Chumash subsistence. Hunters would use a bow and arrow for land mammals like deer, coyote, and fox (Grant 1978b). Sea mammals were hunted with harpoons, while deep-sea fish were caught using nets, hooks, and lines. Shellfish were gathered from beaches using digging sticks, and mussels and abalone were pried from rocks using wood or bone wedges (Johnson 1982). Other subsistence technology included skillet-like flat stones called comals, sandstone storage bowls, and wooden plates and bowls. Archaeological evidence suggests the Ventureño Chumash practiced lithic production of tools from quartzite, chalcedony, and chert in separate lithic workspaces nearby their occupation sites (Roman 2017). Woven baskets were also used for food storage and food preparation. Tightly woven baskets for holding were made with coiling or twining techniques (Grant 1978b).

The Chumash were heavily affected by the arrival of Europeans. The Spanish missions and later Mexican and American settlers dramatically altered traditional Chumash lifeways. The Chumash population was considerably reduced by the introduction of European diseases. However, many Chumash descendants still inhabit the region (Grant 1978a).

3.2.3 Post-Contact Setting

Post-Contact history for the state of California is generally divided into three periods: the Spanish Period (1769–1822), Mexican Period (1822–1848), and American Period (1848–present). Although Spanish, Russian, and British explorers visited the area for brief periods between 1529 and 1769, the Spanish Period in California begins in 1769 with the establishment of a settlement at San Diego and the founding of Mission San Diego de Alcalá, the first of 21 missions constructed between 1769 and 1823. Independence from Spain in 1821 marks the beginning of the Mexican Period, and the signing

of the Treaty of Guadalupe Hidalgo in 1848, ending the Mexican-American War, signals the beginning of the American Period when California became a territory of the United States.

Spanish Period (1769-1822)

Spanish explorers made sailing expeditions along the coast of California between the mid-1500s and mid-1700s. In 1542, Juan Rodriguez Cabrillo led the first European expedition to observe what was known by the Spanish as Alta (upper) California. For more than 200 years, Cabrillo and other Spanish, Portuguese, British, and Russian explorers sailed the Alta California coast and made limited inland expeditions, but they did not establish permanent settlements (Bean 1968; Rolle 2003). The Spanish crown laid claim to Alta California based on the surveys conducted by Cabríllo and Vizcaíno (Bancroft 1885; Gumprecht 1999).

By the eighteenth century, Spain developed a three-pronged approach to secure its hold on the territory and counter against other foreign explorers. The Spanish established military forts known as presidios, as well as missions and pueblos (towns) throughout Alta California. The 1769 overland expedition by Captain Gaspár de Portolá marks the beginning of California's Historic period, occurring just after the King of Spain installed the Franciscan Order to direct religious and colonization matters in assigned territories of the Americas. Portolá established the Presidio of San Diego as the first Spanish settlement in Alta California in 1769. That same year Franciscan Father Junípero Serra also founded Mission San Diego de Alcalá, the first of the 21 missions that would be established in Alta California by the Spanish and the Franciscan Order between 1769 and 1823 (Graffy 2010).

The mission and presidio system relied on Chumash labor; eventually, the majority of the native population lived at the mission complex (Cole 1999). Construction of missions and associated presidios was a major emphasis during the Spanish Period in California to integrate the Native American population into Christianity and communal enterprise. Incentives were also provided to bring settlers to pueblos or towns; just three pueblos were established during the Spanish Period, only two of which were successful and remain as California cities (San José and Los Angeles).

Spain began making land grants in 1784, typically to retiring soldiers, although the grantees were only permitted to inhabit and work the land. The land titles technically remained property of the Spanish king (Livingston 1914).

Mexican Period (1822-1848)

Several factors kept growth within Alta California to a minimum, including the threat of foreign invasion, political dissatisfaction, and unrest among the indigenous population. After more than a decade of intermittent rebellion and warfare, New Spain won independence from Spain in 1821. In 1822, the Mexican legislative body in California ended isolationist policies designed to protect the Spanish monopoly on trade, and decreed California ports open to foreign merchants (Dallas 1955).

Extensive land grants were established in the interior during the Mexican Period, in part to increase the population inland from the more settled coastal areas where the Spanish had first concentrated their colonization efforts. The secularization of the missions following Mexico's independence from Spain resulted in the subdivision of former mission lands and establishment of many additional ranchos. Commonly, former soldiers and well-connected Mexican families were the recipients of these land grants, which now included the title to the land (Graffy 2010).

During the supremacy of the ranchos (1834–1848), landowners largely focused on the cattle industry and devoted large tracts to grazing. Cattle hides became a primary southern California

export, providing a commodity to trade for goods from the east and other areas in the United States and Mexico. The number of nonnative inhabitants increased during this period because of the influx of explorers, trappers, and ranchers associated with the land grants. The rising California population contributed to the introduction and rise of diseases foreign to the Native American population, who had no associated immunities.

American Period (1848- Present)

The United States went to war with Mexico in 1846. During the first year of the war, John C. Fremont traveled from Monterey to Los Angeles with reinforcements for Commodore Stockton and evaded Californian soldiers in Santa Barbara's Gaviota Pass by taking the route over the San Marcos grade instead (Kyle 2002). The war ended in 1848 with the Treaty of Guadalupe Hidalgo, ushering California into its American Period.

California officially became a state with the Compromise of 1850, which also designated Utah and New Mexico (with present-day Arizona) as US territories (Waugh 2003). Horticulture and livestock, based primarily on cattle as the currency and staple of the rancho system, continued to dominate the southern California economy through 1850s. The discovery of gold in the northern part of the state led to the Gold Rush beginning in 1848, and, with the influx of people seeking gold, cattle were no longer desired mainly for their hides but also as a source of meat and other goods. During the 1850s cattle boom, rancho vaqueros drove large herds from southern to northern California to feed that region's burgeoning mining and commercial boom.

A severe drought in the 1860s decimated cattle herds and drastically affected rancheros' source of income. In addition, property boundaries that were loosely established during the Mexican era led to disputes with new incoming settlers, problems with squatters, and lawsuits. Rancheros often were encumbered by debt and the cost of legal fees to defend their property. As a result, much of the rancho lands were sold or otherwise acquired by Americans. Most of these ranchos were subdivided into agricultural parcels or towns (Dumke 1944).

Local History

The area that is now Ventura was missionized in 1782, with the founding of the San Buenaventura Mission, which became a secularized parish in 1836 (California Mission Resource Center 2019). The townsite of San Buenaventura (referred to as Ventura following 1889) was first laid out by Jose Arnaz in 1848 and became an official town when its post office was established in 1864. The city was incorporated by an act of state legislature in 1866. During this early period, the community was primarily accessible via ship and development was clustered in the vicinity of (and north and west of) the mission. In 1868, a stagecoach line was established, followed by the completion of the transcontinental railroad in 1869. After these developments, San Buenaventura's downtown area became denser and diversified to include varying ethnic backgrounds including Italian, French, German/Austrian and Chinese, many of whom established commercial enterprise (Historic Resources Group 2007).

The construction of a wharf was the first large-scale infrastructural improvement undertaken in Ventura. Construction began in 1872 and was completed January 1, 1873, spurring economic growth in the city and surrounding region. At the time of its construction, the wharf in Ventura was the longest wooden wharf in California (City of Ventura n.d.). Its presence not only increased the city's general accessibility but perhaps more importantly, it provided much needed shipping options for the area's already established and growing agricultural economy, and the lumber and oil industries (Historic Resources Group 2007; Triem DPR 1982; *Ventura County Star* 2015).

Following the turn of the century, Ventura greatly expanded its geographic boundaries. During this period, significant portions of recently annexed land remained in use for agricultural purposes and commercial and residential development in the downtown area persisted. The city made significant strides towards modernization with street lighting, sidewalks, and public areas such as parks and gardens developed during this period. A significant strike by Shell Oil in 1921 ushered in exponential growth in both the city and the county of Ventura and expansive residential development took place. While growth slowed during the Depression and lead up to World War II, the postwar period ushered in tremendous growth. With greater reliance on the automobile, the city expanded east of downtown. In September 1962, U.S. Highway 101 was constructed, trending east-west along the ocean, with highways 33 and 126 constructed in the same decade. In the last several decades, development in the city has continued to expand east and densify. Ventura's population was estimated at 111,128 in 2018 (U.S. Census Bureau 2018).

Ventura Harbor

The following context draws heavily on the *City of San Buenaventura Revised Draft for Historic Preservation Committee Review Historic Context Statement* (City of Ventura Draft HCS; Historic Resources Group 2022) and is provided to support the historical evaluation presented in Section 5.

Following World War II, the United States experienced an economic and construction boom leaving many Americans with increased disposable income and leisure time. During this period, due to the commercial availability of new technologies and the accessibility of products such as plastics and plywood, boat construction became less expensive, making boats more affordable to the consumer. This led to an increase in the number of recreational small crafts and, consequently, the construction of new marinas and harbors throughout Southern California (Historic Resources Group 2022). Additionally, during this period, the construction of recreational facilities increased in support of the growing number of Americans living in the country's rapidly expanding suburbs, with facilities such as golf courses, parks, and recreational centers also constructed throughout the region (City of Los Angeles 2017).

The Ventura Port District was created in 1952 through general election for the purpose of constructing and operating a commercial and recreational boat harbor in the city of Ventura (Ventura Port District 2022). The District created initial designs for the harbor in the 1950s, and in 1962, after release of $4.75 million in bonds, groundbreaking began by Macco Construction Company of Paramount (Historic Resources Group 2022). Initial development of the harbor, then known as Ventura Marina and now known as Ventura Harbor, was completed in 1963.

In 1963, the harbor consisted of a paved Spinnaker Drive and two singular floating docks in what is currently the harbor's the southern portion (Ventura Port District 2022). By 1965, the number of docks had increased and a Union Oil station, in addition to several buildings and structures in and around the project site, had been constructed. Also during this period, the harbor's northern inlets were partially developed with single-family tracts known as Ventura Keys in support of increased leisure lifestyle activities (UCSB 2022; Historic Resources Group 2022).

Following its initial construction, the harbor experienced several issues including sand build-up, dangerous conditions at its entrance, and flooding of the Santa Clara River delta, located to its south. In response, in 1968, Congress directed the United States Army Corps of Engineers (USACE) to take over responsibility of the harbor's dredging and further design. However, in 1969, the severe flooding of the Santa Clara River damaged the docks in the southern portion of the harbor, leaving the area unusable. In response, between 1969 and 1971, USACE replaced the damaged docks,

reinforced the levy between the river delta and the harbor, and constructed an offshore breakwater (USACE 2022).

Into the latter twentieth century, Ventura Harbor developed further and continued to support recreational and leisure activities for Ventura residents and visitors. Construction of the Ventura Keys was completed and the southern portion of the harbor, along Spinnaker Drive, which was completely developed by 1984 with commercial buildings, hotels, District buildings, and additional docks. Several District buildings which had been constructed adjacent to the current project site in 1965, were removed and replaced by the Harbortown Point Marina Resort and Club in 1984, and throughout the 1990s and 2000s the harbor experienced additional infill development.

4 Methods

This section presents the methods for each task completed during the preparation of this study.

4.1 Background and Archival Research

4.1.1 Archival Research

Rincon completed background and archival research in support of this assessment in November 2022. A variety of primary and secondary source materials were consulted. Sources included, but were not limited to, historical maps, aerial photographs, and written histories of the area. The following sources were utilized to develop an understanding of the current project site and its context:

- *Ventura Port District Ventura Harbor Marina and Yacht Yard Expansion Final Initial Study – Mitigated Negative Declaration.* Prepared by Rincon in October 2015
- City of Ventura Draft HCS, prepared by Historic Resources Group in 2022
- Ventura County Assessor's Office
- Historical aerial photographs accessed via NETR Online
- Historical aerial photographs accessed via University of California, Santa Barbara Library FrameFinder
- Historical USGS topographic maps
- Historical newspaper clippings obtained from Newspapers.com, ProQuest Historical Newspapers.com, and the California Digital Newspaper Collection
- Various historical records via Ancestry.com
- California State Lands Commission Shipwreck Information
- Wrecks and Obstructions Database, National Oceanic and Atmospheric Administration

4.1.2 California Historical Resources Information System Records Search

On September 6, 2022, Rincon received CHRIS records search results from the South Central Coastal Information Center (SCCIC) (Appendix A). The SCCIC, housed at California State University Fullerton, is the official state repository for cultural resources records and reports for Ventura County. The purpose of the records search was to identify previously recorded cultural resources, as well as cultural resources studies that have been previously conducted within the current project site and a 0.5-mile radius surrounding it.

Additionally, Rincon reviewed the following databases of known cultural resources to determine the presence of cultural resources with the potential to be impacted by the project: NRHP, CRHR, the California Historical Landmarks list, the lists of City of Ventura Local Landmarks and Points of Historic Interest, the California Office of Historic Preservation (OHP) Built Environment Resources Directory.

4.1.3 Sacred Lands File Search

Rincon contacted the Native American Heritage Commission (NAHC) on July 18, 2022, to request a SLF search, as well as a contact list of Native Americans culturally affiliated with the current project site vicinity.

4.2 Cultural Resources Survey

Rincon Senior Architectural Historian, Rachel Perzel, conducted a cultural resources survey of the current project site on December 5, 2022. During the site visit, the built environment resources within the current project site, including buildings, structures and associated floating docks and landscape elements, were visually inspected. Pursuant to California OHP Guidelines (California OHP 1995:2), properties over 45 years of age were evaluated for inclusion in the NRHP, CRHR, and local listing and recorded on California Department of Parks 523 series forms (DPR forms). During the survey, Ms. Perzel documented and assessed the overall condition and integrity of these resources. Under the direction of Senior Archaeologist and project Senior Principal Investigator Ken Victorino, Ms. Perzel examined exposed ground surfaces for artifacts (e.g., flaked stone tools, tool-making debris, stone milling tools), ecofacts (marine shell and bone), historic debris (e.g., metal, glass, ceramics). Site characteristics and survey conditions were documented using field notes and digital photographs, which were later reviewed by Mr. Victorino. Copies of field notes and digital photographs are maintained at the Rincon Ventura office.

5 Findings

5.1 Known Cultural Resources Studies

The CHRIS records search and background research identified eight cultural resources studies that have been previously conducted within 0.5 mile of the current project site (Appendix A). Of these studies, none include any portion of the current project site or include areas directly adjacent to the current project site. It does not appear that the current project site has been previously studied or surveyed.

5.2 Known Cultural Resources

The CHRIS records search identified one previously recorded cultural resource within 0.5 mile of the current project site, P-56-001520. P-56-001520, [***a portion of this sentence has been redacted due to the confidentiality of archaeological site locations***] is located approximately [***a portion of this sentence has been redacted due to the confidentiality of archaeological site locations***] of the current project site. According to its associated resource record, [confidential archaeological site information removed] was recommended ineligible for listing in the CRHR under all criteria in 2016 (Mourkas and Roberts 2016).

5.3 Aerial Imagery and Historical Topographic Maps Review

Rincon completed a review of historical topographic maps and aerial imagery to ascertain the development history of the current project site. In the early twentieth century, the current project site is depicted in the USGS 1904 *Ventura, California*, topographic map as undeveloped land west of agricultural fields along East Harbor Boulevard. Additionally, 1947 aerial imagery depicts the current project site as undeveloped coastal land (NETR Online 2022). This area, near the coast and approximately one mile north of the Santa Clara River, would have afforded prehistoric inhabitants access to a variety of resources and, therefore, has an increased sensitivity for prehistoric archaeological sites. The current project site remained undeveloped until circa 1963 (Ventura Port District 2022). A detailed development of the development of the current project site is provided in Section 5.5.

5.4 Sacred Land File Search

On August 25, 2022, the NAHC responded to Rincon's SLF request, stating that the result of the SLF search was negative. See Appendix B for the NAHC response.

5.5 Survey Results

During the cultural resources survey, the current project site was noted as being highly developed, consisting of paved pathways, parking areas, and buildings and structures associated with harbor operations (Figure 5). Ground visibility was low (less than 10%) with exposed soils visible only in

planter beds surrounding built features (Figure 6). The area was heavily disturbed due to past construction and ongoing maintenance and operation of the harbor. No archaeological resources were identified during the field survey.

The background research and survey confirmed the current project site is located within a larger Ventura County Assessor's parcel that encompasses the entirety of Ventura Harbor. The survey confirmed the presence of the following historic-period buildings/structures within the current project site: boat repair building, restaurant building, sportfishing building (Figure 7 and Figure 8). The evaluation of the entirety of Ventura Harbor was outside the scope of the current assessment. Therefore, the historical resources evaluation presented below focuses on the buildings and structures located in the portion of the harbor within which the current project would occur, Ventura Harbor Parcels 20 and 14 (1603 Anchors Way Drive/subject property). DPR forms for the subject property are included in Appendix C and summarized below.

Figure 5 Overview of the Current Project Site; Photograph Taken Centrally from within the Current Project Site, View East

Figure 6 Example of Ground Surface Visibility Within the Current Project Site; Photograph Depicting Planter Beds Surrounding Buildings

Figure 7 Overview of the Current Project Site; Photograph Taken from Across the Harbor to the South

1603 Anchors Way Drive

Physical Description

The subject property is located in the northern portion of Ventura Harbor; sited south of Anchors Way Drive, east of North Harbor Boulevard, and north of the water. The property is developed as part of the harbor and consists of the following buildings and structures surrounded with water and paved parking lots: boat repair building, restaurant building, sportfishing building, and two sets of floating docks (parcels 20 and 14 floating docks).

Much of the northern half of the subject property is occupied with a paved area that serves as a boat storage area. Constructed in 1964, the boat repair building is located in the southern portion of the boat storage area. The single-story building, which supports boat maintenance and repair, integrates minimal Mid-Century Modern Style detailing. It features a rectangular footprint, sits on a concrete foundation and is capped with a side gabled roof sheathed in composition shingles supported with exposed framing. Its exterior is clad in wood board and batten siding, and its east elevation features several entrances including the following: a large opening with a metal roll-up garage door and two standard sized entrances with flush mounted wood doors; fenestration includes large, fixed windows (Figure 9).

Sited centrally within the subject property, approximately 300 feet southwest of the boat repair building and along the water, the restaurant building (currently Water's Edge Restaurant) was also designed with minimal Mid-Century Modern Style detailing and constructed in 1964. Rising from a concrete foundation, the two-story building features an irregular L-shaped footprint and is capped with a hipped roof sheathed in a combination of composition shingles and metal panels. Its wood structural system is variously sheathed in brick veneer and vertical board and batten wood siding. Located on the north elevation, its primary entrance, composed of double-glazed wood framed doors surrounded with sidelites and transoms, is set within a vestibule topped with a front gable roof which is not original to the building and was constructed at an unidentified time. The building features several additions including a one-story shed roof addition and a flat roof addition, both on the north elevation. A non-original open patio area extends from a large addition which cantilevers over the water and was constructed circa 1978 on the building's south elevation (Figure 10 and Figure 11).

Immediately east of the restaurant building is a single-story commercial building that also expresses minimal characteristics of the Mid-Century Modern Style and was constructed in 1964. Home to Ventura Harbor Sportfishing, it is connected to the restaurant building with wood fences creating an associated outdoor service area. The building features an octagonal footprint, sits on a concrete foundation, and is capped with an octagonal hipped roof sheathed in composition shingles supported with exposed framing. Its exterior is sheathed in wood board and batten siding, and the primary entrance, on the south elevation, features an aluminum-framed glass door. Fenestration includes fixed pane windows on the south and west elevations (Figure 12).

Sited south of the buildings described above are the Parcel 20 and 14 floating docks, which appear to have been placed in their current configuration following 1980 (NETR Online 2022). Access to the docks from the mainland is provided via associated ramps accessible via metal gates. Constructed of wood boards supported by concrete piers, the floating docks and their ramps are of simple design and feature little elaboration; ramps are lined with wooden railings. The Parcel 20 docks include a small building, most likely staff offices, constructed circa 2005. It features a rectangular footprint and is capped with a low-pitched side gabled roof with overhanging eaves sheathed in Spanish tiles. The exterior is clad in vertical wood siding and there are multiple entrances along the north

elevation, each with a glazed wood paneled door. Fenestration includes aluminum sliding sash windows. The Parcel 14 docks also include a small building, constructed between 1984 and 1994, which houses a market and fueling station. The building features a rectangular footprint and is topped with a low-pitched front gabled roof with large overhanging eaves and exposed rafter ends. The building has an entrance on the east elevation with a flush mounted wood door, and fenestration includes fixed pane and vinyl sash windows. Two gas pumps are mounted on the docks adjacent to the building.

The above-noted buildings and structures within the current project site are identified in Figure 8.

Figure 8 Buildings and Structures within Current Project Site

Imagery provided by Microsoft Bing and its licensors © 2022.

Figure 9 East Elevation of the Boat Repair Building

Figure 10 North Elevation of the Restaurant Building

Figure 11 East Elevation of the Restaurant Building

Figure 12 East Elevation of the Restaurant Building

Figure 13 Overview of the Parcel 20 Docks, View South-Facing

Figure 14 Overview of the Parcel 14 Docks, View South-Facing

Property History

Initial construction of Ventura Harbor, then referred to as Ventura Marina, was completed in 1963 by the Ventura Port District (Ventura Port District 2022). By 1964, the harbor's first floating docks were in place and buildings had begun to be added throughout in support of commercial and leisure activities. Within the subject property, the boat repair building, restaurant building, and sportfishing building, the developmental history of which is provided below, were constructed in 1964 (NETR Online 2022; *Ventura County Star* August 31, 1964). Also constructed concurrently were a no-longer extant District building and associated floating docks located adjacent to the current project site, in the current location of the Harbortown Point Marina Resort.

The research conducted for this assessment indicates the boat repair building has been used for the repair and alteration of private and public boats since its construction in 1964. The current assessment did not observe any significant alterations to the building.

The restaurant building was constructed by owners Roy Lown and Charles Glander to house the Navigator Restaurant and Compass Room Lounge in 1964 (*Ventura County Star* February 11, 1964). Between 1970 and 1978, the restaurant building was expanded with a first-floor addition along the water and by 1982 the occupant had changed to the Scotch & Sirloin Restaurant, which occupied the space until circa 2010, followed by Rhumb Line Restaurant, between 2010 and 2012, and the current occupant, Water's Edge, beginning in 2018 (*Los Angeles Times* March 6, 1982; *Ventura County Star* January 15, 2012, and November 3, 2018). Additional undated alterations to the

restaurant building include construction of a modified primary entry at north and outdoor patio cantilevered over the water at south (NETR Online 2022).

The sportfishing building was constructed for Ventura Sportfishing Company in 1964. Ventura Sportfishing Company still occupies the building today. It appears to retain its original design.

While floating docks have been present within the project site dating back to 1967, a review of historical aerial imagery indicates that floating docks were added to and removed from the subject property, in addition to altered, with some degree of regularity. Those currently extant appear to have been placed in their current configuration following 1980 (NETR Online 2022). A small building was added to the Parcel 14 docks between 1984 and 1994 and to the Parcel 20 docks between 1993 and 2004 (NETR Online 2022).

Historical Resources Evaluation

In considering the historical resources eligibility of 1603 Anchors Way Drive, the following evaluation considers property-specific research and the City of Ventura Draft HCS. The latter identifies 'Ventura Marina & Growth of Leisure Culture' as a sub-theme of historical significance within the context of the city's post-World War II 'Expansion and Redevelopment (1961-1979)' under the theme of 'Commercial Development.' However, as it is currently in draft form, the HCS does not identify potentially significant property types under this sub theme. The historical resources evaluation of the entirety of Ventura Harbor was outside the scope of this assessment; the current historical resources evaluation is limited to the potential historical significance of the buildings and structures within the current project site. Based on the research conducted for this assessment, 1603 Anchors Way Drive is recommended ineligible for listing in the NRHP, CRHR, or as a City of Ventura local landmark or point of interest under any significance criteria due to the lack of individual historical or architectural significance possessed by the buildings and structures encompassed by the property.

Constructed in 1963 and expanded throughout the decades that followed, Ventura Harbor is an example of one of many harbors developed throughout Southern California in the post-World War II period, including Channel Islands Harbor in 1959, Marina del Rey in 1961, and Huntington Harbor in 1962. It was not the first or most prominent of the harbors in the region constructed during this period. As previously presented in the City of Ventura Draft HCS, Ventura Harbor was developed within the context of the city's post-World War II period of Expansion and Redevelopment, in which the development of recreational facilities, such as harbors, throughout Southern California increased due to the new affordability of pleasure crafts and the rise in popularity of the leisure lifestyle. In Ventura, development of the harbor represents a large expansion of the city's recreational facilities and its construction served as a population draw leading to an increase in associated development such as the Ventura Keys.

The City of Ventura Draft HCS is currently in draft form and does not identify registration requirements for specific property types associated with the sub-theme of Ventura Marina & Growth of Leisure Culture. In the absence of this, the potential individual significance of specific properties must be considered within this larger sub-theme. The archival and background research conducted for this assessment identified no information to suggest the historic-period buildings with the subject property (boat repair building, restaurant building, sportfishing building) are individually important within the history of the harbor's history or any other context relating to Ventura's commercial or tourism history. According to National Park Service Guidance, mere association with a significant historic trend or pattern of events is not enough for a property to be eligible for listing in the NRHP, rather the property's specific association must also be considered

important in relation to the trend or pattern of event to which it is associated (National Park Service 1995:12). The buildings provided general commercial services which would typically be expected of a marina or harbor and did not contribute to the development or history of the Ventura Harbor in a significant way. The subject property is therefore recommended ineligible for listing in the NRHP and CRHR and as a local landmark under Criteria A/1/a and c.

The research conducted for this assessment including a review of city directories and historical newspaper clippings did not indicate that the subject property is associated with individuals considered significant in the history of the city, state, nation, or region. Research identified Roy Lown and Charles Glander as associated with the restaurant building. However, research did not identify either individual as historically significant. Therefore, the subject property is recommended ineligible for listing in the NRHP and CRHR and as a local landmark under Criteria B/2/b.

The boat repair, restaurant, and sportfishing buildings within the subject property express minimal characteristics of the Mid-Century Modern Style including overhanging eaves with exposed rafter ends, low-pitched roofs, board and batten siding, and large fixed windows. However, none are exceptional examples of the style. Additionally, the restaurant building has been extensively altered such that it does not express its original design, materials, and workmanship. While the research conducted for this assessment did not identify their architect, the buildings within the subject property do not appear of a quality of design such that they reflect the work of a master architect. Based on the information presented above, the subject property is recommended ineligible for listing in the NRHP, CRHR, and as a local landmark under Criteria C/3/d and e.

The background research conducted for this assessment, including review of CHRIS and NAHC SLF search results, failed to indicate the subject property has the potential to yield, information important to the prehistory or history of the local area, California, or the nation. Therefore, it is recommended ineligible for listing in the NRHP and CRHR and as a local landmark under Criteria D/4/g. In addition to its lack of NRHP, CRHR, and City of Ventura Landmark ineligibility, for the reasons enumerated above, the subject property is additionally recommended ineligible for listing as a city of Ventura point of Interest under Criteria a, b, and c.

6 Impacts Analysis and Conclusions

The impact analysis included here is organized based on the cultural resources thresholds included in CEQA Guidelines Appendix G: Environmental Checklist Form:

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?
b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?
c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Threshold A broadly refers to historical resources. To more clearly differentiate between archaeological and built environment resources, we have chosen to limit analysis under Threshold A to built environment resources. Archaeological resources, including those that may be considered historical resources pursuant to Section 15064.5 and those that may be considered unique archaeological resources pursuant to Section 21083.2, are considered under Threshold B.

6.1 Historical Built Environment Resources

As discussed in Section V, *Cultural Resources,* of the Final IS-MND, the current project site does not contain historical resources. The current assessment recorded and evaluated the property encompassing the current project site, concluding it is ineligible for listing in the NRHP, CRHR and as a City of Ventura Landmark or Point of Interest; the property therefore is not considered a historical resource as defined by Section 15064.5(a) of the CEQA Guidelines. Consistent with the findings of the Final IS-MND, the current assessment confirms the current project would also result in ***no impact to historical resources*** pursuant to CEQA. Therefore, the current project would result in no new or more severe impacts on historical resources beyond those identified in the previously adopted Final IS-MND for the approved project.

6.2 Historical and Unique Archaeological Resources

Consistent with the findings presented in Section V, *Cultural Resources,* of the Final IS-MND, the background research and cultural resources survey conducted for this assessment did not identify archaeological resources within the current project site. Additionally, a review of historical aerial images indicates the area comprising the current project site has been heavily modified due to dredging necessary to construct the harbor and subsequent construction and maintenance of the harbor and associated facilities. Due to the absence of known resources in the vicinity of the current project site and the area's developmental history, it is unlikely that intact archaeological resources will be encountered within the project site. As the current project site includes ground disturbance, which was not previously assessed as part of the approved project, the current project would implement the best management practices described in section 1.2 in the unlikely event of an unanticipated discovery. The current project would not result in new or more severe impacts to historical and unique archaeological resources beyond those identified in the Final IS-MND and impacts would be ***Less Than Significant to Historical and Unique Archaeological Resources*** pursuant to CEQA.

6.3 Human Remains

Consistent with the findings presented in Section V, *Cultural Resources,* of the Final IS-MND, the background research and cultural resources survey conducted for this assessment confirmed that no human remains are known to be present within the project site. However, the discovery of human remains is always a possibility during ground disturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be of Native American origin, the Coroner will notify the NAHC, which will determine and notify a MLD. The MLD has 48 hours from being granted site access to make recommendations for the disposition of the remains. If the MLD does not make recommendations within 48 hours, the landowner shall reinter the remains in an area of the property secure from subsequent disturbance. With adherence to existing regulations, Rincon recommends a finding of ***less-than-significant impact to human remains*** under CEQA. The current project would result in no new or more severe impacts to human remains beyond those identified in the Final IS-MND.

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Appendix A

California Historical Resources Information Search Results

EXHIBIT A

California Historical Resources Information System

CHRIS Data Request Form

ACCESS AND USE AGREEMENT NO.: 56.00 **IC FILE NO.:** _____

To: South Central Coastal Information Center

Print Name: Ashley Losco Date: 07/18/2022

Affiliation: Rincon Consultants, Inc.

Address: 180 N. Ashwood Avenue

City: Ventura State: CA Zip: 93003

Phone: (619) 841-2116 Fax: (805) 644-4455 Email: alosco@rinconconsultants.com

Billing Address (if different than above): _____

Billing Email: ap@rinconconsultants.com Billing Phone: (805) 644-4455

Project Name / Reference: Ventura Harbor Redevelopment Project

Project Street Address: _____

County or Counties: Ventura

Township/Range/UTMs: T02N R23W S13-15, 23, 24, 26

USGS 7.5' Quad(s): Oxnard, Saticoy & Ventura Quadrangles

PRIORITY RESPONSE (Additional Fee): yes / no

TOTAL FEE NOT TO EXCEED: $600.00
(If blank, the Information Center will contact you if the fee is expected to exceed $1,000.00)

Special Instructions:

Proposed Parcels 20 & 14 Redevelopment Project in Ventura Harbor, City of Ventura, Ventura County

Ventura county assessor's parcel 080024032

Information Center Use Only

Date of CHRIS Data Provided for this Request: _____

Confidential Data Included in Response: yes / no

Notes: _____

EXHIBIT A

California Historical Resources Information System

CHRIS Data Request Form

Mark the request form as needed. Attach a PDF of your project area (with the radius if applicable) mapped on a 7.5' USGS topographic quadrangle to scale 1:24000 ratio 1:1 neither enlarged nor reduced and include a shapefile of your project area, if available. Shapefiles are the current CHRIS standard for submitting digital spatial data for your project area or radius. **Check with the appropriate IC for current availability of digital data products.**

- Documents will be provided in PDF format. Paper copies will only be provided if PDFs are not available at the time of the request or under specially arranged circumstances.
- Location information will be provided as a digital map product (Custom Maps or GIS data) unless the area has not yet been digitized. In such circumstances, the IC may provide hand drawn maps.
- In addition to the $150/hr. staff time fee, client will be charged the Custom Map fee when GIS is required to complete the request [e.g., a map printout or map image/PDF is requested and no GIS Data is requested, or an electronic product is requested (derived from GIS data) but no mapping is requested].

For product fees, see the CHRIS IC Fee Structure on the OHP website.

1. Map Format Choice:

Select One: Custom GIS Maps ☐ GIS Data ☐ Custom GIS Maps **and** GIS Data ☐ No Maps ☐

Any selection below left unmarked will be considered a "no. "

Location Information:

	Within project area	Within _____ radius
ARCHAEOLOGICAL Resource Locations[1]	yes / no	yes / no
NON-ARCHAEOLOGICAL Resource Locations	yes / no	yes / no
Report Locations[1]	yes / no	yes / no
"Other" Report Locations[2]	yes / no	yes / no

3. Database Information:

(contact the IC for product examples, or visit the SSJVIC website for examples)

	Within project area	Within _____ radius
ARCHAEOLOGICAL Resource Database[1]		
List (PDF format)	yes / no	yes / no
Detail (PDF format)	yes / no	yes / no
Excel Spreadsheet	yes / no	yes / no
NON-ARCHAEOLOGICAL Resource Database		
List (PDF format)	yes / no	yes / no
Detail (PDF format)	yes / no	yes / no
Excel Spreadsheet	yes / no	yes / no
Report Database[1]		
List (PDF format)	yes / no	yes / no
Detail (PDF format)	yes / no	yes / no
Excel Spreadsheet	yes / no	yes / no
Include "Other" Reports [2]	yes / no	yes / no

4. Document PDFs (paper copy only upon request)**:**

	Within project area	Within _____ radius
ARCHAEOLOGICAL Resource Records[1]	yes / no	yes / no
NON-ARCHAEOLOGICAL Resource Records	yes / no	yes / no
Reports[1]	yes / no	yes / no
"Other" Reports[2]	yes / no	yes / no

CHRIS Data Request Form

5. Eligibility Listings and Documentation:

	Within project area		Within _____ radius	
OHP Built Environment Resources Directory[3]:				
Directory listing only (Excel format)	yes	/ no	yes	/ no
Associated documentation[4]	yes	/ no	yes	/ no
OHP Archaeological Resources Directory[1,5]:				
Directory listing only (Excel format)	yes	/ no	yes	/ no
Associated documentation[4]	yes	/ no	yes	/ no
***California Inventory of Historic Resources* (1976):**				
Directory listing only (PDF format)	yes	/ no	yes	/ no
Associated documentation[4]	yes	/ no	yes	/ no

6. Additional Information:

The following sources of information may be available through the Information Center. However, several of these sources are now available on the OHP website and can be accessed directly. The Office of Historic Preservation makes no guarantees about the availability, completeness, or accuracy of the information provided through these sources. Indicate below if the Information Center should review and provide documentation (if available) of any of the following sources as part of this request.

Caltrans Bridge Survey	yes	/ no
Ethnographic Information	yes	/ no
Historical Literature	yes	/ no
Historical Maps	yes	/ no
Local Inventories	yes	/ no
GLO and/or Rancho Plat Maps	yes	/ no
Shipwreck Inventory	yes	/ no
Soil Survey Maps	yes	/ no

---

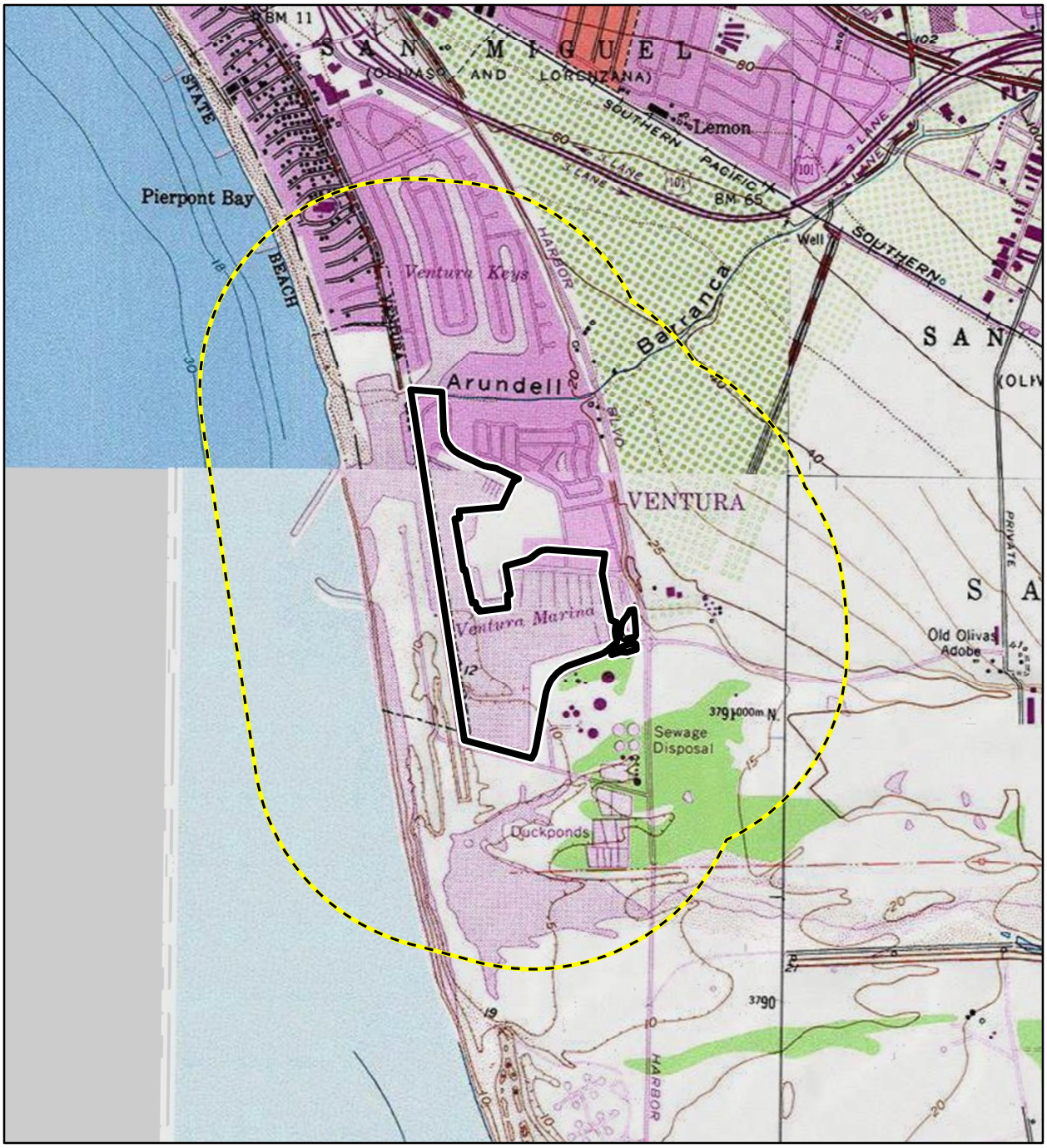
[1] In order to receive archaeological information, requestor must meet qualifications as specified in Section III of the current version of the California Historical Resources Information System Information Center Rules of Operation Manual and be identified as an Authorized User or Conditional User under an active CHRIS Access and Use Agreement.

[2] "Other" Reports GIS layer consists of report study areas for which the report content is almost entirely non-fieldwork related (e.g., local/regional history, or overview) and/or for which the presentation of the study area boundary may or may not add value to a record search.

[3] Provided as Excel spreadsheets with no cost for the rows; the only cost for this component is IC staff time. Includes, but not limited to, information regarding National Register of Historic Places, California Register of Historical Resources, California State Historical Landmarks, California State Points of Historical Interest, and historic building surveys. Previously known as the HRI and then as the HPD, it is now known as the Built Environment Resources Directory (BERD). The Office of Historic Preservation compiles this documentation and it is the source of the official status codes for evaluated resources.

[4] Associated documentation will vary by resource. Contact the IC for further details.

[5] Provided as Excel spreadsheets with no cost for the rows; the only cost for this component is IC staff time. Previously known as the Archaeological Determinations of Eligibility, now it is known as the Archaeological Resources Directory (ARD). The Office of Historic Preservation compiles this documentation and it is the source of the official status codes for evaluated resources.



Imagery provided by National Geographic Society, Esri, and their licensors © 2022. Oxnard, Saticoy & Ventura Quadrangles. T02N R23W S13-15,23,24,26. The topographic representation depicted in this map may not portray all of the features currently found in the vicinity today and/or features depicted in this map may have changed since the original topographic map was assembled.

Half-Mile Buffer

Area of Potential Effects

N

0 1,000 2,000 Feet

0 250 500 Meters

1:24,000

Records Search Map

Report List

23853

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
VN-00219		1979	Lopez, Robert	An Archaeological Reconnaissance of the Area Involved in the Lusk Homes General Plan Amendment, City of San Buenaventura, Ventura County, California		
VN-00236		1980	Horne, Stephen	Final Report: Onshore Cultural Resources Assessment, Union Oil Company Platform Gina and Platform Gilda Project Federal Lease Ocs P-0202 and P-0216, Offshore Southern California	Dames & Moore/Stephen Horne	56-000553, 56-000662, 56-000663, 56-000664, 56-000665, 56-000666, 56-000667, 56-001234, 56-120002, 56-120003
VN-00590		1986	Lopez, Robert	An Archaeological Reconnaissance of the Five Area Involved in the Off-campus Center Siting Study for the California State Uinversity, Ventura County, California		56-000665
VN-00982		1991	Singer, Clay A. and John E. Atwood	Cultural Resources Survey and Impact Assessment for the Bristol Relief Sewer Phases Two and Three, in the City of Ventura, Ventura County, California.	C.A. Singer & Associates, Inc.	56-000031, 56-000815
VN-01509		1985	Sturm, Bradley L.	Ventura Marina Dredging Project	Army Corps of Engineers, Los Angeles District	
VN-01733		1985		Ventura Marina Dredging Project	Army Corps of Engineers, Los Angeles District	
VN-02011		2000	Unknown	Phase I Archaeological Survey for the Coastal Zone/soil Transfer Program Study Area, Coastal Berry Ranch, Ventura County, California	W&S Consultants	
VN-02477		2004	Bonner, Wayne H.	Cultural Resource Records Search Results and Site Visit for Cingular Telecommunications Facility Candidate Vy-530-01 (ventura Harbor) 3410 Olivos Park Drive, Ventura, Ventura County, California	Michael Brandman Associates	

Appendix B

Native American Heritage Commission Sacred Lands File Search Results

EXHIBIT A

Local Government Tribal Consultation List Request
Native American Heritage Commission

1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691
916-373-3710
916-373-5471 – Fax
nahc@nahc.ca.gov

Type of List Requested

☒ **CEQA Tribal Consultation List (AB 52) – *Per Public Resources Code § 21080.3.1, subs. (b), (d), (e) and 21080.3.2***

☐ **General Plan (SB 18) - *Per Government Code § 65352.3.***

Local Action Type:

___General Plan ___ General Plan Element ___ General Plan Amendment

___ Specific Plan ___ Specific Plan Amendment ___ Pre-planning Outreach Activity

Required Information

Project Title: Ventura Harbor Redevelopment Project

Local Government/Lead Agency: City of Ventura / Harbor District

Contact Person: Ashley Losco

Street Address: 180 North Ashwood Avenue
City: Ventura **Zip:** 93003

Phone: 619-841-2116

Email: alosco@rinconconsultants.com

Specific Area Subject to Proposed Action
County/Community: See attached map

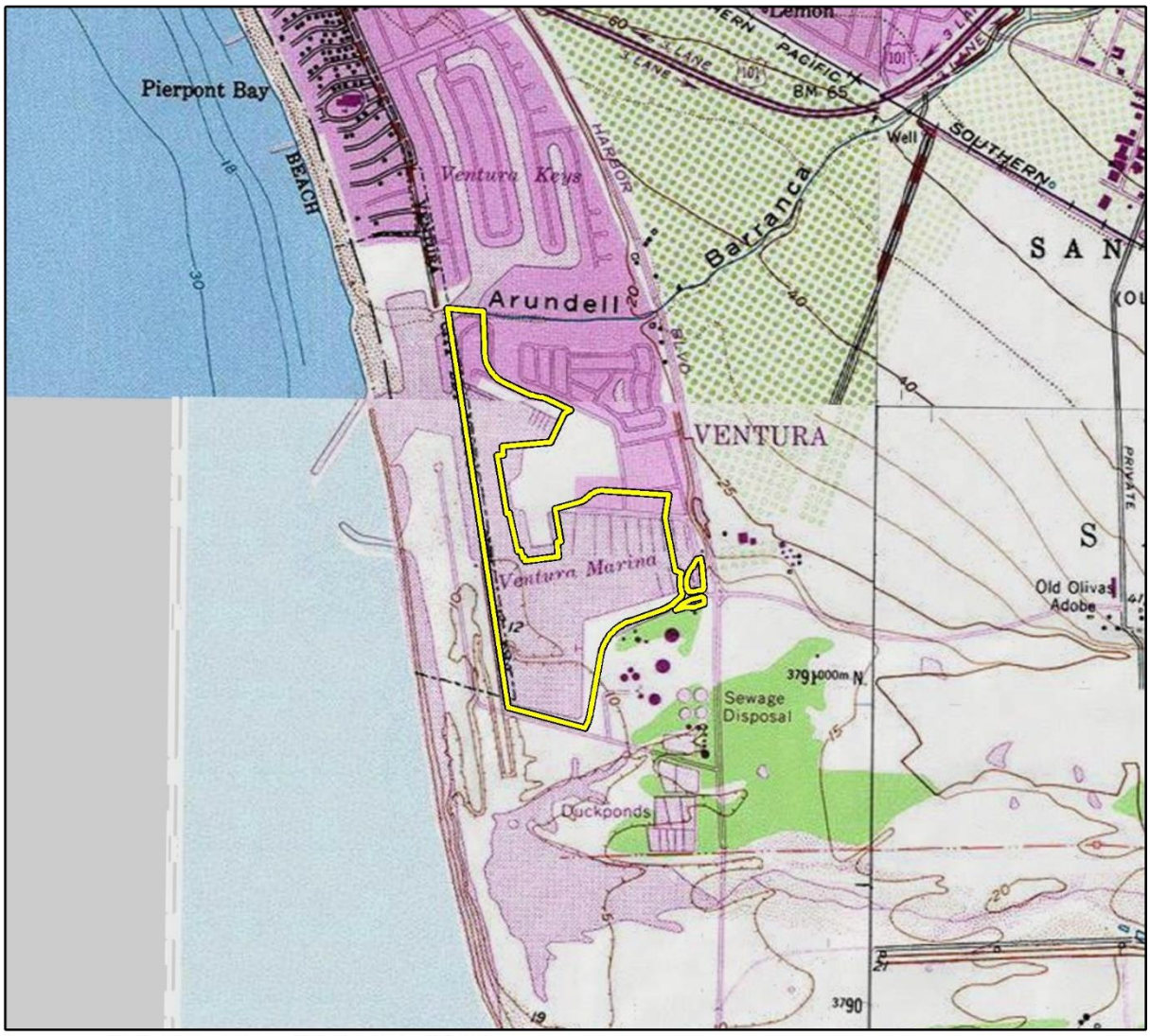
Additional Request

☒ **Sacred Lands File Search - *Required Information:***

USGS Quadrangle Name(s): _ *Oxnard, Saticoy & Ventura Quadrangles* ___

Township: 02N **Range:** 23W **Section(s):** 13-15,23,24,26

EXHIBIT A

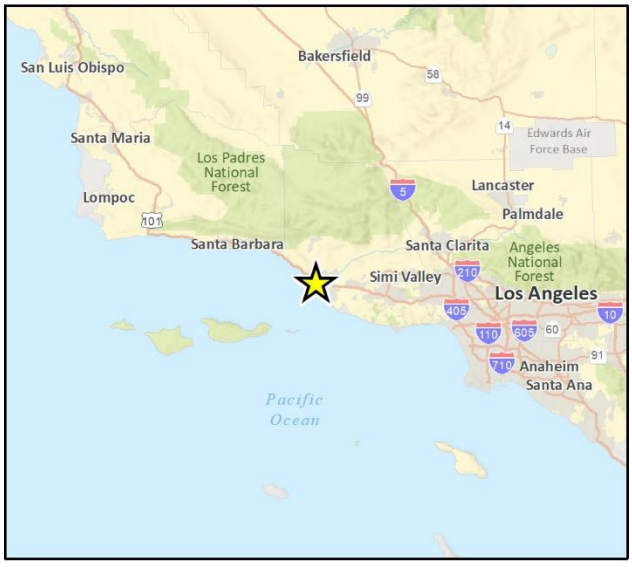


Basemap provided by National Geographic Society, Esri and their licensors © 2022. Oxnard & Ventura Quadrangles. T02N R23W S14,23. The topographic representation depicted in this map may not portray all of the features currently found in the vicinity today and/or features depicted in this map may have changed since the original topographic map was assembled.

Project Location

0 1,000 2,000 Feet

N



CRFig-1 Proj Locn Map

STATE OF CALIFORNIA Gavin Newsom, *Governor*

NATIVE AMERICAN HERITAGE COMMISSION

CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

PARLIAMENTARIAN
Russell Attebery
Karuk

SECRETARY
Sara Dutschke
Miwok

COMMISSIONER
William Mungary
Paiute/White Mountain Apache

COMMISSIONER
Isaac Bojorquez
Ohlone-Costanoan

COMMISSIONER
Buffy McQuillen
Yokayo Pomo, Yuki, Nomlaki

COMMISSIONER
Wayne Nelson
Luiseño

COMMISSIONER
Stanley Rodriguez
Kumeyaay

EXECUTIVE SECRETARY
Raymond C. Hitchcock
Miwok/Nisenan

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

August 25, 2022

Ashley Losco
Rincon Consultants, Inc.

Via Email to: alosco@rinconconsultants.com

Re: Native American Tribal Consultation, Pursuant to the Assembly Bill 52 (AB 52), Amendments to the California Environmental Quality Act (CEQA) (Chapter 532, Statutes of 2014), Public Resources Code Sections 5097.94 (m), 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2 and 21084.3, Ventura Harbor Redevelopment Project, Ventura County

Dear Ms. Losco:

Pursuant to Public Resources Code section 21080.3.1 (c), attached is a consultation list of tribes that are traditionally and culturally affiliated with the geographic area of the above-listed project. Please note that the intent of the AB 52 amendments to CEQA is to avoid and/or mitigate impacts to tribal cultural resources, (Pub. Resources Code §21084.3 (a)) ("Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.")

Public Resources Code sections 21080.3.1 and 21084.3(c) require CEQA lead agencies to consult with California Native American tribes that have requested notice from such agencies of proposed projects in the geographic area that are traditionally and culturally affiliated with the tribes on projects for which a Notice of Preparation or Notice of Negative Declaration or Mitigated Negative Declaration has been filed on or after July 1, 2015. Specifically, Public Resources Code section 21080.3.1 (d) provides:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

The AB 52 amendments to CEQA law does not preclude initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction prior to receiving requests for notification of projects in the tribe's areas of traditional and cultural affiliation. The Native American Heritage Commission (NAHC) recommends, but does not require, early consultation as a best practice to ensure that lead agencies receive sufficient information about cultural resources in a project area to avoid damaging effects to tribal cultural resources.

The NAHC also recommends, but does not require that agencies should also include with their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential effect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

- A listing of any and all known cultural resources that have already been recorded on or adjacent to the APE, such as known archaeological sites;
- Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
- Whether the records search indicates a low, moderate, or high probability that unrecorded cultural resources are located in the APE; and
- If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

- Any report that may contain site forms, site significance, and suggested mitigation measures.

  All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code section 6254.10.

3. The result of any Sacred Lands File (SLF) check conducted through the Native American Heritage Commission was negative.

4. Any ethnographic studies conducted for any area including all or part of the APE; and

5. Any geotechnical reports regarding all or part of the APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive and a negative response to these searches does not preclude the existence of a tribal cultural resource. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our consultation list remains current.

If you have any questions, please contact me at my email address: Cody.Campagne@nahc.ca.gov.

Sincerely,

Cody Campagne

Cody Campagne
Cultural Resources Analyst

Attachment

EXHIBIT A

Native American Heritage Commission
Tribal Consultation List
Ventura County
8/25/2022

Barbareno/Ventureno Band of Mission Indians
Dayna Barrios, Vice Chairperson
Phone: (805) 890 - 6855 — Chumash
barrios_dayna@yahoo.com

Chumash Council of Bakersfield
Julio Quair, Chairperson
729 Texas Street — Chumash
Bakersfield, CA, 93307
Phone: (661) 322 - 0121
chumashtribe@sbcglobal.net

Coastal Band of the Chumash Nation
Gabe Frausto, Vice Chair
P.O. Box 4464 — Chumash
Santa Barbara, CA, 93140
Phone: (805) 324 - 0135
cbcn22vicechair@gmail.com

Coastal Band of the Chumash Nation
Mia Lopez, Chairperson
P. O. Box 4464 — Chumash
Santa Barbara, CA, 93140
Phone: (805) 324 - 0135
cbcntribalchair@gmail.com

Gabrieleno/Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693 — Gabrieleno
San Gabriel, CA, 91778
Phone: (626) 483 - 3564
Fax: (626) 286-1262
GTTribalcouncil@aol.com

Gabrielino /Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., #231 — Gabrielino
Los Angeles, CA, 90012
Phone: (951) 807 - 0479
sgoad@gabrielino-tongva.com

Gabrielino-Tongva Tribe
Charles Alvarez,
23454 Vanowen Street — Gabrielino
West Hills, CA, 91307
Phone: (310) 403 - 6048
roadkingcharles@aol.com

Northern Chumash Tribal Council
Violet Walker, Chairperson
P.O. Box 6533 — Chumash
Los Osos, CA, 93412
Phone: (760) 549 - 3532
violetsagewalker@gmail.com

San Luis Obispo County Chumash Council
1030 Ritchie Road — Chumash
Grover Beach, CA, 93433

Santa Ynez Band of Chumash Indians
Kenneth Kahn, Chairperson
P.O. Box 517 — Chumash
Santa Ynez, CA, 93460
Phone: (805) 688 - 7997
Fax: (805) 686-9578
kkahn@santaynezchumash-nsn.gov

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and section 5097.98 of the Public Resources Code.

This list is only applicable for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed Ventura Harbor Redevelopment Project, Ventura County.

Appendix C

California Department of Parks and Recreation 523 Series Forms

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

 *__Resource Name or #:__ 1603 Anchors Way Drive

P1. Other Identifier: Ventura Harbor
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Ventura
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad:** Ventura and Oxnard, CA **Date:** 1951 **T** 02N; **R** 23W; ¼ **of** ¼ **of Sec** 14, 23 **;** M.D. B.M.
c. Address: 1603 Anchors Way Drive City: Ventura Zip: 93001
d. UTM: Zone: N/A; mE/ mN (G.P.S.)
e. Other Locational Data: APN 080-024-0325 Elevation: 11 feet

***P3a. Description:** The subject property is located in the northern portion of Ventura Harbor; sited south of Anchors Way Drive, east of North Harbor Boulevard, and north of the water. The property is developed as part of the harbor and consists of the following buildings and structures surrounded with water and paved parking lots: boat repair building, restaurant building, sportfishing building, and two sets of floating docks (parcels 20 and 14 floating docks).

Much of the northern half of the subject property is occupied with a paved area that serves as a boat storage area. Constructed in 1964, the boat repair building is located in the southern portion of the boat storage area. The single-story building, which supports boat maintenance and repair, integrates minimal Mid-Century Modern Style detailing. It features a rectangular footprint, sits on a concrete foundation and is capped with a side gabled roof sheathed in composition shingles supported with exposed framing. Its exterior is clad in wood board and batten siding, and its east elevation features several entrances including the following: a large opening with a metal roll-up garage door and two standard sized entrances with flush mounted wood doors; fenestration includes large, fixed windows. (Continued on Continuation Sheet Page 4)

***P3b. Resource Attributes:** HP6. 1-3 story commercial building; HP39. Other (Boat Docks)
***P4. Resources Present:** ☒Building ☒Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing

P5b. Description of Photo: (View, date, accession #)

Restaurant and harbor of 1603 Anchors Way Drive, View Southeast

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both

1964 (Ventura Port District)

***P7. Owner and Address:**
Ventura Port District
1603 Anchors Way Drive
Ventura, California 93001

***P8. Recorded by:**
Rachel Perzel and Ashley Losco
Rincon Consultants, Inc.
180 N. Ashwood Avenue
Ventura, California 93003

***P9. Date Recorded:** 12/20/2022

***P10. Survey Type:** Pedestrian

***P11. Report Citation:**
Losco, A., D. Balam, R. Perzel, S. Treffers, K. Victorino, S. Carmack. 2022 *Parcels 20 and 14 Redevelopment Project Cultural Resources Technical Report, Ventura County, California*. Rincon Consultants Project No. 21-12187. Report on file at the South Central Coastal Information Center, California State University Fullerton.

***Attachments:** ☐NONE ☒Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

State of California — The Resources Agency **Primary #**
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

 ***NRHP Status Code** 6Z

***Resource Name:** 1603 Anchors Way Drive

B1. Historic Name: Ventura Marina
B2. Common Name: Ventura Harbor
B3. Original Use: Commercial and Recreational B4. Present Use: Commercial and Recreational
***B5. Architectural Style:** Mid-Century Modern
***B6. Construction History:**
1964: construction of Parcel 20 docks, the boat repair building, restaurant building, and sportfishing building
Circa 1970 to 1978: First floor addition to restaurant
Circa 1980: Construction of Parcel 14 docks
Circa 1984 to 1994: Addition of small building on Parcel 14 docks
Circa 1993 and 2004: Construction of small building on Parcel 20 docks
Undated alterations to restaurant: modified primary entry at north and outdoor patio cantilevered over the water

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** N/A **Original Location:** N/A
***B8. Related Features:** N/A

B9a. Architect(s): Not Identified b. Builder: Not Identified
***B10. Significance: Theme:** N/A **Area:** Ventura, California
Period of Significance: N/A **Property Type:** N/A **Applicable Criteria:** N/A

In considering the historical resources eligibility of 1603 Anchors Way Drive, the following evaluation considers property-specific research and the City of Ventura Draft HCS. The latter identifies 'Ventura Marina & Growth of Leisure Culture' as a sub-theme of historical significance within the context of the city's post-World War II 'Expansion and Redevelopment (1961-1979)' under the theme of 'Commercial Development.' However, as it is currently in draft form, the HCS does not identify potentially significant property types under this sub theme. The historical resources evaluation of the entirety of Ventura Harbor was outside the scope of this assessment; the current historical resources evaluation is limited to the potential historical significance of the buildings and structures within the current project site. Based on the research conducted for this assessment, 1603 Anchors Way Drive is recommended ineligible for listing in the NRHP, CRHR, or as a City of Ventura local landmark or point of interest under any significance criteria due to the lack of individual historical or architectural significance possessed by the buildings and structures encompassed by the property. (Continued on Page 4 of the Continuation Sheet)

B11. Additional Resource Attributes: N/A

***B12. References:** See Continuation Sheet

B13. Remarks: N/A
***B14. Evaluator:** Ashley Losco, Rincon Consultants, Inc.

***Date of Evaluation:** December 20, 2022

(This space reserved for official comments.)

EXHIBIT A

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

Page 2 **of** 7 ***Resource Name:** 1603 Anchors Way Drive

***Map Name:** *Oxnard and Ventura, California* ***Scale:** 1:24,000 ***Date of Map:** 1951

DPR 523J (1/95) ***Required information**

***Recorded by:** Ashley Losco, Rincon Consultants, Inc. ***Date**: 12/20/2022 ☒ Continuation ☐ Update

***P3a. Physical Description (Continued from Page 1):**
Sited centrally within the subject property, approximately 300 feet southwest of the boat repair building and along the water, the restaurant building (currently Water's Edge Restaurant) was also designed with minimal Mid-Century Modern Style detailing and constructed in 1964. Rising from a concrete foundation, the two-story building features an irregular L-shaped footprint and is capped with a hipped roof sheathed in a combination of composition shingles and metal panels. Its wood structural system is variously sheathed in brick veneer and vertical board and batten wood siding. Located on the north elevation, its primary entrance, composed of double-glazed wood framed doors surrounded with sidelites and transoms, is set within a vestibule topped with a front gable roof which is not original to the building and was constructed at an unidentified time. The building features several additions including a one-story shed roof addition and a flat roof addition, both on the north elevation. A non-original open patio area extends from a large addition which cantilevers over the water and was constructed circa 1978 on the building's south elevation.

Immediately east of the restaurant building is a single-story commercial building that also expresses minimal characteristics of the Mid-Century Modern Style and was constructed in 1964. Home to Ventura Harbor Sportfishing, it is connected to the restaurant building with wood fences creating an associated outdoor service area. The building features an octagonal footprint, sits on a concrete foundation, and is capped with an octagonal hipped roof sheathed in composition shingles supported with exposed framing. Its exterior is sheathed in wood board and batten siding, and the primary entrance, on the south elevation, features an aluminum-framed glass door. Fenestration includes fixed pane windows on the south and west elevations.

Sited south of the buildings described above are the Parcel 20 and 14 floating docks, which appear to have been placed in their current configuration following 1980 (NETR Online 2022). Access to the docks from the mainland is provided via associated ramps accessible via metal gates. Constructed of wood boards supported by concrete piers, the floating docks and their ramps are of simple design and feature little elaboration; ramps are lined with wooden railings. The Parcel 20 docks include a small building, most likely staff offices, constructed circa 2005. It features a rectangular footprint and is capped with a low-pitched side gabled roof with overhanging eaves sheathed in Spanish tiles. The exterior is clad in vertical wood siding and there are multiple entrances along the north elevation, each with a glazed wood paneled door. Fenestration includes aluminum sliding sash windows. The Parcel 14 docks also include a small building, constructed between 1984 and 1994, which houses a market and fueling station. The building features a rectangular footprint and is topped with a low-pitched front gabled roof with large overhanging eaves and exposed rafter ends. The building has an entrance on the east elevation with a flush mounted wood door, and fenestration includes fixed pane and vinyl sash windows. Two gas pumps are mounted on the docks adjacent to the building.

***B10. Signficance (Continued from Page 3):**

Property History
Initial construction of Ventura Harbor, then referred to as Ventura Marina, was completed in 1963 by the Ventura Port District (Ventura Port District 2022). By 1964, the harbor's first floating docks were in place and buildings had begun to be added throughout in support of commercial and leisure activities. Within the subject property, the boat repair building, restaurant building, and sportfishing building, the developmental history of which is provided below, were constructed in 1964 (NETR Online 2022; *Ventura County Star* August 31, 1964). Also constructed concurrently were a no-longer extant District building and associated floating docks located adjacent to the current project site, in the current location of the Harbortown Point Marina Resort.

The research conducted for this assessment indicates the boat repair building has been used for the repair and alteration of private and public boats since its construction in 1964. The current assessment did not observe any significant alterations to the building. The restaurant building was constructed by owners Roy Lown and Charles Glander to house the Navigator Restaurant and Compass Room Lounge in 1964 (*Ventura County Star* February 11, 1964). Between 1970 and 1978, the restaurant building was expanded with a first-floor addition along the water and by 1982 the occupant had changed to the Scotch & Sirloin Restaurant, which occupied the space until circa 2010, followed by Rhumb Line Restaurant, between 2010 and 2012, and the current occupant, Water's Edge, beginning in 2018 (*Los Angeles Times* March 6, 1982; *Ventura County Star* January 15, 2012, and November 3, 2018). Additional undated alterations to the restaurant building include construction of a modified primary entry at north and outdoor patio cantilevered over the water at south (NETR Online 2022).The sportfishing building was constructed for Ventura Sportfishing Company in 1964. Ventura Sportfishing Company still occupies the building today. It appears to retain its original design.

While floating docks have been present within the project site dating back to 1967, a review of historical aerial imagery indicates that floating docks were added to and removed from the subject property, in addition to altered, with some degree of regularity. Those currently extant appear to have been placed in their current configuration following 1980 (NETR Online 2022). A small building was added to the Parcel 14 docks between 1984 and 1994 and to the Parcel 20 docks between 1993 and 2004 (NETR Online 2022).

Historical Evaluation
Constructed in 1963 and expanded throughout the decades that followed, Ventura Harbor is an example of one of many harbors developed throughout Southern California in the post-World War II period, including Channel Islands Harbor in 1959, Marina del Rey in 1961, and Huntington Harbor in 1962. It was not the first or most prominent of the harbors in the region constructed during this period. As previously presented in the City of Ventura Draft HCS, Ventura Harbor was developed within the context of the city's post-World War II period of Expansion and Redevelopment, in which the development of recreational facilities, such as harbors, throughout Southern California increased due to the new affordability of pleasure crafts and the rise in popularity of the leisure lifestyle. In Ventura, development of the harbor represents a large expansion of the city's recreational facilities and its construction served as a population draw leading to an increase in associated development such as the Ventura Keys.

The City of Ventura Draft HCS is currently in draft form and does not identify registration requirements for specific property types associated with the sub-theme of Ventura Marina & Growth of Leisure Culture. In the absence of this, the potential individual significance of specific properties must be considered within this larger sub-theme. The archival and background research conducted for this assessment identified no information to suggest the historic-period buildings with the subject property (boat repair building, restaurant building, sportfishing building) are individually important within the history of the harbor's history or any other context relating to Ventura's commercial or tourism history. According to National Park Service Guidance, mere association with a significant historic trend or pattern of events is not enough for a property to be eligible for listing in the NRHP, rather the property's specific association must also be considered important in relation to the trend or pattern of event to which it is associated (National Park Service 1995:12). The buildings provided general commercial services which would typically be expected of a marina or harbor and did not contribute to the development or history of the Ventura Harbor in a significant way. The subject property is therefore recommended ineligible for listing in the NRHP and CRHR and as a local landmark under Criteria A/1/a and c. The research conducted for this assessment including a review of city directories and historical newspaper clippings did not indicate that the subject property is associated with individuals considered significant in the history of the city, state, nation, or region. Research identified Roy Lown and Charles Glander as associated with the restaurant building. However, research did not identify either individual as historically significant. Therefore, the subject property is recommended ineligible for listing in the NRHP and CRHR and as a local landmark under Criteria B/2/b.

The boat repair, restaurant, and sportfishing buildings within the subject property express minimal characteristics of the Mid-Century Modern Style including overhanging eaves with exposed rafter ends, low-pitched roofs, board and batten siding, and large fixed windows. However, none are exceptional examples of the style. Additionally, the restaurant building has been extensively altered such that it does not express its original design, materials, and workmanship. While the research conducted for this assessment did not identify their architect, the buildings within the subject property do not appear of a quality of design such that they reflect the work of a master architect. Based on the information presented above, the subject property is recommended ineligible for listing in the NRHP, CRHR, and as a local landmark under Criteria C/3/d and e.

The background research conducted for this assessment, including review of CHRIS and NAHC SLF search results, failed to indicate the subject property has the potential to yield, information important to the prehistory or history of the local area, California, or the nation. Therefore, it is recommended ineligible for listing in the NRHP and CRHR and as a local landmark under Criteria D/4/g. In addition to its lack of NRHP, CRHR, and City of Ventura Landmark ineligibility, for the reasons enumerated above, the subject property is additionally recommended ineligible for listing as a city of Ventura point of Interest under Criteria a, b, and c.

***B10. References (Continued from Page 3):**

Los Angeles Times
"Advertisements." March 6, 1983. Accessed through newspapers.com.

National Park Service
How to Apply the National Register of Criteria for Evaluation. National Register Bulletin 15. U.S. Department of the Interior, Washington DC. 1995.

NETR Online
Various historical aerials and topographic maps of the projcet site and surrounding area. 2022. Accessed through historicaerials.com.

Ventura County Star
"To Open Soon." February 11, 1964. Accessed November 2022, though newspapers.com.
"Advertisements." August 31, 1964. Accessed November 2022, though newspapers.com.
"Legal Notices." January 15, 2012. Accessed November 2022, though newspapers.com.
"Open and Shut." November 3, 2018. Accessed November 2022, though newspapers.com.

Ventura Port District
"History." Accessed November 2022, through https://venturaharbor.com/history/.

Photographs:

Photo 2: Boat Repair Building, View Northwest

Photo 3: Sportfishing Building, View West

Ventura Port District
"History." Accessed November 2022, through https://venturaharbor.com/history/.

Photographs:

Photo 4: Parcel 20 Docks, View South

Appendix E

Energy Calculations

Parcels 20 & 14 Redevelopment Project

Last Updated: 12/11/2022

Compression-Ignition Engine Brake-Specific Fuel Consumption (BSFC) Factors **[1]**:

HP: 0 to 100	0.0588	HP: Greater than 100	0.0529

Values above are expressed in gallons per horsepower-hour/BSFC.

CONSTRUCTION EQUIPMENT

Construction Equipment	#	Hours per Day	Horsepower	Load Factor	Construction Phase	Fuel Used (gallons)
Concrete/Industrial Saws	1	8	81	0.73	Phase 1.1 (Demolition)	556
Tractors/Loaders/Backhoes	3	8	97	0.37	Phase 1.1 (Demolition)	1,012
Rubber Tired Dozers	1	8	247	0.4	Phase 1.1 (Demolition)	836
Scrapers	1	8	367	0.48	Phase 1.2 (Site Preparation)	1,490
Tractors/Loaders/Backhoes	1	7	97	0.37	Phase 1.2 (Site Preparation)	295
Graders	1	8	187	0.41	Phase 1.2 (Site Preparation)	648
Tractors/Loaders/Backhoes	2	7	97	0.37	Phase 1.3 (Grading)	591
Rubber Tired Dozers	1	8	247	0.4	Phase 1.3 (Grading)	836
Graders	1	8	187	0.41	Phase 1.3 (Grading)	648
Welders	3	8	46	0.45	Phase 1.4 (Building Construction)	584
Generator Sets	1	8	84	0.74	Phase 1.4 (Building Construction)	584
Tractors/Loaders/Backhoes	1	6	97	0.37	Phase 1.4 (Building Construction)	253
Forklifts	2	7	89	0.2	Phase 1.4 (Building Construction)	293
Cranes	1	8	231	0.29	Phase 1.4 (Building Construction)	567
Paving Equipment	1	8	132	0.36	Phase 1.5 (Paving)	402
Tractors/Loaders/Backhoes	1	8	97	0.37	Phase 1.5 (Paving)	337
Pavers	1	8	130	0.42	Phase 1.5 (Paving)	462
Rollers	2	8	80	0.38	Phase 1.5 (Paving)	572
Cement and Mortar Mixers	1	8	9	0.56	Phase 1.5 (Paving)	47
Air Compressors	1	6	78	0.48	Phase 1.6 (Arch. Coating)	264
Graders	1	8	187	0.41	Phase 2.1 (Site Preparation)	648
Scrapers	1	8	367	0.48	Phase 2.1 (Site Preparation)	1,490
Tractors/Loaders/Backhoes	1	7	97	0.37	Phase 2.1 (Site Preparation)	295
Graders	1	8	187	0.41	Phase 2.2 (Grading)	648
Rubber Tired Dozers	1	8	247	0.4	Phase 2.2 (Grading)	836
Tractors/Loaders/Backhoes	2	7	97	0.37	Phase 2.2 (Grading)	591
Cranes	1	8	231	0.29	Phase 2.3 (Building Construction)	567
Forklifts	2	7	89	0.2	Phase 2.3 (Building Construction)	293
Generator Sets	1	8	84	0.74	Phase 2.3 (Building Construction)	584
Tractors/Loaders/Backhoes	1	6	97	0.37	Phase 2.3 (Building Construction)	253
Welders	3	8	46	0.45	Phase 2.3 (Building Construction)	584
Cement and Mortar Mixers	1	8	9	0.56	Phase 2.4 (Paving)	47
Pavers	1	8	130	0.42	Phase 2.4 (Paving)	462
Paving Equipment	1	8	132	0.36	Phase 2.4 (Paving)	402
Rollers	2	8	80	0.38	Phase 2.4 (Paving)	572
Tractors/Loaders/Backhoes	1	8	97	0.37	Phase 2.4 (Paving)	337
Air Compressors	1	6	78	0.48	Phase 2.5 (Arch. Coating)	264
					Total Fuel Used	**20,150**
						(Gallons)

Construction Phase	Days of Operation
Phase 1.1 (Demolition)	20
Phase 1.2 (Site Preparation)	3
Phase 1.3 (Grading)	6
Phase 1.4 (Building Construction)	75
Phase 1.5 (Paving)	10
Phase 1.6 (Arch. Coating)	10
Phase 2.1 (Site Preparation)	3

Phase 2.2 (Grading)	6
Phase 2.3 (Building Construction)	240
Phase 2.4 (Paving)	10
Phase 2.5 (Arch. Coating)	10
Total Days	393

WORKER TRIPS

Constuction Phase	MPG [2]	Trips	Trip Length (miles)	Fuel Used (gallons)
Phase 1.1 (Demolition)	24.1	13	10.8	116.51
Phase 1.2 (Site Preparation)	24.1	8	10.8	10.76
Phase 1.3 (Grading)	24.1	10	10.8	26.89
Phase 1.4 (Building Construction)	24.1	46	10.8	1546.06
Phase 1.5 (Paving)	24.1	15	10.8	67.22
Phase 1.6 (Arch. Coating)	24.1	9	10.8	40.33
Phase 2.1 (Site Preparation)	24.1	8	10.8	10.76
Phase 2.2 (Grading)	24.1	10	10.8	26.89
Phase 2.3 (Building Construction)	24.1	46	10.8	4947.39
Phase 2.4 (Paving)	24.1	15	10.8	67.22
Phase 2.5 (Arch. Coating)	24.1	9	10.8	40.33
			Total	**6,900.35**

HAULING AND VENDOR TRIPS

Trip Class	MPG [2]	Trips	Trip Length (miles)	Fuel Used (gallons)
HAULING TRIPS				
Phase 1.1 (Demolition)	7.5	75	20.0	200.00
Phase 1.2 (Site Preparation)	7.5	0	20.0	0.00
Phase 1.3 (Grading)	7.5	0	20.0	0.00
Phase 1.4 (Building Construction)	7.5	0	20.0	0.00
Phase 1.5 (Paving)	7.5	0	20.0	0.00
Phase 1.6 (Arch. Coating)	7.5	0	20.0	0.00
Phase 2.1 (Site Preparation)	7.5	0	20.0	0.00
Phase 2.2 (Grading)	7.5	0	20.0	0.00
Phase 2.3 (Building Construction)	7.5	0	20.0	0.00
Phase 2.4 (Paving)	7.5	0	20.0	0.00
Phase 2.5 (Arch. Coating)	7.5	0	20.0	0.00
			Total	**200.00**
VENDOR TRIPS				
Phase 1.1 (Demolition)	7.5	0	7.3	0.00
Phase 1.2 (Site Preparation)	7.5	0	7.3	0.00
Phase 1.3 (Grading)	7.5	0	7.3	0.00
Phase 1.4 (Building Construction)	7.5	18	7.3	1314.00
Phase 1.5 (Paving)	7.5	0	7.3	0.00
Phase 1.6 (Arch. Coating)	7.5	0	7.3	0.00
Phase 2.1 (Site Preparation)	7.5	0	7.3	0.00
Phase 2.2 (Grading)	7.5	0	7.3	0.00
Phase 2.3 (Building Construction)	7.5	18	7.3	4204.80
Phase 2.4 (Paving)	7.5	0	7.3	0.00
Phase 2.5 (Arch. Coating)	7.5	0	7.3	0.00
			Total	**5,518.80**

Total Gasoline Consumption (gallons)	**6,900**
Total Diesel Consumption (gallons)	**25,869**

Sources:

[1] United States Environmental Protection Agency. 2021. *Exhaust and Crankcase Emission Factors for Nonroad Compression-Ignition Engines in MOVES3.0.2* . September. Available at: https://www.epa.gov/system/files/documents/2021-08/420r21021.pdf.

[2] United States Department of Transportation, Bureau of Transportation Statistics. 2021. *National Transportation Statistics* . Available at: https://www.bts.gov/topics/national-transportation-statistics.

Parcels 20 & 14 Redevelopment Project

Last Updated: 12/11/2022

Populate one of the following tables (Leave the other blank):

Annual VMT		OR	Daily Vehicle Trips	
Annual VMT:	322,961		Daily Vehicle Trips:	
			Average Trip Distance:	

Fleet Class	Fleet Mix
Light Duty Auto (LDA)	0.553410
Light Duty Truck 1 (LDT1)	0.058491
Light Duty Truck 2 (LDT2)	0.170447
Medium Duty Vehicle (MDV)	0.127855
Light Heavy Duty 1 (LHD1)	0.026791
Light Heavy Duty 2 (LHD2)	0.007507
Medium Heavy Duty (MHD)	0.012149
Heavy Heavy Duty (HHD)	0.006212
Other Bus (OBUS)	0.000674
Urban Bus (UBUS)	0.000390
Motorcycle (MCY)	0.028812
School Bus (SBUS)	0.006320
Motorhome (MH)	0.006629

Fuel Economy (MPG) [1]	
Passenger Vehicles	24.1
Light-Med Duty Trucks	17.6
Heavy Trucks/Other	7.5
Motorcycles	44

Fleet Mix

Vehicle Type	Percent	Fuel Type	Annual VMT: VMT	Vehicle Trips: VMT	Fuel Consumption (Gallons)
Passenger Vehicles	*55.34%*	*Gasoline*	178,730	0.00	7,416
Light-Medium Duty Trucks	*35.68%*	*Gasoline*	115,230	0.00	6,547
Heavy Trucks/Other	*6.67%*	*Diesel*	21,532	0.00	2,871
Motorcycle	*2.88%*	*Gasoline*	9,305	0.00	211

Total Gasoline Consumption (gallons)	**14,175**
Total Diesel Consumption (gallons)	**2,871**

Sources:

[1] United States Department of Transportation, Bureau of Transportation Statistics. 2021. National Transportation Statistics. Available at: https://www.bts.gov/topics/national-transportation-statistics.

EXHIBIT A

Equipment	Horsepower	Load Factor
Aerial Lifts	63	0.31
Air Compressors	78	0.48
Bore/Drill Rigs	221	0.5
Cement and Mortar Mixers	9	0.56
Concrete/Industrial Saws	81	0.73
Cranes	231	0.29
Crawler Tractors	212	0.43
Crushing/Proc. Equipment	85	0.78
Dumpers/Tenders	16	0.38
Excavators	158	0.38
Forklifts	89	0.2
Generator Sets	84	0.74
Graders	187	0.41
Off-Highway Tractors	124	0.44
Off-Highway Trucks	402	0.38
Other Construction Equipment	172	0.42
Other General Industrial Equipment	88	0.34
Other Material Handling Equipment	168	0.4
Pavers	130	0.42
Paving Equipment	132	0.36
Plate Compactors	8	0.43
Pressure Washers	13	0.3
Pumps	84	0.74
Rollers	80	0.38
Rough Terrain Forklifts	100	0.4
Rubber Tired Dozers	247	0.4
Rubber Tired Loaders	203	0.36
Scrapers	367	0.48
Signal Boards	6	0.82
Skid Steer Loaders	65	0.37
Surfacing Equipment	263	0.3
Sweepers/Scrubbers	64	0.46
Tractors/Loaders/Backhoes	97	0.37
Trenchers	78	0.5
Welders	46	0.45

Appendix F

Traffic Memorandum

EXHIBIT A

Rincon Consultants, Inc.
180 North Ashwood Avenue
Ventura, California 93003
805-644-4455

November 7, 2025
Rincon Project No. 25-17978, SCH # 2015081011

Brian D. Pendleton, General Manager
Ventura Port District
1603 Anchors Way Drive
Ventura, California 93001
Via email: bpendleton@venturaharbor.com

Subject: Memorandum Regarding the Ventura Harbor and Yacht Yard Expansion, Parcels 20 and 14 Redevelopment Project VMT Requirements for Addendum

Dear Brian D. Pendleton:

This document has been prepared to support the findings in the 2025 Addendum to the Ventura Harbor Marina and Yacht Yard Expansion Final Initial Study-Mitigated Negative Declaration (adopted IS-MND) prepared for the Ventura Port District (SCH No. 2015081011). The IS-MND was adopted by the Ventura Port District (District) on November 18, 2015. The IS-MND addressed potential environmental impacts associated with the expansion of and improvements to an existing Derecktor Ventura operation at the project site located at Anchors Way Drive in the northern portion of the Ventura Harbor in the city of Ventura, Ventura County, California. The Parcels 20 and 14 Redevelopment Project (herein "2025 Project"), which is considered in the 2025 Addendum, encompasses modifications and upgrades to the presently developed project site. The 2025 Project involves the reconfiguration and modernization of the existing facilities, to include replacement of the existing marina, modernization of the existing boatyard to provide more efficient and technologically advanced service, reconfiguration of day sail storage, reconfiguration of parking, construction of a two-story marine office building to serve users of the slips at the project site, construction of a promontory, improvements to visitor amenities, and associated site improvements.

A previous iteration of the project (2015 Planned Project) was originally approved in 2015 by the Ventura Port District Board of Commissioners, but none of the improvements planned in 2015 were ever completed. At that time, an analysis of impacts related to trip generation was based on level of service (or LOS) standards to determine potential significant impacts. Since that time the vehicle miles traveled (VMT) methodology has replaced the use of LOS in the CEQA Guidelines. This memorandum is intended to address whether the 2025 Project requires additional analysis related to trip generation beyond what was included in the adopted IS-MND.

Background

The 2025 Project would be similar to the 2015 Planned Project in that the 2025 Project would include an expanded dock structure and improvements to the fuel dock, although such improvements would be modified from those proposed as part of the 2015 Planned Project. The 2025 Project would also include additional improvements not proposed under the 2015 Planned Project, including a new mixed-use building, reconfiguration of and improvements to the boat storage area adjacent to the parking lot, and other minor facility improvements within the project area. Specifically, the 2025 Project would include:

- **Marina Replacement.** Marina replacement would include removal of the existing dock structure and replacement with a new larger dock structure (increase from 35 to 95 commercial and recreational boat slips, which is 15 more slips than included in the 2015 Planned Project). The number of transient boater slips would increase to meet the needs of visitors to the harbor, and space for a water taxi to dock would be provided. Approximately 17 slips would serve commercial vessels ranging from 30 to 75 feet in length and the remaining 78 slips would serve private, recreational vessels ranging from 20 to 60 feet in length.

Dock space would be provided for short-term use to visit restaurants and/or amenities at the Harbor. Similar to existing conditions, a maximum of 10% of the slips (approximately 9 total slips) would be available for liveaboards (people who live on their boats). As per existing conditions, a small barge-type licensed vessel with an approximately 384-sf office for Tow Boat US would be located in the proposed marina with the two Tow Boat US vessels.

Analysis

When determining whether additional analysis is required under CEQA for changes to a previously approved project, CEQA Guidelines Sections 15162 and 15164 establish the criteria for making such a determination. In this case, an Initial Study was prepared, and it was determined using these criteria that the revisions would not have any new, greater or more severe impacts that were previously analyzed and therefore an Addendum was appropriate. With regard to the traffic analysis and whether an analysis utilizing the VMT is necessary, there are two issues to be addressed: 1) do the new VMT standards require re-analysis of the trips generated by the proposed project; and 2) is there substantial evidence to support whether the 2025 Project does not trigger new or increased substantial impacts requiring additional mitigation.

To address the first question, a change in the law, alone is not sufficient to constitute new information and trigger additional analysis under CEQA. *Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal.App.4th 1301, 1320. "CEQA Guidelines section 15064.3 operates only 'prospectively'." (Cal. Code Regs., tit. 14, § 15064.3, subd. (c).) It is settled law in California that subsequent changes to the guidelines are not "new information" triggering Section 21166, subdivision (c), so long as the underlying environmental issue was understood at the time of the initial CEQA analysis. (Concerned Dublin Citizens v. City of Dublin (2013) 214 Cal.App.4th 1301, 1318-1320, 154 Cal.Rptr.3d 682.) Indeed, the rule could hardly be any different—if each change to guidelines constituted "new information," Section 21166 would require a new EIR or IS-MND nearly every time any change is made to a project, no matter how inconsequential." (*Olen Properties Corp. v. City of Newport Beach* (2023) 93 Cal.App.5th 270, 280–281.) Relying on the existing LOS analysis is sufficient so long as there is evidence in the record that there are no new or more significant impacts from the project changes. *Id.*

The question then becomes whether or not the changes to the project are sufficient to trigger new or more significant impacts, or if the impacts are already mitigated sufficiently in the IS-MND approved in 2015. "'The purpose behind the requirement of a subsequent or supplemental EIR or negative declaration is to explore environmental impacts not considered in the original environmental document.... The event of a change in a project is not an occasion to revisit environmental concerns laid to rest in the original analysis. Only changed circumstances ... are at issue.'" *Citizens' Committee to Complete the Refuge v. City of Newark* (2021) 74 Cal.App.5th 460, 469 (*citing Friends of College of San Mateo Gardens v. San Mateo County Community College Dist.* (2016) 1 Cal.5th 937, 949).

"In particular, where, as here, the agency has determined that project changes will not require 'major revisions' to its initial environmental document, such that no subsequent or supplemental EIR is required, the reviewing court must then proceed to ask whether substantial evidence supports that

determination. As explained below, judicial review must reflect the exacting standard that an agency must apply when changes are made to a project that has been approved via a negative declaration." (*Friends of College of San Mateo Gardens*, at 952–953.) "Whether an initial environmental document remains relevant despite changed plans or circumstances—like the question whether an initial environmental document requires major revisions due to changed plans or circumstances—is a predominantly factual question. It is thus a question for the agency to answer in the first instance, drawing on its particular expertise." *Id.* at 937. The courts looks to whether substantial evidence supports that there will be no new significant impacts to support an addendum. (*Citizens Against Airport Pollution v. City of San Jose* (2014) 227 Cal.App.4th 788, 804–805.) The substantial evidence must be in the record as a whole considered by the lead agency in making its determination to proceed with an addendum. *Id*. at 749.

Understanding the analysis must focus on the difference between what was originally approved in 2015 (2015 Planned Project) and the proposed project today (2025 Project), both the purpose of a VMT analysis and the type of project proposed must be considered. "The question is whether circumstances have *changed* enough to justify *repeating* a substantial portion of the process." (*Save Our Heritage Organization v. City of San Diego* (2018) 28 Cal.App.5th 656, 666–667). Per the California Governor's Office of Land Use and Climate Innovation, the purpose of using VMT methodology is "to promote the state's goals of reducing greenhouse gas emissions and traffic-related air pollution, promoting the development of a multimodal transportation system, and providing clean, efficient access to destinations." When this purpose is applied to a residential or commercial project that will have consistent daily activity this is a straightforward analysis to make, furthering the purpose of broader range transportation strategies for communities. When considering the marina expansion project, there is less consistency in the use of the facility to allow for assessment of the broader transportation efficiency goals. Many factors influence trip count for the marina, including the type and size of the slip, the uses for those slips, including they are for occasional recreational use by people traveling to the marina or by people already present at the marina (e.g., liveaboards), as compared to a residential or commercial use. The busiest times are not during the daily commuting hours, but instead during the occasional holiday weekend or fluctuating during high and low seasons based on weather conditions.

The IS-MND adopted in 2015 did not find there would be any significant impact related to transportation or trips generated from the 2015 Planned Project. With the 2025 Project, the changes to the project are relatively minor in relation to trip generation potential for the project. A total of 29 recreational slips (up to 36') were approved in the 2015 Plan and represent an increase of 18 slips from the baseline condition. The 2025 Proposed Revision includes 34 slips (up to 36') which is an increase of 5 total boats from what was analyzed in the 2015 IS-MND.

A total of 51 recreational slips (over 36') were approved in the 2015 Plan and represent an increase of 41 slips from the baseline condition. The 2025 Proposed Revision includes 50 slips (over 36'), which is essentially a slight decrease from what was analyzed in the 2015 IS-MND. Further, over-36' recreational vessels commonly also maintain separate berths for tender boats. These boats would be included in the small slip count, meaning that these are maintained by a single owner and thus would not trigger additional trips for those slips.

The 2015 Approved Plan did not identify a specific number of "Commercial Slips"; therefore, the 11 Commercial Slips included in 2025 Project are compared to the current baseline condition of 14 slips (as of 10/1/25), resulting in a net decrease in commercial slips from baseline. Commercial fishing boats in this area do not represent a daily source of VMT as these activities are seasonal, involving small crews (4 to 6 people) typically embarking on multiple day (sometimes week long) trips from the

harbor, with intermittent local resupply activities involving one or two vehicle trips per day between when the boat embarks and returns to the harbor during the associated fishing seasons.

Taking this information, the Addendum then looked at the components that would also be considered in the VMT type analysis. The Addendum considered 2025 Project's impacts on GHG, concluding the 2025 Project's anticipated GHG emissions would be higher than those modeled for the 2015 Planned Project, but that increased amount would remain lower than the 3,000 MT threshold used for the 2015 Planned Project. Therefore, the 2025 Project would not result in new or substantially more severe significant impacts related to GHG emissions beyond those identified in the adopted IS-MND for the 2015 Planned Project.

Nor would the project result in an increase in population growth or a substantial increase in residential use of the marina, which the VMT methodology considers. As stated in the Addendum, the 2025 Project would install new restroom and shower facilities in the new marine services building. Consistent with the methodology used in the adopted IS-MND, the additional restroom and showers would accommodate approximately 20 liveaboard residents at the marina, which is an incremental increase compared to the number accommodated under the 2015 Planned Project. Although the 2025 Project would result in a potential minor population increase greater than what would occur in accordance with the 2015 Planned Project, the 2025 Project would not result in a substantial population increase beyond SCAG's regional growth projection for the city (SCAG 2020). Therefore, the 2025 Project would not result in new or substantially more severe significant impacts regarding substantial unplanned population growth than identified in the adopted IS-MND. It should be noted, live-board vessels are generally in the over 36' category and though the new shower facilities may provide greater opportunity for new residents, there is actually a decrease by one in the number of slips of the size to accommodate the 36' or larger vessels compared to the 2015 Planned Project.

Conclusion

When considering the modifications to the project approved in 2015, as compared to what is currently proposed, the main change is the increase in the number of small slips (less than 36') by 5 slips. These are slips that would be considered recreational and more likely to be used sporadically or on holidays. Other considerations taken into account in the VMT analysis include the impacts to GHG, air quality, and with regard to general circulation of traffic within the community. The Addendum analyzed each of these components and found the 2025 Project is still well within the boundaries considered and adopted for the 2015 Planned Project in the adopted IS-MND. No new mitigation is required and no new or potentially more significant impacts have been identified. Without evidence of new or more significant impacts, there is no requirement that a VMT study must be conducted.

Sincerely,
Rincon Consultants, Inc.

Jennifer Haddow, PhD
President

Jennifer Guenther
General Counsel/Director

EXHIBIT B

Parcel 20 and 14 Redevelopment Project

Ventura Port District Project Approval Conditions

The Final Initial Study/Mitigated Negative Declaration (IS/MND) prepared for the Ventura Port District (SCH No. 2015081011) was adopted by the Board of Commissioners on November 18, 2015, and addressed potential environmental impacts associated with the expansion of and improvements to the existing Derecktor Ventura operation. In October 2025, an Addendum was prepared pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15164 to addresses the proposed modifications ("2025 Project") relative to the previously approved Ventura Harbor Marina and Yacht Yard Expansion Project ("2015 Planned Project"). Approval of the 2025 Project is contingent upon the following conditions being met by the Master Lessee:

1) Master Lessee shall obtain all required permits from City of Ventura, California Coastal Commission, US Army Corps of Engineers, Regional Water Quality Control Board, and all other applicable regulatory and resource agencies prior to construction. Master Lessee shall comply with all conditions established in association with said permits. Confirmation of receipt of all required permits shall be provided to the District prior to construction.

2) Master Lessee shall concurrently provide to the District all "Preliminary Plans", "Working Drawings", "Final Plans" and "Permit Applications" submitted to any regulatory or resource agency as part of the project approval process.

3) Master Lessee shall notify the General Manager of any material changes to the approved plan for consideration by the District.

4) Final parking stall count and layout as depicted in the submitted plan is subject to City of Ventura approval. Master Lessee shall not prohibit the parking its sub-tenants or sub-tenants' guests and customers from parking on the Parcel.

5) 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 all project entitlements are received. The proposed Project extends beyond the current boundaries of the Ground Lease in the following locations:
   a) The marina extends beyond the current boundaries, but consistent with navigational safety guidelines and standards established by the Division of Boating and Waterways and American Society of Civil Engineers.
   b) Construction of a new trash enclosure on the District's Launch Ramp parcel shall necessitate a subsequent lease amendment regarding the approved location and design, the Master Lessee's obligations during construction, and the Master Lessee's responsibility regarding trash service after construction. Trash enclosure placement and access shall not cause the elimination of any existing parking stalls.

   A lease amendment of the parcel boundary to incorporate these changes is conditionally approved subject to the Master Lessee receiving all additional project entitlements for the design approved by the Board at this time. Such amendment shall be considered by the Board upon the Master Lessee demonstrating having obtained all required entitlements and prior to construction.

   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) Project Features and Amenities
   a) Pump Outs
      i) The location of no less than one (1) public use (sewage) pump(s) out will be placed on D Dock at the southernmost end tie location.
   b) Surrendered and Abandoned Vessels
      i) Applicant shall submit to the Port District a surrendered and abandoned vessel disposal plan no later than 90 days prior to issuance of a building permit to begin demolition of existing docks. The plan shall be approved by the General Manager. The plan will be for the duration of marina construction and the entire leasehold period.
   c) Marina Pile Height
      i) All pile Heights shall be consistent with District Resolution 3254.
   d) Public Docks
      i) Master Lessee shall provide at least one public dock for launching human-powered watercraft such as kayaks, paddleboards, etc.
   e) Business Operations
      i) All marina on/off water business activity in, around and outside of the leasehold shall be approved in advance by the District.
   f) End Ties
      i) Any use of end ties shall be consistent with the current or amended Ordinance 44 and any other applicable rules and regulations during the leasehold.
   g) Bait Wells (Live)
      i) Although bait wells are not currently included in the project, bait wells are a permissible use in the Master Lease, may be included in the future, and would not represent a change from the existing condition as bait wells are currently present at the site.

7) Master Lessee shall abide by all Mitigation Measures listed in the IS/MND (Appendix F) and 2025 Addendum and shall ensure that all measures are satisfied prior, during, and/or after construction, as identified in the measure:
   a) BIO-1 Wildlife Clearance Survey
   b) BIO-2 Nesting Bird Survey
   c) BIO-3 Pre-Construction Eelgrass and Caulerpa Survey, Avoidance, and Removal
   d) BIO-4 Construction Responsibilities and Debris Removal
   e) BIO-5 Conformance with the Requirements of the Resource Agencies
   f) All other requirements, limitations, and assumptions stated in the IS/MND and the Addendums to the IS/MND are adhered to.
   g) Master Lessee shall advise the General Manager in writing before undertaking any activity that triggers the need for a Mitigation Measure
   h) Master Lessee shall submit a final report to the General Manager documenting activities that triggered mitigation measures, the measures taken, any issues or challenges relating to mitigating adverse impacts, and all remedies taken.

8) The District requires that the following Best Management Practices be implemented during the construction of the various components of the project:
   a) Equipment:
      i) Air Quality - Operation of construction equipment shall occur consistent with the assumptions provided in the IS/MND. The Master Lessee's contractor shall abide by any requirements of the Ventura County Air Pollution Control Board and report on equipment usage hours and fuel consumption as may be required by that agency.
      ii) 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 IS/MND. The Master Lessee shall be responsible for the cost of construction monitoring.

iii) Energy – The Master Lessee's contractor shall comply with the provisions of California Code of Regulations Title 13 Sections 2449 and 2485 to minimize unnecessary fuel consumption.
iv) Noise – During construction activities, the Master Lessee's contractor shall abide by the City's Noise Ordinance.
v) Staging - staging and laydown areas shall not require disturbance of vegetation and be located such as to be consistent with the assumptions provided in the IS/MND (such as for noise).

b) Construction Materials
i) Material Storage - Materials shall be stored on impervious surfaces or plastic ground covers to prevent any spills or leakage. Material storage shall be at least 100 feet from Harbor waters. Any material/spoils from activities shall be located and stored away from the water and from neighboring tenants to the extent practical and environmentally responsible.
ii) Stabilize Exposed Soil - Master Lessee's contractor shall minimize the exposure of loose soil during high wind and rain events and shall be responsible for remedying exposed soils that are spread beyond the parcel.
iii) Managing Loose Material - Construction materials and spoils shall be protected from high-winds and stormwater run-off using temporary perimeter sediment barriers such as berms, silt fences, fiber rolls, covers, sand/gravel bags, and straw bale barriers, as appropriate. BMPs such as street sweeping, vacuuming, and rumble plates will be implemented to prevent spreading and/or vehicles tracking loose construction and landscape materials outside of the project site.

c) Water Use – A Water Conservation Strategy shall be developed and provided to the District for approval. The approved strategy shall be implemented by all contractors for the project. The approved strategy shall also require that the Master Lessee's contractor contain and recover all debris – floating or submerged.

d) Pollution Control
i) Waste Mitigation Measures Strategy - The Master Lessee shall develop a Waste Mitigation Measures Strategy to mitigate waste and maximize recycling of materials. The strategy shall be implemented by all contractors for the project.
ii) Pollution Management - All vehicles and equipment shall be in good working condition and free of leaks. Stationary equipment such as motors, submersible sump pumps, generators, and welders, located within or adjacent to the Harbor shall be positioned over drip pans. Stationary heavy equipment shall have suitable containment to handle a catastrophic spill/leak. No debris, soil, silt, sand, bark, slash, sawdust, rubbish, construction waste, cement or concrete or washings thereof, asphalt, paint, oil or other petroleum products or any other substances which could be hazardous to aquatic life, or other organic or earthen material from any logging, construction, or other associated project-related activity shall be allowed to contaminate the soil and/or enter into or placed where it may be washed by rainfall or runoff into Harbor waters. Any of these materials, placed within or where they may enter Harbor waters, shall be removed immediately and disposed of properly. When project-related activities are completed, any excess materials or debris shall be removed from the work area.
iii) Pollution Prevention – the Master Lessee's contractors shall prevent the discharge of silt or pollutants off of the site when working adjacent to potentially jurisdictional waters. All contractors shall implement best management practices (e.g., silt barriers, sandbags, etc.) as appropriate.
iv) Avoid Road Base Discharge – Master Lessee's contractor shall not place or spill road base, fill, or sediments beyond the previously established paved or asphalt areas when working adjacent to Harbor waters.
v) Refuse Management - All food-related trash shall be disposed in closed containers and removed from the project area each day during the construction period. Construction personnel shall not feed or otherwise attract wildlife to the construction area. At project completion, all project-generated debris, vehicles, building materials,

and rubbish shall be removed from the impact area.

vi) Refueling & Equipment Maintenance – all equipment refueling, cleaning, or maintenance of equipment or vehicles shall occur at least 100 feet from Harbor waters.

vii) Spill Prevention and Response Plan - A Spill Prevention and Response Plan will be prepared and implemented throughout the project. Any spillage of material will be stopped if it can be done safely. The contaminated area will be cleaned immediately, and any contaminated materials properly disposed. For all spills, the project foreman or other designated liaison will notify both the City of Ventura and the Ventura Port District.

e) Waste Reduction

i) Master Lessee's contractor shall comply with the provisions of Assembly Bill 939 (The Integrated Waste Management Act), as applicable, related to the reduction of construction and demolition waste sent to landfill.

f) Public Access

i) To the maximum extent possible, public-use facilities contained on the lease premises (e.g. fuel dock) shall remain open for public use before, during and after the construction of the Project. The District will coordinate with Master Lessee to reasonably allow temporary conditions and/or alternative locations of public-use facilities as may be necessary and effective to maximize access by the public during construction.

g) In-water Activities

i) Master Lessee's contractor shall implement a 10 meter marine mammal exclusion zone around all in-water construction activities including but not limited to dredging, pile driving, and vessel transit consistent with hydroacoustic and physical avoidance criteria in National Marine Fishery Service guidance (https://www.fisheries.noaa.gov/national/marine-mammal-protection/marine-mammal-acoustic-technical-guidance).

ii) Pile driving in-water sound levels should be confirmed for each size and type of pile and pile driving method being used during project construction using: https://dot.ca.gov/programs/environmental-analysis/biology/hydroacoustics. If sound pressure levels, either peak decibels (dB) or cumulative sound exposure levels (SEL), exceed effects criteria of protected or sensitive species then a marine mammal monitoring plan should be developed that defines the relevant sound levels, monitoring methods, expanded exclusion zones, and reporting requirements. If impact or vibratory pile driving is utilized during construction a soft start should be conducted prior to the start of each day of pile driving or when pile driving has ceased for longer than 30 minutes. Soft start is defined as three dead blows of an impact hammer or three short, 5-10 second durations of the vibratory hammer with a minimum of 30 seconds between soft start driving events.

h) Cultural and Paleontological Resources

i) In the event archaeological resources are encountered during ground-disturbing activities, work in the immediate area shall halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archeology (National Park Service 1983) shall be contacted immediately to evaluate the find. The Master Lessee would include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement.

ii) If the find is prehistoric, then a Native American representative shall also be contacted to participate in the evaluation of the find. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for California Register of Historical Resources eligibility.

iii) If the discovery proves to be eligible for the California Register of Historical Resources and cannot be avoided by the modified project, additional work, such as data recovery excavation, may be warranted to mitigate any significant impacts to historical resources.

iv) In the event a fossil is discovered during project construction, excavations within 50

feet of the find shall be temporarily halted or delayed until the discovery is examined by a Qualified Professional Paleontologist (QPP). The Master Lessee would include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement.

v) If the find is determined to be significant by a QPP, the District shall retain a QPP to design and carry out a data recovery plan consistent with the Society of Vertebrate Paleontology (2010) standards and tasked to direct and carry out all requirements identified in the data recovery plan as necessary to recover and preserve any identified paleontological resources as directed by the data recovery.

i) Exterior lighting
   i) New exterior lighting shall be shielded downwards to prevent light from shining outside of the Project site.

j) Water quality
   i) In compliance with the policies and procedures outlined in the Clean Marina Plan, the Project shall continue to incorporate the addition of sand filters to the storm drain inlets to prevent trash and debris from entering the Harbor and improve the existing storm drain system and fueling facility.
   ii) The Master Lessee's contractor shall limit the suspension of benthic sediments into the water column through implementation of BMPs such as silt curtains, installed prior to high turbidity generating activities.
   iii) During ground-disturbing construction activity, the Master Lessee's contractor shall ensure that detention or other pretreatment facilities are employed for all storm drainage runoff prior to discharge into the storm drain system.

ATTACHMENT 2

Print Form

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 S. Victoria Ave
Victoria, CA 93009-1260

From:
Public Agency: Ventura Port District
Address: 1603 Anchors Way Drive
Ventura, California 93001
Contact: Brian Pendleton, General Manager
Phone: 805-642-8538

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): 2015081011

Project Title: Parcels 20 and 14 Redevelopment Project

Project Applicant: Derecktor Marine Holdings, 1644 Anchors Way Drive, Ventura, California 93001

Project Location (include county): Ventura Harbor, Anchors Way Drive, Ventura, California 93001

Project Description:

The 2025 Project is a modification of the approved, but not built, 2015 Planned Project. Like the 2015 Planned Project, the 2025 Project includes an expanded dock structure, improvements to the fuel dock, and improvements to the parking lot. Added components include a mixed-use building, improved boat storage, and other minor facility improvements.

This is to advise that the Ventura Port District (☒ Lead Agency or ☐ Responsible Agency) has approved the above described project on _____ (date) and has made the following determinations regarding the above 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 and online at http://venturaharbor.com

Signature (Public Agency): _____ Title: _____

Date: _____ Date Received for filing at OPR: _____

Authority cited: Sections 21083, Public Resources Code.
Reference Section 21000-21174, Public Resources Code.

Revised 2011

VENTURA
PORT DISTRICT
Established 1952

BOARD OF PORT COMMISSIONERS
NOVEMBER 12, 2025

STANDARD AGENDA ITEM 3
REJECTION OF BIDS FOR THE 1575 SPINNAKER DRIVE EXTERIOR FAÇADE IMPROVEMENTS PROJECT

VENTURA PORT DISTRICT **STANDARD AGENDA ITEM 3**
BOARD COMMUNICATION Meeting Date: November 12, 2025

TO: Board of Port Commissioners
FROM: Todd Mitchell, Deputy General Manager
Justin Fleming, Capital Projects Manager
SUBJECT: Rejection of Bids for the 1575 Spinnaker Drive Exterior Façade Improvements Project

RECOMMENDATION:
That the Board of Port Commissioners reject all bids received for the 1575 Spinnaker Drive Exterior Façade Improvements Project.

SUMMARY:
The Port District's FY25–26 Capital Improvement Plan (CIP) includes funding for exterior façade improvements at 1575 Spinnaker Drive in the amount of 3,000,000. Seven bids were received, with MCM Construction Group submitting the lowest bid at $3,299,000. Following bid protests from EJS Construction and RAMSA Construction, District Legal Counsel, Lagerlof LLP determined that the bids of both the lowest two bidders were non-responsive. As the third lowest bidder was $3,570,000.00 which is 19% higher than the CIP budget, Staff is recommending the rejection of all bidders and to re-bid the project.

GUIDING PRINCIPLES:
3) Increase economic development, vitality, and diversity of the District through effective leasing and marketing strategies.

5-YEAR OBJECTIVES:
V) Maintain and improve Harbor Village facilities, infrastructure, and amenities.
1) Ongoing investment in Harbor Village Infrastructure

BACKGROUND:
The exterior façade of 1575 Spinnaker Drive has aged significantly and no longer reflects the Port District's goal of maintaining a modern, attractive property that appeals to new tenants and visitors. To address this, Staff engaged Rasmussen Architects to design a comprehensive remodel of the building's exterior, including updates to the façade, patio, and supporting wall. Plans were approved by the City of Ventura in July 2025, and the Port District initiated a formal competitive bidding process in September 2025.

Public Bid Process and Results
The District issued a public call for bids and received seven bids:

- **MCM Construction**
  - *Bid:* $3,299,000.00
- **EJS Construction**
  - *Bid:* $3,407,000.00
- ***Ramsa Construction***
  - *Bid:* $3,570,000.00
- **Monet Construction**
  - *Bid:* $3,596,000.00
- **Staples Construction**
  - *Bid: $3,650,130.00*

- **G2K Construction**
  - *Bid: $4,875,000.00*
- **Kemp Corp**
  - *Bid: $4,875,000.00*

Bids were opened on October 17, 2025. A bid protest was submitted by EJS Construction the same day, followed by a similar protest from RAMSA Construction on October 21, 2025. Both protests alleged that MCM Construction improperly listed Riviera Construction as a subcontractor for multiple specialty trades without the appropriate licenses, in violation of Public Contract Code requirements that subcontractors be properly licensed for each trade exceeding 0.5% of the total bid or $10,000, whichever is greater. MCM submitted an official response to the protests. After review by Port Staff, Rasmussen Architects, and District Legal Counsel, it was determined that MCM's bid contains a material, non-waivable defect which renders it non-responsive. Lagerlof concluded that the licensing deficiencies could not be waived as minor irregularities because they directly affect bidder responsibility and compliance with the Public Contract Code. Accordingly, Staff recommends that the Board reject MCM Construction Group's bid and also reject the bid by EJS Construction for a different material defect in their specification of the required bid bond amount. As the next lowest bid was $570,000 (19%) over the CIP budget, Staff believes that all bids should be rejected and the project rebid.

A memo from Lagerlof pertaining to their findings is attached to this report.

FISCAL IMPACT:
The FY25-26 CIP budget includes $2,500,000 for the 1575 Spinnaker Facade Renovation, with an additional $500,000 allocated in FY26-27, for a total project cost of $3,000,000. All bids exceeded the CIP by at least $410,000.

ATTACHMENT:
Attachment 1 – Lagerlof Memo Regarding Bid Responses

November 3, 2025

1575 Spinnaker Remodel and Addition Project
Bid analysis

Issue Presented

On October 17, 2025, EJS Construction Inc. submitted a bid protest letter regarding MCM Construction, Inc.'s rival bid for the Ventura Harbor Spinnaker Remodel and Addition Project, arguing that it was unresponsive due to material defects under the Subletting and Subcontracting Fair Practices Act (the "Act") and the California Business and Professions Code. We have prepared this opinion on whether or not their arguments have merit, and whether under applicable law, MCM's bid is responsive.

Short Answer

MCM's bid is unresponsive. They have listed Riviera Construction Group as the sole subcontractor for the majority of the work covered by the prime contract which in turn would necessitate subletting a majority of the work to other undisclosed subcontractors. This is a clear violation of California Public Contract Code § 4105, and a facial, nonwaivable, material defect rendering MCM's bid unresponsive.

Governing Law

In their protest letter, EJS contends that MCM's bid fails to comply with Public Contract Code §4104(b), which requires the bidder to designate properly licensed subcontractors for each trade exceeding 0.5% of the total bid or $10,000, whichever is greater. This misstates §4104(b) slightly, which requires that bidders shall submit with their bid:

> (b) The portion of the work that will be done by each subcontractor under this act. The prime contractor shall list only one subcontractor for each portion as is defined by the prime contractor in his or her bid.

Contrary to the argument made in the bid protest letter, the Act does not prohibit licensed general contractors being listed as subcontractors for "portions" of the work, and "portions" are not interchangeable with "trades."

However, the Act does contain a limiting principle at Public Contract Code §4105, which reads:

> Circumvention by a general contractor who bids as a prime contractor of the requirement under Section 4104 for him or her to list his or her subcontractors, by the device of listing another contractor who will in turn sublet portions constituting the

majority of the work covered by the prime contract, shall be considered a violation of this chapter and shall subject that prime contractor to the penalties set forth in Sections 4110 and 4111.

This is consistent with the Act's purpose, which is to prevent bid shopping and bid peddling, preserve the benefits of fair competition for the public, and curb the other evils associated with those practices. Section 4105 prevents secondary bidding by barring primes from listing a placeholder subcontractor to sublet most of the work.

Therefore, the relevant questions for our purposes are (1) whether MCM's bid violates Section 4105, and (2) if so, whether that renders MCM's bid unresponsive.

I. DOES MCM'S BID VIOLATE PUBLIC CONTRACT CODE §4105?

Section 4105 forbids listing another contractor who will in turn sublet portions "constituting the majority of the work covered by the prime contract."

MCM's bid lists subcontractors in relevant part as follows:

NAME UNDER WHICH SUBCONTRACTOR IS LICENSED	SPECIFIC DESCRIPTION OF SUBCONTRACT
Isaac Electric Inc.	Electrical
Gallegos Plumbing Inc.	Plumbing
Kaiser Air Conditioning and Sheet Metal Inc.	HVAC
Riviera Construction Group	Paint, Sheetmetal, CMU, Demo, Micro Piles, Steel, Concrete, Decking, Rough Carp., Utilities, Roofing, Earth Work, Glazing, Drywall, Plaster, Waterproofing

Riviera Construction Group is listed for an array of portions: Paint, Sheet Metal, CMU, Demolition, Micro Piles, Steel, Concrete, Decking, Rough Carpentry, Utilities, Roofing, Earth Work, Glazing, Drywall, Plaster, and Waterproofing; collectively encompassing the majority of the work covered by the prime contract. Given the number and breadth of these specialty portions, listing a single general contractor for them necessarily contemplates that Riviera will sublet most of that work to other (undesignated) specialty subcontractors. That is precisely what § 4105 forbids.

This is a clear violation of Section 4105 and leaves the door open to the very bid peddling the Act seeks to prevent.

II. DOES THE §4105 VIOLATION RENDER THE BID UNRESPONSIVE?

MCM's bid fails to strictly conform with legally required specifications by failing to abide by Section 4105. "A basic rule of competitive bidding is that bids must conform to specifications, and that if a bid does not so conform, it may not be accepted. [Citations.] However, it is further established that a bid which substantially conforms to a call for bids may, though it is not strictly responsive, be accepted if the variance cannot have affected

the amount of the bid or given a bidder an advantage not allowed other bidders or, in other words, if the variance is inconsequential. [Citations.]" *Ghilotti Construction Co. v. City of Richmond* (1996) 45 Cal.App.4th 897, 905.

Because § 4105 is a statutory listing requirement that advances core public-bidding policies, noncompliance is a material, nonwaivable variance rendering the bid nonresponsive. The purpose of requiring governmental entities to open the contracts process to public bidding is to eliminate favoritism, fraud and corruption; avoid misuse of public funds; and stimulate advantageous marketplace competition. *Ghilotti*, supra, 45 Cal.App.4th at pp. 907–908. This preventative approach applies even absent proof of actual corruption or adverse effect; contracts awarded without strict compliance are set aside. *Id.*

This language aligns with the Legislature's stated purpose in § 4101: to prevent bid shopping and bid peddling, preserve the benefits of fair competition for the public, and curb the other evils associated with those practices. A violation of the Act, especially one that facilitates bid peddling, is therefore against the public interest, material, and not waivable. MCM's bid must be set aside for violating § 4105, regardless of whether any corruption or adverse effect actually occurred.

III. EJS ARGUMENTS RE: BUSINESS & PROFESSIONS CODE §§ 7057 AND 7059 LACK MERIT

EJS's protest also cites Business & Professions Code §§ 7057 and 7059, saying "Under California Business and Professions Code §7057 and §7059, a Class B general contractor may only self-perform trades that are incidental and supplemental to a general building project, or if the contractor holds appropriate specialty licenses for those trades."

This misapplies sections 7057 and 7059. Section 7057 permits a duly licensed "B" general building contractor to accept and perform work (including by subcontract) that involves two or more unrelated specialty trades; accordingly, Riviera's listing across multiple specialized portions is permissible. Section 7059(b)(1) constrains specialty primes (the awarding authority may not award a prime contract to a specialty contractor whose classification is less than a majority of the project) and does not restrict a duly licensed "B" contractor like Riviera; §7059 is inapplicable here.

IV. EJS'S BID DEFECT (BID BOND PENAL SUM)

If the Board decides to reject MCM's bid, it must consider the next higher bid, that of EJS. EJS's bid contains a defect: its bid bond states the penal sum as "10% of the total amount of the bid" rather than a fixed dollar figure in the blank provided. This is a clear violation of the instructions provided on the bid bond form at page B-10 of EJS's bid:

> "(2) The bid bond form must specify an exact amount of dollars which shall not be less than ten percent (10%) of the total highest amount of any bid item submitted by bidder (see illustrations provided on page B-1). It is not acceptable to insert the figures "10%" (or something similar) in lieu of a specific number of dollars, and any such bond not specifying an exact number of dollars in figures renders the

bidder's entire proposal informal, and subject to rejection at the discretion of the Owner."

This is a serious defect. Here, the bid instructions explicitly forbid percentage-only entries and ties responsiveness to specifying a dollar figure; treating that prohibition as discretionary would undercut the specification's stated purpose. Because the Bid Form instructions required a dollar sum certain using a specific measure and EJS instead wrote "10% of the total bid," EJS (and its surety) can plausibly contend the bond's penal sum is indeterminate or measured inconsistently with the Bid Forms, defeating a clear basis for forfeiture and thus creating the very non-forfeiture risk that makes the defect material.

Under *Valley Crest Landscape, Inc. v. City Council* (1996) 41 Cal.App.4th 1432, the court applies an inconsequential-variance test, that a deviation is nonwaivable if it could permit withdrawal without forfeiting bid security, which is precisely the risk presented here. *Valley Crest* as modified on denial of reh'g (Feb. 21, 1996). Therefore, EJS's bid must also be rejected as non-responsive.

V. CONCLUSION

Because MCM's bid violates Public Contract Code § 4105, the defect is material and nonwaivable, rendering the bid nonresponsive. In addition, EJS's bid bond defect fails the *Valley Crest* materiality test, therefore EJS's bid is likewise nonresponsive. The Board should reject both MCM's and EJS's bids and proceed to the next lowest responsive, responsible bidder, if any (or consider rebidding consistent with the solicitation and applicable law).

VENTURA
PORT DISTRICT
Established 1952

BOARD OF PORT COMMISSIONERS
NOVEMBER 12, 2025

STANDARD AGENDA ITEM 4
ADOPTION OF RESOLUTION NO. 3545 APPROVING THE FINANCIAL STATEMENTS AND CHECKS FOR JULY THROUGH SEPTEMBER 2025

VENTURA PORT DISTRICT **STANDARD AGENDA ITEM 4**
BOARD COMMUNICATION Meeting Date: November 12, 2025

TO: Board of Port Commissioners
FROM: Brian D. Pendleton, General Manager
Sarah Clancy, Administrative Services Manager
SUBJECT: Adoption of Resolution No. 3545 Approving the Financial Statements and Checks for July through September 2025

RECOMMENDATION:
That the Board of Port Commissioners adopts Resolution No. 3545 to:
a) Accept the financial statements for the Quarter ending September 2025.
b) Review the payroll and regular checks for July through September 2025.

SUMMARY:
Attached for the Board's review are the financial statements for the quarter ending September 30, 2025, and the check registers for July through September 2025.

GUIDING PRINCIPLES:
3) Grow financial sustainability through a reliable, recurring revenue stream supplemented with grants and public-private partnership investment while maintaining responsible budgeting practices.
6) Provide exceptional public service and organizational transparency.

FIVE-YEAR OBJECTIVES:
E) Encourage public and civic engagement; maintain high levels of organizational transparency; and promote Harbor-wide diversity, equity and inclusion through District policies, procedures, and programs.
    1) Collaborate with business partners and stakeholders through increased engagement, communication, and participation.
R) Seek opportunities to grow revenues and secure grants; continue to improve the quality, efficiency, and transparency of financial reporting, monitoring, and property management.
    5) Financial reporting

BACKGROUND:
The financial statements for the quarter ending September 30, 2025, shown as Attachment 2, consist of a Comparative Income Statement, Supplementary Notes, a Balance Sheet, a Cashflow Statement, a Distribution of Cash, a Comparison of Lease Rents and a Three-Year Comparative Statement of Revenue and Expenses.

<u>Operational Disbursements</u>
The accounts payable check and ACH registers for July through September can be found following the financial statement documents, as Attachment 3. The registers include a brief description of the purpose for each payment.

In attachment 4, staff has provided supplemental information for check expenditures exceeding $20,000 that are non-routine below to correspond with the District's check signing policy.

Details reflecting purchases made using the District's Wells Fargo Commercial credit cards for July through September 2025 are included as Attachment 5.

The Quarterly Treasurer's Report for the period ending September 30, 2025, has been included as Attachment 6.

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. For this quarter, July, August and September all contain two regular pay periods each month.

FISCAL IMPACT:

The Statement of Income and Expenses reflects a positive 'Change in Net Position' of $838,892 for the period ended September 30, 2025. This change is a result of normal operations and the receipt of the December property tax allocation from the County.

ATTACHMENTS:

Attachment 1 – Resolution No. 3545
Attachment 2 – Statement of Income and Expenses – Quarter Ended September 30, 2025
Attachment 3 – Accounts Payable Check Registers – July - September 2025
Attachment 4 – Non-Routine Expenditures over $20,000
Attachment 5 – Wells Fargo Bank Credit Card Charges – July - September 2025
Attachment 6 – Quarterly Treasurers Report – September 30, 2025

ATTACHMENT 1

VENTURA
PORT DISTRICT
Established 1952

RESOLUTION NO. 3545

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. Accept the Financial Statements for the Quarter ended September 30, 2025, as revised.

B. The following Checks are hereby reviewed:

1) Payroll checks and direct deposits in the amounts of $265,012 for July 2025 salaries, $208,677 for August 2025 salaries, and $299,108 for September 2025 salaries.
2) Regular Checks #59769-60278 in the amounts of $1,492,338 for July 2025 expenditures, $470,281 for August 2025 expenditures, and $448,278 for September 2025 expenditures.
3) ACH payments in the amounts of $2,289,821 for July 2025, $565,955 for August 2025 and $530,453 for September 2025.

PASSED, APPROVED, AND ADOPTED at a Regular Meeting of the Board of Port Commissioners of the Ventura Port District, this 12th day of November 2025, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

_____
Michael Blumenberg, Chair

ATTEST:

_____
Anthony Rainey, Secretary

ATTACHMENT 2

Comparative Income Statement

Consolidated All Departments

Period = Jul 2025-Sep 2025

Book = Accrual

	QTD Actual	QTD Budget	Variance	% Var	YTD Actual	YTD Budget	Variance	% Var	Annual Budget
OPERATING REVENUES									
PARCEL LEASE INCOME									
Parcel Lease Income	1,491,178	1,476,750	14,428	0.98%	1,491,178	1,476,750	14,428	0.98%	5,557,000
Boatyard Income	44,358	87,500	-43,142	-49.31%	44,358	87,500	-43,142	-49.31%	350,000
TOTAL PARCEL LEASE INCOME	1,535,536	1,564,250	-28,714	-1.84%	1,535,536	1,564,250	-28,714	-1.84%	5,907,000
VILLAGE INCOME									
Retail Rent	157,503	124,250	33,253	26.76%	157,503	124,250	33,253	26.76%	497,000
Restaurant Rent	446,867	398,250	48,617	12.21%	446,867	398,250	48,617	12.21%	1,593,000
Office Rent	232,810	223,250	9,560	4.28%	232,810	223,250	9,560	4.28%	893,000
Charter Boat Income	209,851	142,000	67,851	47.78%	209,851	142,000	67,851	47.78%	568,000
TOTAL VILLAGE LEASE INCOME	1,047,031	887,750	159,281	17.94%	1,047,031	887,750	159,281	17.94%	3,551,000
MARINA INCOME									
Slip Income	255,545	300,000	-44,455	-14.82%	255,545	300,000	-44,455	-14.82%	1,200,000
Dock Electrical Income	8,611	14,000	-5,389	-38.49%	8,611	14,000	-5,389	-38.49%	56,000
Commercial Fishing & Offloading Income	68,263	74,750	-6,487	-8.68%	68,263	74,750	-6,487	-8.68%	299,000
Dry Storage Income	22,962	31,425	-8,463	-26.93%	22,962	31,425	-8,463	-26.93%	125,700
Boat Washdown Income	7,735	500	7,235	1447.02%	7,735	500	7,235	1447.02%	2,000
Commercial IDs Income	9,457	3,000	6,457	215.23%	9,457	3,000	6,457	215.23%	12,000
Fishermans Gear Storage	24,240	24,325	-85	-0.35%	24,240	24,325	-85	-0.35%	97,300
TOTAL MARINA INCOME	396,813	448,000	-51,187	-11.43%	396,813	448,000	-51,187	-11.43%	1,792,000
SALES OF SERVICES AND SUPPLIES									
MISCELLANEOUS INCOME	3,771	12,750	-8,979	-70.42%	3,771	12,750	-8,979	-70.42%	51,000
PARKING INCOME	223,392	243,000	-19,608	-8.07%	223,392	243,000	-19,608	-8.07%	972,000
CAM INCOME	103,278	109,500	-6,222	-5.68%	103,278	109,500	-6,222	-5.68%	438,000
MARKETING INCOME									
Merchants Promo Fund	32,444	32,500	-56	-0.17%	32,444	32,500	-56	-0.17%	130,000
Harbor Event Fees	12,169	10,500	1,669	15.90%	12,169	10,500	1,669	15.90%	42,000
Mktg Vendor and Booth Income	5,570	2,500	3,070	122.81%	5,570	2,500	3,070	122.81%	10,000
Sponsorships	1,000	4,000	-3,000	-75.00%	1,000	4,000	-3,000	-75.00%	16,000
TOTAL MARKETING INCOME	51,183	49,500	1,683	3.40%	51,183	49,500	1,683	3.40%	198,000
TOTAL OPERATING REVENUES	**3,361,004**	**3,314,750**	**46,254**	**1.40%**	**3,361,004**	**3,314,750**	**46,254**	**1.40%**	**12,909,000**

ATTACHMENT 2

Comparative Income Statement

Consolidated All Departments

Period = Jul 2025-Sep 2025

Book = Accrual

	QTD Actual	QTD Budget	Variance	% Var	YTD Actual	YTD Budget	Variance	% Var	Annual Budget
OPERATING EXPENSES									
PERSONNEL EXPENSES									
SALARIES AND WAGES									
Regular Salaries	779,077	946,500	167,423	17.69%	779,077	946,500	167,423	17.69%	3,786,000
Part Time Help	26,547	20,750	-5,797	-27.94%	26,547	20,750	-5,797	-27.94%	83,000
Overtime Pay	1,942	34,000	32,058	94.29%	1,942	34,000	32,058	94.29%	136,000
Holiday Pay	2,272	18,500	16,228	87.72%	2,272	18,500	16,228	87.72%	74,000
TOTAL SALARIES AND WAGES	809,838	1,019,750	209,912	20.58%	809,838	1,019,750	209,912	20.58%	4,079,000
OTHER PERSONNEL EXPENSES									
Retirement Contributions	106,656	231,750	125,094	53.98%	106,656	231,750	125,094	53.98%	927,000
Payroll Taxes	12,817	16,200	3,383	20.88%	12,817	16,200	3,383	20.88%	64,800
Workers Compensation	40,652	46,250	5,598	12.10%	40,652	46,250	5,598	12.10%	185,000
OPEB Expense	4,582	4,250	-332	-7.81%	4,582	4,250	-332	-7.81%	17,000
Medical and Life Insurance	104,900	85,500	-19,400	-22.69%	104,900	85,500	-19,400	-22.69%	342,000
Optional Benefit Plan	60,027	110,250	50,223	45.55%	60,027	110,250	50,223	45.55%	441,000
Uniform and Tool Allowance	18,646	7,500	-11,145	-148.61%	18,646	7,500	-11,145	-148.61%	30,000
TOTAL OTHER PERSONNEL EXPENSES	348,280	501,700	153,420	30.58%	348,280	501,700	153,420	30.58%	2,006,800
TOTAL PERSONNEL EXPENSES	1,158,118	1,521,450	363,332	23.88%	1,158,118	1,521,450	363,332	23.88%	6,085,800
GENERAL EXPENSES									
Advertising	12,782	5,250	-7,532	-143.48%	12,782	5,250	-7,532	-143.48%	21,000
Auto and Boat Maintenance	62,791	60,500	-2,291	-3.79%	62,791	60,500	-2,291	-3.79%	242,000
Building Maintenance	10,144	42,750	32,606	76.27%	10,144	42,750	32,606	76.27%	171,000
Building Maint. - Tenant Improvements	14,474	47,500	33,026	69.53%	14,474	47,500	33,026	69.53%	190,000
Communications an Wifi	15,224	14,625	-599	-4.10%	15,224	14,625	-599	-4.10%	58,500
Conferences, Meetings, and Training	6,900	30,438	23,538	77.33%	6,900	30,438	23,538	77.33%	121,750
Dock Maintenance and Repairs	8,549	43,000	34,451	80.12%	8,549	43,000	34,451	80.12%	172,000
General Insurance	134,856	140,425	5,569	3.97%	134,856	140,425	5,569	3.97%	561,700
Grounds Maintenance	35,104	78,125	43,021	55.07%	35,104	78,125	43,021	55.07%	312,500
Sand/Beach Management	0	18,750	18,750	100.00%	0	18,750	18,750	100.00%	75,000
Maintenance Contingency	0	22,500	22,500	100.00%	0	22,500	22,500	100.00%	90,000
Janitorial Supplies	17,392	20,125	2,733	13.58%	17,392	20,125	2,733	13.58%	80,500
Land and Building Rental Expense	24,240	24,325	85	0.35%	24,240	24,325	85	0.35%	97,300
Marketing Expenses	70,423	112,500	42,077	37.40%	70,423	112,500	42,077	37.40%	450,000
Memberships and Cloud Subscriptions	51,608	39,625	-11,983	-30.24%	51,608	39,625	-11,983	-30.24%	158,500
Office Supplies and Equipment	7,595	15,750	8,155	51.78%	7,595	15,750	8,155	51.78%	63,000
Operating Supplies	9,979	19,625	9,646	49.15%	9,979	19,625	9,646	49.15%	78,500
Other Equipment Rentals and Repairs	23,023	17,500	-5,523	-31.56%	23,023	17,500	-5,523	-31.56%	70,000
Miscellaneous Expenses	1,826	3,750	1,924	51.31%	1,826	3,750	1,924	51.31%	15,000
Legal Services	117,782	88,750	-29,032	-32.71%	117,782	88,750	-29,032	-32.71%	355,000

ATTACHMENT 2

Comparative Income Statement

Consolidated All Departments

Period = Jul 2025-Sep 2025

Book = Accrual

	QTD Actual	QTD Budget	Variance	% Var	YTD Actual	YTD Budget	Variance	% Var	Annual Budget
Professional Outside Services	267,393	459,850	192,457	41.85%	267,393	459,850	192,457	41.85%	1,839,400
Utilities	138,083	132,950	-5,133	-3.86%	138,083	132,950	-5,133	-3.86%	531,800
Dredging Related Expenses	15,000	37,500	22,500	60.00%	15,000	37,500	22,500	60.00%	150,000
TOTAL GENERAL EXPENSES	1,045,169	1,476,112	430,944	29.19%	1,045,169	1,476,112	430,944	29.19%	5,904,450
TOTAL OPERATING EXPENSES	**2,203,287**	**2,997,562**	**794,276**	**26.50%**	**2,203,287**	**2,997,562**	**794,276**	**26.50%**	**11,990,250**
NET OPERATING INCOME	**1,157,717**	**317,188**	**840,530**	**264.99%**	**1,157,717**	**317,188**	**840,530**	**264.99%**	**918,750**
NONOPERATING REVENUES									
INTEREST INCOME	178,369	150,000	28,369	18.91%	178,369	150,000	28,369	18.91%	600,000
TAXES AND ASSESSMENTS	66,610	462,500	-395,890	-85.60%	66,610	462,500	-395,890	-85.60%	1,850,000
TOTAL NONOPERATING REVENUES	**244,979**	**612,500**	**-367,521**	**-60.00%**	**244,979**	**612,500**	**-367,521**	**-60.00%**	**2,450,000**
NONOPERATING EXPENSES									
DEPRECIATION EXPENSE	401,289	431,250	29,961	6.95%	401,289	431,250	29,961	6.95%	1,725,000
INTEREST EXPENSE	162,516	86,750	-75,766	-87.34%	162,516	86,750	-75,766	-87.34%	347,000
TOTAL NONOPERATING EXPENSES	**563,804**	**86,750**	**-477,054**	**-549.92%**	**563,804**	**86,750**	**-477,054**	**-549.92%**	**347,000**
TOTAL NONOPERATING INCOME	**-318,825**	**525,750**	**-844,575**	**-160.64%**	**-318,825**	**525,750**	**-844,575**	**-160.64%**	**2,103,000**
NET CHANGE IN POSITION	**838,892**	**842,938**	**-4,046**	**-0.48%**	**838,892**	**842,938**	**-4,046**	**-0.48%**	**3,021,750**

Supplementary Notes to Statement of Income and Expenses for the quarter ending September 30, 2025 – Budget to Actual Analysis

Budget line items are allocated evenly across all months of the fiscal year. However, because actual expenditures do not always occur on a uniform monthly basis, this approach can result in timing variances that may not accurately reflect true spending patterns. This report reviews the first quarter for the fiscal year 2025-2026.

Operating Income:

Parcel Lease Income – (under budget $28,714) This category reflects the cumulative balance for master tenant's rents. Revenues are currently below budget primarily due to the timing of billing for percentage rent charges. These amounts are expected to align with budget projections as billing occurs later in the fiscal year.

Harbor Village Lease Income – (exceeds budget $158,271) This category reflects retail, restaurants, offices, and charters. Tenant revenues are budgeted conservatively, consistent with prior practice. The primary driver of the variance is seasonality, reflecting stronger summer activity. Charter boat sales were especially robust, exceeding levels observed in previous years. Variance is also influenced by the type of business now occupying a location, that differed from the prior tenant's classification and associated revenue patterns

Slip Income – (under budget $44,455) This category reflects annual slip rentals as well as slip subleases. Like other sources of revenue, slip income is also seasonal seeing its peaks in the winter months. As a result, seasonal variance occurs when reporting.

Commercial Fishing – (under budget $6,487) This category represents the fisheries building rent and the squid offloading income. This variance primarily represents lower than anticipated squid landings during the first quarter ending 09/30/25. Offloading is budgeted conservatively given the volatile nature of the squid fishing seasons from year to year.

Operating Expenses:

Personnel Expenses – (under budget $363,332) This variance is the net effect of salaries and wages being under budget $209,912 and other personnel expenses being under budget $153,420.

- Salaries and Wages are under budget by $187,279. This grouping is distributed evenly throughout the year based on 2 or 3 paychecks per month and the timing of the pay out of quarterly accrued compensation, as appropriate. This variance is primarily due to the net of effect of the following:

    - Regular salaries are under budget by $215,709. This is primarily due to the unanticipated vacancies that have been ongoing throughout the year. Vacancies at the end of September include one full-time administration position, two full-time maintenance positions, two full-time marine positions, and one part-time harbor patrol position. Two full-time maintenance positions and one full-time administration position were successfully filled after September 2025.

    - Part-time help is over budget by $5,797. This was primarily due to shift coverage needs as a result of the vacancies referred to above.

- Other personnel expenses are under budget $153,420. This variance primarily reflects benefits in Retirement, Medical and Life Insurance and the Optional Benefit Plan that are budgeted but costs were not incurred due to the vacancies discussed above.

Building Maintenance and Building Maint. – Tenant Improvements – (under budget $32,606 and $33,026, respectively) These budget lines were divided by twelve and distributed evenly through the year. The timing of needs is seldom clear and, as a result, variances compared to budget often do not reflect accurate spending patterns.

Supplementary Notes to Statement of Income and Expenses for the quarter ending September 30, 2025 – Budget to Actual Analysis

Conferences, Meeting, and Trainings – (under budget $23,538) These budget lines were divided by twelve and distributed evenly through the year. The timing of most conferences is seasonal and, as a result, variances compared to budget often do not reflect accurate spending patterns. These amounts are expected to align with budget projections as conferences occurs later in the fiscal year.

Grounds Maintenance – (under budget $43,021) This budget line was divided by twelve and distributed evenly through the year. Staff continues to perform landscaping improvements in the Village, which will use some of this variance. Staff is currently reviewing contracts for several projects totaling around $50,000.

Marketing – (under budget $42,077) These budget lines were allocated evenly across all months of the fiscal year. The timing of most marketing events is seasonal and, as a result, variances compared to budget often do not reflect accurate spending patterns. These amounts are expected to align with budget projections as events occurs later in the fiscal year.

Legal Services – (over budget $29,032) Legal costs are inherently variable, as they fluctuate based on the timing and nature of matters requiring legal support.

Other Professional/Outside Services - (under budget $192,457) This budget category is distributed evenly throughout the year. Not all services are administered evenly each month but given the disparity of services needed through the various departments, it is not possible to know exactly when all the different services will be needed. This variance is primarily in the admin department.

- Harbor Patrol is under budget $39,728
  - State Lifeguard services are seasonal, whereas the budget is allocated evenly.
- Maintenance is under budget $5,672
  - Window washing, pest control, and parking lot sweeping services are all coming in under budget.
- Admin under budget $90,940
  - Timing of costs fluctuate based on operational timing, this can lead to apparent variances that reflect timing differences rather than true over- or under-spending.
- Marina is under budget $2,039
- Parking is under budget $54,078
  - Invoice timing – we have received and paid 1 of 3 invoices of monthly parking management fees

Non-operating Revenue and Expenses:

Investment Income - (exceeds budget $28,398) This category is budgeted conservatively as rates have been decreasing more recently.

Taxes and Assessments – (under budget $395,890) The majority of tax and assessment revenue is received bi-annually subsequent to property tax due dates.

Interest Expense – (over budget $75,766) Debt payments are made bi-annually which results in timing variances.

ATTACHMENT 2

Ventura Port District
Balance Sheet
For the Period Ended September 30, 2025

CURRENT ASSETS		**CURRENT LIABILITIES**	
Cash in Banks	7,691,749	Accounts Payable	472,685
Accounts Receivable	1,364,795	Accrued Liabilities	60,560
Taxes Receivable	120,912	Accrued Interest Payable	129,021
Interest Receivable	329,732	Current Portion of Long Term Debt	1,261,419
Prepaid Expenses	996,694	Current Portion of Compensated Absences	170,501
Current Portion of Lease Receivable-Tenant Leases	3,292,711	Current Portion of Accounts Payable-Equipment Lease/SBITAs	114,293
Inventory of supplies	78,219		
TOTAL CURRENT ASSETS	**$13,874,813**	**TOTAL CURRENT LIABILITIES**	**$2,208,478**
NONCURRENT ASSETS		**LONG TERM DEBT**	
Long Term Portion of Lease Receivable-Tenant Lease	44,458,185	ltd - Notes Payable	6,876,268
	$44,458,185	**TOTAL LONG TERM DEBT**	**$6,876,268**
RESTRICTED ASSETS		**OTHER LIABILITIES**	
Cash - Dredging	3,025,739	Long Term Portion of Compensated Absences	98,612
Cash - Improvement	8,476,078	Long Term Portion of Accounts Payable Equipment Lease/SBI	373,059
Cash - Fisheries Complex	225,439	Net OPEB Liability	1,005,204
		Net Pension Liability	5,188,357
TOTAL RESTRICTED ASSETS	**$11,727,256**	Unearned Revenue	1,079,292
		Security Deposits	311,348
FIXED ASSETS		**TOTAL OTHER LIABILITIES**	**$8,055,873**
Land	2,342,629		
Harbor Improvements	51,317,334	**TOTAL LIABILITIES**	**$17,140,619**
Equipment	2,399,988		
Leased Equipment being Amortized	779,295	**EQUITY**	
	56,839,245	Contributed Capital	4,632,128
Accumulated depreciation	(24,203,726)	Retained Earnings-Reserved	645,536
NET FIXED ASSETS	**$32,635,519**	Retained Earnings- Unreserved	34,495,970
		Current Year Retained Earnings	838,892
TOTAL ASSETS	**$102,695,773**	**TOTAL EQUITY**	**$40,612,526**
DEFERRED OUTFLOWS OF RESOURCES		**DEFERRED INFLOW OF RESOURCES**	
Deferred amount on refunding's	72,959	Deferred amount on OPEB	626,766
Deferred amount on OPEB	162,876	Deferred amount from pension plan	202,619
Deferred amount on pension plan	2,391,796	Deferred amount from Leases	46,740,875
TOTAL DEFERRED OUTFLOWS OF RESOURCES	**$2,627,631**	**TOTAL DEFERRED INFLOW OF RESOURCES**	**$47,570,260**
TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	**$105,323,405**	**TOTAL LIABILITIES, EQUITY, AND DEFERRED INFLOW OF RESOURCES**	**$105,323,405**

Ventura Port District
Cashflow Statement
As of June 30, 2024

Enterprise Fund

Operating Income			3,361,003
Non-Operating Income			244,979
Total Income		$	3,605,982
Operating Expenses			2,203,286
Non-Operating Expenses			563,804
Total Expenses		$	2,767,090
Change in Net Position-Accrual Basis		$	838,892
Cashflows for Capital and Financing Activities:			
Principle paid on debt	A		(1,046,496)
Deferred amount on refundings	G		-
Acquisitions/Retirements of Capital Assets	F		(481,854)
Net Cash provided (used) by Capital & Financing		$	(1,528,350)
Operating Income Adjustments:			
Depreciation/Impairment of assets			271,689
(Increase)decrease in receivables	B		(413,885)
(Increase)decrease in prepaid Items	C		(365,422)
Increase(decrease) in payables	D		(1,477,256)
Increase(decrease) in unearned revenue			444,743
Increase (decrease) in tenant deposits	E		(2,217)
Net Cash provided by Operating Activities		$	(1,542,349)
NET Increase (Decrease) in Cash		$	(2,231,807)
Add: Beginning Cash 07/01/25		$	9,858,348
Ending Cash at 09/30/25		$	7,626,541

ATTACHMENT 2

Ventura Port District
Distribution of Cash as of September 30, 2025

	Current Balance
Cash	
Cash on Hand (undeposited)	1,475
Cash in Checking (Wells Fargo)	165,789
Merchant Fund (Wells Fargo)	5,263
Cash in County Treasury	21,710
Total Cash Available for Normal Operations	$ 194,237
Investments Unrestricted Reserves	
Local Agency Investment Fund (LAIF)	412
Total Investments Unrestricted Reserves	$ 412
Capital Improvement Reserves	
Local Agency Investment Fund (LAIF)	8,531,129
Total Capital Improvement Reserves	$ 8,531,129
Dredging Reserves	
Local Agency Investment Fund (LAIF)	3,025,739
Total Dredging Reserves	$ 3,025,739
Fisheries Complex Reserves	
Local Agency Investment Fund (LAIF)	225,439
Total Fisheries Complex Reserves	$ 225,439
CA CLASS Investment Fund	$7,432,304
TOTAL CASH AND INVESTMENTS	$ 19,409,260

Ventura Port District
Comparison of Lease Rent
Not Adjusted for GASB87 Accounting

	Year to Date Ended 9/30/2025	Year to Date Ended 9/30/2024	Increase (Decrease)	
Parcel Leases				
VHMA/Derecktor Marine	78,202	85,600	(7,398)	-9%
Sheraton 4 Points-Harbortown	228,409	242,667	(14,258)	-6%
Harbortown Point	22,339	21,823	516	2%
Oceans West Marina	118,014	106,374	11,640	11%
Ventura Isle Marina	288,701	311,971	(23,270)	-7%
Ventura Marina Mobile Park	171,823	164,180	7,643	5%
Ventura West Marina	184,639	170,124	14,515	9%
Ventura Yacht Club	41,223	39,500	1,723	4%
Vta Harbor Boatyard	45,830	42,231	3,599	9%
Portside Partners Ventura Harbor	351,400	339,484	11,916	4%
Total Parcel Lease	1,530,580	1,504,004	26,576	2%
Appreciation rent & Option Fee	-	54,000	(54,000)	-100%
Total Parcel Leases	1,530,580	1,558,004	(27,424)	-2%
Ventura Harbor Village				
Retail Rents	155,238	174,775	(19,537)	-11%
Restaurant Rents	435,988	424,266	11,722	3%
Office Rents	232,810	223,456	9,354	4%
Charters	212,028	182,147	29,881	16%
Assignment Fees	-	-	-	0%
Total Village	1,036,064	1,004,644	31,420	3%
Commercial Fishing	79,840	51,198	28,642	56%
TOTAL	**2,646,485**	**2,613,846**	**32,639**	**1%**

ATTACHMENT 2

Ventura Port District
Three Year Comparative
For the Current Quarter and Fiscal Year-to-Date

	2023-24	2024-2025	Current 2025-2026	2023-24	2024-2025	Current 2025-2026	% change FY24-25 to Current Yr
Operating Income							
Parcel Leases	1,344,086	1,504,004	1,535,536	1,344,086	1,504,004	1,535,536	2%
Assignment/Option Fee	-	54,000	-	-	54,000	-	0%
Dry Storage	20,176	17,748	22,962	20,176	17,748	22,962	29%
Other Operating	97,751	70,914	41,432	97,751	70,914	41,432	-42%
Harbor Village Leases	931,922	1,004,644	1,047,031	931,922	1,004,644	1,047,031	4%
Commercial Fishing	52,033	51,198	68,263	52,033	51,198	68,263	33%
Slips	262,879	273,441	255,545	262,879	273,441	255,545	-7%
CAM	93,499	96,916	103,278	93,499	96,916	103,278	7%
Marketing	28,809	34,929	51,183	28,809	34,929	51,183	47%
Electrical Slips	8,046	10,770	8,611	8,046	10,770	8,611	-20%
Parking	-	-	223,392	-	-	223,392	100%
Other Operating	5,398	1,928	3,771	5,398	1,928	3,771	96%
Total Operating Income	2,844,599	3,120,492	3,361,003	2,844,599	3,120,492	3,361,003	8%
Operating Expenses							
Harbor Patrol	500,719	563,903	515,593	500,719	563,903	515,593	-9%
Maintenance	398,240	296,952	330,626	398,240	296,952	330,626	11%
Administration	587,120	695,536	729,557	587,120	695,536	729,557	5%
Marina	246,101	224,947	215,168	246,101	224,947	215,168	-4%
C A M	216,468	226,942	185,893	216,468	226,942	185,893	-18%
Marketing	109,657	138,537	157,029	109,657	138,537	157,029	13%
Dredging	26,762	34,785	15,000	26,762	34,785	15,000	-57%
Parking	-	-	54,420		-	54,420	
Total Operating Expenses	2,085,067	2,181,602	2,203,286	2,085,067	2,181,602	2,203,286	1%
NET OPERATING INCOME	759,532	938,890	1,157,717	759,532	938,890	1,157,717	23%
Non-operating Income							
Interest	(36,151)	272,132	178,369	(36,151)	272,132	178,369	-34%
Taxes	48,268	68,972	66,610	48,268	68,972	66,610	-3%
Other-JPIA Insurance Recovery, FEMA & City	353,637	78,353	-	353,637	78,353	-	-100%
Total Non-operating Income	365,754	419,457	244,979	365,754	419,457	244,979	-42%
Non-Operating Expenses							
Depreciation	299,730	430,798	401,289	299,730	430,798	401,289	-7%
Debt Service	218,054	187,113	162,516	218,054	187,113	162,516	-13%
Total Non-operating Expenses	517,784	617,911	563,804	517,784	617,911	563,804	-9%
NET NON-OPER. INCOME	(152,030)	(198,454)	(318,825)	(152,030)	(198,454)	(318,825)	61%
NET CHANGE IN POSITION	607,502	740,436	838,892	607,502	740,436	838,892	13%

* Tenant Improvements will be reviewed for applicable reclassification of capital improvements during year end process.

** The Current Year GASB87 lease accounting adjustment will be entered during year end process.

ATTACHMENT 3

Payment Register

Period: From 07/01/2025 to 07/31/2025

Check/ACH #	Payee Name	Check Date	Payment Method	Invoice #	Amount	Description
98	AMAZON CAPITAL SERVICES	7/28/2025	ACH			
				JUN25	3,605.10	JUN25 AMAZON
Total 98					**$ 3,605.10**	
99	AT&T	7/28/2025	ACH			
				JUL 25-HP	235.27	JUL 25 INTERNET
Total 99					**$ 235.27**	
100	LOWE'S BUSINESS ACCTS/SYNCB	7/28/2025	ACH			
				JUN25	1,413.43	JUN25 LOWES
Total 100					**$ 1,413.43**	
102	PITNEY BOWES	7/28/2025	ACH			
				JUL RELOAD	200.00	JUL RELOAD
Total 102					**$ 200.00**	
103	PREMIER PROPERTY PRESERVATION LLC	7/28/2025	ACH			
				187036	5,876.37	JUN 25 JANIROTIAL
Total 103					**$ 5,876.37**	
104	SWIFT CHIP, INC	7/28/2025	ACH			
				28842	599.00	JUL25 BACKUP SVR
				28841	10,248.50	JUL25 IT SVCS
				28843	622.00	JUL25 MICROSOFT
Total 104					**$ 11,469.50**	
105	THE GAS COMPANY	7/28/2025	ACH			
				01506002 JUL25	165.64	JUL25
				21506004 JUL25	60.85	JUL25
				31506000 JUL25	484.31	JUL25
				24007661 JUL25	519.74	JUL25
				31506002 JUL25	144.25	JUL25 Internet
Total 105					**$ 1,374.79**	
106	VISION SERVICE PLAN-(CA)	7/28/2025	ACH			
				823097491	791.47	JULY 2025
Total 106					**$ 791.47**	
111	SOUTHERN CALIF. EDISON	7/29/2025	ACH			
				81085 JUN25	2,819.01	JUN25
				74392 JUN25	2,838.09	JUN25
				10873 JUN25	93.92	JUN25
				69707 JUN25	43.13	JUN25
				56944 JUN25	33.90	JUN25
				91603 JUN25	34.44	JUN25
Total 111					**$ 5,862.49**	
114	SOUTHERN CALIF. EDISON	7/31/2025	ACH			
				01707 Jul 25	174.37	01707 Jul 25
				10253 Jul 25	1,243.34	10253 Jul 25
				23480 Jul 25	241.18	23480 Jul 25
				25979 Jul 25	25.24	25979 Jul 25
				26501 Jul 25	67.02	26501 Jul 25
				27914 Jul 25	32.19	27914 Jul 25
				30433 Jul 25	101.32	30433 Jul 25
				33701 Jul 25	434.03	33701 Jul 25
				41163 Jul 25	241.18	41163 Jul 25
				47851 Jul 25	687.39	47851 Jul 25
				54067 Jul 25	1,410.14	54067 Jul 25
				59476 Jul 25	8.37	59476 Jul 25
				61460 Jul 25	714.56	61460 Jul 25
				63421 Jul 25	1,370.39	63421 Jul 25
				65872 Jul 25	17.98	65872 Jul 25
				73704 Jul 25	225.10	73704 Jul 25
				75747 Jul 25	1,023.75	75747 Jul 25
				88160 Jul 25	197.50	88160 Jul 25
				43532 Jul 25	664.29	88160 Jul 25
				93625 Jul 25	389.75	93625 Jul 25
				94121 Jul 25	170.33	94121 Jul 25
				94883 Jul 25	6,029.47	94883 Jul 25
				96751 Jul 25	21.30	96751 Jul 25
				99957 Jul 25	1,038.53	99957 Jul 25
Total 114					**$ 16,528.72**	
121	ALLIANT INSURANCE SERVICES	7/31/2025	ACH			
				3142426	1,077.00	ANNUAL ACIP CRIME INS
Total 121					**$ 1,077.00**	
122	ANACAPA INDUSTRIES	7/31/2025	ACH			
				8226	4,999.99	VERSALIFT BOOM VAN
Total 122					**$ 4,999.99**	
123	AT&T	7/31/2025	ACH			
				JUL25	149.80	JUL25 MARKETING WIFI
Total 123					**$ 149.80**	
124	AT&T BUSINESS SERVICES	7/31/2025	ACH			
				1001434016	1,228.45	JUL25 Internet
Total 124					**$ 1,228.45**	
125	BALANCE ASSET SOLUTIONS LLC	7/31/2025	ACH			

Payment Register

Period: From 07/01/2025 to 07/31/2025

Check/ACH #	Payee Name	Check Date	Payment Method	Invoice #	Amount	Description
				6478	6,956.25	JUL25
Total 125					**$ 6,956.25**	
126	CALPERS	7/31/2025	ACH			
				061325SIP	1,302.46	061325SIP
				062725SIP	1,302.46	062725SIP
				PP061025	24,651.59	PP061025
Total 126					**$ 27,256.51**	
127	CITY NATIONAL BANK	7/31/2025	ACH			
				070125 ISA18-007	183,738.57	AUG25PMT
				070125 IPC21-003	858,804.00	AUG25PMT
				070125 IPA16-003	166,469.25	AUG25PMT
Total 127					**$ 1,209,011.82**	
128	GOTAK LLC	7/31/2025	ACH			
				B3XX8JMA-0001	4,450.00	BOAT GPS/TRACKERS
Total 128					**$ 4,450.00**	
129	LOOPNET	7/31/2025	ACH			
				122706355-1	1,200.00	JUL25
Total 129					**$ 1,200.00**	
130	MISSION SQUARE	7/31/2025	ACH			
				061025PR	2,723.14	061025PR
				PP062725	2,708.29	PP062725
Total 130					**$ 5,431.43**	
132	SWIFT CHIP, INC	7/31/2025	ACH			
				28897	842.00	Increase for Server Backup
Total 132					**$ 842.00**	
133	VERIZON WIRELESS	7/31/2025	ACH			
				6117880592	1,151.73	JUN25
Total 133					**$ 1,151.73**	
134	WEX BANK	7/31/2025	ACH			
				105934113	699.28	JUN25
Total 134					**$ 699.28**	
144	NATIONAL EMBLEM	7/25/2025	ACH			
				11000624	4,437.62	PATCHES
Total 144					**$ 4,437.62**	
145	CALPERS	7/29/2025	ACH			
				100000017970602	338,807.00	FY26UAL
				100000017970613	126,567.00	FY26UAL
				100000017970633	3,633.00	FY26UAL
				100000017970622	1,181.00	FY26UAL
Total 145					**$ 470,188.00**	
146	CALPERS	7/31/2025	ACH			
				PR 062425	26,058.73	PR062425
Total 146					**$ 26,058.73**	
147	WELLS FARGO BUSINESS CREDIT	7/29/2025	ACH			
				JUN25 CC	37,137.29	JUN25 CC
Total 147					**$ 37,137.29**	
148	CAPITAL ONE TRADE CREDIT	7/8/2025	ACH			
				bbd9d92c	19.97	JUN25
Total 148					**$ 19.97**	
149	Employee Paycheck - Confidential	7/29/2025	ACH			
				53866	305.80	Comp_Q2_2025
Total 149					**$ 305.80**	
150	VENTURA WATER	7/8/2025	ACH			
				41641300 Jun 25	131.62	JUN25
				41644300 Jun 25	213.04	JUN25
				10003300 Jun 25	533.78	JUN25
				10010300 Jun 25	180.22	JUN25
				10011300 Jun 25	352.92	JUN25
				10012300 Jun 25	336.24	JUN25
				10013300 Jun 25	773.94	JUN25
				10014300 Jun 25	3,700.93	JUN25
				10015300 Jun 25	169.44	JUN25
				10016300 Jun 25	1,509.28	JUN25
				10017300 Jun 25	629.66	JUN25
				10018300 Jun 25	887.36	JUN25
				10019300 Jun 25	218.00	JUN25
				10020300 Jun 25	243.28	JUN25
				10021300 Jun 25	3,383.88	JUN25
				10024300 Jun 25	702.53	JUN25
				10081300 Jun 25	72.19	JUN25
				10083300 Jun 25	337.66	JUN25
				10104300 Jun 25	65.14	JUN25
				10108300 Jun 25	174.66	JUN25
				10109300 Jun 25	325.44	JUN25
				10110300 Jun 25	1,249.72	JUN25
				10111300 Jun 25	1,437.18	JUN25

Payment Register

Period: From 07/01/2025 to 07/31/2025

Check/ACH #	Payee Name	Check Date	Payment Method	Invoice #	Amount	Description
				10071300 Jun 25	169.91	JUN25
				10082300 Jun 25	312.58	JUN25
				10022300 Jun 25	375.78	JUN25
Total 150					**$ 18,486.38**	
151	Employee Paycheck - Confidential	7/8/2025	ACH			
				53773	2,351.08	07/11/25 PR
Total 151					**$ 2,351.08**	
152	CALPERS HEALTH BENEFITS DIVISI	7/7/2025	ACH			
				JUL25	39,433.55	JUL25 HEALTH PREMIUMS
Total 152					**$ 39,433.55**	
153	COSTAR REALTY INFORMATION, INC	7/1/2025	ACH			
				122129735	966.63	MAY25
Total 153					**$ 966.63**	
154	COSTAR REALTY INFORMATION, INC	7/29/2025	ACH			
				122370110	966.63	JUL25
Total 154					**$ 966.63**	
155	PREMIER PROPERTY PRESERVATION LLC	7/3/2025	ACH			
				186853	6,005.50	MAY25
Total 155					**$ 6,005.50**	
156	Employee Paycheck - Confidential	7/15/2025	ACH			
				53822	2,351.08	PR122
Total 156					**$ 2,351.08**	
157	Employee Paycheck - Confidential	7/29/2025	ACH			
				53897	2,351.08	PR124
Total 157					**$ 2,351.08**	
179	NETCHEX	7/31/2025	ACH			
				1984161	5,133.98	PR120
				1984393	33,091.92	PR121
				1987595	122,295.88	PR122
				1998305	122,468.49	PR124
Total 179					**$ 282,990.27**	
180	NETCHEX	7/16/2025	ACH			
				1991693	76,829.66	PR123
Total 180					**$ 76,829.66**	
181	PREMIER PROPERTY PRESERVATION LLC	7/6/2025	ACH			
				1877221	6,005.50	Janitorial Service
Total 181					**$ 6,005.50**	
182	NETCHEX	7/31/2025	ACH			
				202507-4313	859.01	FEE- NEW ADMIN SETUP/TRAIN
Total 182					**$ 859.01**	
191	VENTURA COUNTY RECORDER	7/2/2025	ADJ			
				061825A	-1.00	Adj to actual cost
Total 191					**$ (1.00)**	
208	CAPITAL ONE TRADE CREDIT	7/28/2025	ACH			
				b2101a42	297.16	two pressure washer hoses
Total 208					**$ 297.16**	
59769	TREADMARK TIRE & SERVICE	7/1/2025	Check			
				22521	1,424.00	Harbor Patrol truck tires
Total 59769					**$ 1,424.00**	
59769	TREADMARK TIRE & SERVICE	7/1/2025	VOID			
				22521	-1,424.00	Harbor Patrol truck tires
Total 59769					**$ (1,424.00)**	
59770	CYBERCOPY INC.	7/1/2025	Check			
				B146908	92.67	Maps, Banners, Promo
				B146957	334.03	Wayfinding signage
Total 59770					**$ 426.70**	
59770	CYBERCOPY INC.	7/1/2025	VOID			
				B146908	-92.67	Maps, Banners, Promo
				B146957	-334.03	Wayfinding signage
Total 59770					**$ (426.70)**	
59771	DEPT. OF INDUSTRIAL RELATIONS	7/1/2025	Check			
				E2168737 MR	225.00	1691 elevator conveyance
Total 59771					**$ 225.00**	
59771	DEPT. OF INDUSTRIAL RELATIONS	7/1/2025	VOID			
				E2168737 MR	-225.00	1691 elevator conveyance
Total 59771					**$ (225.00)**	
59772	E.J. HARRISON & SONS INC.	7/1/2025	Check			
				Stmt 051525B	616.06	Trash service
				Stmt 061225A	637.53	Trash service
Total 59772					**$ 1,253.59**	

Payment Register

Period: From 07/01/2025 to 07/31/2025

Check/ACH #	Payee Name	Check Date	Payment Method	Invoice #	Amount	Description
59772	E.J. HARRISON & SONS INC.	7/1/2025	VOID			
				Stmt 051525B	-616.06	Trash service
				Stmt 061225A	-637.53	Trash service
Total 59772					**$ (1,253.59)**	
59773	INDUSTRIAL BOLT AND SUPPLY	7/1/2025	Check			
				263983-1	457.40	1567 lattice hardware
				264104-1	302.78	Beach Moby matts hardware
Total 59773					**$ 760.18**	
59773	INDUSTRIAL BOLT AND SUPPLY	7/1/2025	VOID			
				263983-1	-457.40	1567 lattice hardware
				264104-1	-302.78	Beach Moby matts hardware
Total 59773					**$ (760.18)**	
59774	JANITEK CLEANING SOLUTIONS	7/1/2025	Check			
				56416A	1,729.49	1431/1691 NPS janitorial services
				56461-A	1,320.00	Final cleaning-Top This Chocolate
				56417A	232.88	Marketing offices janitorial services
Total 59774					**$ 3,282.37**	
59774	JANITEK CLEANING SOLUTIONS	7/1/2025	VOID			
				56416A	-1,729.49	1431/1691 NPS janitorial services
				56461-A	-1,320.00	Final cleaning-Top This Chocolate
				56417A	-232.88	Marketing offices janitorial services
Total 59774					**$ (3,282.37)**	
59775	SANBELL	7/1/2025	Check			
				68549	820.00	1691 parking lot configuration
				68429	4,071.25	19A dry storage planning
				68548	2,960.00	19A parking configuration
				68402	1,765.00	General engineering services
				68404	242.50	HarborCove/SurfersKnoll access
				68547	1,916.25	HarborCove/SurfersKnoll-beach access permitting
Total 59775					**$ 11,775.00**	
59775	SANBELL	7/1/2025	VOID			
				68549	-820.00	1691 parking lot configuration
				68429	-4,071.25	19A dry storage planning
				68548	-2,960.00	19A parking configuration
				68402	-1,765.00	General engineering services
				68404	-242.50	HarborCove/SurfersKnoll access
				68547	-1,916.25	HarborCove/SurfersKnoll-beach access permitting
Total 59775					**$ (11,775.00)**	
59776	JESSICA RAUCH	7/1/2025	Check			
				061825	86.29	Reimburse-Travel
Total 59776					**$ 86.29**	
59776	JESSICA RAUCH	7/1/2025	VOID			
				061825	-86.29	Reimburse-Travel
Total 59776					**$ (86.29)**	
59777	MATILIJA WATER	7/1/2025	Check			
				Jun 25	71.15	Bottled water and reverse osmosis
Total 59777					**$ 71.15**	
59777	MATILIJA WATER	7/1/2025	VOID			
				Jun 25	-71.15	Bottled water and reverse osmosis
Total 59777					**$ (71.15)**	
59778	MCCORMIX CORP.	7/1/2025	Check			
				29489	67.93	Mainenance vehicle fuel
				30016	67.34	Mainenance vehicle fuel
				29489	246.94	Maintenance vehicle fuel
				30016	244.05	Maintenance vehicle fuel
Total 59778					**$ 626.26**	
59778	MCCORMIX CORP.	7/1/2025	VOID			
				29489	-67.93	Mainenance vehicle fuel
				30016	-67.34	Mainenance vehicle fuel
				29489	-246.94	Maintenance vehicle fuel
				30016	-244.05	Maintenance vehicle fuel
Total 59778					**$ (626.26)**	
59779	MCMASTER-CARR	7/1/2025	Check			
				46007031	590.63	1567 lattice hardware
				46061058	1,083.31	Dock maintenance
Total 59779					**$ 1,673.94**	
59779	MCMASTER-CARR	7/1/2025	VOID			
				46007031	-590.63	1567 lattice hardware
				46061058	-1,083.31	Dock maintenance
Total 59779					**$ (1,673.94)**	
59780	MR. PAINTING, INC.	7/1/2025	Check			
				2965	8,890.00	1559 # 109 paint
				2963	3,250.00	1587 # 203 paint
Total 59780					**$ 12,140.00**	
59780	MR. PAINTING, INC.	7/1/2025	VOID			

Payment Register

Period: From 07/01/2025 to 07/31/2025

Check/ACH #	Payee Name	Check Date	Payment Method	Invoice #	Amount	Description
				2965	-8,890.00	1559 # 109 paint
				2963	-3,250.00	1587 # 203 paint
Total 59780					**$ (12,140.00)**	
59781	MUZICRAFT INC.	7/1/2025	Check			
				192280	348.06	VHV public music
Total 59781					**$ 348.06**	
59781	MUZICRAFT INC.	7/1/2025	VOID			
				192280	-348.06	VHV public music
Total 59781					**$ (348.06)**	
59782	PASSPORT LABS INC	7/1/2025	Check			
				INV-1053702	340.64	Parking citations
Total 59782					**$ 340.64**	
59782	PASSPORT LABS INC	7/1/2025	VOID			
				INV-1053702	-340.64	Parking citations
Total 59782					**$ (340.64)**	
59783	PORTA-STOR	7/1/2025	Check			
				453257	140.00	Harbor Patrol buoy and equipment storage
Total 59783					**$ 140.00**	
59783	PORTA-STOR	7/1/2025	VOID			
				453257	-140.00	Harbor Patrol buoy and equipment storage
Total 59783					**$ (140.00)**	
59784	RASMUSSEN & ASSOCIATES INC	7/1/2025	Check			
				21128	875.00	1559 professional services -bid review and assist
				21127	29,663.03	1575 building and safety plan development
				20883	14,536.12	1575 restaurant concept
				21131	280.00	Professional services-1431/1691 NPS lease review
Total 59784					**$ 45,354.15**	
59784	RASMUSSEN & ASSOCIATES INC	7/1/2025	VOID			
				21128	-875.00	1559 professional services -bid review and assist
				21127	-29,663.03	1575 building and safety plan development
				20883	-14,536.12	1575 restaurant concept
				21131	-280.00	Professional services-1431/1691 NPS lease review
Total 59784					**$ (45,354.15)**	
59785	READYREFRESH	7/1/2025	Check			
				15E0032776965	209.55	Bottled water service
Total 59785					**$ 209.55**	
59785	READYREFRESH	7/1/2025	VOID			
				15E0032776965	-209.55	Bottled water service
Total 59785					**$ (209.55)**	
59786	RED WING SHOE STORE	7/1/2025	Check			
				20250529001710	250.68	Safety work boots
Total 59786					**$ 250.68**	
59786	RED WING SHOE STORE	7/1/2025	VOID			
				20250529001710	-250.68	Safety work boots
Total 59786					**$ (250.68)**	
59787	RINCON CONSULTANTS, INC.	7/1/2025	Check			
				66328	2,833.00	Dredge support
Total 59787					**$ 2,833.00**	
59787	RINCON CONSULTANTS, INC.	7/1/2025	VOID			
				66328	-2,833.00	Dredge support
Total 59787					**$ (2,833.00)**	
59788	RING CENTRAL INC	7/1/2025	Check			
				CD_001137297	977.54	VPD monthly phone service
Total 59788					**$ 977.54**	
59788	RING CENTRAL INC	7/1/2025	VOID			
				CD_001137297	-977.54	VPD monthly phone service
Total 59788					**$ (977.54)**	
59789	SEARLE CREATIVE GROUP	7/1/2025	Check			
				25234	661.25	Advertising
				25234	57.50	Content development
Total 59789					**$ 718.75**	
59789	SEARLE CREATIVE GROUP	7/1/2025	VOID			
				25234	-661.25	Advertising
				25234	-57.50	Content development
Total 59789					**$ (718.75)**	
59790	SMITH PIPE & SUPPLY INC.	7/1/2025	Check			
				4268976	291.24	VHV landscape supplies
				4264004	41.07	VPD landscaping supplies
Total 59790					**$ 332.31**	
59790	SMITH PIPE & SUPPLY INC.	7/1/2025	VOID			
				4268976	-291.24	VHV landscape supplies

Payment Register

Period: From 07/01/2025 to 07/31/2025

Check/ACH #	Payee Name	Check Date	Payment Method	Invoice #	Amount	Description
				4264004	-41.07	VPD landscaping supplies
Total 59790					**$ (332.31)**	
59791	SUNBELT RENTALS, INC.	7/1/2025	Check			
				141206174-0031	353.75	VHV scrubber rental
Total 59791					**$ 353.75**	
59791	SUNBELT RENTALS, INC.	7/1/2025	VOID			
				141206174-0031	-353.75	VHV scrubber rental
Total 59791					**$ (353.75)**	
59792	SUNRIDGE LANDSCAPE MAINT., INC	7/1/2025	Check			
				10602	1,800.00	Contracted monthly mowing service
Total 59792					**$ 1,800.00**	
59792	SUNRIDGE LANDSCAPE MAINT., INC	7/1/2025	VOID			
				10602	-1,800.00	Contracted monthly mowing service
Total 59792					**$ (1,800.00)**	
59793	SUNRISE MUSIC	7/1/2025	Check			
				52325	250.00	Entertainment/Music
				53125	250.00	Entertainment/Music
				6725	500.00	Entertainment/Music
				61525	250.00	Entertainment/Music
Total 59793					**$ 1,250.00**	
59793	SUNRISE MUSIC	7/1/2025	VOID			
				52325	-250.00	Entertainment/Music
				53125	-250.00	Entertainment/Music
				6725	-500.00	Entertainment/Music
				61525	-250.00	Entertainment/Music
Total 59793					**$ (1,250.00)**	
59794	SUSAN BEJECKIAN PUBLIC RELATIONS	7/1/2025	Check			
				49	1,600.00	Advertising
Total 59794					**$ 1,600.00**	
59794	SUSAN BEJECKIAN PUBLIC RELATIONS	7/1/2025	VOID			
				49	-1,600.00	Advertising
Total 59794					**$ (1,600.00)**	
59795	SWIFT CHIP, INC	7/1/2025	Check			
				28597	599.00	Backup server
				28687	599.00	Backup server
				28596	10,248.50	IT services
				28686	10,248.50	IT services
				28688	622.00	Microsoft subscriptions
				28598	622.00	Miscrosoft
				28502	360.00	Mitchell-Co-pilot
Total 59795					**$ 23,299.00**	
59795	SWIFT CHIP, INC	7/1/2025	VOID			
				28597	-599.00	Backup server
				28687	-599.00	Backup server
				28596	-10,248.50	IT services
				28686	-10,248.50	IT services
				28688	-622.00	Microsoft subscriptions
				28598	-622.00	Miscrosoft
				28502	-360.00	Mitchell-Co-pilot
Total 59795					**$ (23,299.00)**	
59796	TARGETSOLUTIONS LEARNING	7/1/2025	Check			
				INV115483	1,949.80	Harbor Patrol online training/scheduling software
Total 59796					**$ 1,949.80**	
59796	TARGETSOLUTIONS LEARNING	7/1/2025	VOID			
				INV115483	-1,949.80	Harbor Patrol online training/scheduling software
Total 59796					**$ (1,949.80)**	
59797	THE FLAG FACTORY	7/1/2025	Check			
				35367	274.76	Annualm promenade decor
Total 59797					**$ 274.76**	
59797	THE FLAG FACTORY	7/1/2025	VOID			
				35367	-274.76	Annualm promenade decor
Total 59797					**$ (274.76)**	
59798	TIME TO SHINE	7/1/2025	Check			
				61305	3,082.50	Contracted window washing
				68026	699.05	VHV window screen replacements
Total 59798					**$ 3,781.55**	
59798	TIME TO SHINE	7/1/2025	VOID			
				61305	-3,082.50	Contracted window washing
				68026	-699.05	VHV window screen replacements
Total 59798					**$ (3,781.55)**	
59799	TODD MITCHELL	7/1/2025	Check			
				060125	224.00	Reimburse-Travel
Total 59799					**$ 224.00**	

Payment Register

Period: From 07/01/2025 to 07/31/2025

Check/ACH #	Payee Name	Check Date	Payment Method	Invoice #	Amount	Description
59799	TODD MITCHELL	7/1/2025	VOID			
				060125	-224.00	Reimburse-Travel
Total 59799					**$ (224.00)**	
59800	UPKEEP TECHNOLOGIES INC	7/1/2025	Check			
				INV00084275	11,609.00	Maintenance annual software support
Total 59800					**$ 11,609.00**	
59800	UPKEEP TECHNOLOGIES INC	7/1/2025	VOID			
				INV00084275	-11,609.00	Maintenance annual software support
Total 59800					**$ (11,609.00)**	
59801	VALLEY SCENE MAGAZINE	7/1/2025	Check			
				154	1,030.00	Advertising
Total 59801					**$ 1,030.00**	
59801	VALLEY SCENE MAGAZINE	7/1/2025	VOID			
				154	-1,030.00	Advertising
Total 59801					**$ (1,030.00)**	
59802	VENTURA COUNTY RECORDER	7/1/2025	Check			
				061825	25.00	NOC-Boat washdown replacement project
Total 59802					**$ 25.00**	
59802	VENTURA COUNTY RECORDER	7/1/2025	VOID			
				061825	-25.00	NOC-Boat washdown replacement project
Total 59802					**$ (25.00)**	
59803	VENTURA COUNTY REPORTER	7/1/2025	Check			
				2025-144276	280.00	Advertising
Total 59803					**$ 280.00**	
59803	VENTURA COUNTY REPORTER	7/1/2025	VOID			
				2025-144276	-280.00	Advertising
Total 59803					**$ (280.00)**	
59804	VENTURA HARBOR STORAGE	7/1/2025	Check			
				Jul 25	8,080.13	Fishermans Storage rent
Total 59804					**$ 8,080.13**	
59804	VENTURA HARBOR STORAGE	7/1/2025	VOID			
				Jul 25	-8,080.13	Fishermans Storage rent
Total 59804					**$ (8,080.13)**	
59805	VENTURA LOCKSMITHS	7/1/2025	Check			
				OM0504251	61.42	VPD duplicate mail box keys made
Total 59805					**$ 61.42**	
59805	VENTURA LOCKSMITHS	7/1/2025	VOID			
				OM0504251	-61.42	VPD duplicate mail box keys made
Total 59805					**$ (61.42)**	
59806	MAVCCO FUEL	7/1/2025	Check			
				Apr 25	1,744.72	April boat fuel
				May 25	3,275.22	May boat fuel
Total 59806					**$ 5,019.94**	
59806	MAVCCO FUEL	7/1/2025	VOID			
				Apr 25	-1,744.72	April boat fuel
				May 25	-3,275.22	May boat fuel
Total 59806					**$ (5,019.94)**	
59807	JESSICA SNIPAS	7/1/2025	Check			
				061225	67.90	Reimburse-Mileage
Total 59807					**$ 67.90**	
59807	JESSICA SNIPAS	7/1/2025	VOID			
				061225	-67.90	Reimburse-Mileage
Total 59807					**$ (67.90)**	
59808	RRM DESIGN GROUP	7/1/2025	Check			
				2998-03-RC24-2	2,937.50	Parcel 5 professional services
				2998-03-RC24-1	5,950.75	Parcel 5 professional services
Total 59808					**$ 8,888.25**	
59808	RRM DESIGN GROUP	7/1/2025	VOID			
				2998-03-RC24-2	-2,937.50	Parcel 5 professional services
				2998-03-RC24-1	-5,950.75	Parcel 5 professional services
Total 59808					**$ (8,888.25)**	
59809	JAKE DAVID	7/1/2025	Check			
				265	1,028.00	Content development
Total 59809					**$ 1,028.00**	
59809	JAKE DAVID	7/1/2025	VOID			
				265	-1,028.00	Content development
Total 59809					**$ (1,028.00)**	
59898	MAVCCO FUEL	7/2/2025	Check			
				Apr 25	1,744.72	April boat fuel
				May 25	3,275.22	May boat fuel

Payment Register

Period: From 07/01/2025 to 07/31/2025

Check/ACH #	Payee Name	Check Date	Payment Method	Invoice #	Amount	Description
Total 59898					**$ 5,019.94**	
59899	TREADMARK TIRE & SERVICE	7/2/2025	Check			
				22521	1,424.00	Harbor Patrol truck tires
Total 59899					**$ 1,424.00**	
59905	CYBERCOPY INC.	7/2/2025	Check			
				B146908	92.67	Maps, Banners, Promo
				B146957	334.03	Wayfinding signage
Total 59905					**$ 426.70**	
59906	DEPT. OF INDUSTRIAL RELATIONS	7/2/2025	Check			
				E2168737 MR	225.00	1691 elevator conveyance
Total 59906					**$ 225.00**	
59907	E.J. HARRISON & SONS INC.	7/2/2025	Check			
				Stmt 051525B	616.06	Trash service
				Stmt 061225A	637.53	Trash service
Total 59907					**$ 1,253.59**	
59908	INDUSTRIAL BOLT AND SUPPLY	7/2/2025	Check			
				263983-1	457.40	1567 lattice hardware
				264104-1	302.78	Beach Moby matts hardware
Total 59908					**$ 760.18**	
59909	JANITEK CLEANING SOLUTIONS	7/2/2025	Check			
				56416A	1,729.49	1431/1691 NPS janitorial services
				56461-A	1,320.00	Final cleaning-Top This Chocolate
				56417A	232.88	Marketing offices janitorial services
Total 59909					**$ 3,282.37**	
59910	SANBELL	7/2/2025	Check			
				68549	820.00	1691 parking lot configuration
				68429	4,071.25	19A dry storage planning
				68548	2,960.00	19A parking configuration
				68402	1,765.00	General engineering services
				68404	242.50	HarborCove/SurfersKnoll access
				68547	1,916.25	HarborCove/SurfersKnoll-beach access permitting
Total 59910					**$ 11,775.00**	
59911	JESSICA RAUCH	7/2/2025	Check			
				061825	86.29	Reimburse-Travel
Total 59911					**$ 86.29**	
59912	MATILIJA WATER	7/2/2025	Check			
				Jun 25	71.15	Bottled water and reverse osmosis
Total 59912					**$ 71.15**	
59913	MCCORMIX CORP.	7/2/2025	Check			
				29489	67.93	Mainenance vehicle fuel
				30016	67.34	Mainenance vehicle fuel
				29489	246.94	Maintenance vehicle fuel
				30016	244.05	Maintenance vehicle fuel
Total 59913					**$ 626.26**	
59914	MCMASTER-CARR	7/2/2025	Check			
				46007031	590.63	1567 lattice hardware
				46061058	1,083.31	Dock maintenance
Total 59914					**$ 1,673.94**	
59915	MR. PAINTING, INC.	7/2/2025	Check			
				2965	8,890.00	1559 # 109 paint
				2963	3,250.00	1587 # 203 paint
Total 59915					**$ 12,140.00**	
59916	MUZICRAFT INC.	7/2/2025	Check			
				192280	348.06	VHV public music
Total 59916					**$ 348.06**	
59917	PASSPORT LABS INC	7/2/2025	Check			
				INV-1053702	340.64	Parking citations
Total 59917					**$ 340.64**	
59918	PORTA-STOR	7/2/2025	Check			
				453257	140.00	Harbor Patrol buoy and equipment storage
Total 59918					**$ 140.00**	
59919	RASMUSSEN & ASSOCIATES INC	7/2/2025	Check			
				21128	875.00	1559 professional services -bid review and assist
				21127	29,663.03	1575 building and safety plan development
				20883	14,536.12	1575 restaurant concept
				21131	280.00	Professional services-1431/1691 NPS lease review
Total 59919					**$ 45,354.15**	
59920	READYREFRESH	7/2/2025	Check			
				15E0032776965	209.55	Bottled water service
Total 59920					**$ 209.55**	
59921	RED WING SHOE STORE	7/2/2025	Check			
				20250529001710	250.68	Safety work boots
Total 59921					**$ 250.68**	

Payment Register

Period: From 07/01/2025 to 07/31/2025

Check/ACH #	Payee Name	Check Date	Payment Method	Invoice #	Amount	Description
59922	RINCON CONSULTANTS, INC.	7/2/2025	Check			
				66328	2,833.00	Dredge support
Total 59922					**$ 2,833.00**	
59923	RING CENTRAL INC	7/2/2025	Check			
				CD_001137297	977.54	VPD monthly phone service
Total 59923					**$ 977.54**	
59924	SEARLE CREATIVE GROUP	7/2/2025	Check			
				25234	661.25	Advertising
				25234	57.50	Content development
Total 59924					**$ 718.75**	
59925	SMITH PIPE & SUPPLY INC.	7/2/2025	Check			
				4268976	291.24	VHV landscape supplies
				4264004	41.07	VPD landscaping supplies
Total 59925					**$ 332.31**	
59926	SUNBELT RENTALS, INC.	7/2/2025	Check			
				141206174-0031	353.75	VHV scrubber rental
Total 59926					**$ 353.75**	
59927	SUNRIDGE LANDSCAPE MAINT., INC	7/2/2025	Check			
				10602	1,800.00	Contracted monthly mowing service
Total 59927					**$ 1,800.00**	
59928	SUNRISE MUSIC	7/2/2025	Check			
				52325	250.00	Entertainment/Music
				53125	250.00	Entertainment/Music
				6725	500.00	Entertainment/Music
				61525	250.00	Entertainment/Music
Total 59928					**$ 1,250.00**	
59929	SUSAN BEJECKIAN PUBLIC RELATIONS	7/2/2025	Check			
				49	1,600.00	Advertising
Total 59929					**$ 1,600.00**	
59930	SWIFT CHIP, INC	7/2/2025	Check			
				28597	599.00	Backup server
				28687	599.00	Backup server
				28596	10,248.50	IT services
				28686	10,248.50	IT services
				28688	622.00	Microsoft subscriptions
				28598	622.00	Miscrosoft
				28502	360.00	Mitchell-Co-pilot
Total 59930					**$ 23,299.00**	
59931	TARGETSOLUTIONS LEARNING	7/2/2025	Check			
				INV115483	1,949.80	Harbor Patrol online training/scheduling software
Total 59931					**$ 1,949.80**	
59932	THE FLAG FACTORY	7/2/2025	Check			
				35367	274.76	Annualm promenade decor
Total 59932					**$ 274.76**	
59933	TIME TO SHINE	7/2/2025	Check			
				61305	3,082.50	Contracted window washing
				68026	699.05	VHV window screen replacements
Total 59933					**$ 3,781.55**	
59934	TODD MITCHELL	7/2/2025	Check			
				060125	224.00	Reimburse-Travel
Total 59934					**$ 224.00**	
59935	UPKEEP TECHNOLOGIES INC	7/2/2025	Check			
				INV00084275	11,609.00	Maintenance annual software support
Total 59935					**$ 11,609.00**	
59936	VALLEY SCENE MAGAZINE	7/2/2025	Check			
				154	1,030.00	Advertising
Total 59936					**$ 1,030.00**	
59937	VENTURA COUNTY RECORDER	7/2/2025	Check			
				061825	25.00	NOC-Boat washdown replacement project
Total 59937					**$ 25.00**	
59938	VENTURA COUNTY REPORTER	7/2/2025	Check			
				2025-144276	280.00	Advertising
Total 59938					**$ 280.00**	
59939	VENTURA HARBOR STORAGE	7/2/2025	Check			
				Jul 25	8,080.13	Fishermans Storage rent
Total 59939					**$ 8,080.13**	
59940	VENTURA LOCKSMITHS	7/2/2025	Check			
				OM0504251	61.42	VPD duplicate mail box keys made
Total 59940					**$ 61.42**	
59941	JESSICA SNIPAS	7/2/2025	Check			
				061225	67.90	Reimburse-Mileage

Payment Register

Period: From 07/01/2025 to 07/31/2025

Check/ACH #	Payee Name	Check Date	Payment Method	Invoice #	Amount	Description
Total 59941					**$ 67.90**	
59942	RRM DESIGN GROUP	7/2/2025	Check			
				2998-03-RC24-2	2,937.50	Parcel 5 professional services
				2998-03-RC24-1	5,950.75	Parcel 5 professional services
Total 59942					**$ 8,888.25**	
59943	JAKE DAVID	7/2/2025	Check			
				265	1,028.00	Content development
Total 59943					**$ 1,028.00**	
59944	MEDALLION PROTECTIVE SERVICES INC	7/2/2025	Check			
				1803curity patrol	11,573.10	Village security patrol
Total 59944					**$ 11,573.10**	
59945	CUSTOM CONTOUR CONSTRUCTION INC	7/2/2025	Check			
				2451	25,858.75	19A wall construction
Total 59945					**$ 25,858.75**	
59945	CUSTOM CONTOUR CONSTRUCTION INC	7/3/2025	VOID			
				2451	-25,858.75	19A wall construction
Total 59945					**$ (25,858.75)**	
59946	PREMIER PROPERTY PRESERVATION LLC	7/2/2025	Check			
				186853	3,184.27	Janitorial service
				186853	2,821.23	janitorial serviice
Total 59946					**$ 6,005.50**	
59946	PREMIER PROPERTY PRESERVATION LLC	7/3/2025	VOID			
				186853	-3,184.27	Janitorial service
				186853	-2,821.23	janitorial serviice
Total 59946					**$ (6,005.50)**	
59947	IMPERIAL DADE	7/2/2025	Check			
				37818082	807.25	Harbor Cove janitorial supplies
Total 59947					**$ 807.25**	
59947	IMPERIAL DADE	7/3/2025	VOID			
				37818082	-807.25	Harbor Cove janitorial supplies
Total 59947					**$ (807.25)**	
59948	J & H ENGINEERING GENERAL	7/2/2025	Check			
				4223	1,500.00	Pre-construction VHV parking lot paving
Total 59948					**$ 1,500.00**	
59948	J & H ENGINEERING GENERAL	7/3/2025	VOID			
				4223	-1,500.00	Pre-construction VHV parking lot paving
Total 59948					**$ (1,500.00)**	
59948	3DIGIT MEDIA	7/10/2025	Check			
				2025-25540	1,800.00	Advertising
Total 59948					**$ 1,800.00**	
59949	ACCURATE FIRST AID SERVICES	7/10/2025	Check			
				B-44840	186.54	Replenish first aid stations
Total 59949					**$ 186.54**	
59950	ADAMS PRINTING & GRAPHIC	7/10/2025	Check			
				5665	2,576.33	Maps,banners, Promo
Total 59950					**$ 2,576.33**	
59951	ALEJANDRA'S NURSERY	7/10/2025	Check			
				139039	723.93	1575/1583 landscaping
				0123	988.43	1583 landscaping
				139032	736.40	Launch ramp restroom area landscaping
				139035	375.37	Launch ramp restroom area landscaping
Total 59951					**$ 2,824.13**	
59952	ALEXANDRIA DANIELSON	7/10/2025	Check			
				VH062902	525.00	Advertising production
Total 59952					**$ 525.00**	
59953	ARAMSCO, INC	7/10/2025	Check			
				S7125507.001	210.88	VPD janitorial supplies
				S7125507.002	88.92	VPD janitorial supplies
Total 59953					**$ 299.80**	
59954	ARTURO MEDINA	7/10/2025	Check			
				25435	375.37	Content development
Total 59954					**$ 375.37**	
59955	ASCAP	7/10/2025	Check			
				110000109816	1,450.00	Entertainment/Music
Total 59955					**$ 1,450.00**	
59956	BRIAN PENDLETON	7/10/2025	Check			
				061725	143.66	Reimburse-Travel
				061825	86.76	Reimburse-Travel
Total 59956					**$ 230.42**	
59957	CALIFORNIA J P I A	7/10/2025	Check			

Payment Register

Period: From 07/01/2025 to 07/31/2025

Check/ACH #	Payee Name	Check Date	Payment Method	Invoice #	Amount	Description
				PRIM-00107	496,007.00	Annual general liability and workers comp insurance
Total 59957					**$ 496,007.00**	
59958	CENTRAL COAST TOURISM COUNCIL	7/10/2025	Check			
				2397	2,500.00	Advertising
Total 59958					**$ 2,500.00**	
59959	CERTIFIED FOLDER DISPLAY	7/10/2025	Check			
				INV40-003448	1,000.00	Advertising
				VHV2025	2,943.36	Maps, Banners, Promo
Total 59959					**$ 3,943.36**	
59960	COASTAL OCCUPATIONAL MEDICAL	7/10/2025	Check			
				5021048	300.00	Pre-employment exams
Total 59960					**$ 300.00**	
59961	CUMULUS BROADCASTING INC.	7/10/2025	Check			
				BB4486706	500.00	Advertising
				BB4486707	3,000.00	Advertising
Total 59961					**$ 3,500.00**	
59962	CYBERCOPY INC.	7/10/2025	Check			
				B147384	649.73	VHV suite address placards
Total 59962					**$ 649.73**	
59963	DATACHECK	7/10/2025	Check			
				19374	63.00	Pre-employment exams
				19375	35.00	Pre-employment exams
Total 59963					**$ 98.00**	
59964	FARMER BROS. CO	7/10/2025	Check			
				90509821	620.49	Coffee supplies
Total 59964					**$ 620.49**	
59965	GREEN THUMB INTERNATIONAL	7/10/2025	Check			
				541268	90.10	VHV landscape supplies
Total 59965					**$ 90.10**	
59966	HENDERSON MARINE	7/10/2025	Check			
				46332	175.74	Dock hose bibb
				46330	2,887.70	Dock pile caps
Total 59966					**$ 3,063.44**	
59967	HP MEDIA, LLC	7/10/2025	Check			
				1928	6,000.00	Advertising
Total 59967					**$ 6,000.00**	
59968	K & L GATES LLP	7/10/2025	Check			
				100175805	32,755.29	Coastal commission permittiimg
				100175805	942.50	VWM lease
Total 59968					**$ 33,697.79**	
59969	PORTA-STOR	7/10/2025	Check			
				455230	4,469.25	Harbor Patrol buoy and equipment storage
Total 59969					**$ 4,469.25**	
59970	SITEONE LANDSCAPE SUPPLY,LLC	7/10/2025	Check			
				154350344-001	123.05	VHV lawn irrigation
Total 59970					**$ 123.05**	
59971	SMITH PIPE & SUPPLY INC.	7/10/2025	Check			
				4271780	224.16	VHV irrigation drip
Total 59971					**$ 224.16**	
59972	STRYKER SALES CORPORATION	7/10/2025	Check			
				9209552086	2,889.53	Harbor Patrol boat safety equipment
Total 59972					**$ 2,889.53**	
59973	THE FLAG FACTORY	7/10/2025	Check			
				35542	618.03	Annual promenade decor
				35517	1,950.00	Entertainment/Music-Promenade sign
Total 59973					**$ 2,568.03**	
59974	TODD MITCHELL	7/10/2025	Check			
				063025	1,950.00	Reimburse-medical
Total 59974					**$ 1,950.00**	
59975	WEST MARINE PRO	7/10/2025	Check			
				3158596	363.46	Life vests
				3136592	148.68	Operating supplies-cleaning items
Total 59975					**$ 512.14**	
59976	FOSTER & FOSTER INC	7/10/2025	Check			
				36698	10,250.00	Actuarial consulting CalPERS
Total 59976					**$ 10,250.00**	
59977	COASTAL COPY, INC	7/10/2025	Check			
				1154315	794.06	Admin/Mktg copier leases
				115528	90.87	Marina printer lease
Total 59977					**$ 884.93**	

Payment Register

Period: From 07/01/2025 to 07/31/2025

Check/ACH #	Payee Name	Check Date	Payment Method	Invoice #	Amount	Description
59978	JAKE DAVID	7/10/2025	Check			
				267	618.00	Content development
				270	692.00	Content development
Total 59978					**$ 1,310.00**	
59979	DIXON RESOURCES UNLIMITED	7/10/2025	Check			
				4687	12,081.00	Parking consulting
Total 59979					**$ 12,081.00**	
59980	CUSTOM CONTOUR CONSTRUCTION INC	7/10/2025	Check			
				2451	25,858.75	19A wall construction
Total 59980					**$ 25,858.75**	
59981	THE VISION EXPERIENCE	7/10/2025	Check			
				0190312	2,400.00	Event production-50% payment
Total 59981					**$ 2,400.00**	
59982	IMPERIAL DADE	7/10/2025	Check			
				38096435	1,554.69	VHV janitorial supplies
				37818082	807.25	Harbor Cove janitorial supplies
				38163396	803.32	Harbor Cove/Surfers Knoll janitorial supplies
Total 59982					**$ 3,165.26**	
59983	HD SUPPLY, INC	7/10/2025	Check			
				867747719	220.20	VPD safety supplies
Total 59983					**$ 220.20**	
59984	J & H ENGINEERING GENERAL	7/10/2025	Check			
				4223	1,500.00	Pre-construction VHV parking lot paving
Total 59984					**$ 1,500.00**	
59985	BOB MURRAY & ASSOCIATES	7/10/2025	Check			
				11162	1,504.60	Recruitment services
Total 59985					**$ 1,504.60**	
59986	F.C.T. CONSTRUCTION	7/16/2025	Check			
				INV0110	77,350.00	ChangeOrder-1583/1575 passthrough
				INV0111	21,125.00	Dry rot repair-Buildings 1691, 1591, 1583, 1575
				INV0113	19,400.00	TI-1583 awning
Total 59986					**$ 117,875.00**	
59987	LAZ KARP ASSOCIATES, LLC	7/16/2025	Check			
				SI1033854	209,366.00	Paid parking infrastructure
Total 59987					**$ 209,366.00**	
59988	RASMUSSEN & ASSOCIATES INC	7/16/2025	Check			
				21191	1,775.00	1559 professional service-bid support
				21190	21,766.00	1575 plan development
Total 59988					**$ 23,541.00**	
59989	AFFORDABLE CONTRACTORS RESOURCES	7/17/2025	Check			
				123057	7,201.00	1583 storefront windows
Total 59989					**$ 7,201.00**	
59990	ALSCO INC	7/17/2025	Check			
				LLOA2432903	179.98	Uniforms,Towels,Rugs
				LLOS2438589	179.98	Uniforms,Towels,Rugs
Total 59990					**$ 359.96**	
59991	C E D	7/17/2025	Check			
				9009-1059223	437.66	19A signage conduit
Total 59991					**$ 437.66**	
59992	C&C DESIGNS	7/17/2025	Check			
				INV0371	2,028.40	Marketing-mobile cart-deposit
Total 59992					**$ 2,028.40**	
59993	COASTAL ARCHITECTS	7/17/2025	Check			
				100965	5,000.00	19A monument wall
				100966	1,290.00	19A monument wall construction support
				100967	537.50	TI-Boba signage review
Total 59993					**$ 6,827.50**	
59994	CYBERCOPY INC.	7/17/2025	Check			
				B148113	98.00	1559 Spinnaker -posting bid
Total 59994					**$ 98.00**	
59995	E.J. HARRISON & SONS INC.	7/17/2025	Check			
				Stmt 061225B	420.39	Trash service
Total 59995					**$ 420.39**	
59996	EVGATEWAY	7/17/2025	Check			
				10234	3,325.00	EV charger cord retractors
Total 59996					**$ 3,325.00**	
59997	FAST UNDERCAR	7/17/2025	Check			
				01TL3874	144.31	M45 battery
				CM 01TL9477	-14.22	M45-core return
Total 59997					**$ 130.09**	
59998	FEDERAL EXPRESS CORPORATION	7/17/2025	Check			

Payment Register

Period: From 07/01/2025 to 07/31/2025

Check/ACH #	Payee Name	Check Date	Payment Method	Invoice #	Amount	Description
				9-697-6419	5.71	Postage fee
Total 59998					**$ 5.71**	
59999	FERGUSON ENTERPRISES INC.	7/17/2025	Check			
				5505152-1	219.33	1691 toilet seat replacements
Total 59999					**$ 219.33**	
60000	GANNETT CALIFORNIA LOCALIQ	7/17/2025	Check			
				0007205543	1,339.34	1559 bid invite
				0007205543	548.62	Janitorial supplies contract
				0007205543	1,360.52	Marina security contract
				0007205543	492.14	Notice of intent-Ventura West Marina
Total 60000					**$ 3,740.62**	
60001	GRAINGER INC.	7/17/2025	Check			
				9555234187	127.12	Operating and safety supplies
Total 60001					**$ 127.12**	
60002	IMPERIAL DADE	7/17/2025	Check			
				38202488	1,298.71	VHV janitorial supplies
Total 60002					**$ 1,298.71**	
60003	JANITEK CLEANING SOLUTIONS	7/17/2025	Check			
				55928A	1,729.49	1431/1691 NPS janitorial services
Total 60003					**$ 1,729.49**	
60004	JOHN HIGGINS	7/17/2025	Check			
				062525	4,064.00	Reimburse-medical
Total 60004					**$ 4,064.00**	
60005	JPL CONSTRUCTION INC	7/17/2025	Check			
				25-195-001VPD	1,347.66	1691 electrical repair
				25-196-001VPD	1,703.65	Hoist 1 electrical repair
Total 60005					**$ 3,051.31**	
60006	LEGALSHIELD	7/17/2025	Check			
				Jun 25	68.75	Prepaid legal
Total 60006					**$ 68.75**	
60007	Loana Healing LLC	7/17/2025	Check			
				:Refund 7/16/202511:26 PM	2,110.00	Refunding Q-1262
Total 60007					**$ 2,110.00**	
60007	Loana Healing LLC	7/23/2025	VOID			
				:Refund 7/16/202511:26 PM	-2,110.00	Refunding Q-1262
Total 60007					**$ (2,110.00)**	
60008	MATILIJA WATER	7/17/2025	Check			
				Jul 25	71.15	Reverse osmosis/water cooler
Total 60008					**$ 71.15**	
60009	MCCORMIX CORP.	7/17/2025	Check			
				30432	68.10	Mainenance vehicle fuel
				30941	329.80	Mainenance vehicle fuel
				30432	404.34	Maintenance vehicle fuel
				30941	278.85	Maintenance vehicle fuel
Total 60009					**$ 1,081.09**	
60010	MCMASTER-CARR	7/17/2025	Check			
				47451208	1,340.71	VPD shop stock-nuts and bolts
				47448446	832.92	VPD shop stock-nuts and bolts
				47443652	18.07	VPD stock stock-drilling screws
Total 60010					**$ 2,191.70**	
60011	MR. PAINTING, INC.	7/17/2025	Check			
				2980	7,150.00	19A signage prep and paint
Total 60011					**$ 7,150.00**	
60012	NFP and Sun Coast Real Estate	7/17/2025	Check			
				:Refund 7/16/202511:31 PM	726.00	Refunding Q-1264
Total 60012					**$ 726.00**	
60012	NFP and Sun Coast Real Estate	7/23/2025	VOID			
				:Refund 7/16/202511:31 PM	-726.00	Refunding Q-1264
Total 60012					**$ (726.00)**	
60013	RANDALL WILLIAMS	7/17/2025	Check			
				00001	600.00	Entertainment/Music
Total 60013					**$ 600.00**	
60014	READYREFRESH	7/17/2025	Check			
				15F0032776965	54.98	Bottled water delivery and service
Total 60014					**$ 54.98**	
60015	RED WING SHOE STORE	7/17/2025	Check			
				20250626001710	241.57	Safety boots
Total 60015					**$ 241.57**	
60016	RETAIL SMART GUYS INC	7/17/2025	Check			
				1103133	1,247.50	Lease broker consulting
Total 60016					**$ 1,247.50**	

Payment Register

Period: From 07/01/2025 to 07/31/2025

Check/ACH #	Payee Name	Check Date	Payment Method	Invoice #	Amount	Description
60017	RINCON CONSULTANTS, INC.	7/17/2025	Check			
				66327	10,947.85	Professional services
				66327	3,489.25	Sand management
Total 60017					**$ 14,437.10**	
60018	SAFE HARBOR VENTURA ISLE	7/17/2025	Check			
				6608194	44.97	Pressure washer fuel
				6610191	45.48	Pressure washer fuel
Total 60018					**$ 90.45**	
60019	Sugar Lab Bake Shop	7/17/2025	Check			
				:Refund 7/16/202510:43 PM	1,781.00	Refunding Q-1257
Total 60019					**$ 1,781.00**	
60020	LAZ KARP ASSOCIATES, LLC	7/17/2025	Check			
				SI1033855	8,130.00	Phase 1-staffing
Total 60020					**$ 8,130.00**	
60021	SEARLE CREATIVE GROUP	7/17/2025	Check			
				25281	805.00	Advertising
				25281	172.50	Content development
				25304	14,366.50	Website services
Total 60021					**$ 15,344.00**	
60022	SERVICE-PRO FIRE PROTECTION	7/17/2025	Check			
				B-4357	5,106.00	1449 # F backflow repair
Total 60022					**$ 5,106.00**	
60023	SUNBELT RENTALS, INC.	7/17/2025	Check			
				169812654-0001	1,443.44	Harbor Patrol lifeguard vehicle
				170352605-0001	193.64	Trencher-19A sign conduit
				141206174-0032	353.75	VHV scrubber rental
Total 60023					**$ 1,990.83**	
60024	SUNRISE MUSIC	7/17/2025	Check			
				72827	1,250.00	Entertainment/Music
				7627	1,350.00	Entertainment/Music
Total 60024					**$ 2,600.00**	
60025	TELCOM INC	7/17/2025	Check			
				85834	2,966.00	Boat repair
				85901	5,906.46	Lifeguard radios
Total 60025					**$ 8,872.46**	
60026	TK ELEVATOR CORPORATION	7/17/2025	Check			
				5002937579	578.00	1567 elevator repair
Total 60026					**$ 578.00**	
60027	VENTANA MONTHLY	7/17/2025	Check			
				2025ci-16130	1,215.00	Advertising
Total 60027					**$ 1,215.00**	
60028	VENTURA LOCKSMITHS	7/17/2025	Check			
				OM0620251	786.17	1559 door closure install
Total 60028					**$ 786.17**	
60029	WEST COAST AIR CONDITIONING	7/17/2025	Check			
				IAC2424	185.00	1559 #109 HVAC service
				IAC2768	735.00	1603 HVAC service
Total 60029					**$ 920.00**	
60030	WEST MARINE PRO	7/17/2025	Check			
				3258515	876.72	Boat battery
				3262830	1,403.42	Boat battery
				4177	732.22	Boat battery
				4540	145.78	Boat parts
				3006794	31.46	Dock-power receptacle
				3006403	31.46	Dock-power receptacle
				3006497	31.46	Dock-power receptacle
				3006623	62.93	Dock-power receptacle
				3007226	31.46	Dock-power receptacle
				3006944	31.46	Dock-power receptacle
				3010042	251.71	Dock-power receptacle
				3007464	157.32	Dock-power receptacle
				3276317	45.77	Operating supplies
				CM3269714	-701.72	Refund for returned boat battery
Total 60030					**$ 3,131.45**	
60031	WHIZCOM MARKETING LLC	7/17/2025	Check			
				1096	700.00	Content development
Total 60031					**$ 700.00**	
60032	ALERTLINE COMMUNICATIONS	7/17/2025	Check			
				65048	702.00	VPD elevator communication service
Total 60032					**$ 702.00**	
60033	CENTRAL COAST TOURISM COUNCIL	7/17/2025	Check			
				2500	950.00	Membership dues
Total 60033					**$ 950.00**	

Payment Register

Period: From 07/01/2025 to 07/31/2025

Check/ACH #	Payee Name	Check Date	Payment Method	Invoice #	Amount	Description
60034	CREATIVE COAST PRODUCTIONS	7/17/2025	Check			
				00038	300.00	Entertainment/Music
Total 60034					**$ 300.00**	
60035	DIAL SECURITY INC	7/17/2025	Check			
				503116	299.00	1431 NPS fire and alarm monitoring
				501663	9.95	Late fee
				501662	5.00	Late fee
Total 60035					**$ 313.95**	
60036	E.J. HARRISON & SONS INC.	7/17/2025	Check			
				Stmt 070225A	90.00	Trash service
Total 60036					**$ 90.00**	
60037	IDI US INC	7/17/2025	Check			
				77	200.00	1575 concept plan/leasing
Total 60037					**$ 200.00**	
60038	SUNRISE MUSIC	7/17/2025	Check			
				7207	1,500.00	Entertainment/Music
Total 60038					**$ 1,500.00**	
60039	SUSAN BEJECKIAN PUBLIC RELATIONS	7/17/2025	Check			
				50	1,800.00	Advertising
Total 60039					**$ 1,800.00**	
60040	TIME TO SHINE	7/17/2025	Check			
				61306	3,082.50	Contracted window washing
				59977	3,562.50	Contracted window washing
Total 60040					**$ 6,645.00**	
60041	E.J. HARRISON & SONS INC.	7/24/2025	Check			
				Stmt 061225C	9,757.33	Trash service
Total 60041					**$ 9,757.33**	
60042	LIFE-ASSIST, INC.	7/24/2025	Check			
				1610993	135.93	Medical supplies
Total 60042					**$ 135.93**	
60043	VENTURA COUNTY RECORDER	7/24/2025	Check			
				072325	2,966.75	Ventura West Marina Notice of Determination
Total 60043					**$ 2,966.75**	
60044	ACCURATE FIRST AID SERVICES	7/30/2025	Check			
				B-44967	226.71	Replenish first aid stations
Total 60044					**$ 226.71**	
60045	ALEXANDRIA DANIELSON	7/30/2025	Check			
				VH071001	112.50	Advertising production
Total 60045					**$ 112.50**	
60046	ALSCO INC	7/30/2025	Check			
				LLOS2436526	257.07	Uniforms,Towels,Rugs
				LLOS2440682	162.07	Uniforms,Towels,Rugs
				LLOS2444821	160.20	Uniforms,Towels,Rugs
				LLOS2446880	193.10	Uniforms,Towels,Rugs
				LLOS2448922	556.03	Uniforms,Towels,Rugs
				LLOS2450982	281.65	Uniforms,Towels,Rugs
Total 60046					**$ 1,610.12**	
60047	ARAMSCO, INC	7/30/2025	Check			
				S7162181.001	1,094.98	VHV janitorial supplies
				S7176420.001	993.14	VHV Janitorial supplies
				S7179274.001	309.79	VHV janitorial supplies
Total 60047					**$ 2,397.91**	
60048	CAL TERMITE & PEST CONTROL	7/30/2025	Check			
				68561	350.00	VHV pest control
Total 60048					**$ 350.00**	
60049	CARPI & CLAY	7/30/2025	Check			
				25-06-VPD	5,000.00	Washington lobbyist
Total 60049					**$ 5,000.00**	
60050	COASTAL COPY, INC	7/30/2025	Check			
				1157229	625.39	Admin/Mktg copier leases
				1158320	90.87	Marina copier lease
Total 60050					**$ 716.26**	
60051	CUMULUS BROADCASTING INC.	7/30/2025	Check			
				BB4508992	1,000.00	Advertising
				BB4508994	1,000.00	Advertising
				BB4508993	1,000.00	Advertising
				BB4508995	1,000.00	Advertising
Total 60051					**$ 4,000.00**	
60052	CYBERCOPY INC.	7/30/2025	Check			
				B148387	402.99	NPS 1691 signage
Total 60052					**$ 402.99**	
60053	DOWNTOWN VENTURA PARTNERS	7/30/2025	Check			

Payment Register

Period: From 07/01/2025 to 07/31/2025

Check/ACH #	Payee Name	Check Date	Payment Method	Invoice #	Amount	Description
				2025-03	900.00	Advertising
Total 60053					**$ 900.00**	
60054	E.J. HARRISON & SONS INC.	7/30/2025	Check			
				Stmt 071525A	437.37	Trash service
				Stmt 071525B	10,912.05	Trash service
Total 60054					**$ 11,349.42**	
60055	FARMER BROS. CO	7/30/2025	Check			
				50500032	620.49	Coffee supplies
Total 60055					**$ 620.49**	
60056	GRAINGER INC.	7/30/2025	Check			
				9581540185	159.84	1583 LED wall lights
				9567753745	1,169.34	Gas pressure washer
				9561090078	-1,139.33	Return merchandise-pressure washer
				9574536042	119.03	Signage hardware
				9574536067	449.98	Signage hardware
				9566967221	217.00	VPD shop stock-Cable ties and towels
				9562271537	175.53	VPD shop stock-gloves, screws
				9581540177	385.57	VPD signage hardware
Total 60056					**$ 1,536.96**	
60057	HDS WHITE CAP CONST. SUPPLY	7/30/2025	Check			
				10021985514	231.09	1559 # 109 repair
Total 60057					**$ 231.09**	
60058	INDUSTRIAL BOLT AND SUPPLY	7/30/2025	Check			
				265592-1	68.96	VPD parking signage hardware
Total 60058					**$ 68.96**	
60059	JAKE DAVID	7/30/2025	Check			
				272	484.00	Content development
Total 60059					**$ 484.00**	
60060	JANITEK CLEANING SOLUTIONS	7/30/2025	Check			
				56683A	1,729.49	1431/1691 NPS janitorial services
				56684A	232.88	Marketing offices janitorial services
Total 60060					**$ 1,962.37**	
60061	JC SWEEPING	7/30/2025	Check			
				1053	730.00	VHV lot sweeping
Total 60061					**$ 730.00**	
60062	SANBELL	7/30/2025	Check			
				68713	1,977.70	19A parking configuration
				68712	777.50	Harbor Cove/Surfers Knoll beach access
Total 60062					**$ 2,755.20**	
60063	JESSICA SNIPAS	7/30/2025	Check			
				072925	67.90	Reimburse-Mileage
Total 60063					**$ 67.90**	
60064	K & L GATES LLP	7/30/2025	Check			
				100188372	1,160.00	Special legal services
Total 60064					**$ 1,160.00**	
60065	LIEBERT CASSIDY WHITMORE	7/30/2025	Check			
				298212	4,380.00	LCW annual subscription
Total 60065					**$ 4,380.00**	
60066	MATILIJA WATER	7/30/2025	Check			
				Aug 25	57.15	Reverse osmosis/water cooler
Total 60066					**$ 57.15**	
60067	MCCORMIX CORP.	7/30/2025	Check			
				31343	59.45	Mainenance vehicle fuel
				31343	479.52	Maintenance vehicle fuel
Total 60067					**$ 538.97**	
60068	MCMASTER-CARR	7/30/2025	Check			
				48236460	19.07	VPD shop stock-blank keys
Total 60068					**$ 19.07**	
60069	MIRROR MEDIA GROUP INC	7/30/2025	Check			
				6084	1,500.00	Advertising
Total 60069					**$ 1,500.00**	
60070	MR. PAINTING, INC.	7/30/2025	Check			
				2982	1,150.00	TI-1559 # 109 additional painting
Total 60070					**$ 1,150.00**	
60071	MUZICRAFT INC.	7/30/2025	Check			
				194001	348.06	VHV public music
Total 60071					**$ 348.06**	
60072	PHOTO-SCAN OF LOS ANGELES	7/30/2025	Check			
				35865	957.95	Monthly key card and video support
Total 60072					**$ 957.95**	
60073	RASMUSSEN & ASSOCIATES INC	7/30/2025	Check			

ATTACHMENT 3

Payment Register

Period: From 07/01/2025 to 07/31/2025

Check/ACH #	Payee Name	Check Date	Payment Method	Invoice #	Amount	Description
				21239	725.00	1559-Coastal Marine professional services
				21238	7,177.50	1575 building and safety plan
Total 60073					**$ 7,902.50**	
60074	RING CENTRAL INC	7/30/2025	Check			
				CD_00116464	977.12	VPD monthly phone
Total 60074					**$ 977.12**	
60075	SERVICE-PRO FIRE PROTECTION	7/30/2025	Check			
				S-25565	805.00	Quarterly VHV fire sprinkler inspections
Total 60075					**$ 805.00**	
60076	SMITH PIPE & SUPPLY INC.	7/30/2025	Check			
				4281127	122.06	VHV landscaping supplies
				4277880	110.44	VPD irrigation supplies
Total 60076					**$ 232.50**	
60077	SUNRIDGE LANDSCAPE MAINT., INC	7/30/2025	Check			
				10701	1,595.84	Additional landscaping labor
				10702	1,800.00	Contracted mowing services
Total 60077					**$ 3,395.84**	
60078	SUNRISE MUSIC	7/30/2025	Check			
				8231A	350.00	Entertainment/Music
				8231B	350.00	Entertainment/Music
				8627A	250.00	Entertainment/Music
				8627B	250.00	Entertainment/Music
Total 60078					**$ 1,200.00**	
60079	TAFT ELECTRIC COMPANY	7/30/2025	Check			
				25-4234	801.00	Dock electrical work
Total 60079					**$ 801.00**	
60080	THE CITY OF VENTURA	7/30/2025	Check			
				CINV-00000922	100.00	Trash service
Total 60080					**$ 100.00**	
60081	THE VISION EXPERIENCE	7/30/2025	Check			
				0190312A	800.00	Event Production
Total 60081					**$ 800.00**	
60082	TIME TO SHINE	7/30/2025	Check			
				63448	1,820.00	Contracted window washing
Total 60082					**$ 1,820.00**	
60083	TRAFFIC TECHNOLOGIES LLC	7/30/2025	Check			
				51175	364.35	VPD signage hardware
				51186	215.00	VPD signage hardware
Total 60083					**$ 579.35**	
60084	TREADMARK TIRE & SERVICE	7/30/2025	Check			
				17049	1,158.26	Harbor Patrol truck repair
Total 60084					**$ 1,158.26**	
60085	VENTURA HARBOR STORAGE	7/30/2025	Check			
				Aug 25	8,080.13	Fishermans storage rent
Total 60085					**$ 8,080.13**	
60086	GARLAND/DBS, INC	7/30/2025	Check			
				427852415770	129,162.95	1575/1583 lower roof sections
Total 60086					**$ 129,162.95**	
Grand Total					**$ 3,782,189.68**	

ATTACHMENT 3

Payment Register

Period: From 08/01/2025 to 08/31/2025

Check/ACH #	Payee Name	Check Date	Payment Method	Invoice #	Amount	Description
166	THE GAS COMPANY	8/5/2025	ACH			
				24007661 Aug 25	437.25	14824007661 Aug 25
Total 166					**$ 437.25**	
167	THE GAS COMPANY	8/5/2025	ACH			
				31506000 Aug 25	431.78	10831506000 Aug 25
Total 167					**$ 431.78**	
168	THE GAS COMPANY	8/5/2025	ACH			
				31506002 Aug 25	120.25	17131506002 Aug 25
Total 168					**$ 120.25**	
169	MAVCCO FUEL	8/20/2025	ACH			
				Jul 25	1,903.37	July boat fuel
Total 169					**$ 1,903.37**	
170	MAVCCO FUEL	8/20/2025	ACH			
				Jun 25	2,174.61	June boat fuel
Total 170					**$ 2,174.61**	
171	AQUS - AQUALUNG USA INC.	8/13/2025	ACH			
				S_2025_AQUS_008816	5,180.00	Lifeguard rescue equipment
Total 171					**$ 5,180.00**	
172	MISSION SQUARE	8/26/2025	ACH			
				PR 071125	2,523.14	457 contribution-PR 071125
Total 172					**$ 2,523.14**	
173	MISSION SQUARE	8/26/2025	ACH			
				PR 080825	2,524.77	457 contribution-PR 080825
Total 173					**$ 2,524.77**	
174	SOUTHERN CALIF. EDISON	8/4/2025	ACH			
				10873 Jul 25	109.87	10873 Jul 25
				69707 Jul 25	46.26	69707 Jul 25
				74392 Jul 25	3,262.43	74392 Jul 25
				81085 Jul 25	3,099.35	81085 Jul 25
Total 174					**$ 6,517.91**	
175	CALPERS	8/26/2025	ACH			
				PR 072525	1,302.46	457 SIPS contribution- PR 072525
Total 175					**$ 1,302.46**	
176	CALPERS	8/26/2025	ACH			
				PR 080825	1,311.19	457 SIPS contribution- PR 080825
Total 176					**$ 1,311.19**	
177	MISSION SQUARE	8/26/2025	ACH			
				PR072525	2,539.62	457 contribution -PR 072525
Total 177					**$ 2,539.62**	
178	SWIFT CHIP, INC	8/12/2025	ACH			
				Aug 25	11,890.50	It services, Server back-up, Microsoft subscriptions-Aug 2025
Total 178					**$ 11,890.50**	
183	VENTURA WATER	8/5/2025	ACH			
				10003300 Jul 25	557.44	10003300 Jul 25
				10010300 Jul 25	192.83	10010300 Jul 25
				10011300 Jul 25	626.67	10011300 Jul 25
				10012300 Jul 25	377.19	10012300 Jul 25
				10013300 Jul 25	1,023.88	10013300 Jul 25
				10014300 Jul 25	4,594.94	10014300 Jul 25
				10015300 Jul 25	204.93	10015300 Jul 25
				10016300 Jul 25	2,187.64	10016300 Jul 25
				10017300 Jul 25	838.60	10017300 Jul 25
				10018300 Jul 25	1,270.85	10018300 Jul 25
				10019300 Jul 25	321.09	10019300 Jul 25
				10020300 Jul 25	267.01	10020300 Jul 25
				10021300 Jul 25	3,444.70	10021300 Jul 25
				10022300 Jul 25	368.16	10022300 Jul 25
				10024300 Jul 25	961.14	10024300 Jul 25
				10071300 Jul 25	180.97	10071300 Jul 25
				10081300 Jul 25	83.11	10081300 Jul 25
				10082300 Jul 25	300.56	10082300 Jul 25
				10083300 Jul 25	297.05	10083300 Jul 25
				10104300 Jul 25	69.39	10104300 Jul 25
				10108300 Jul 25	186.89	10108300 Jul 25
				10109300 Jul 25	395.45	10109300 Jul 25
				10110300 Jul 25	1,313.83	10110300 Jul 25
				10111300 Jul 25	1,099.21	10111300 Jul 25
				41641300 Jul 25	184.74	41641300 Jul 25
				41644300 Jul 25	262.65	41644300 Jul 25
Total 183					**$ 21,610.92**	
184	BALANCE ASSET SOLUTIONS LLC	8/11/2025	ACH			
				6590	6,956.25	Voyager implementation and support - Sept 2025
Total 184					**$ 6,956.25**	
185	CALPERS HEALTH BENEFITS DIVISI	8/5/2025	ACH			
				Aug 25	36,745.39	Health premiums - Aug 2025
Total 185					**$ 36,745.39**	
186	AFLAC	8/11/2025	ACH			
				496996	1,209.43	Aflac premiums-June 2025

ATTACHMENT 3

Payment Register

Period: From 08/01/2025 to 08/31/2025

Check/ACH #	Payee Name	Check Date	Payment Method	Invoice #	Amount	Description
Total 186					**$ 1,209.43**	
187	LOWE'S BUSINESS ACCTS/SYNCB	8/11/2025	ACH			
				Jul 25	2,176.50	Statement ending 071725
Total 187					**$ 2,176.50**	
188	MISSION SQUARE	8/26/2025	ACH			
				PR 082225	2,524.77	457 contribution-PR 082225
Total 188					**$ 2,524.77**	
189	WEX BANK	8/26/2025	ACH			
				106608086	1,056.50	Shell fuel cards- closing date 080625
Total 189					**$ 1,056.50**	
190	NETCHEX	8/21/2025	ACH			
				2017777	124,114.51	Payroll - direct deposits, payroll taxes-PR 082225
Total 190					**$ 124,114.51**	
192	STANDARD INSURANCE COMPANY	8/7/2025	ACH			
				Aug 25	3,777.98	Insurance premiums-Aug 2025
Total 192					**$ 3,777.98**	
193	VISION SERVICE PLAN-(CA)	8/7/2025	ACH			
				823288846	859.47	Jul 25 - August coverage
Total 193					**$ 859.47**	
194	VERIZON WIRELESS	8/27/2025	ACH			
				6120389117	1,153.65	Cell phones 070725-080625
Total 194					**$ 1,153.65**	
195	NETCHEX	8/1/2025	ACH			
				2025-08-2599	728.03	Monthly payroll processing fee-Aug 2025
Total 195					**$ 728.03**	
196	NETCHEX	8/1/2025	ACH			
				2008682	12,352.55	Annual optional vacation buy out by General Manager
Total 196					**$ 12,352.55**	
197	NETCHEX	8/21/2025	ACH			
				2004859	4,288.92	Comp-Wage increase-07/01-07/08
Total 197					**$ 4,288.92**	
198	AT&T	8/11/2025	ACH			
				1001434016	1,228.45	VPD monthly administration internet
Total 198					**$ 1,228.45**	
199	WELLS FARGO BUSINESS CREDIT	8/29/2025	ACH			
				070125 073125	18,137.20	Wells Fargo credit card activity -July 2025
Total 199					**$ 18,137.20**	
200	AFLAC	8/11/2025	ACH			
				821547	1,566.80	Account:SZ960-July coverage
Total 200					**$ 1,566.80**	
201	SOUTHERN CALIF. EDISON	8/5/2025	ACH			
				91603 Jul 25	20.61	700983391603 Jul 25
Total 201					**$ 20.61**	
202	SOUTHERN CALIF. EDISON	8/18/2025	ACH			
				91603 Aug 25	13.75	700983391603 Aug 25
Total 202					**$ 13.75**	
203	AT&T	8/20/2025	ACH			
				Aug 25-HP	234.91	Harbor Patrol- Landline-Aug 25
Total 203					**$ 234.91**	
204	P. E. R. S.	8/1/2025	ACH			
				PR 071125	24,910.76	PERS EE contribution- PE 070825
Total 204					**$ 24,910.76**	
205	P. E. R. S.	8/7/2025	ACH			
				PR 080825	25,392.19	PERS EE contributions- PE 080525
Total 205					**$ 25,392.19**	
206	P. E. R. S.	8/13/2025	ACH			
				PR 072525	25,278.01	PERS EE contribution- PE 072225
Total 206					**$ 25,278.01**	
207	P. E. R. S.	8/25/2025	ACH			
				Misc AUG 25	2,821.57	Misc PERS contributions - Aug 2025
Total 207					**$ 2,821.57**	
209	CALIFORNIA J P I A	8/6/2025	ACH			
				POLLU-00087	1,830.00	Annual pollution insurance
Total 209					**$ 1,830.00**	
210	CALIFORNIA J P I A	8/6/2025	ACH			
				PROP00105	70,795.00	Annual property insurance
Total 210					**$ 70,795.00**	
211	Employee Paycheck - Confidential	8/8/2025	ACH			
				53953	2,351.08	PR Ck_53983_PE 080525
Total 211					**$ 2,351.08**	

Payment Register

Period: From 08/01/2025 to 08/31/2025

Check/ACH #	Payee Name	Check Date	Payment Method	Invoice #	Amount	Description
212	Employee Paycheck - Confidential	8/22/2025	ACH			
				54001	2,353.60	PR Ck_54001_PE 081925
Total 212					**$ 2,353.60**	
226	AMAZON CAPITAL SERVICES	8/22/2025	ACH			
				99528358	4,052.41	Amazon charges Aug 202
Total 226					**$ 4,052.41**	
158	NETCHEX	8/7/2025	ACH			
				2006533	122,431.88	PR# 126
Total 158					**$ 122,431.88**	
159	SUN LIFE FINANCIAL	8/8/2025	ACH			
				Jul 2025	2,032.95	Dental premium-Aug 2025
Total 159					**$ 2,032.95**	
160	AT&T	8/21/2025	ACH			
				Aug 25-Mktg	149.80	Marketing Wi-Fi-Aug 2025
Total 160					**$ 149.80**	
161	LOOPNET	8/15/2025	ACH			
				122891441-1	1,200.00	Professional services-Aug 2025
Total 161					**$ 1,200.00**	
162	SEIU LOCAL 721	8/12/2025	ACH			
				Jun 25	268.00	June 2025 dues
Total 162					**$ 268.00**	
163	SEIU LOCAL 721	8/12/2025	ACH			
				Jul 25	293.13	July 2025 dues
Total 163					**$ 293.13**	
164	THE GAS COMPANY	8/5/2025	ACH			
				01506002 Aug 25	129.02	14401506002 Aug 25
Total 164					**$ 129.02**	
165	THE GAS COMPANY	8/5/2025	ACH			
				21506004 Aug 25	52.24	10621506004 Aug 25
Total 165					**$ 52.24**	
59899	TREADMARK TIRE & SERVICE	8/13/2025	VOID			
				22521	-1,424.00	Harbor Patrol truck tires
Total 59899					**$ (1,424.00)**	
59948	3DIGIT MEDIA	8/13/2025	VOID			
				2025-25540	-1,800.00	Advertising
Total 59948					**$ (1,800.00)**	
60043	VENTURA COUNTY RECORDER	8/8/2025	VOID			
				072325	-2,966.75	Ventura West Marina Notice of Determination
Total 60043					**$ (2,966.75)**	
60087	3DIGIT MEDIA	8/13/2025	Check			
				2025-25540	1,800.00	Advertising
Total 60087					**$ 1,800.00**	
60088	A SKYLINE COMMUNICATIONS	8/13/2025	Check			
				60027	440.00	1449 IT services
Total 60088					**$ 440.00**	
60089	AG DESIGNS 805 INC	8/13/2025	Check			
				1534	607.60	Maintenance sun hats
Total 60089					**$ 607.60**	
60090	ALSCO INC	8/13/2025	Check			
				LLOS2453032	66.65	Uniforms, Towels, Rugs
				LLOS2453032	105.55	Uniforms,Towels,Rugs
				LLOS2455063	172.20	Uniforms,Towels,Rugs
				LLOS2457070	167.20	Uniforms,Towels,Rugs
Total 60090					**$ 511.60**	
60091	ANACAPA INDUSTRIES	8/13/2025	Check			
				8282	3,650.00	VHV firepit railing repair
Total 60091					**$ 3,650.00**	
60092	ARAMSCO, INC	8/13/2025	Check			
				S7203921.001	915.38	Janitorial supplies
				S7194436.001	301.17	Operating supplies- 55 gallon drums
				S7125507.003	260.79	VHV janitorial supplies
				S7190232.001	1,148.21	VHV janitorial supplies
				S7176420.002	162.38	VPD janitorial supplies
Total 60092					**$ 2,787.93**	
60093	BRIAN SPAAK	8/13/2025	Check			
				061325	726.00	Refund-Tenant security deposit
Total 60093					**$ 726.00**	
60094	C E D	8/13/2025	Check			
				9009-1059888	92.97	19A sign conduit
Total 60094					**$ 92.97**	
60095	CAL TERMITE & PEST CONTROL	8/13/2025	Check			
				62390	349.00	1583#105 pest contro
Total 60095					**$ 349.00**	
60095	CAL TERMITE & PEST CONTROL	8/14/2025	VOID			
				62390	-349.00	1583#105 pest contro
Total 60095					**$ (349.00)**	
60096	CARPI & CLAY	8/13/2025	Check			
				25-07-VPD	5,000.00	Washington lobbyist

Payment Register

Period: From 08/01/2025 to 08/31/2025

Check/ACH #	Payee Name	Check Date	Payment Method	Invoice #	Amount	Description
Total 60096					**$ 5,000.00**	
60097	CCI CENTRAL	8/13/2025	Check			
				INST467479	239.00	VPD-postage machine ink refill
Total 60097					**$ 239.00**	
60098	CJPIA / CARE OF ATHENS	8/13/2025	Check			
				POLLU-00087	1,830.00	Annual pollution premium
Total 60098					**$ 1,830.00**	
60099	CUSTOM AWARDS & ENGRAVING	8/13/2025	Check			
				14372	49.57	VPD name badges
Total 60099					**$ 49.57**	
60100	CYBERCOPY INC.	8/13/2025	Check			
				B148870	48.11	19A plans
				B149181	35.67	19A plans
				B148303	1,491.26	VHV parking signage
				B148485	3,551.98	VHV parking signage
				B148618	2,407.14	VHV-parking A-frames
				B148558	387.90	VPD parking signage
Total 60100					**$ 7,922.06**	
60101	DAVES SIGNS	8/13/2025	Check			
				10622	16,731.85	19A sign
Total 60101					**$ 16,731.85**	
60102	DIAL SECURITY INC	8/13/2025	Check			
				505951	299.00	1431 NPS fire/security services
Total 60102					**$ 299.00**	
60103	E.J. HARRISON & SONS INC.	8/13/2025	Check			
				Stmt 071525C	663.30	Trash service
				Stmt 080625A	500.82	Trash service
Total 60103					**$ 1,164.12**	
60104	FARMER BROS. CO	8/13/2025	Check			
				90509822	33.36	Coffee supplies
Total 60104					**$ 33.36**	
60105	FERGUSON ENTERPRISES INC.	8/13/2025	Check			
				5601145	19.00	1575 #207/208 plate covers
Total 60105					**$ 19.00**	
60106	FOUREST TREE SERVICE, INC	8/13/2025	Check			
				2206	55,874.00	19A irrigation/landscaping
				2249	4,800.00	19A shrub removal
Total 60106					**$ 60,674.00**	
60107	GARLAND/DBS, INC	8/13/2025	Check			
				427852415770	6,798.05	1575/1583 lower roof sections-RET
Total 60107					**$ 6,798.05**	
60107	GARLAND/DBS, INC	8/14/2025	VOID			
				427852415770	-6,798.05	1575/1583 lower roof sections-RET
Total 60107					**$ (6,798.05)**	
60108	GRAINGER INC.	8/13/2025	Check			
				9601593149	184.00	Boat supplies-fog horn/siren
				9600561147	22.05	Janitorial supplies-brushes
				9588825084	73.04	Operating supplies
				9570950130	72.04	VPD fridge filter replacement
Total 60108					**$ 351.13**	
60109	HDS WHITE CAP CONST. SUPPLY	8/13/2025	Check			
				50032391519	452.23	12' ladder
Total 60109					**$ 452.23**	
60110	IMPACT SCIENCES, INC	8/13/2025	Check			
				22454	5,770.00	Ventura Marina West - professional services
				22485	9,040.00	Ventura Marina West - professional services
				22506	25,653.00	Ventura Marina West - professional services
Total 60110					**$ 40,463.00**	
60111	IMPERIAL DADE	8/13/2025	Check			
				36363360-0001	40.00	Bank fee for check bank rejected
				37284216	1,640.01	Janitorial supplies
				37284218	68.72	Janitorial supplies
				37359048	389.80	Janitorial supplies
				37431184	1,831.59	Janitorial supplies
				37528762	925.70	Janitorial supplies
				37745637	1,396.65	Janitorial supplies
				37879336	554.44	Janitorial supplies
				CM35260762	-18.94	Return merchandise
				CM36836374	-197.01	Return merchandise
				CM37183859	-66.02	Return merchandise
				CM37842674	-57.02	Return merchandise
Total 60111					**$ 6,507.92**	
60112	INDUSTRIAL BOLT AND SUPPLY	8/13/2025	Check			
				265964-1	84.95	Misc nuts/bolts
Total 60112					**$ 84.95**	
60113	JANITEK CLEANING SOLUTIONS	8/13/2025	Check			
				56912A	1,729.49	1431/1691 NPS janitorial services
				56913A	232.88	Marketing offices janitorial services
				56743A	152.15	NPS janitorial services
Total 60113					**$ 2,114.52**	
60114	JC SWEEPING	8/13/2025	Check			
				1047	730.00	VHV parking lot sweeping
Total 60114					**$ 730.00**	
60115	LAGERLOF LLP	8/13/2025	Check			
				205017	15,563.75	Legal services
				206712	15,038.89	Legal services
Total 60115					**$ 30,602.64**	

Payment Register

Period: From 08/01/2025 to 08/31/2025

Check/ACH #	Payee Name	Check Date	Payment Method	Invoice #	Amount	Description
60116	LEGALSHIELD	8/13/2025	Check			
				Jul 25	68.75	Prepaid legal
Total 60116					**$ 68.75**	
60117	LIEBERT CASSIDY WHITMORE	8/13/2025	Check			
				296304	3,568.00	Human Resources legal services
				299259	3,101.00	Human Resources legal services
Total 60117					**$ 6,669.00**	
60118	LISA GOTWALS	8/13/2025	Check			
				061325	2,110.00	Refund-Tenant security deposit
Total 60118					**$ 2,110.00**	
60119	MAX POWER TECHNOLOGY LLC	8/13/2025	Check			
				4264	150.00	Content development
Total 60119					**$ 150.00**	
60120	MCCORMIX CORP.	8/13/2025	Check			
				31856	62.87	Mainenance vehicle fuel
				31856	336.70	Maintenance vehicle fuel
Total 60120					**$ 399.57**	
60121	MCMASTER-CARR	8/13/2025	Check			
				49068268	233.24	Operating supplies-grease
Total 60121					**$ 233.24**	
60122	MUZICRAFT INC.	8/13/2025	Check			
				195685	348.06	VHV public music
Total 60122					**$ 348.06**	
60123	Nicholas Koepenick	8/13/2025	Check			
				060325	108.00	Refund-Dry storage security deposit
Total 60123					**$ 108.00**	
60124	PHOTO-SCAN OF LOS ANGELES	8/13/2025	Check			
				36063	957.95	Monthly key card/video support
Total 60124					**$ 957.95**	
60125	READYREFRESH	8/13/2025	Check			
				15G0032776965	425.10	Bottled water service
Total 60125					**$ 425.10**	
60126	RUGGED SOLUTIONS AMERICA, LLC	8/13/2025	Check			
				9560194	7,760.05	Boat equipment
Total 60126					**$ 7,760.05**	
60127	SMITH PIPE & SUPPLY INC.	8/13/2025	Check			
				4290372	61.29	Irrigation pipe repair
Total 60127					**$ 61.29**	
60128	SUNBELT RENTALS, INC.	8/13/2025	Check			
				171759544-0001	1,475.02	Electric manlift rental
				169812654-0002	1,040.20	Lifeguard vehicle rental
				141206174-0033	353.75	Scrubber rental
Total 60128					**$ 2,868.97**	
60129	SUNRISE MUSIC	8/13/2025	Check			
				8231C	350.00	Entertainment/Music
				8231D	350.00	Entertainment/Music
				8231E	350.00	Entertainment/Music
				8627C	250.00	Entertainment/Music
				8627D	250.00	Entertainment/Music
Total 60129					**$ 1,550.00**	
60130	THE CITY OF VENTURA	8/13/2025	Check			
				CINV-00000968	100.00	Trash service
Total 60130					**$ 100.00**	
60131	TIME TO SHINE	8/13/2025	Check			
				68060	1,912.30	VHV window screen replacements
Total 60131					**$ 1,912.30**	
60132	TREADMARK TIRE & SERVICE	8/13/2025	Check			
				22521	1,424.00	Harbor Patrol truck tires
Total 60132					**$ 1,424.00**	
60133	VENTURA HARBOR STORAGE	8/13/2025	Check			
				Sep 25	8,080.13	Fishermans Storage rent
Total 60133					**$ 8,080.13**	
60134	VENTURA LOCKSMITHS	8/13/2025	Check			
				AJ012725-1	121.22	Duplicate keys made
Total 60134					**$ 121.22**	
60135	WEST MARINE PRO	8/13/2025	Check			
				3404631	116.93	Boat parts
Total 60135					**$ 116.93**	
60136	William Griffin	8/13/2025	Check			
				060325	185.00	Refund-Dry storage tenant security
Total 60136					**$ 185.00**	
60137	ZEP SALES & SERVICE	8/13/2025	Check			
				9011548312	495.58	Operating supplies-industrial cleaner
Total 60137					**$ 495.58**	
60138	CREATIVE COAST PRODUCTIONS	8/13/2025	Check			
				00039	212.50	Event Production
Total 60138					**$ 212.50**	
60139	SUSAN BEJECKIAN PUBLIC RELATIONS	8/13/2025	Check			
				51	1,800.00	Advertising
Total 60139					**$ 1,800.00**	
60140	THE ACORN NEWSPAPERS	8/13/2025	Check			
				2025-150302	548.00	Advertising

Payment Register

Period: From 08/01/2025 to 08/31/2025

Check/ACH #	Payee Name	Check Date	Payment Method	Invoice #	Amount	Description
Total 60140					**$ 548.00**	
60141	VENTURA BREEZE	8/13/2025	Check			
				INV-001091	585.00	Advertising
Total 60141					**$ 585.00**	
60142	VENTURA COUNTY REPORTER	8/13/2025	Check			
				2025-150299	230.00	Advertising
Total 60142					**$ 230.00**	
60143	3DIGIT MEDIA	8/13/2025	Check			
				2025-25497	1,800.00	Advertising
Total 60143					**$ 1,800.00**	
60144	DAVES SIGNS	8/13/2025	Check			
				10776	1,025.04	Schooner entrance letters
Total 60144					**$ 1,025.04**	
60145	ACCURATE FIRST AID SERVICES	8/25/2025	Check			
				B-44883	356.52	Replenish first aid stations
Total 60145					**$ 356.52**	
60146	ALLIANT INSURANCE SERVICES	8/25/2025	Check			
				3214374	375.00	Event Production
Total 60146					**$ 375.00**	
60147	ALSCO INC	8/25/2025	Check			
				LLOS2461185	168.20	Uniforms,Towels,Rugs
				LLOS2459135	184.80	Uniforms,Towels,Rugs
Total 60147					**$ 353.00**	
60148	ARAMSCO, INC	8/25/2025	Check			
				S7203921.002	55.92	VHV janitorial supplies
				S7217674.001	1,602.02	VHV janitorial supplies
				S7221879.001	422.54	VHV janitorial supplies
				S7217674.002	40.51	VPD janitorial supplies
Total 60148					**$ 2,120.99**	
60149	BALANCE ASSET SOLUTIONS LLC	8/25/2025	Check			
				6533	6,956.25	Implementation support
Total 60149					**$ 6,956.25**	
60150	C E D	8/25/2025	Check			
				9009-1060290	580.73	19A sign conduit
				9009-1060291	261.88	19A sign conduit
Total 60150					**$ 842.61**	
60151	CALLI BRAZEROL	8/25/2025	Check			
				081325	175.36	Reimburse-Travel
Total 60151					**$ 175.36**	
60152	COASTAL COPY, INC	8/25/2025	Check			
				1160856	625.39	Admin/Mktg copier leases
Total 60152					**$ 625.39**	
60153	CUMULUS BROADCASTING INC.	8/25/2025	Check			
				BB4535848	270.00	Advertising
				BB4535849	180.00	Advertising
Total 60153					**$ 450.00**	
60154	CYBERCOPY INC.	8/25/2025	Check			
				B148995	334.83	Advertising
				B149249	314.09	Advertising
				B149353	191.80	Advertising
Total 60154					**$ 840.72**	
60155	DIXON RESOURCES UNLIMITED	8/25/2025	Check			
				4774	5,152.50	Parking consulting
Total 60155					**$ 5,152.50**	
60156	E.J. HARRISON & SONS INC.	8/25/2025	Check			
				Stmt 081425A	10,312.03	Trash service
				Stmt 081425B	437.37	Trash service
Total 60156					**$ 10,749.40**	
60157	F.C.T. CONSTRUCTION	8/25/2025	Check			
				INV0119	15,700.00	19A concrete gate footings
Total 60157					**$ 15,700.00**	
60158	FAST UNDERCAR	8/25/2025	Check			
				01TV2917	59.36	M45 truck repair
				01TU8505	63.23	Shop supplies-vehicle oil
				01TV7110	124.07	VPD vehicle maintenance - oil/filters
				01TV7089	310.92	VPD vehicle maintenance - oil/filters
Total 60158					**$ 557.58**	
60159	GANNETT CALIFORNIA LOCALIQ	8/25/2025	Check			
				0007257070	1,000.46	Bid posting-holiday decor
				0007257014	6,111.99	Recruitment job postings
Total 60159					**$ 7,112.45**	
60160	HEALTH & HUMAN RESOURCE CENTER	8/25/2025	Check			
				E0351725	244.87	EAP monthly-Sep 25
Total 60160					**$ 244.87**	
60161	HENDERSON MARINE	8/25/2025	Check			
				46289	1,197.38	Dock- fire hose rack assembly
				46329	1,856.88	Dock-fire hose cabinet
Total 60161					**$ 3,054.26**	
60162	IMPACT SCIENCES, INC	8/25/2025	Check			
				22538	8,792.80	Ventura West Marina-CEQA
Total 60162					**$ 8,792.80**	
60163	LANDSCAPE DEVELOPMENT INC	8/25/2025	Check			
				42475	6,000.00	1575 landscape upgrade
Total 60163					**$ 6,000.00**	

ATTACHMENT 3

Payment Register

Period: From 08/01/2025 to 08/31/2025

Check/ACH #	Payee Name	Check Date	Payment Method	Invoice #	Amount	Description
60164	MCMASTER-CARR	8/25/2025	Check			
				50170811	93.13	VPD shop stock-heat shrink
				50273852	112.87	VPD shop stock-heat shrink
Total 60164					**$ 206.00**	
60165	MEDALLION PROTECTIVE SERVICES INC	8/25/2025	Check			
				1881	12,847.60	Village security
Total 60165					**$ 12,847.60**	
60166	MOFFATT & NICHOL	8/25/2025	Check			
				00801639	60,712.96	Fish moderinization
Total 60166					**$ 60,712.96**	
60167	RING CENTRAL INC	8/25/2025	Check			
				CD_001190800	977.12	VPD monthly phone
Total 60167					**$ 977.12**	
60168	RUBY HEDRICK	8/25/2025	Check			
				081325	144.08	Reimburse-Travel
Total 60168					**$ 144.08**	
60169	SANBELL	8/25/2025	Check			
				68894	270.00	1691 parking lot enhancement
				68940	926.25	19A surveying and bid assistance
				68939	326.25	Beach access restroom and showers
Total 60169					**$ 1,522.50**	
60170	SEARLE CREATIVE GROUP	8/25/2025	Check			
				25325	718.75	Advertising
				25325	460.00	Content development
Total 60170					**$ 1,178.75**	
60171	SMITH PIPE & SUPPLY INC.	8/25/2025	Check			
				4271779	50.85	VHV landscaping
				4292808	763.52	VHV landscaping
				4292809	62.58	VPD shovel
Total 60171					**$ 876.95**	
60172	TK ELEVATOR CORPORATION	8/25/2025	Check			
				3008769389	5,616.37	Quarterly elevator maintenance
Total 60172					**$ 5,616.37**	
60173	VENTURA BREEZE	8/25/2025	Check			
				INV-001104	585.00	Advertising
Total 60173					**$ 585.00**	
60174	WEST COAST AIR CONDITIONING	8/25/2025	Check			
				S146904	67.66	VPD-HVAC services
Total 60174					**$ 67.66**	
60175	WEST MARINE PRO	8/25/2025	Check			
				7764	2,160.98	Boat maintenance
				400	27.18	Boat repair
				3275051	151.02	VPD shop stock - adhesive epoxy
Total 60175					**$ 2,339.18**	
60176	WSP USA INC	8/25/2025	Check			
				40227738	49,953.85	Fish moderinization
Total 60176					**$ 49,953.85**	
60177	ZERO WASTE USA	8/25/2025	Check			
				776112	978.05	Dog waste mitts
Total 60177					**$ 978.05**	
60178	FRANCHISE TAX BOARD	8/25/2025	Check			
				PE 081925	100.00	Garnishment PE 081925
Total 60178					**$ 100.00**	
60179	LAFCO	8/25/2025	Check			
				FY 25/26	11,487.00	FY 25/26 membership
Total 60179					**$ 11,487.00**	
60180	C&C DESIGNS	8/26/2025	Check			
				INV03710	2,028.39	VHV visitor booth build-balance due
Total 60180					**$ 2,028.39**	
60181	MOFFATT & NICHOL	8/26/2025	Check			
				00801138	23,636.00	Fish pier grant and design
Total 60181					**$ 23,636.00**	
60229	MISSION SQUARE	8/26/2025	Check			
				PR 082225	2,524.77	457 contribution -PR 082225
Total 60229					**$ 2,524.77**	
Grand Total					**$ 1,036,236.39**	

ATTACHMENT 3

Payment Register

Period: From 09/01/2025 to 09/30/2025

Check/ACH #	Payee Name	Check Date	Payment Method	Invoice #	Amount	Description
213	Employee Paycheck - Condifential	9/5/2025	ACH			
				54047	2,497.27	PR Ck_54047_PE 090225
Total 213					**$ 2,497.27**	
214	Employee Paycheck - Condifential	9/19/2025	ACH			
				54093	2,362.98	PR Ck_54093_PE 091625
Total 214					**$ 2,362.98**	
215	NETCHEX	9/18/2025	ACH			
				2037803	233.72	2204-000
				2037803	5,701.73	2206-000
				2037803	116,258.14	PR 091925
Total 215					**$ 122,193.59**	
216	NETCHEX	9/18/2025	ACH			
				202509-3631	728.03	Monthly payroll processing fee-Sep 25
Total 216					**$ 728.03**	
217	NETCHEX	9/15/2025	ACH			
				2027171	50.50	PR 090525
				2027171	124,120.00	PR 091925
Total 217					**$ 124,170.50**	
218	VENTURA DIVE & SPORT	9/25/2025	ACH			
				115239	4,378.53	Equipment to survey boat and perform rescues
Total 218					**$ 4,378.53**	
219	PACIFIC TRAILERS	9/22/2025	ACH			
				035614	9,241.19	Harbor Patrol trailer
Total 219					**$ 9,241.19**	
220	Nobleguard Security Inc	9/16/2025	ACH			
				INV100112-01	19,258.24	Village security services-Aug 2025
Total 220					**$ 19,258.24**	
221	STANDARD INSURANCE COMPANY	9/15/2025	ACH			
				Sep 25	3,777.98	Insurance premiums-Sep 25
Total 221					**$ 3,777.98**	
222	CHANNEL ISLANDS BOARTYARD	9/3/2025	ACH			
				000951	2,628.38	Harborwatch 5-Boat repairs-Installation points, hull clean, sealant, maintenance on ball joint
Total 222					**$ 2,628.38**	
223	MEDALLION PROTECTIVE SERVICE	9/3/2025	ACH			
				1839	11,460.80	Village security services-Jun 2025
Total 223					**$ 11,460.80**	
224	ENGLUND MARINE & INDUSTRIAL	9/22/2025	ACH			
				837136/1	1,059.72	Dock lines for Harbor Patrol boats
Total 224					**$ 1,059.72**	
225	WEX BANK	9/24/2025	ACH			
				107291600	703.49	VPD vehicle fuel
Total 225					**$ 703.49**	
227	SOUTHERN CALIF. EDISON	9/2/2025	ACH			
				61460 Aug 25	659.75	700067261460 Aug 25
				74392 Aug 25	3,242.51	700067274392 Aug 25
				99957 Aug 25	891.87	700067299957 Aug 25
				47851 Aug 25	632.47	700067347851 Aug 25
				73704 Aug 25	204.44	700072173704 Aug 25
				54067 Aug 25	1,319.01	700124754067 Aug 25
				93625 Aig 25	329.02	700131093625 Aug 25
				33701 Aug 25	362.44	700131333701 Aug 25
				75747 Aug 25	866.26	700140475747 Aug 25
				26501 Aug b25	63.01	700158726501 Aug 25
				10253 Aug 25	1,231.87	700332410253 Aug 25
				63421 Aug 25	1,320.30	700334463421 Aug 25
				94883 Aug 25	5,616.21	700335594883 Aug 25
				30433 Aug 25	114.55	700343330433 Aug 25
				94121 Aug 25	150.65	700498694121 Aug 25
				59476 Aug 25	15.58	700546559476 Aug 25
				81085 Aug 25	2,998.11	700591481085 Aug 25
				96751 Aug 25	19.13	700675896751 Aug 25
				10873 Aug 25	103.61	700710110873 Aug 25
				88160 Aug 25	218.15	700742488160 Aug 25
				43532 Aug 25	583.97	700742543532 Aug 25
				69707 Aug 25	43.60	700764569707 Aug 25
				01707 Aug 25	161.68	700818501707 Aug 25
				27914 Aug 25	27.46	700880727914 Aug 25
				25979 Aug 25	22.24	700882625979 Aug 25
				23480 Aug 25	680.38	700928623480 Aug 25
				41163 Aug 25	289.64	700928641163 Aug 25
				65872 Aug 25	15.80	700958265872 Aug 25
Total 227					**$ 22,183.71**	
228	VERIZON WIRELESS	9/29/2025	ACH			
				6122874231	1,070.37	Cell phones 080725 - 090625
				6122874231	678.80	New phone-M.Lopez
Total 228					**$ 1,749.17**	
229	SOUTHERN CALIF. EDISON	9/22/2025	ACH			
				56944 Sep 25	27.86	700983356944 Sep 25
Total 229					**$ 27.86**	

Payment Register

Period: From 09/01/2025 to 09/30/2025

Check/ACH #	Payee Name	Check Date	Payment Method	Invoice #	Amount	Description
237	THE GAS COMPANY	9/5/2025	ACH			
				21506004 Sep 25	54.95	10621506004 Sep 25
				321506000 Sep 25	412.82	10831506000 Sep 25
				01506002 Sep 25	121.63	14401506002 Sep 25
				24007661 Sep 25	379.77	14824007661 Sep 25
				31506002 Sep 25	108.30	17131506002 Sep 25
Total 237					**$ 1,077.47**	
239	SUN LIFE FINANCIAL	9/22/2025	ACH			
				Sep 25	1,694.88	Oct 2025 dental premiums
Total 239					**$ 1,694.88**	
270	SOUTHERN CALIF. EDISON	9/23/2025	ACH			
				63421 Sep 25	1,272.09	7000334463421 Sep 25
				61460 Sep 25	677.08	700067261460 Sep 25
				99957 Sep 25	851.05	700067299957 Sep 25
				47851 Sep 25	946.71	700067347851 Sep 25
				73704 Sep 25	249.32	700072173704 Sep 25
				54067 Sep 25	1,479.51	700124754067 Sep 25
				93625 Sep 25	370.47	700131093625 Sep 25
				33701 Sep 25	393.57	700131333701 Sep 25
				75747 Sep 25	882.72	700140475747 Sep 25
				26501 Sep 25	74.40	700158726501 Sep 25
				10253 Sep 25	1,165.53	700332410253 Sep 25
				94883 Sep 25	6,601.19	700335594883 Sep 25
				30433 Sep 25	121.57	700343330433 Sep 25
				94121 Sep 25	177.52	700498694121 Sep 25
				59476 Sep 25	15.09	700546559476 Sep 25
				96751 Sep 25	20.10	700675896751 Sep 25
				88160 Sep 25	342.17	700742488160 Sep 25
				43532 Sep 25	691.04	700742543532 Sep 25
				01707 Sep 25	104.18	700818501707 Sep 25
				27914 Sep 25	28.65	700880727914 Sep 25
				25979 Sep 25	22.99	700882625979 Sep 25
				23480 Sep 25	1,041.15	700928623480 Sep 25
				41163 Sep 25	384.41	700928641163 Sep 25
				65872 Sep 25	15.91	700958265872 Sep 25
Total 270					**$ 17,928.42**	
271	CALPERS HEALTH BENEFITS DIVIS	9/12/2025	ACH			
				Sep 25	32,264.75	Health premiums- Sep 2025
				Sep 25	33.07	Payroll fees
				Sep 25	1,580.00	Retiree premiums
Total 271					**$ 33,877.82**	
272	MRI SOFTWARE LLC	9/12/2025	ACH			
				MRIUS2485791	7,257.57	FY 25/26 Annual MRI read only subscription
Total 272					**$ 7,257.57**	
273	P. E. R. S.	9/12/2025	ACH			
				PR 082225	25,436.23	EE contributions_PR 082215
				PR 090525	25,815.90	EE contributions_PR 090525
				GASB 68	700.00	GASB 68 reports and schedules
				100000018033485	200.00	PERS delinquent fee for PR 070925-072225
				100000018046104	200.00	PERS delinquent fee for PR 072325-080525
				100000018066225	200.00	PERS delinquent fee for PR 080625-081925
Total 273					**$ 52,552.13**	
274	AFLAC	9/30/2025	ACH			
				145310	1,566.80	AUG25 AFLAC
Total 274					**$ 1,566.80**	
275	AT&T BUSINESS SERVICES	9/30/2025	ACH			
				4945676017	1,233.85	SEP25 Internet
Total 275					**$ 1,233.85**	
276	COSTAR REALTY INFORMATION, I	9/30/2025	ACH			
				122673646	966.63	Leasing Analytic Software SEP25
Total 276					**$ 966.63**	
277	LOOPNET	9/30/2025	ACH			
				122644696	1,200.00	VHV Leasing Advertising
Total 277					**$ 1,200.00**	
278	P. E. R. S.	9/30/2025	ACH			
				1003010585	243.28	R.S. Add'l Charge - to be reimb later
Total 278					**$ 243.28**	
279	SEIU LOCAL 721	9/30/2025	ACH			
				AUG25 DUES	335.01	AUG25 DUES
Total 279					**$ 335.01**	
280	SUN LIFE FINANCIAL	9/30/2025	ACH			
				SEP25 Premiums	1,296.09	SEP25 VISION
Total 280					**$ 1,296.09**	
282	COSTAR REALTY INFORMATION, I	9/30/2025	ACH			
				12284015	966.63	Leasing Analytic Software OCT25
Total 282					**$ 966.63**	
283	HEALTH & HUMAN RESOURCE CEN	9/30/2025	ACH			
				E0349865	244.87	AUG25 EAP
				E0347731	244.87	JUL25 EAP

Payment Register

Period: From 09/01/2025 to 09/30/2025

Check/ACH #	Payee Name	Check Date	Payment Method	Invoice #	Amount	Description
Total 283					**$ 489.74**	
284	WELLS FARGO BUSINESS CREDIT	9/18/2025	ACH			
				080125-083025	12,365.64	080125-083025 CC Charges
Total 284					**$ 12,365.64**	
286	VISION SERVICE PLAN-(CA)	9/23/2025	ACH			
				823480703	813.42	SEP25 VISION Insurance
Total 286					**$ 813.42**	
291	VENTURA WATER	9/9/2025	ACH			
				10003300 Aug 25	604.76	10003300 Aug 25
				10010300 Aug 25	192.83	10010300 Aug 25
				10011300 Aug 25	638.55	10011300 Aug 25
				10012300 Aug 25	442.53	10012300 Aug 25
				10013300 Aug 25	983.32	10013300 Aug 25
				10014300 Aug 25	5,192.81	10014300 Aug 25
				10015300 Aug 25	240.57	10015300 Aug 25
				10016300 Aug 25	2,126.32	10016300 Aug 25
				10017300 Aug 25	899.92	10017300 Aug 25
				10018300 Aug 25	1,772.05	10018300 Aug 25
				10019300 Aug 25	300.81	10019300 Aug 25
				10020300 Aug 25	314.33	10020300 Aug 25
				10021300 Aug 25	3,843.28	10021300 Aug 25
				10024300 Aug 25	1,174.15	10024300 Aug 25
				100322300 Aug 25	354.64	100322300 Aug 25
				10071300 Aug 25	193.50	10071300 Aug 25
				10081300 Aug 25	106.87	10081300 Aug 25
				10082300 Aug 25	645.32	10082300 Aug 25
				10083300 Aug 25	297.05	10083300 Aug 25
				10104300 Aug 25	81.92	10104300 Aug 25
				10108300 Aug 25	186.89	10108300 Aug 25
				10109300 Aug 25	422.49	10109300 Aug 25
				10110300 Aug 25	1,313.83	10110300 Aug 25
				10111300 Aug 25	3,076.78	10111300 Aug 25
				41641300 Aug 25	225.90	41641300 Aug 25
				41644300 Aug 25	322.92	41644300 Aug 25
Total 291					**$ 25,954.34**	
293	AMAZON CAPITAL SERVICES	9/19/2025	ACH			
				Sep 25	4,997.22	Amazon charges
Total 293					**$ 4,997.22**	
294	AT&T	9/19/2025	ACH			
				Sep 25-HP	235.06	Harbor Patrol-Landline
Total 294					**$ 235.06**	
295	AT&T	9/23/2025	ACH			
				Sep 25-Mktg	149.80	Marketing-internet-Sep 25
Total 295					**$ 149.80**	
296	CAPITAL ONE TRADE CREDIT	9/15/2025	ACH			
				4254969a	450.25	38x100x4000PSI
Total 296					**$ 450.25**	
297	CAPITAL ONE TRADE CREDIT	9/29/2025	ACH			
				dbe297c0	126.18	38x50x4000PSI
Total 297					**$ 126.18**	
298	PITNEY BOWES	9/25/2025	ACH			
				3107342003	154.80	Marketing postage machine lease
Total 298					**$ 154.80**	
299	SWIFT CHIP, INC	9/12/2025	ACH			
				Sep 25	10,826.30	IT Services- Sep 25
Total 299					**$ 10,826.30**	
315	RINCON CONSULTANTS, INC.	9/3/2025	ACH			
				66823	11,060.25	Sand Management CDP Support
				66824	3,989.50	Shoreline Monitoring Report
Total 315					**$ 15,049.75**	
316	TARGETSOLUTIONS LEARNING	9/3/2025	ACH			
				61438	7,760.05	16-Channel radio master station and head sets
Total 316					**$ 7,760.05**	
318	LOWE'S BUSINESS ACCTS/SYNCB	9/10/2025	ACH			
				Aug 25	462.73	Statement ending date 09/17/25
Total 318					**$ 462.73**	
60126	RUGGED SOLUTIONS AMERICA, LL	9/2/2025	VOID			
				9560194	-7,760.05	Boat equipment
Total 60126					**$ (7,760.05)**	
60229	MISSION SQUARE	9/18/2025	VOID			
				PR 082225	-2,524.77	457 contribution -PR 082225
Total 60229					**$ (2,524.77)**	
60230	DAVES SIGNS	9/17/2025	Check			
				10859	35,985.75	Deposit-Spinnaker entry signage
Total 60230					**$ 35,985.75**	
60231	GARLAND/DBS, INC	9/17/2025	Check			
				427852416755	82,317.50	1575/1583 roofing
Total 60231					**$ 82,317.50**	

Payment Register

Period: From 09/01/2025 to 09/30/2025

Check/ACH #	Payee Name	Check Date	Payment Method	Invoice #	Amount	Description
60232	J & H ENGINEERING GENERAL	9/17/2025	Check			
				000839	8,203.43	boat Launch Ramp
				000839	580.25	Boat Wash Project
Total 60232					**$ 8,783.68**	
60233	VENTURA COUNTY RECORDER	9/17/2025	Check			
				090925	24.00	Notice of Completion filing-1575/1583 roofing
Total 60233					**$ 24.00**	
60234	ALEJANDRA'S NURSERY	9/25/2025	Check			
				270145	91.16	VHV landscaping fertilizer
Total 60234					**$ 91.16**	
60235	ALSCO INC	9/25/2025	Check			
				LLOS2469476	177.25	Uniforms, towels, rugs rentals and laundry services
				LLOS2471527	183.65	Uniforms, towels, rugs rentals and laundry services
Total 60235					**$ 360.90**	
60236	ARAMSCO, INC	9/25/2025	Check			
				S7274613.001	1,849.94	Janitorial supplies
				S7283524.001	1,132.29	Janitorial supplies
				S7274613.003	134.69	Janitorial supplies
				S7274613.002	103.27	VPD janitorial supplies
Total 60236					**$ 3,220.19**	
60237	BFS GROUP OF CALIF LLC 1220	9/25/2025	Check			
				77769594-00	510.81	1575 #207/208 balcony repairs
Total 60237					**$ 510.81**	
60238	BRIAN PENDLETON	9/25/2025	Check			
				092425	397.40	Reimburse travel--CSDA annual conference-Monterey, CA
Total 60238					**$ 397.40**	
60239	C E D	9/25/2025	Check			
				9009-1062119	111.24	1591 fountain timer and cover
Total 60239					**$ 111.24**	
60240	CAL TERMITE & PEST CONTROL	9/25/2025	Check			
				73463	350.00	VHV pest control services
Total 60240					**$ 350.00**	
60241	COASTAL COPY, INC	9/25/2025	Check			
				1164514	729.52	Administration/Marketing copier leases
Total 60241					**$ 729.52**	
60242	CUMULUS BROADCASTING INC.	9/25/2025	Check			
				BB4561037	640.00	Radio advertising
				BB4561040	960.00	Radio advertising
Total 60242					**$ 1,600.00**	
60243	CUSTOM AWARDS & ENGRAVING	9/25/2025	Check			
				14492	840.05	Howl-O-Ween Pooch Parade winner ribbons
Total 60243					**$ 840.05**	
60244	CYBERCOPY INC.	9/25/2025	Check			
				B148591	659.43	Parking project signage
Total 60244					**$ 659.43**	
60245	DIAL SECURITY INC	9/25/2025	Check			
				508098	299.00	1431 NPS fire/security monitoring
				508097	663.00	1691 NPS alarm services
Total 60245					**$ 962.00**	
60246	E.J. HARRISON & SONS INC.	9/25/2025	Check			
				Stmt 090825A	511.76	Trash service
				Stmt 091625	437.37	Trash service
Total 60246					**$ 949.13**	
60247	FAST UNDERCAR	9/25/2025	Check			
				01UC1616	27.69	EV and EV2 service parts
				01TY6065	5.83	Thread sealant for vehicles
Total 60247					**$ 33.52**	
60248	FERGUSON ENTERPRISES INC.	9/25/2025	Check			
				5670750	31.35	1559 hose bibb repair
				5673013	23.58	1559 hose bibb repair
				5723331	189.55	17-piece hole saw plumbing set
				SC667921	2.17	Late fee- August 2025
				5699268	46.05	Launch ramp washdown plumbing supplies
				5727957	167.09	Surfers Knoll shower repair kit
				5754610	36.27	Surfers Knoll shower repair sealant
				5608723	100.80	VPD-shop stock-plumbing supplies
Total 60248					**$ 596.86**	
60249	FRANCHISE TAX BOARD	9/25/2025	Check			
				PR 091925	100.00	Employee garnishment PE091625
Total 60249					**$ 100.00**	
60250	GALPIN FORD	9/25/2025	Check			
				1661577	58,256.73	New maintenance vehicle- 2024 Ford E Transit
				1658200	58,256.73	New maintenance vehicle- 2024 Ford E Transit
				1661577A	5,118.13	New vehicle shelving kit
				1658200A	4,978.05	New vehicle shelving kit
Total 60250					**$ 126,609.64**	
60251	GANNETT CALIFORNIA LOCALIQ	9/25/2025	Check			
				0007308711	2,256.00	Advertising and promotions and job recruitment
Total 60251					**$ 2,256.00**	
60252	GRAINGER INC.	9/25/2025	Check			
				9646540881	158.69	Rain gear-O. Santacruz
				CM9561090078	-1,139.33	Return merchandise- one gas pressure washer
				9644654056	140.29	Shop stock - batteries
				9542957198	2,308.67	Two gas pressure washers
				9624529930	98.04	VPD staff hydration powder mix
Total 60252					**$ 1,566.36**	

ATTACHMENT 3

Payment Register

Period: From 09/01/2025 to 09/30/2025

Check/ACH #	Payee Name	Check Date	Payment Method	Invoice #	Amount	Description
60253	GREEN THUMB INTERNATIONAL	9/25/2025	Check			
				542378	56.22	Landscape equipment
				542618	99.54	Landscape equipment
				542550	77.54	VHV pest control trap
Total 60253					**$ 233.30**	
60254	HANSEN'S PLUMBING, INC.	9/25/2025	Check			
				31588-1	3,965.00	1591 water valve at Le Petit
				31695	891.00	Promenade fuel dock water meter repair
Total 60254					**$ 4,856.00**	
60255	INDUSTRIAL BOLT AND SUPPLY	9/25/2025	Check			
				266803-1	23.55	Boat washdown hose reel hardware
				266500-1	206.40	Parking meter installation hardware
				266506-1	20.10	VPD shop stock -screws, nuts, washers
Total 60255					**$ 250.05**	
60256	JANITEK CLEANING SOLUTIONS	9/25/2025	Check			
				57171A	1,729.49	1431/1691 NPS janitorial services
Total 60256					**$ 1,729.49**	
60257	JC SWEEPING	9/25/2025	Check			
				1059	730.00	Monthly VPD parking lot sweeping
				1065	730.00	Monthly VPD parking lot sweeping
Total 60257					**$ 1,460.00**	
60258	LAGERLOF LLP	9/25/2025	Check			
				208709	17,618.44	July 2025 legal fees
Total 60258					**$ 17,618.44**	
60259	LAZ KARP ASSOCIATES, LLC	9/25/2025	Check			
				SI1037122	20,664.51	Additional parking machines and ambassadors
				SI1037121	20,105.00	Recurring contracted monthly fee
Total 60259					**$ 40,769.51**	
60260	MATILIJA WATER	9/25/2025	Check			
				Sep 25	138.30	Administration water dispenser and reverse osmosis system
Total 60260					**$ 138.30**	
60261	MCCORMIX CORP.	9/25/2025	Check			
				33170	381.34	VPD vehicle fuel
Total 60261					**$ 381.34**	
60262	PACIFIC MARINE REPAIR	9/25/2025	Check			
				748777	59.39	Boat engine maintenance
Total 60262					**$ 59.39**	
60263	PACIFIC OIL COMPANY	9/25/2025	Check			
				69602593-7	450.00	Disposal of waste oil - absorbents
				69602593-4	95.00	Disposal of waste oil - antifreeze
				69602593-3	130.00	Disposal of waste oil drum
Total 60263					**$ 675.00**	
60264	PHOTO-SCAN OF LOS ANGELES	9/25/2025	Check			
				36218	957.95	Monthly key card/camera monitoringa monthly monitoring
Total 60264					**$ 957.95**	
60265	RED WING SHOE STORE	9/25/2025	Check			
				20250904001710	755.24	Annual maintenance department safety shoes
				20250918001710	27.35	Safety shoe replacement - L. Quezada
Total 60265					**$ 782.59**	
60266	ROBERT WEINERTH	9/25/2025	Check			
				091725	109.92	Reimburse-CPR and First aid certificate and gloves
Total 60266					**$ 109.92**	
60267	SANBELL	9/25/2025	Check			
				69118	85.00	1691 parking lot redo, budget generation
				69119	921.00	19A parking configuration-gate size notations
Total 60267					**$ 1,006.00**	
60268	SMITH PIPE & SUPPLY INC.	9/25/2025	Check			
				4301818	68.23	Harbor entry feature landscape
				4299007	171.88	VHV irrigation repairs
Total 60268					**$ 240.11**	
60269	TARGETSOLUTIONS LEARNING	9/25/2025	Check			
				INV126580	2,867.60	Harbor Patrol and Port District management online training
Total 60269					**$ 2,867.60**	
60270	THE CITY OF VENTURA	9/25/2025	Check			
				CINV-00001023	100.00	Trash service
Total 60270					**$ 100.00**	
60271	THE VISION EXPERIENCE	9/25/2025	Check			
				0190312C	800.00	VHV movie night
Total 60271					**$ 800.00**	
60272	TIME TO SHINE	9/25/2025	Check			
				68409	73.55	1559 window screen replacement
				61307	3,082.50	Monthly contracted window washing
				61308	3,082.50	Monthly contracted window washing
Total 60272					**$ 6,238.55**	
60273	UNITED STATES LIFESAVING ASS(	9/25/2025	Check			
				4815	680.00	Membership
Total 60273					**$ 680.00**	
60274	VENTURA LOCKSMITHS	9/25/2025	Check			
				LM091125-1	36.64	Duplicate double side key
Total 60274					**$ 36.64**	
60275	WEINERTH & SONS BEE REMOVAL	9/25/2025	Check			
				250907	225.00	Removal of bee nest on Promenade
Total 60275					**$ 225.00**	
60276	WEST COAST AIR CONDITIONING	9/25/2025	Check			

Payment Register

Period: From 09/01/2025 to 09/30/2025

Check/ACH #	Payee Name	Check Date	Payment Method	Invoice #	Amount	Description
				IAC5022	549.75	1559 # 109 HVAC repair
Total 60276					**$ 549.75**	
60277	WEST MARINE PRO	9/25/2025	Check			
				6496071	48.19	Power adapters at dock
Total 60277					**$ 48.19**	
60278	ZEP SALES & SERVICE	9/25/2025	Check			
				782641	978.05	Dog waste mitts
Total 60278					**$ 978.05**	
60182	F.C.T. CONSTRUCTION	9/5/2025	Check			
				INV0120	15,320.00	TI-1575 # 207/208, flooring, plumbing, paint
Total 60182					**$ 15,320.00**	
60183	THE VISION EXPERIENCE	9/5/2025	Check			
				0190318	400.00	Additional movie night services
				0190312B	800.00	Movie night
Total 60183					**$ 1,200.00**	
60184	ACCURATE FIRST AID SERVICES	9/11/2025	Check			
				B-44991	328.91	Replenish first aid stations
Total 60184					**$ 328.91**	
60185	ALEXANDRIA DANIELSON	9/11/2025	Check			
				VH072802	712.50	Movie night posters and ads
				VH081201	412.50	Village maps and Movie nights
Total 60185					**$ 1,125.00**	
60186	ALSCO INC	9/11/2025	Check			
				LLOS2463262	168.20	Maintenance department laundry service on uniforms,towels,rugs
				LLOS2465271	177.66	Maintenance department laundry service on uniforms,towels,rugs
				LLOS2467383	183.12	Maintenance department laundry service on uniforms,towels,rugs
Total 60186					**$ 528.98**	
60187	ANACAPA INDUSTRIES	9/11/2025	Check			
				8312	2,865.00	Custom modifications to dump trailer
Total 60187					**$ 2,865.00**	
60188	ARAMSCO, INC	9/11/2025	Check			
				S7268919.001	1,086.80	Janitorial supplies
				S7245255.001	990.22	VHV janitorial supplies
				S7211691.001	136.31	VHV janitorial supplies
				S7221879.002	59.05	VHV janitorial supplies- receptacle liners
				S7232998.001	1,910.19	VPD janitorial-liners, soap, cleaners, toilet paper, paper towels
Total 60188					**$ 4,182.57**	
60189	CARPI & CLAY	9/11/2025	Check			
				25-08-VPD	5,000.00	Monthly Washington lobbyist
Total 60189					**$ 5,000.00**	
60190	CHANNEL WATCH MARINE SERVIC	9/11/2025	Check			
				250093	3,000.00	SAVE boat disposal-1961 30' Fareast
				250234	1,600.00	SAVE boat disposal-22' Shock Sailboat
				250092	5,310.00	SAVE boat disposal-40' Challenger
Total 60190					**$ 9,910.00**	
60191	COASTAL COPY, INC	9/11/2025	Check			
				1162144	90.87	Marina office copier lease
Total 60191					**$ 90.87**	
60192	CREATIVE COAST PRODUCTIONS	9/11/2025	Check			
				00040	212.50	Movie night performance
Total 60192					**$ 212.50**	
60193	CREATIVE COAST PRODUCTIONS	9/11/2025	Check			
				00041	212.50	Movie night performance
Total 60193					**$ 212.50**	
60194	CUMULUS BROADCASTING INC.	9/11/2025	Check			
				BB4509076	4,000.00	Radio advertising
Total 60194					**$ 4,000.00**	
60195	CYBERCOPY INC.	9/11/2025	Check			
				B149472	129.00	1575 project bid posting
				B149883	209.04	Chalk festival banners
Total 60195					**$ 338.04**	
60196	E.J. HARRISON & SONS INC.	9/11/2025	Check			
				Stmt 081425C	663.30	1449 Spinnaker Aug trash service
Total 60196					**$ 663.30**	
60197	FARMER BROS. CO	9/11/2025	Check			
				50500245	580.48	Coffee supplies
Total 60197					**$ 580.48**	
60198	FAST UNDERCAR	9/11/2025	Check			
				01TV9265	181.28	Harbor Patrol boat coolant
				01TW8073	72.19	Harbor Patrol boat maintenance- oil pressure gauge, brake cleaner, carburetor cleaner
Total 60198					**$ 253.47**	
60199	FRANCHISE TAX BOARD	9/11/2025	Check			
				PE 090225	100.00	Employee garnishment PE 090225
Total 60199					**$ 100.00**	
60200	GARLAND/DBS, INC	9/11/2025	Check			
				427852416755	82,317.50	1583/1573 lower roof- draw # 2
				427852416755	4,332.50	1583/1573 lower roof- draw # 2-Ret
Total 60200					**$ 86,650.00**	
60200	GARLAND/DBS, INC	9/11/2025	VOID			
				427852416755	-82,317.50	1583/1573 lower roof- draw # 2
				427852416755	-4,332.50	1583/1573 lower roof- draw # 2-Ret
Total 60200					**$ (86,650.00)**	
60201	GRAINGER INC.	9/11/2025	Check			
				9606679687	11.43	Shop stock-disposable gloves

ATTACHMENT 3

Payment Register

Period: From 09/01/2025 to 09/30/2025

Check/ACH #	Payee Name	Check Date	Payment Method	Invoice #	Amount	Description
Total 60201					**$ 11.43**	
60202	HDS WHITE CAP CONST. SUPPLY	9/11/2025	Check			
				50033130938	155.93	Fiberglass rebar for Marina trash bins
Total 60202					**$ 155.93**	
60203	JANITEK CLEANING SOLUTIONS	9/11/2025	Check			
				56982A	77.80	1691 Janitorial supplies
Total 60203					**$ 77.80**	
60204	JESSICA PERKINS	9/11/2025	Check			
				090825	1,522.72	Reimburse-Yardi conference
Total 60204					**$ 1,522.72**	
60205	MCCORMIX CORP.	9/11/2025	Check			
				32264	462.30	Maintenance vehicle fuel
				32774	566.39	Maintenance vehicle fuel
Total 60205					**$ 1,028.69**	
60206	MCMASTER-CARR	9/11/2025	Check			
				50660840	60.47	Shop stock-wood screws
Total 60206					**$ 60.47**	
60207	Meta De Cafe	9/11/2025	Check			
				000012	500.00	Seafood month content development
Total 60207					**$ 500.00**	
60208	MOLO INC	9/11/2025	Check			
				INV-28614	5,977.92	Annual Dry Storage software subscription
				INV-28612	12,296.13	Annual Marina software subscription
Total 60208					**$ 18,274.05**	
60209	MUZICRAFT INC.	9/11/2025	Check			
				197287	348.06	Village public music
Total 60209					**$ 348.06**	
60210	READYREFRESH	9/11/2025	Check			
				15H0032776965	98.33	Bottled water delivery and service
Total 60210					**$ 98.33**	
60211	RED WING SHOE STORE	9/11/2025	Check			
				20250821001710	932.46	Annual maintenance safety shoes
Total 60211					**$ 932.46**	
60212	SAFE HARBOR VENTURA ISLE	9/11/2025	Check			
				6890377	51.18	Pressure washer fuel
Total 60212					**$ 51.18**	
60213	SEARLE CREATIVE GROUP	9/11/2025	Check			
				25398	2,825.00	Digital marketing advertising, Web maintenance and word press maintenance
Total 60213					**$ 2,825.00**	
60214	SUNBELT RENTALS, INC.	9/11/2025	Check			
				1698812654-0003	1,040.20	Lifeguard vehicle rental
				141206174-0034	353.75	Monthly scrubber rental
Total 60214					**$ 1,393.95**	
60215	SUNRIDGE LANDSCAPE MAINT., IN	9/11/2025	Check			
				10801	2,392.00	Additional landscape labor
				10802	2,950.00	Additional landscape labor
				10901	1,594.00	Additional landscape labor
				10703	1,800.00	Contracted mowing services
				10803	1,800.00	Contracted mowing services
Total 60215					**$ 10,536.00**	
60216	SUNRISE MUSIC	9/11/2025	Check			
				8331	1,950.00	Live band performances at village
Total 60216					**$ 1,950.00**	
60217	SUNRISE MUSIC	9/11/2025	Check			
				920	600.00	Live band performance for Hispanic Heritage month
Total 60217					**$ 600.00**	
60218	SUNRISE MUSIC	9/11/2025	Check			
				9614	1,800.00	Live music performances for the month of September
Total 60218					**$ 1,800.00**	
60219	SUSAN BEJECKIAN PUBLIC RELATI	9/11/2025	Check			
				52	1,800.00	Contracted public relations advertising
Total 60219					**$ 1,800.00**	
60220	THE ACORN NEWSPAPERS	9/11/2025	Check			
				2025-150303	548.00	1/4 page square advertising
Total 60220					**$ 548.00**	
60221	TIMES MEDIA GROUP	9/11/2025	Check			
				2025ci-17312	530.00	Dedicated email blast advertising for the month of September
Total 60221					**$ 530.00**	
60222	VALLEY SCENE MAGAZINE	9/11/2025	Check			
				000187	1,830.00	1/2 page and e-blast advertising
Total 60222					**$ 1,830.00**	
60223	VCSDA	9/11/2025	Check			
				25/26 Membership	725.00	25/26 annual membership
Total 60223					**$ 725.00**	
60224	VENTURA BREEZE	9/11/2025	Check			
				INV-001130	585.00	1/2 page advertising - 090525 issue
Total 60224					**$ 585.00**	
60225	VENTURA COUNTY REPORTER	9/11/2025	Check			
				2025-152717	425.00	1/2 page horizontal advertising
Total 60225					**$ 425.00**	
60226	VENTURA HARBOR STORAGE	9/11/2025	Check			
				Oct 2025	8,080.13	Fishermans Storage rent-Oct 2025

ATTACHMENT 3

Payment Register

Period: From 09/01/2025 to 09/30/2025

Check/ACH #	Payee Name	Check Date	Payment Method	Invoice #	Amount	Description
Total 60226					**$ 8,080.13**	
60227	VENTURA WATER STORE	9/11/2025	Check			
				0926897	25.00	Bottled water service
				0926898	100.00	Bottled water service
				0926899	150.00	Bottled water service
				0926896	25.00	Bottled water service
Total 60227					**$ 300.00**	
60228	WEST MARINE PRO	9/11/2025	Check			
				3542515	51.77	Boat - extra/spare speaker
				3298644	162.33	Boat - wiper blade replacements
				3090665	51.65	Boat rust cleaner
				3096458	274.61	Boat supplies-Buckets, brush cleaners, soap
				3298453	51.78	Boat- repair speaker
				3453309	70.36	Boat-Teak wood oil for preservation
				3583843	15.60	Boat-Teak wood oil for preservation
				3561603	58.61	Boat-Wire for maintenance
				3516859	38.82	Boat-Wire for maintenance
				3496071	48.19	Dock power adapter
				3543944	339.41	Fireboat- Hailer/Siren replacement
				3518264	255.58	Harbor Patrol boat items-Epoxy, waterproof connectors and rings
				3518276	205.20	Harbor Patrol dock- replace power cord
				3497718	190.98	Maintenance - Additional dock power adapters
Total 60228					**$ 1,814.89**	
Grand Total					**$ 978,730.50**	

ATTACHMENT 4

Expenditures over $20,000.00 for July 2025 – September 2025

July 2025 –

- Rasmussen & Associates was paid $43,354 on 7/2/25 for 1559 professional services – bid review and assist, 1575 building and safety plan, 1575 restaurant concept and NPS lease review.
- Custom Contour Construction Inc. was paid $25,859 on 7/10/25 for the 19A wall construction project.
- K&L Gates LLP was paid $33,698 on 7/10/25 for Coastal Commission permitting and Ventura West Marina lease.
- F.C.T. Construction was paid $117,875 on 7/16/25 for a change order on the 1583/1575 passthrough, dry rot repair on buildings 1691, 1591, 1583, 1575 and for tenant improvements on the 1583 awning.
- LAZ Karp Associates, Inc. was paid $209,366 on 7/16/25 for the paid parking infrastructure.
- F.C.T. Construction was paid $23,541 on 7/16/25 for 1559 professional service-bid support and 1575 plan development.
- Garland/DBS Inc. was paid $129,163 on 7/30/25 for 1575 and 1583 lower roof sections.

August 2025 –

- Fourest Tree Service Inc. was paid $60,674 on 8/13/25 for 19A irrigation, landscaping and shrub removal.
- Impact Science was paid $40,463 on 8/13/25 for Ventura West Marina.
- Moffatt & Nichol was paid $60,713 on 8/25/25 for fish modernization.
- WSP USA Inc. was paid $49,954 on 8/25/25 for fish modernization.
- Moffatt & Nichol was paid $23,636 on 8/26/25 for fish pier grant and design.

September 2025 –

- Dave's Signs was paid $35,986 on 9/17/25 for a deposit on the Spinnaker Drive entry signage.
- Garland/DBS Inc. was paid $82,318 on 9/17/25 for 1575 and 1583 roofing.
- Galpin Ford was paid $126,610 on 9/25/25 for two new maintenance vehicles – 2024 Ford E Transit - and vehicle shelving.
- LAZ Karp Associates, Inc. was paid $20,665 on 9/25/25 for additional parking machines and staffing.

ATTACHMENT 5

Ventura Port District
Wells Fargo Business Credit Card Charges
July 2025

Chase Credit Card holders
Brian Pendleton, General Manager
Todd Mitchell, Deputy General Manager
Jessica Rauch, Executive Assistant/Senior Clerk
Sarah Clancy, Administrative Services Manager
Sergio Gonzalez, Facilities Manager
Justing Fleming, Capital Projects Manager
Jennifer Talt-Lundin, Marketing Manager
Dave Werneburg, Marina Manager
John Higgins, Harbormaster

Staff Member	Trans Date	Vendor	Detailed Descriptions	Amount
Brian Pendleton	07/17/25	Brophy Bros.	Gift Card for All Staff Luncheon Raffle	25.00
Brian Pendleton	07/17/25	Andrias Seafood	Gift Card for All Staff Luncheon Raffle	25.00
Brian Pendleton	07/17/25	The Greek Mediterran	Gift Card for All Staff Luncheon Raffle	25.00
Brian Pendleton	07/17/25	The Loose Cannon	Gift Card for All Staff Luncheon Raffle	25.00
Brian Pendleton	07/16/25	Coastal Cone & Parlor	Gift Card for All Staff Luncheon Raffle	25.00
Brian Pendleton	07/03/25	Harbor Mart	07/02/25 Commission Dinner	174.67
Brian Pendleton	07/07/25	Gannett Media Co.	Ventura County Star online subscription	1.00
			Total General Manager's Expenses	300.67
Todd Mitchell	07/16/25	Golden Nugget Hotel Las Vegas	Southwest Parking Conference - Hotel	99.44
Todd Mitchell	07/28/25	Gannett Media Co.	Ventura County Star online subscription	19.99
			Total Deputy General Manager's Expenses	119.43
Jessica Rauch	07/21/25	Juicer.Io / Saas.Group	Twitter posts to VH.com	19.00
Jessica Rauch	07/30/25	CMPA	CA Mobility & Parking Assoc. Conference - Registration	515.00
Jessica Rauch	07/18/25	Brophy Bros.	07/16/25 Commission Dinner	109.95
Jessica Rauch	07/18/25	Vons #2431	07/16/25 Commission Dinner	17.97
Jessica Rauch	07/18/25	All Thats Fit To Print	Business Cards for S. Clancy	108.26
Jessica Rauch	07/21/25	Iron Mountain	Iron Mountain shred bin service	297.94
Jessica Rauch	07/30/25	Nitro Software Inc.	Nitro E-Sign Licenses	1,200.00
Jessica Rauch	07/28/25	Zoom.Com 888-799-9666	Zoom Subscription/License	121.18
Jessica Rauch	07/25/25	County of Ventura	Environmental Filling with County of Ventura for Ventura West Marina	3,021.25
			Total Executive Assistant's Expenses	5,410.55
Justin Fleming	07/14/25	City of San Buenaventura	19A Lot Permit Fee	1,654.88
Justin Fleming	07/14/25	City of San Buenaventura	19A Lot Permit Fee	47.99
			Total Capital Projects Manager's Expenses	1,702.87
Sergio Gonzalez	07/01/25	Landscape Lighting World	19A monument wall lights	1,029.28
Sergio Gonzalez	07/07/25	Apple.Com/Bill	Monthly work cell phone backup	2.99
			Total Facilities Manager's Expenses	1,032.27

ATTACHMENT 5

Staff Member	Trans Date	Vendor	Detailed Descriptions	Amount
Jennifer Talt-Lundin	07/31/25	Boba By The Sea	Product for Business Reel Shoot	10.08
Jennifer Talt-Lundin	07/31/25	Ventura Swimwear	Giftcard for Waterfront Wednesday Giveaway	30.00
Jennifer Talt-Lundin	07/21/25	Sticker Mule	Village Promotional Stickers	280.15
Jennifer Talt-Lundin	07/02/25	Facebook	Facebook Social Media Advertising	203.05
Jennifer Talt-Lundin	07/01/25	Facebook	Facebook Social Media Advertising	70.74
Jennifer Talt-Lundin	07/01/25	Facebook	Facebook Social Media Advertising	35.37
Jennifer Talt-Lundin	07/14/25	Gan-Ca Localiq Adv	Summer Events Print Advertising	249.66
Jennifer Talt-Lundin	07/28/25	Vistaprint	Movie Night Postcards	160.74
Jennifer Talt-Lundin	07/14/25	LA Tourism - Los Angeles	LA Tourism Annual Membership - J. Talt-Lundin	125.00
Jennifer Talt-Lundin	07/09/25	LA Tourism - Los Angeles	LA Tourism Annual Membership - R. Hedrick	125.00
Jennifer Talt-Lundin	07/09/25	LA Tourism - Los Angeles	LA Tourism Annual Membership - C. Brazerol	125.00
Jennifer Talt-Lundin	07/07/25	Kasa Living, Inc.	Creative Conference - Hotel	434.79
Jennifer Talt-Lundin	07/04/25	Kasa Living, Inc.	Creative Conference - Hotel	450.54
Jennifer Talt-Lundin	07/07/25	Brella Ticket Sales	Creative Conference - Registration	664.00
Jennifer Talt-Lundin	07/21/25	Lyft	Creative Conference - Transportation	15.20
Jennifer Talt-Lundin	07/21/25	Kasa Living, Inc.	Creative Conference - Hotel	8.00
Jennifer Talt-Lundin	07/18/25	Kasa Living, Inc.	Creative Conference - Hotel	47.00
Jennifer Talt-Lundin	07/16/25	Chatgpt.com	Monthly ChatGPT Subscription	20.00
Jennifer Talt-Lundin	07/22/25	Mailchimp	Monthly Sibscription for E-Newsletter Delivery	300.00
Jennifer Talt-Lundin	07/16/25	Target 00002980	Bubbles for Village Engagement	21.55
Jennifer Talt-Lundin	07/03/25	Target 00002980	Bubbles for Village Engagement	19.50
Jennifer Talt-Lundin	07/29/25	Wal-Mart #3650	Bubbles for Village Engagement	43.10
Jennifer Talt-Lundin	07/28/25	Opc*ventura Rma	County Health Permits for Movie Nights	207.00
Jennifer Talt-Lundin	07/11/25	Opc*ventura Rma	County Health Permits for Movie Nights	336.00
Jennifer Talt-Lundin	07/11/25	Opc Msc*service Fee 024	County Health Permits for Movie Nights	9.24
Jennifer Talt-Lundin	07/28/25	Opc Msc*service Fee 024	County Health Permits for Movie Nights	5.69
Jennifer Talt-Lundin	07/21/25	Amazon Marketplace	Giveaway Items for Movie Nights	75.37
Jennifer Talt-Lundin	07/30/25	Trader Joes #045	Giveaway DVD for Movie Nights	15.04
Jennifer Talt-Lundin	07/24/25	Walmart.Com	Giveaway DVD for Movie Nights	47.30
Jennifer Talt-Lundin	07/24/25	Walmart.Com	Giveaway DVD for Movie Nights	9.14
			Total Marketing Manager's Expenses	4,143.25
Dave Werneburg	07/03/25	West Marine #300	New CB Radio for Dockmasters Office	280.67
Dave Werneburg	07/03/25	Lowes #01734	Pressure Washing Machine Parts	175.57
Dave Werneburg	07/18/25	Office Depot #931	Moving Supplies for Dry Storage Migration to 19A	163.82
Dave Werneburg	07/31/25	Office Depot #5125	Envelopes for Marina & Dry Storage Billings	77.56
			Total Marina Manager's Expenses	697.62
John Higgins	07/21/25	Galls	PPE - Medical Jackets	2,288.16
John Higgins	07/03/25	The Flag Factory	Flag Pole Repair Items	824.27
John Higgins	07/21/25	Gannett Media Co.	VCStar Subscription	59.00
John Higgins	07/11/25	Greg Rents	Equipment Rental for Flag Role Repair	546.86
John Higgins	07/02/25	P2P Rescue	Inflatable Lifeguard Rescue Board	865.00
John Higgins	07/07/25	Sp Gl.Inet Us	To be offset w reimbursement from Higgins	147.25
			Total Harbormaster's Expenses	4,730.54
			Total Wells Fargo Credit Card Expenses	$ 18,137.20

ATTACHMENT 5

Ventura Port District
Wells Fargo Business Credit Card Charges
August 2025

Chase Credit Card holders
Brian Pendleton, General Manager
Todd Mitchell, Deputy General Manager
Jessica Rauch, Executive Assistant/Senior Clerk
Sarah Clancy, Administrative Services Manager
Sergio Gonzalez, Facilities Manager
Justing Fleming, Capital Projects Manager
Jennifer Talt-Lundin, Marketing Manager
Dave Werneburg, Marina Manager
John Higgins, Harbormaster

Staff Member	Trans Date	Vendor	Detailed Descriptions	Amount
Brian Pendleton	08/27/25	Alpho	CSDA Conference Meal	22.61
Brian Pendleton	08/06/25	Southwest Al	Travel for Parking Conference in San Jose	178.41
Brian Pendleton	08/06/25	Gannett Media Co.	Ventura County Star online subscription	1.00
			Total General Manager's Expenses	202.02
Todd Mitchell	08/14/25	UCLA Park Mobile	Parking for SoCal Parking Meeting	17.45
			Total Deputy General Manager's Expenses	17.45
Jessica Rauch	08/13/25	Latitude 38	Commercial Fisheries Manager Job Posting	120.00
Jessica Rauch	08/11/25	Maritime Publishing - Eco	Commercial Fisheries Manager Recruitment	541.50
Jessica Rauch	08/07/25	Western City Magazine	Commercial Fisheries Manager Recruitment	300.00
Jessica Rauch	08/07/25	Careersingo	Commercial Fisheries Manager Recruitment	399.00
Jessica Rauch	08/28/25	Zoom.Com 888-799-9666	Virtual Communication	121.18
Jessica Rauch	08/11/25	Marriott Monterey Bay	Pendleton CSDA Annual Conference Hotel	295.06
Jessica Rauch	08/08/25	Ventura Chamber Of Commerce	Pendleton & Mitchell State of the City	120.00
Jessica Rauch	08/20/25	Juicer.Io / Saas.Group	Twitter posts to VH.com	19.00
Jessica Rauch	08/06/25	Srfax 866-554-0263	E-Fax Line	128.40
Jessica Rauch	08/21/25	Iron Mountain	Iron Mountain shred bin service	302.22
Jessica Rauch	08/07/25	Yardi Credit Card Fee	Practice charge for Yardi tenant portal	3.09
Jessica Rauch	08/14/25	Yardi Credit Card Fee	Practice charge for Yardi tenant portal-reversed	(3.00)
			Total Executive Assistant's Expenses	2,346.45
Justin Fleming	No activity			
			Total Capital Projects Manager's Expenses	-
Sergio Gonzalez	08/06/25	Apple.Com/Bill	Monthly work cell phone backup	2.99
			Total Facilities Manager's Expenses	2.99

ATTACHMENT 5

Staff Member	Trans Date	Vendor	Detailed Descriptions	Amount
Jennifer Talt-Lundin	08/25/25	Facebook	Paid social media ads	900.00
Jennifer Talt-Lundin	08/01/25	Facebook	Paid social media ads	653.07
Jennifer Talt-Lundin	08/15/25	Vistaprint	Promotional postcard printing	130.37
Jennifer Talt-Lundin	08/22/25	Kasa Living, Inc.	Credit for charge for conference and meetings	(8.00)
Jennifer Talt-Lundin	08/22/25	Kasa Living, Inc.	Credit for charge for conference and meetings	(47.00)
Jennifer Talt-Lundin	08/22/25	Mailchimp	Monthly subscription for Village enewsletter	300.00
Jennifer Talt-Lundin	08/20/25	Light Beacon Photo	Content photography purchase	65.00
Jennifer Talt-Lundin	08/20/25	Meta De Cafe	Aerial /video content photography	425.00
Jennifer Talt-Lundin	08/18/25	Chatgpt.com	Enhanced subscription to Chatgtp(Ai)	20.00
Jennifer Talt-Lundin	08/15/25	Seaside Aerial Photography	Aerial content photography	150.00
Jennifer Talt-Lundin	08/11/25	Conway Vineyards	Movie night promotion for pizza	26.22
Jennifer Talt-Lundin	08/25/25	Hats Unlimited-Ventura	Gift card Waterfront Wednesday promotion	30.00
Jennifer Talt-Lundin	08/25/25	Le Petit Cafe & Bakery	Gift card Waterfront Wednesday promotion	30.90
Jennifer Talt-Lundin	08/21/25	Just 4 Dreamers, Inc	Gift card Waterfront Wednesday promotion	45.00
Jennifer Talt-Lundin	08/14/25	The Loose Cannon	Gift card Waterfront Wednesday promotion	41.00
Jennifer Talt-Lundin	08/28/25	Amazon Marketplace	Outdoor movie night	10.76
Jennifer Talt-Lundin	08/27/25	Amazon Marketplace	Outdoor movie night	245.20
Jennifer Talt-Lundin	08/19/25	Amazon.Com	Replacement photo opp	64.64
Jennifer Talt-Lundin	08/18/25	Amazon Marketplace	Supplies for Event Production	140.06
Jennifer Talt-Lundin	08/13/25	The Vision Experience	Outdoor movie night	400.00
Jennifer Talt-Lundin	08/11/25	Swank Motion Pictures Inc.	Outdoor movie night licensing	665.00
Jennifer Talt-Lundin	08/04/25	Amazon Marketplace	Supplies for Event Production	163.05
Jennifer Talt-Lundin	08/04/25	Monday.Com	Annual subscription for online project and programming tool	1,140.00
			Total Marketing Manager's Expenses	5,590.27
Dave Werneburg	08/11/25	On Duty Uniforms	Uniform replacements for Rob Weinerth (Marina Dept.)	487.04
Dave Werneburg	08/08/25	Ls Mile26 Future Track	Uniform shoes for Rob Weinerth - per ending of Teamsters MOU	172.40
			Total Marina Manager's Expenses	659.44
John Higgins	08/21/25	Oreilly 3590	Boat 5 radiator flush kit part	27.99
John Higgins	08/06/25	Spurs Marine Manufacturing	Boat Parts	2,177.00
John Higgins	08/04/25	Babbitts Online	Rescue Water Craft Parts/Supplies	361.94
John Higgins	08/28/25	Gotak LLC	Purchased additional wired gps device for the Ford Lightning	600.00
John Higgins	08/01/25	Corrales Mexican Food	Tsunami Event Meal Due To Extended Shifts & No Break	112.60
John Higgins	08/29/25	Nitro Software Inc.	PDF Software to comply with paperless system (Higgins & Donohue)	187.50
John Higgins	08/14/25	Paddle.Net	PDF Editor Donohue	79.99
			Total Harbormaster's Expenses	3,547.02
			Total Wells Fargo Credit Card Expenses	$ 12,365.64

ATTACHMENT 5

Ventura Port District
Wells Fargo Business Credit Card Charges
September 2025

Chase Credit Card holders
Brian Pendleton, General Manager
Todd Mitchell, Deputy General Manager
Jessica Rauch, Executive Assistant/Senior Clerk
Sarah Clancy, Administrative Services Manager
Sergio Gonzalez, Facilities Manager
Justing Fleming, Capital Projects Manager
Jennifer Talt-Lundin, Marketing Manager
Dave Werneburg, Marina Manager
John Higgins, Harbormaster

Staff Member	Trans Date	Vendor	Category	Detailed Descriptions	Amount
Brian Pendleton	09/29/25	Brophy Bros.	Conference	Lunch meeting with Robert Smith	48.46
Brian Pendleton	09/01/25	Marriott Monterey Bay	Conference	CSDA Conference Hotel	773.62
Brian Pendleton	09/01/25	Rustic Fire	Conference	CSDA Conference Meal	25.22
Brian Pendleton	09/08/25	Gannett Media Co.	Subscription	Ventura County Star Online Subscription	1.00
				Total General Manager's Expenses	848.30
Todd Mitchell	09/22/25	Golden Nugget Hotel Las Vegas	Conference	Refund of hotel deposit (did not attend conference)	(99.44)
Todd Mitchell	09/19/25	Cty Of Vta - Pmobile	Conference	Parking-Ventura Chamber of Commerce Board Meeting	1.95
				Total Deputy General Manager's Expenses	(97.49)
Jessica Rauch	09/11/25	Neogov	Advertising	Management Assistant Job Posting	199.00
Jessica Rauch	09/11/25	Careersingo	Advertising	Management Assistant Job Posting	399.00
Jessica Rauch	09/11/25	Whizcom Marketing LLC	Advertising	Commissioner Howell and Anderson Headshots	200.00
Jessica Rauch	09/30/25	Brophy Bros.	Advertising	Commercial Fisheries Manager Interview Panel Lunch	77.69
Jessica Rauch	09/22/25	Juicer.lo / Saas.Group	Advertising	Twitter posting to VH.com	19.00
Jessica Rauch	09/29/25	Custom Awards And Engraving	Advertising	Commissioner Anderson Headshot Name Plate	32.33
Jessica Rauch	09/26/25	Image Source	Advertising	Commissioner Howell and Anderson Headshots	174.12
Jessica Rauch	09/05/25	Brophy Bros.	Conference	9/3/25 Commission Dinner Brophys	158.98
Jessica Rauch	09/05/25	Omni La Costa Resort	Conference	Clancy JPIA Conference Hotel Deposit	299.97
Jessica Rauch	09/22/25	Iron Mountain	Office supplies	Iron Mountain shred bin service	304.32
Jessica Rauch	09/19/25	Quadient Leasing Usa	Professional services	Admin Mail Machine Lease 8/24/25-11/23/25	436.78
Jessica Rauch	09/11/25	Ralphs #0664	Training	Maintenance JPIA Training Snacks Will be reimbursed	27.92
Jessica Rauch	09/05/25	Valentinos - Ventura	Training	Maintenance JPIA Training Lunch Will be reimbursed	86.94
Jessica Rauch	09/04/25	Smart And Final 390	Training	Maintenance JPIA Training Snacks Will be reimbursed	91.42
Jessica Rauch	09/29/25	Zoom.Com 888-799-9666	Virtual communication	Virtual Communication	121.18
				Total Executive Assistant's Expenses	2,628.65
Justin Fleming	No activity				
				Total Capital Projects Manager's Expenses	-

ATTACHMENT 5

Staff Member	Trans Date	Vendor	Category	Detailed Descriptions	Amount
Sergio Gonzalez	09/30/25	Evgateway	Operating supplies	VHV electrical charging of M-58	20.00
Sergio Gonzalez	09/08/25	Apple.Com/Bill	Operating supplies	Work cell monthly backup fee	2.99
Sergio Gonzalez	09/22/25	Harbor Freight Tools 200	Operating supplies	VPD replacement shop floor jack	312.46
Sergio Gonzalez	09/18/25	Vons #2431	Training	JPIA training class snacks provided	16.44
				Total Facilities Manager's Expenses	351.89
Jennifer Talt-Lundin	09/22/25	Facebook	Advertising	Paid social media ads	900.00
Jennifer Talt-Lundin	09/22/25	Sticker Mule	Advertising	Village guest stickers	335.10
Jennifer Talt-Lundin	09/01/25	Facebook	Advertising	Paid social media ads	668.90
Jennifer Talt-Lundin	09/10/25	Los Angeles Convention Center	Conference	LA Outlook Forum parking fee	27.00
Jennifer Talt-Lundin	09/22/25	Mailchimp	Content development	Monthly Village Enewsletter	300.00
Jennifer Talt-Lundin	09/16/25	Chatgpt.com	Content development	Monthly Upgrade for Chatgpt	20.00
Jennifer Talt-Lundin	09/18/25	Vimeo.Com	Content development	Vimeo License/Subscription	300.00
Jennifer Talt-Lundin	09/29/25	Hats Unlimited-Ventura	Entertainment	Taylor Swift CD Listening party giveaway	66.87
Jennifer Talt-Lundin	09/29/25	VC Balloons	Entertainment	Taylor Swift CD Listening party decor	300.00
Jennifer Talt-Lundin	09/29/25	Lost In Socks	Entertainment	Taylor Swift CD Listening party giveaway	8.63
Jennifer Talt-Lundin	09/26/25	Casa De Regalos	Entertainment	Taylor Swift CD Listening party giveaway	33.93
Jennifer Talt-Lundin	09/22/25	Amazon Marketplace	Entertainment	Taylor Swift CD Listening Party activation supplies & decor	25.84
Jennifer Talt-Lundin	09/22/25	Amazon Marketplace	Entertainment	Taylor Swift CD Listening Party Activation supplies and decor	178.73
Jennifer Talt-Lundin	09/18/25	Etsy, Inc.	Entertainment	Activation- Taylor Swift CD Listening party decor & crafts	172.05
Jennifer Talt-Lundin	09/12/25	Sprouts Farmers Mar	Entertainment	Sea Salt Taffy for Village Visitor Booth giveaways	67.33
Jennifer Talt-Lundin	09/04/25	Coastal Cone & Parlor	Event production	JAWS Movie Night special offer to film for promo Reel	9.45
Jennifer Talt-Lundin	09/12/25	Harbor Village Gallery & Gifts	Event production	Village Booth giveaway for Ventura Art & Chalk Festival weekend	32.32
Jennifer Talt-Lundin	09/08/25	Swank Motion Pictures Inc.	Event production	JAWS movie licensing fee	665.00
Jennifer Talt-Lundin	09/17/25	Office Depot #931	Office supplies	Office supplies	114.05
Jennifer Talt-Lundin	09/29/25	Amazon Marketplace	Office supplies	Howl-o-ween supplies	134.53
				Total Marketing Manager's Expenses	4,359.73
Dave Werneburg	09/09/25	Amazon Marketplace	Office supplies	ACCESS reference manual-returning-doesn't meet needs	63.86
Dave Werneburg	09/15/25	Office Depot #931	Office supplies	Desk calendar, billing envelopes, project pockets	61.82
Dave Werneburg	09/08/25	Amazon.Com	Office supplies	ACCESS reference books related to marina and dry storage	60.86
				Total Marina Manager's Expenses	186.54
John Higgins	09/05/25	Omni La Costa Resort	Conference	CAL JPIA Risk Management Conference Hotel Deposit	299.97
John Higgins	09/05/25	Ventura County EMS	Operating supplies	Ventura County EMT Recertification Mason Alford	97.00
John Higgins	09/04/25	5.11, Inc.	Uniforms	Uniforms Ayers, Williams, Bennett & MSO Medical Jackets	4,670.96
John Higgins	09/03/25	5.11, Inc.	Uniforms	Jackets, Uniform Job Shirts-second half of order	2,020.31
				Total Harbormaster's Expenses	7,088.24
				Total Wells Fargo Credit Card Expenses	$ 15,365.86

VENTURA PORT DISTRICT
DEPARTMENTAL STAFF REPORT Meeting Date: November 12, 2025

TO:	Board of Port Commissioners
CC:	Brian D. Pendleton, General Manager
FROM:	Sarah Clancy, Administrative Services Manager
SUBJECT:	Quarterly Treasurers Report – September 30, 2025

As of September 30, 2025, the District held cash and investments with a market value of $19,446,337. Funds held in investments represent those not needed for general operating activities.

Local Agency Investment Fund (LAIF) holds 61% of the September 30, 2025 total fund balance:

Enterprise Fund	413
Dredging Reserve Fund	3,031,578
Capital Improvement Fund	8,547,590
Capital Improvement – Fisheries Fund	225,874
Total Funds	$11,805,455

California Cooperative Liquid Assets Securities System (CA CLASS) holds 38% of the September 30, 2025 total fund balance:

Enterprise (Operating) Fund	$7,446,645

The Investment Portfolio Report for September 30, 2025 attached herewith includes all of the District's Funds.

Submitted by: _____ Date: October 30, 2025
Sarah Clancy
Administrative Services Manager

ATTACHMENTS:
Attachment 1 – Investment Portfolio Report for September 30, 2025
Attachment 2 – LAIF Performance Report for September 30, 2025
Attachment 3 – CA CLASS Schedule of Investments September 30, 2025

ATTACHMENT 6

ATTACHMENT 1

Ventura Port District
Investment Portfolio Report
Quarter Ending 9/30/2025

Security Type	Issuer	CUSIP Number	Maturity Date	Interest Rate	Par Value	Book Value	Percent of Portfolio	Market Value	Market Value Source
Cash Investments									
State Pool (LAIF)	LAIF-State Treasury	NA	On Demand	4.34%	11,782,719	11,782,719	61%	11,805,455	LAIF
Total Cash Investments LAIF						**$ 11,782,719**	**61%**	**$ 11,805,455**	
State Pool (CLASS)	Calfornia CLASS		On Demand	4.27%	7,432,304	7,432,304	38%	7,446,645	CLASS
Total Cash Investments CLASS						**$ 7,432,304**	**38%**	**$ 7,446,645**	
Cash Deposits									
Demand Deposits-									
Main checking	Wells Fargo		On Demand	N/A	N/A	165,789	1%	165,789	Wells Fargo
Merchant Services Account	Wells Fargo		On Demand	N/A	N/A	5,263	0.0%	5,263	Wells Fargo
Petty Cash	Ventura Port District		On Demand	N/A	N/A	1,475	0.01%	1,475	Ventura Port District
Total Cash Deposits						**$ 172,527**	**1%**	**$ 172,527**	
Cash in County Treasurer's Pooled Investment Program									
County Treasurer's Pool	Ventura County Treasury		On Demand	4.53%	21,412	21,710	0.1%	21,710	Ventura County Treasury
Total Cash in County Treasury						**$ 21,710**	**0.1%**	**$ 21,710**	
TOTAL ALL FUNDS						**$ 19,409,260**	**100%**	**$ 19,446,337**	

Notes:

I certify that this report accurately reflects all of the Districts investments, and is in conformance with the adopted District Investment Policy.
Furthermore, I certify to the best of my knowledge, sufficient investment liquidity and anticipated revenues are available to the meet the District's budgeted expenditure requirements for the next six months.

10/30/2025

Submitted by:_____

ATTACHMENT 6

PMIA/LAIF Performance Report as of 10/15/25

Quarterly Performance Quarter Ended 9/30/25

LAIF Apportionment Rate[2]:	4.34
LAIF Earnings Ratio[2]:	0.00011893333163814
LAIF Administrative Cost[1]*:	TBD
LAIF Fair Value Factor[1]:	1.001929581
PMIA Daily[1]:	4.19
PMIA Quarter to Date[1]:	4.24
PMIA Average Life[1]:	254

PMIA Average Monthly Effective Yields[1]

September	**4.212**
August	4.251
July	4.258
June	4.269
May	4.272
April	4.281

Pooled Money Investment Account Monthly Portfolio Composition [1] 9/30/25 $161.7 billion

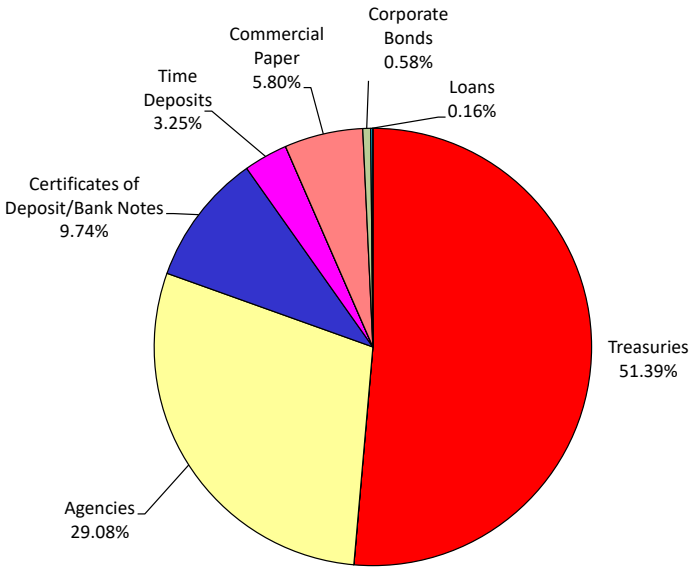


Chart does not include $987,000.00 in mortgages, which equates to 0.001%. Percentages may not total 100% due to rounding.

Daily rates are now available here. **View PMIA Daily Rates**

Notes: The apportionment rate includes interest earned on the CalPERS Supplemental Pension Payment pursuant to Government Code 20825 (c)(1) .

**The percentage of administrative cost equals the total administrative cost divided by the quarterly interest earnings. The law provides that administrative costs are not to exceed 5% of quarterly EARNINGS of the fund. However, if the 13-week Daily Treasury Bill Rate on the last day of the fiscal year is below 1%, then administrative costs shall not exceed 8% of quarterly EARNINGS of the fund for the subsequent fiscal year.*

Source:
[1] State of California, Office of the Treasurer
[2] State of California, Office of the Controller

ATTACHMENT 6

CALIFORNIA CLASS

Schedule of Investments

09/30/25

Cusip	Security Description	Coupon		Maturity Date	Days to Reset Maturity	Share/Par	Original Cost	Amortized Cost	Price	Market Value	Unrealized Gain / (Loss)	% of MV	Ratings S&P	YTM	Current Yield
Bank Deposits															
BANKS SAVINGS-DEPOSIT ACCOUNT															
USB DDA	US Bank Overnight Sweep	1.00%	V		1	676,598.47	676,598.47	676,598.47	100.00	676,598.47	-	0.03%	A-1	1.00%	1.00%
	TOTAL : BANKS SAVINGS-DEPOSIT ACCOUNT					**676,598.47**	**676,598.47**	**676,598.47**		**676,598.47**	**-**	**0.03%**			
TOTAL : Bank Deposits						**676,598.47**	**676,598.47**	**676,598.47**		**676,598.47**	**-**	**0.03%**			
Certificates of Deposit															
BANKING															
05593DKE2	BNP Paribas New York Branch	4.19%	F	03/05/26	156	20,000,000.00	20,000,000.00	20,000,000.00	100.05	20,010,680.00	10,680.00	1.01%	A-1	4.05%	4.19%
06367DR31	Bank of Montreal Chicago	4.40%	V	03/02/26	1	20,000,000.00	20,000,000.00	20,000,000.00	100.00	19,999,740.00	(260.00)	1.01%	A-1	4.40%	4.40%
06367DSS5	Bank of Montreal Chicago	4.08%	F	03/13/26	164	5,000,000.00	5,000,000.00	5,000,000.00	100.01	5,000,550.00	550.00	0.25%	A-1	4.05%	4.08%
06745GDF5	Barclays Bank PLC of New York	4.48%	V	10/22/25	1	10,000,000.00	10,000,000.00	10,000,000.00	100.00	9,999,987.00	(13.00)	0.51%	A-1	4.48%	4.48%
06745GDK4	Barclays Bank PLC of New York	4.48%	V	10/24/25	1	10,000,000.00	10,000,000.00	10,000,000.00	100.01	10,000,650.00	650.00	0.51%	A-1	4.48%	4.48%
06745GDU2	Barclays Bank PLC of New York	4.47%	F	11/19/25	50	20,000,000.00	20,000,000.00	20,000,000.00	100.03	20,005,620.00	5,620.00	1.01%	A-1	4.20%	4.47%
06745GDV0	Barclays Bank PLC of New York	4.37%	V	11/19/25	1	20,000,000.00	20,000,000.00	20,000,000.00	100.00	19,999,380.00	(620.00)	1.01%	A-1	4.37%	4.37%
13606DGG1	Canadian Imperial Bank of Commerce of N	4.37%	V	12/17/25	1	10,000,000.00	10,000,000.00	10,000,000.00	100.00	9,999,984.00	(16.00)	0.51%	A-1	4.37%	4.37%
13606DGJ5	Canadian Imperial Bank of Commerce of N	4.38%	V	12/12/25	1	15,000,000.00	15,000,000.00	15,000,000.00	100.04	15,005,439.00	5,439.00	0.76%	A-1	4.38%	4.38%
17330QJA6	Citibank N.A.	4.37%	F	11/25/25	56	10,000,000.00	10,000,000.00	10,000,000.00	100.02	10,002,470.00	2,470.00	0.51%	A-1	4.13%	4.37%
17330QJB4	Citibank N.A.	4.33%	F	12/22/25	83	5,000,000.00	5,000,000.00	5,000,000.00	100.03	5,001,375.00	1,375.00	0.25%	A-1	4.13%	4.33%
17330QJH1	Citibank N.A.	4.45%	V	12/12/25	1	15,000,000.00	15,000,000.00	15,000,000.00	100.03	15,005,185.50	5,185.50	0.76%	A-1	4.45%	4.45%
20271EP94	Commonwealth Bank of Australia New Yo	4.38%	V	06/05/26	1	15,000,000.00	15,000,000.00	15,000,000.00	100.01	15,000,990.00	990.00	0.76%	A-1+	4.38%	4.38%
21684X3T1	Cooperatieve Rabobank U.A. New York	4.41%	F	12/10/25	71	10,000,000.00	10,000,000.00	10,000,000.00	100.05	10,005,360.00	5,360.00	0.51%	A-1	4.08%	4.41%
22536JM44	Credit Agricole CIB New York	4.06%	F	03/31/26	182	10,000,000.00	10,000,000.00	10,000,000.00	100.01	10,001,090.00	1,090.00	0.51%	A-1	4.03%	4.06%
22536JNZ4	Credit Agricole CIB New York	4.47%	F	11/26/25	57	20,000,000.00	20,000,000.00	20,000,000.00	100.05	20,010,260.00	10,260.00	1.01%	A-1	4.08%	4.47%
22536JPG4	Credit Agricole CIB New York	4.47%	F	12/01/25	62	20,000,000.00	20,000,000.00	20,000,000.00	100.06	20,011,180.00	11,180.00	1.01%	A-1	4.08%	4.47%
22536JQP3	Credit Agricole CIB New York	4.45%	F	12/08/25	69	10,000,000.00	10,000,000.00	10,000,000.00	100.06	10,005,950.00	5,950.00	0.51%	A-1	4.08%	4.45%
22536JZX6	Credit Agricole CIB New York	4.29%	F	02/25/26	148	20,000,000.00	20,000,000.00	20,000,000.00	100.09	20,017,200.00	17,200.00	1.01%	A-1	4.06%	4.29%
55381BKM9	Mitsubishi UFJ Trust & Banking Corp. New	4.37%	V	01/14/26	1	20,000,000.00	20,000,000.00	20,000,000.00	100.02	20,003,700.00	3,700.00	1.01%	A-1	4.37%	4.37%
60683D5L9	Mitsubishi UFJ Trust & Banking Corp. New	4.45%	F	01/20/26	112	20,000,000.00	20,000,000.00	20,000,000.00	100.10	20,019,920.00	19,920.00	1.01%	A-1	4.07%	4.45%
60710T2D2	Mizuho Bank Ltd. New York	4.38%	V	01/27/26	1	10,000,000.00	10,000,000.00	10,000,000.00	100.01	10,001,310.00	1,310.00	0.51%	A-1	4.38%	4.38%
60710TV24	Mizuho Bank Ltd. New York	4.46%	F	12/16/25	77	20,000,000.00	20,000,000.00	20,000,000.00	100.07	20,013,840.00	13,840.00	1.01%	A-1	4.08%	4.46%
60710TX48	Mizuho Bank Ltd. New York	4.37%	V	01/13/26	1	20,000,000.00	20,000,000.00	20,000,000.00	100.01	20,001,700.00	1,700.00	1.01%	A-1	4.37%	4.37%
60710TYQ8	Mizuho Bank Ltd. New York	4.43%	V	10/14/25	1	25,000,000.00	25,000,000.00	25,000,000.00	100.00	24,999,957.50	(42.50)	1.27%	A-1	4.43%	4.43%
63253T7K8	National Australia Bank Ltd. New York	4.39%	V	04/02/26	1	30,000,000.00	30,000,000.00	30,000,000.00	100.03	30,008,910.00	8,910.00	1.52%	A-1+	4.39%	4.39%
63873TDJ4	Natixis New York Branch	4.45%	F	12/09/25	70	10,000,000.00	10,000,000.00	10,000,000.00	100.06	10,006,040.00	6,040.00	0.51%	A-1	4.08%	4.45%
65558WHB7	Nordea Bank Abp New York	4.28%	V	10/07/25	1	10,000,000.00	10,000,000.00	10,000,000.00	100.00	9,999,988.00	(12.00)	0.51%	A-1+	4.28%	4.28%
65558WHD3	Nordea Bank Abp New York	4.34%	V	12/17/25	1	10,000,000.00	10,000,000.00	10,000,000.00	100.03	10,002,760.00	2,760.00	0.51%	A-1+	4.34%	4.34%
65558WLZ9	Nordea Bank Abp New York	4.40%	V	04/08/26	1	20,000,000.00	20,000,000.00	20,000,000.00	100.03	20,006,220.00	6,220.00	1.01%	A-1+	4.40%	4.40%
86565GPY0	Sumitomo Mitsui Banking Corp. New York	4.45%	F	03/06/26	157	20,000,000.00	20,000,000.00	20,000,000.00	100.15	20,029,080.00	29,080.00	1.01%	A-1	4.05%	4.44%
86565GSF8	Sumitomo Mitsui Banking Corp. New York	4.36%	V	03/02/26	1	20,000,000.00	20,000,000.00	20,000,000.00	100.02	20,003,360.00	3,360.00	1.01%	A-1	4.36%	4.36%
86959TMQ6	Svenska Handelsbanken New York	4.38%	V	11/12/25	1	5,000,000.00	5,000,000.00	5,000,000.00	100.00	4,999,992.00	(8.00)	0.25%	A-1+	4.38%	4.38%
86959TPG5	Svenska Handelsbanken New York	4.42%	F	12/12/25	73	20,000,000.00	20,000,000.00	20,000,000.00	100.06	20,011,460.00	11,460.00	1.01%	A-1+	4.08%	4.42%
87019WT96	Swedbank AB of New York	4.00%	F	04/24/26	206	10,000,000.00	10,000,000.00	10,000,000.00	99.95	9,994,820.00	(5,180.00)	0.51%	A-1	4.09%	4.00%
89115DS31	The Toronto-Dominion Bank New York	4.36%	V	11/24/25	1	5,000,000.00	5,000,000.00	5,000,000.00	100.00	4,999,929.00	(71.00)	0.25%	A-1	4.36%	4.36%
96130AA99	Westpac Banking Corp. New York	4.39%	F	03/05/26	156	20,000,000.00	20,000,000.00	20,000,000.00	100.12	20,023,960.00	23,960.00	1.01%	A-1+	4.05%	4.38%
96130AZG6	Westpac Banking Corp. New York	4.38%	V	11/13/25	1	8,000,000.00	8,000,000.00	8,000,000.00	100.00	7,999,986.40	(13.60)	0.41%	A-1+	4.38%	4.38%
	TOTAL : BANKING					**568,000,000.00**	**568,000,000.00**	**568,000,000.00**		**568,210,023.40**	**210,023.40**	**28.79%**			
TOTAL : Certificates of Deposit						**568,000,000.00**	**568,000,000.00**	**568,000,000.00**		**568,210,023.40**	**210,023.40**	**28.79%**			
Commercial Paper															
BANKING															
06054CKE4	BofA Securities Inc.	4.54%	V	11/17/25	1	10,000,000.00	10,000,000.00	10,000,000.00	100.02	10,002,200.00	2,200.00	0.51%	A-1	4.54%	4.54%
06054CKZ7	BofA Securities Inc.	4.47%	V	02/05/26	1	15,000,000.00	15,000,000.00	15,000,000.00	100.02	15,003,675.00	3,675.00	0.76%	A-1	4.47%	4.47%
06054CLJ2	BofA Securities Inc.	4.45%	V	04/13/26	1	10,000,000.00	10,000,000.00	10,000,000.00	100.02	10,001,590.00	1,590.00	0.51%	A-1	4.45%	4.45%
06054NYH8	BofA Securities Inc.			11/17/25	48	10,000,000.00	9,741,416.67	9,943,208.33	99.45	9,944,613.00	1,404.67	0.50%	A-1	4.24%	4.24%
06054PEF9	BofA Securities Inc.			05/15/26	227	15,000,000.00	14,542,166.67	14,613,916.67	97.52	14,628,004.50	14,087.83	0.74%	A-1	4.09%	4.09%
06741EB33	Barclays Bank PLC			02/03/26	126	10,000,000.00	9,787,325.00	9,853,125.00	98.57	9,856,960.00	3,835.00	0.50%	A-1+	4.20%	4.20%
06741EBH2	Barclays Bank PLC			02/17/26	140	10,000,000.00	9,783,516.67	9,838,219.45	98.43	9,842,677.00	4,457.55	0.50%	A-1+	4.17%	4.17%
06741EBQ2	Barclays Bank PLC			02/24/26	147	5,000,000.00	4,890,916.67	4,914,833.34	98.35	4,917,745.00	2,911.66	0.25%	A-1+	4.15%	4.15%
06741FXN2	Barclays Bank PLC			10/22/25	22	10,000,000.00	9,777,350.00	9,974,450.00	99.74	9,974,490.00	40.00	0.51%	A-1+	4.24%	4.24%
06741FXQ5	Barclays Bank PLC			10/24/25	24	5,000,000.00	4,888,322.22	4,986,040.28	99.72	4,986,090.00	49.72	0.25%	A-1+	4.24%	4.24%
06741FYQ4	Barclays Bank PLC			11/24/25	55	5,000,000.00	4,886,333.33	4,967,000.00	99.36	4,968,205.00	1,205.00	0.25%	A-1+	4.25%	4.25%
06741HQA4	Barclays Bank PLC	4.40%	V	11/19/25	1	5,000,000.00	5,000,000.00	5,000,000.00	100.01	5,000,685.00	685.00	0.25%	A-1	4.40%	4.40%

ATTACHMENT 6

CALIFORNIA CLASS

Schedule of Investments

09/30/25

Cusip	Security Description	Coupon		Maturity Date	Days to Reset Maturity	Share/Par	Original Cost	Amortized Cost	Price	Market Value	Unrealized Gain / (Loss)	% of MV	Ratings S&P	YTM	Current Yield
06741HQB2	Barclays Bank PLC	4.40%	V	11/12/25	1	5,000,000.00	5,000,000.00	5,000,000.00	100.01	5,000,595.00	595.00	0.25%	A-1	4.40%	4.40%
06741HQF3	Barclays Bank PLC	4.38%	V	12/03/25	1	5,000,000.00	5,000,000.00	5,000,000.00	100.01	5,000,615.00	615.00	0.25%	A-1	4.38%	4.38%
1730QPBT3	Citigroup Global Markets	4.42%	V	03/13/26	1	20,000,000.00	20,000,000.00	20,000,000.00	100.02	20,004,520.00	4,520.00	1.01%	A-1	4.42%	4.42%
17327BB95	Citigroup Global Markets			02/09/26	132	10,000,000.00	9,680,936.11	9,844,619.44	98.53	9,853,040.00	8,420.56	0.50%	A-1	4.12%	4.12%
19121BB65	The Coca-Cola Co.			02/06/26	129	10,000,000.00	9,703,916.67	9,851,377.78	98.54	9,853,700.00	2,322.22	0.50%	A-1	4.20%	4.20%
44988GGY8	ING (U.S.) Funding LLC	4.39%	V	06/12/26	1	10,000,000.00	10,000,000.00	10,000,000.00	100.01	10,001,380.00	1,380.00	0.51%	A-1	4.39%	4.39%
44988GH27	ING (U.S.) Funding LLC	4.39%	V	06/18/26	1	10,000,000.00	10,000,000.00	10,000,000.00	100.01	10,001,420.00	1,420.00	0.51%	A-1	4.39%	4.39%
44988KLR8	ING (U.S.) Funding LLC	4.50%	V	12/24/25	1	15,000,000.00	15,000,000.00	15,000,000.00	100.04	15,006,406.50	6,406.50	0.76%	A-1	4.50%	4.50%
44988KME6	ING (U.S.) Funding LLC	4.42%	V	04/06/26	1	8,000,000.00	8,000,000.00	8,000,000.00	100.03	8,002,664.00	2,664.00	0.41%	A-1	4.42%	4.42%
59157TYE7	MetLife Short Term Funding LLC			11/14/25	45	10,000,000.00	9,769,072.22	9,948,422.22	99.49	9,948,938.00	515.78	0.50%	A-1+	4.16%	4.16%
63763QAC1	National Securities Clearing Corp.			01/12/26	104	10,000,000.00	9,747,358.33	9,877,830.55	98.85	9,885,060.00	7,229.45	0.50%	A-1+	4.08%	4.08%
63763QAF4	National Securities Clearing Corp.			01/15/26	107	10,000,000.00	9,747,358.33	9,874,272.22	98.82	9,881,830.00	7,557.78	0.50%	A-1+	4.08%	4.08%
63763QAG2	National Securities Clearing Corp.			01/16/26	108	5,000,000.00	4,870,120.83	4,936,543.05	98.81	4,940,380.00	3,836.95	0.25%	A-1+	4.08%	4.08%
74154GBD4	Pricoa Short Term Funding LLC			02/13/26	136	5,000,000.00	4,872,379.17	4,920,968.75	98.48	4,924,123.50	3,154.75	0.25%	A-1+	4.14%	4.14%
89116EXA6	Toronto Dominion Holdings USA Inc.			10/10/25	10	15,000,000.00	14,515,366.67	14,983,725.00	99.89	14,982,867.00	(858.00)	0.76%	A-1	4.17%	4.17%
89233HEK6	Toyota Motor Credit Corp.			05/19/26	231	5,000,000.00	4,855,437.50	4,870,625.00	97.51	4,875,409.50	4,784.50	0.25%	A-1+	4.04%	4.04%
89233HFG4	Toyota Motor Credit Corp.			06/16/26	259	10,000,000.00	9,712,916.67	9,720,500.00	97.23	9,722,854.00	2,354.00	0.49%	A-1+	4.02%	4.02%
	TOTAL : BANKING					**273,000,000.00**	**268,772,209.73**	**270,919,677.08**		**271,012,737.00**	**93,059.92**	**13.73%**			
TECHNOLOGY HARDWARE															
03785DXX9	Apple Inc.			10/31/25	31	12,000,000.00	11,750,593.33	11,958,200.00	99.65	11,958,163.20	(36.80)	0.61%	A-1+	4.12%	4.12%
	TOTAL : TECHNOLOGY HARDWARE					**12,000,000.00**	**11,750,593.33**	**11,958,200.00**		**11,958,163.20**	**(36.80)**	**0.61%**			
TOTAL : Commercial Paper						**285,000,000.00**	**280,522,803.06**	**282,877,877.08**		**282,970,900.20**	**93,023.12**	**14.34%**			
Asset Backed Commerical Paper															
BANKING															
01626FXM5	Alinghi Funding Co. LLC			10/21/25	21	10,000,000.00	9,775,316.67	9,975,444.44	99.76	9,975,627.00	182.56	0.51%	A-1	4.25%	4.25%
04821UC91	Atlantic Asset Securitization LLC			03/09/26	160	5,000,000.00	4,898,636.11	4,911,445.83	98.18	4,908,905.00	(2,540.83)	0.25%	A-1	4.23%	4.23%
07644AXP4	Bedford Row Funding Corp.			10/23/25	23	5,000,000.00	4,889,945.83	4,986,769.44	99.74	4,986,772.00	2.56	0.25%	A-1+	4.21%	4.21%
07644AXT6	Bedford Row Funding Corp.			10/27/25	27	5,000,000.00	4,891,750.00	4,984,363.89	99.69	4,984,452.00	88.11	0.25%	A-1+	4.22%	4.22%
07644BCB6	Bedford Row Funding Corp.			03/11/26	162	10,000,000.00	9,799,894.44	9,822,005.55	98.21	9,820,630.00	(1,375.55)	0.50%	A-1+	4.12%	4.12%
07644BCL4	Bedford Row Funding Corp.			03/20/26	171	15,000,000.00	14,697,166.67	14,720,208.34	98.12	14,717,280.00	(2,928.34)	0.75%	A-1+	4.10%	4.10%
07644BD25	Bedford Row Funding Corp.			04/02/26	184	5,000,000.00	4,895,215.28	4,899,604.17	97.98	4,899,192.00	(412.17)	0.25%	A-1+	4.08%	4.08%
07644BEF5	Bedford Row Funding Corp.			05/15/26	227	5,000,000.00	4,848,505.56	4,872,247.23	97.55	4,877,262.50	5,015.27	0.25%	A-1+	4.05%	4.05%
07645RFJ0	Bedford Row Funding Corp.	4.37%	V	04/27/26	1	10,000,000.00	10,000,000.00	10,000,000.00	100.00	10,000,000.00	-	0.51%	A-1+	4.37%	4.37%
07646KHV5	Bedford Row Funding Corp.	4.36%	V	12/04/25	1	5,000,000.00	5,000,000.00	5,000,000.00	100.01	5,000,265.00	265.00	0.25%	A-1+	4.36%	4.36%
12710GYM6	Cabot Trail Funding LLC			11/21/25	52	5,000,000.00	4,897,055.56	4,969,116.67	99.40	4,970,215.50	1,098.83	0.25%	A-1	4.21%	4.21%
12710GZ11	Cabot Trail Funding LLC			12/01/25	62	5,000,000.00	4,891,605.56	4,963,061.11	99.28	4,964,210.00	1,148.89	0.25%	A-1	4.24%	4.24%
19767DCA0	Columbia Funding Co. LLC			03/10/26	161	10,000,000.00	9,806,666.67	9,822,222.23	98.21	9,821,036.00	(1,186.23)	0.50%	A-1	4.13%	4.13%
30607LAD9	Falcon Asset Funding LLC	4.38%	V	01/26/26	1	5,000,000.00	5,000,000.00	5,000,000.00	100.01	5,000,650.00	650.00	0.25%	A-1+	4.38%	4.38%
40060XCA6	GTA Funding LLC			03/10/26	161	14,500,000.00	14,197,336.67	14,239,644.45	98.20	14,238,968.10	(676.35)	0.72%	A-1	4.16%	4.16%
46224KX29	Ionic Funding LLC			10/02/25	2	15,000,000.00	14,908,333.33	14,998,166.67	99.98	14,996,385.00	(1,781.67)	0.76%	A-1	4.40%	4.40%
46224KXQ6	Ionic Funding LLC			10/24/25	24	10,000,000.00	9,927,000.00	9,972,016.67	99.72	9,972,030.00	13.33	0.51%	A-1	4.27%	4.27%
46224KZ50	Ionic Funding LLC			12/05/25	66	10,000,000.00	9,910,300.00	9,925,250.00	99.24	9,924,100.00	(1,150.00)	0.50%	A-1	4.23%	4.23%
4820P5CR7	Jupiter Securitization Co. LLC	4.39%	V	11/07/25	1	5,000,000.00	5,000,000.00	5,000,000.00	100.01	5,000,250.00	250.00	0.25%	A-1+	4.39%	4.39%
4820P5CT3	Jupiter Securitization Co. LLC	4.35%	V	12/02/25	1	20,000,000.00	20,000,000.00	20,000,000.00	100.00	20,000,000.00	-	1.01%	A-1+	4.35%	4.35%
4820P5CU0	Jupiter Securitization Co. LLC	4.38%	V	12/03/25	1	10,000,000.00	10,000,000.00	10,000,000.00	100.00	9,999,993.00	(7.00)	0.51%	A-1	4.38%	4.38%
50286LZ14	La Fayette Asset Securitization LLC			12/01/25	62	10,000,000.00	9,773,888.89	9,925,444.44	99.28	9,928,420.00	2,975.56	0.50%	A-1	4.24%	4.24%
50286PBW3	La Fayette Asset Securitization LLC	4.38%	V	04/23/26	1	10,000,000.00	10,000,000.00	10,000,000.00	100.00	9,999,980.00	(20.00)	0.51%	A-1	4.38%	4.38%
53127TYL1	Liberty Street Funding LLC			11/20/25	51	10,000,000.00	9,787,083.33	9,939,166.67	99.40	9,940,280.00	1,113.33	0.50%	A-1	4.30%	4.30%
53127TYM9	Liberty Street Funding LLC			11/21/25	52	10,000,000.00	9,784,650.00	9,937,950.00	99.39	9,939,120.00	1,170.00	0.50%	A-1	4.30%	4.30%
53944QYQ7	LMA Americas LLC			11/24/25	55	6,000,000.00	5,873,710.00	5,960,580.00	99.36	5,961,378.00	798.00	0.30%	A-1	4.30%	4.30%
53944RCA4	LMA Americas LLC			03/10/26	161	5,000,000.00	4,898,690.28	4,910,444.45	98.21	4,910,660.00	215.55	0.25%	A-1	4.12%	4.12%
55458FB30	Mackinac Funding Company, LLC			02/03/26	126	5,000,000.00	4,894,750.00	4,926,909.72	98.59	4,929,440.00	2,530.28	0.25%	A-1	4.15%	4.15%
55458FBA4	Mackinac Funding Company, LLC			02/10/26	133	5,000,000.00	4,891,241.67	4,922,816.67	98.51	4,925,584.50	2,767.83	0.25%	A-1	4.15%	4.15%
55458FC62	Mackinac Funding Company, LLC			03/06/26	157	10,000,000.00	9,790,700.00	9,820,600.00	98.25	9,825,192.00	4,592.00	0.50%	A-1	4.14%	4.14%
55458FCB1	Mackinac Funding Company, LLC			03/11/26	162	5,000,000.00	4,902,777.78	4,910,555.56	98.20	4,910,000.00	(555.56)	0.25%	A-1	4.13%	4.13%
67983UA86	Old Line Funding LLC			01/08/26	100	10,000,000.00	9,737,794.44	9,880,925.00	98.86	9,885,680.00	4,755.00	0.50%	A-1+	4.22%	4.22%
67983UAC7	Old Line Funding LLC			01/12/26	104	5,000,000.00	4,867,093.06	4,938,056.95	98.83	4,941,745.50	3,688.55	0.25%	A-1+	4.14%	4.14%
67983UCB7	Old Line Funding LLC			03/11/26	162	10,000,000.00	9,799,894.44	9,822,005.55	98.22	9,821,530.00	(475.55)	0.50%	A-1+	4.09%	4.09%
67983UCH4	Old Line Funding LLC			03/17/26	168	4,500,000.00	4,408,957.50	4,416,917.50	98.15	4,416,755.85	(161.65)	0.22%	A-1+	4.09%	4.09%
69901Q3M7	Paradelle Funding LLC	4.44%	V	02/20/26	1	15,000,000.00	15,000,000.00	15,000,000.00	100.00	14,999,979.00	(21.00)	0.76%	A-1	4.44%	4.44%
69901Q3N5	Paradelle Funding LLC	4.44%	V	02/19/26	1	30,000,000.00	30,000,000.00	30,000,000.00	100.03	30,010,410.00	10,410.00	1.52%	A-1	4.44%	4.44%

ATTACHMENT 6

CALIFORNIA CLASS

Schedule of Investments

09/30/25

Cusip	Security Description	Coupon		Maturity Date	Days to Reset Maturity	Share/Par	Original Cost	Amortized Cost	Price	Market Value	Unrealized Gain / (Loss)	% of MV	Ratings S&P	YTM	Current Yield
76582ENS0	Ridgefield Funding Co. LLC	4.38%	V	04/21/26	1	10,000,000.00	10,000,000.00	10,000,000.00	100.00	9,999,680.00	(320.00)	0.51%	A-1	4.38%	4.38%
76582ENU5	Ridgefield Funding Co. LLC	4.39%	V	05/05/26	1	10,000,000.00	10,000,000.00	10,000,000.00	99.98	9,997,730.00	(2,270.00)	0.51%	A-1	4.39%	4.39%
76582JZ98	Ridgefield Funding Co. LLC			12/09/25	70	5,000,000.00	4,889,388.89	4,957,833.33	99.20	4,960,236.00	2,402.67	0.25%	A-1	4.18%	4.18%
88602UA91	Thunder Bay Funding LLC			01/09/26	101	10,000,000.00	9,736,591.67	9,879,722.22	98.85	9,884,570.00	4,847.78	0.50%	A-1+	4.22%	4.22%
88602UBA7	Thunder Bay Funding LLC			02/10/26	133	10,000,000.00	9,787,008.33	9,846,366.66	98.52	9,851,908.00	5,541.34	0.50%	A-1+	4.13%	4.13%
88603AHW6	Thunder Bay Funding LLC	4.40%	V	11/10/25	1	10,000,000.00	10,000,000.00	10,000,000.00	100.01	10,001,320.00	1,320.00	0.51%	A-1+	4.40%	4.40%
88603AHX4	Thunder Bay Funding LLC	4.36%	V	12/03/25	1	15,000,000.00	15,000,000.00	15,000,000.00	100.01	15,001,845.00	1,845.00	0.76%	A-1+	4.36%	4.36%
88603AHY2	Thunder Bay Funding LLC	4.35%	V	12/15/25	1	5,000,000.00	5,000,000.00	5,000,000.00	100.01	5,000,615.00	615.00	0.25%	A-1+	4.35%	4.35%
92646KZ13	Victory Receivables Corp.			12/01/25	62	5,100,000.00	4,988,310.00	5,062,149.50	99.29	5,064,017.46	1,867.96	0.26%	A-1	4.18%	4.18%
	TOTAL : BANKING					**415,100,000.00**	**410,047,258.63**	**412,120,010.91**		**412,166,299.41**	**46,288.50**	**20.88%**			
TOTAL : Asset Backed Commerical Paper						**415,100,000.00**	**410,047,258.63**	**412,120,010.91**		**412,166,299.41**	**46,288.50**	**20.88%**			
Government Bond															
GOVERNMENT SPONSORED															
3130B6ZC3	Federal Home Loan Bank	4.13%	V	01/12/26	1	15,000,000.00	15,000,000.00	15,000,000.00	100.00	14,999,802.45	(197.55)	0.76%	AA+	4.13%	4.13%
3130B6ZE9	Federal Home Loan Bank	4.13%	V	02/11/26	1	15,000,000.00	15,000,000.00	15,000,000.00	100.00	14,999,804.25	(195.75)	0.76%	AA+	4.14%	4.14%
3130B72K9	Federal Home Loan Bank	4.15%	V	03/11/26	1	15,000,000.00	15,000,000.00	15,000,000.00	100.00	14,999,826.60	(173.40)	0.76%	AA+	4.15%	4.15%
3130B73Z5	Federal Home Loan Bank	4.13%	V	10/21/25	1	26,000,000.00	26,000,000.00	26,000,000.00	100.00	26,000,071.24	71.24	1.32%	AA+	4.13%	4.13%
3130B75S9	Federal Home Loan Bank	4.15%	V	01/20/26	1	25,000,000.00	25,000,000.00	25,000,000.00	100.00	25,000,687.00	687.00	1.27%	AA+	4.15%	4.15%
3130B75U4	Federal Home Loan Bank	4.15%	V	12/23/25	1	26,000,000.00	26,000,000.00	26,000,000.00	100.00	26,000,240.50	240.50	1.32%	AA+	4.14%	4.14%
3130B77K4	Federal Home Loan Bank	4.14%	V	11/24/25	1	17,000,000.00	17,000,000.00	17,000,000.00	100.00	16,999,723.07	(276.93)	0.86%	AA+	4.14%	4.14%
3133ETPG6	Federal Farm Credit Bank	4.15%	V	04/09/26	1	10,000,000.00	10,000,000.00	10,000,000.00	100.00	10,000,430.00	430.00	0.51%	AA+	4.14%	4.14%
	TOTAL : GOVERNMENT SPONSORED					**149,000,000.00**	**149,000,000.00**	**149,000,000.00**		**149,000,585.11**	**585.11**	**7.55%**			
TOTAL : Government Bond						**149,000,000.00**	**149,000,000.00**	**149,000,000.00**		**149,000,585.11**	**585.11**	**7.55%**			
Money Market															
MONEY MARKET															
31607A703	Fidelity Government Portfolio -Institution	4.08%	V		1	55,245,199.74	55,245,199.74	55,245,199.74	100.00	55,245,199.74	-	2.80%	AAA	4.08%	4.08%
608919718	Federated Government Obligations - Prem	4.06%	V		1	5,664,922.69	5,664,922.69	5,664,922.69	100.00	5,664,922.69	-	0.29%	AAA	4.06%	4.06%
825252885	InvesCo STIT Government & Agency Portf	4.05%	V		1	1,626,653.43	1,626,653.43	1,626,653.43	100.00	1,626,653.43	-	0.08%	AAA	4.05%	4.05%
857492706	State Street Institutional US Government	4.09%	V		1	10,366,854.74	10,366,854.74	10,366,854.74	100.00	10,366,854.74	-	0.53%	AAA	4.09%	4.09%
949921126	Allspring Government Money Market Fun	4.06%	V		1	15,760,146.82	15,760,146.82	15,760,146.82	100.00	15,760,146.82	-	0.80%	AAA	4.06%	4.06%
	TOTAL : MONEY MARKET					**88,663,777.42**	**88,663,777.42**	**88,663,777.42**		**88,663,777.42**	**-**	**4.49%**			
TOTAL : Money Market						**88,663,777.42**	**88,663,777.42**	**88,663,777.42**		**88,663,777.42**	**-**	**4.49%**			
Repurchase Agreement															
REPURCHASE AGREEMENTS															
RPEI5QMU0	J.P. Morgan Sec. Repo 4.21% , due 10/01/	4.21%	F	10/01/25	1	250,000,000.00	250,000,000.00	250,000,000.00	100.00	250,000,000.00	-	12.67%	A-1	4.21%	4.21%
RPEO30KQ7	RBC Capital Markets Repo 4.08% , due 10	4.08%	F	10/01/25	1	37,100,506.80	37,100,506.80	37,100,506.80	100.00	37,100,506.80	-	1.88%	A-1+	4.08%	4.08%
RPEV0LIK4	J.P. Morgan Sec. Repo 4.2% , due 10/01/2	4.20%	F	10/01/25	1	145,500,000.00	145,500,000.00	145,500,000.00	100.00	145,500,000.00	-	7.37%	A-1	4.20%	4.20%
	TOTAL : REPURCHASE AGREEMENTS					**432,600,506.80**	**432,600,506.80**	**432,600,506.80**		**432,600,506.80**	**-**	**21.92%**			
TOTAL : Repurchase Agreement						**432,600,506.80**	**432,600,506.80**	**432,600,506.80**		**432,600,506.80**	**-**	**21.92%**			
T-Bill															
U.S. TREASURY BILLS															
912797PM3	U.S. Treasury Bill			02/19/26	142	40,000,000.00	39,198,300.11	39,378,902.83	98.54	39,415,447.20	36,544.37	2.00%	A-1+	3.81%	3.81%
	TOTAL : U.S. TREASURY BILLS					**40,000,000.00**	**39,198,300.11**	**39,378,902.83**		**39,415,447.20**	**36,544.37**	**2.00%**			
TOTAL : T-Bill						**40,000,000.00**	**39,198,300.11**	**39,378,902.83**		**39,415,447.20**	**36,544.37**	**2.00%**			
	Grand Total					**1,979,040,882.69**	**1,968,709,244.49**	**1,973,317,673.51**		**1,973,704,138.01**	**386,464.50**	**100.00%**			