



July 14, 2025

Ventura Port District Board of Port Commissioners
c/o Jessica Rauch
1603 Anchors Way Drive
Ventura, CA 93001

Dear Chair Blumenberg, Commissioners, and Ventura Port District Staff,

I took some time this past weekend to solicit written feedback from our customers about the new paid parking program.

That feedback is attached here.

Sincerely,

A handwritten signature in blue ink, appearing to read "B. Bargiel", is written over a light blue horizontal line.

Brian Bargiel
CEO
Andria's Seafood Restaurant & Market

Direct Customer Feedback on Paid Parking Program

- Hi Brian, not sure anyone is happy about paying for parking. But if they are charging, then there should be more pay stations and better signage.
- We're Ventura locals and didn't know paid parking had gone into effect before we came tonight. We will be much less likely to come to the harbor with the added expense. My husband also said the machine is very slow and doesn't tell you it's doing anything so he wondered if it was working at first.
- Dear Brian, the fact that we have to pay for parking after coming here for 40 years sucks!
- Came to get lunch and shop at the harbor. Once we found out it's paid parking. We did not get lunch or shop. So sorry for your business loss.
- We've been customers since the '80's. Not happy with the sudden parking charge!
- Not a fan of the parking fees. I'll come less since everything is costing more
- Paid parking will ease the crowded parking and walking areas because people like myself will come to Andrea's (sic) less often or perhaps not at all! Perhaps the Ventura port Commissioners should consider a small change in sales tax instead.
- Hello, my name is Sandee and I went to Ventura Harbor this weekend to eat at one of my very favorite places Andrea's (sic). To my dismay and disappointment, I noticed that there's a new paid parking requirement. The reason I go to Ventura Harbor is because it's not like LA where you have to pay to park everywhere. I think paid parking is a terrible idea and will discourage patrons from coming there which will cause the businesses to lose customers and revenue. I feel like that area already struggles and this is just going to further discourage people from coming there and spending money. I think it's a bad idea and I think it's bad for businesses.
- Hi Brian, Thank (sic) for asking for feedback re: the new implementation of paid parking in the Ventura Harbor parking lots. We came specifically to dine at Andria's this afternoon, and were shocked to see that parking fees were now being charged. I understand that Ventura Harbor is busier during Friday through Sunday, but there was still ample parking available when we arrived at 5:45 p.m. this afternoon. As a part of the implementation, parking validation with purchase at one of the businesses in the Ventura Harbor should be an available option. We believe such a move of implementing a parking fee by the Ventura Port District will end up causing the businesses in Ventura Harbor to lose business traffic over time, as patrons will choose alternative businesses where a parking fee is not charged. We are considering doing so the next time we choose to dine in the area. We've loved coming to Andria's for over 16 years, but as with most Californians, rising prices and new fees are forcing us to take a hard look at considering those other alternatives. Thank for your time in forwarding our message to the Ventura Port District. We love your food and service, but... Sincerely, Jim R

- Hello Brian, my name is Joel Justice and I have been going to Andria's for over 40 years. But I am disappointed and may not be back if they are going to charge for parking. Your prices have gone up, which I understand, since labor and your supplies have increased. But I am retired now and won't be able to afford parking too.
- We are very upset about paid parking at the harbor! We come from Palmdale and Lancaster to eat at our favorite, Andrias. Let's face it, nothing at the harbor is cheap so why would you charge for parking??? Plus, we constantly see Ventura Harbor ads for this festival or that festival...for families... on weekends. Again, why would you charge for parking???

I am writing to provide a response regarding the Ventura West Dock Upgrade package discussed in the November 2024 VPD Board Meeting and up for approval at this meeting. Space limitations (1000 characters) require a significant downscaling of the data and analysis conducted. I have the complete work, with all supporting analysis, should staff or the Board wish to review it in more detail. I am also happy to review this in person, if desired.

Utilizing my background as a degreed Civil Engineer, my purpose in presenting this is to avoid any issues/hazards to navigation (a key tenant of the Port District Strategic Plan), and to minimize the need for additional Harbor Patrol resources. The prior approval of the Ventura Isle Marina Project added a nuance to this plan since the only pump-out facility for the Ventura Isle marina is located at the extreme northeastern end of N dock (contrary to ASCE Manual 50 guidance). This will place a additional strain on the system as vessels of all sizes will utilize the extreme eastern end of the channel for transit and maneuvering to/from the pump-out dock. This additional traffic, while subjective, is real and well place additional load on this channel. This factor is not considered in any of the preliminary analysis.

After reviewing the Nobel analysis, I have concluded that, despite the review by the staff, it may contain inaccuracies that warrant reconsideration. These points are pertinent to the channel clearance analysis for the area between Ventura West (VW) slips and the Ventura Isle Marina (VIM) slips. I have attached a spreadsheet that highlights these areas and would like to point out that at several points in the analysis, minimum ASCE recommended channel clearances are not met, which contradicts the Nobel conclusions presented at the November Meeting.

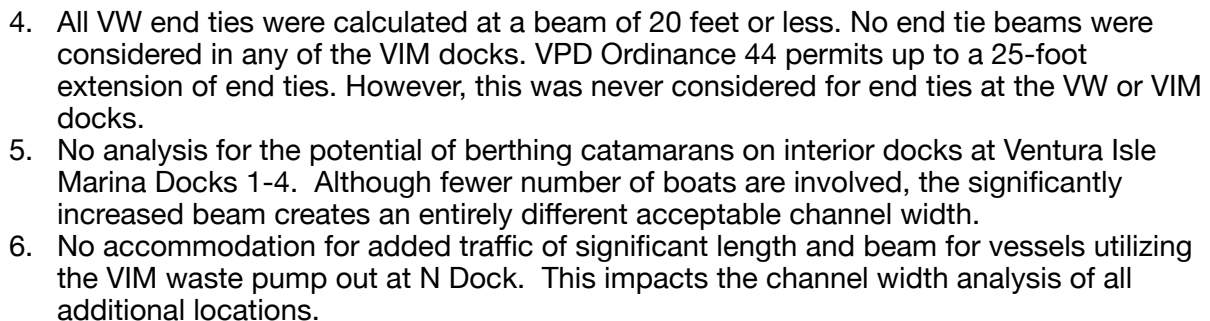
Channel width requirements are based on either the ACSCE Manual 50, which requires 5 times the average beam of vessels using the area plus 10% of the total number of boats transiting, or the California Department of Boating and Waterways Channel Design criteria, which stipulates a bottom channel width of 75'. The Nobel analysis includes boats docked, but makes no assessment of vessels transiting due to pump out access or public launch access at both VIM and VW.

In summary, the concerns that demonstrate the need for further study of the preliminary design include these relevant points:

1. The channel clearance calculation at VW dock 800 is incorrect due to the measurement point being on the VIM side (south side) at the property line rather than at the dock's end, which extends beyond the property line. This results in an approximate error of 15 feet or more in what Nobel called "proposed width", which is the baseline for their analysis. The ASCE Manual 50, 2013 Planning and Design manual, page 32, states, "General Layout: ...The overall marina facility design should avoid encroaching on established clearance standards and fairways." The VIM N dock is already in place and approved by the VPD when the VIM dock plan was presented to the board several years ago. Therefore, it constitutes an established clearance and should serve as the baseline for calculations.
2. The vessel count calculation is incorrect due to omitting all vessels on VW 800 dock, the east side of VIM N dock (designated 7S-E in the Noble analysis), and the west side of F dock at VIM. This represents an omission of approximately 53 vessels. Additionally, all vessels transiting Ventura West must also transit between VIM E dock and the SE



In the channel clearance analysis at each of the seven calculated points, Nobel selected boats from the east and west sides of each dock for their analysis. If this process was conducted correctly, considering the locations of their seven chosen zones, the flow through each point would include different docks accessing each point. These would include the east side of one dock and the west side of the next dock. This difference in definition of vessels in any given zone causes the failure of guideline clearances at zone 2, 4 and 5.



- A. The Ventura West Preliminary Analysis at the very least does not meet the ASCE Manual 50 criteria in Zones 2, 4 and 5 and likely fails additional zones if the above details are included.
- B. In the package for the July 16, 2025 meeting, it designates that the general manager should work with the Ventura West team to establish a suitable location for the public pump out station. I would recommend that this location be located and disclosed to the board for approval to avoid issues such as exist at VIM today.
- C. The meeting package indicates that docks 5, 6 and 7 shall be used for transients with a beam of less than 14' (15-16' overall beam with fenders in use) and for emergency use. This should be clarified to indicate the beam allowed for 'emergency use'.

Zone			NUMBER OF BOATS	AVER AGE BEAM	AVERAGE FOR ZONE	ENGAGING BOATS	Calculated MINIMUM REQUIRED CLNC	Noble Calculated Clearance Required	Calculated Difference	MEASURED CLEARANCE	END TIE ALLOWANCE	EXTRA ALLOWANCE	Noble Calculated Extra Allowance
	N7	E	28	10	280								
		W	23	13	299								
	S7	E											
		W	15	14.5	217.5								
CLNC ZONE 7			66		12.1	66	67.1	67.4	0.3	108.5	25	16.4	41.1
	N6	E	23	13	299								
		W	21	13	273								
	S6	E	17	15	255								
		W	19	11.5	218.5								
CLNC ZONE 6			80		13.1	146	80.1	78.2	-1.9	108.5	25	3.4	30.3
	N5	E	22	13	286								
		W	19	14	266								
	S5	E	20	13	260								
		W	19	13.5	256.5								
CLNC ZONE 5			80		13.4	226	89.6	87.4	-2.2	115.5	25	0.9	28.1
	N4	E	19	14	266								
		W	20	14.5	290								
	S4	E	20	14.5	290								
		W	22	11	242								
CLNC ZONE 4			81		13.4	307	97.7	96.2	-1.5	143.5	50	-4.2	47.3
	3 N3	E	20	14.5	290								
	3	W	20	15.5	310								
	3 S3	E	24	9.5	228								
	3	W	25	10.5	262.5								
CLNC ZONE 3			89		12.3	396	101.1	104.5	3.4	161.5	50	10.4	57
	2 N2	E	21	15.5	325.5								
	2	W	20	16.5	330								
	2 S2	E	22	15	330								
	2	W	21	15.5	325.5								
CLNC ZONE 2			84		15.6	480	126	115.2	-10.8	171	50	-5	55.8
	1 N1	E	21	16.5	346.5								
	1	W											
	1 S1	E	23	13.5	310.5								
	1	W	17	17	289								
CLNC ZONE 1			61		15.5	541	131.6	122.6	-9	180	25	23.4	57.4

Adding F Dock, Dock 8 and E Side N Dock

Zone			NUMBER OF BOATS	AVER AGE BEAM	AVERAGE FOR ZONE	ENGAGING BOATS	MINIMUM REQUIRED CLNC	MEASURED CLEARANCE	END TIE ALLOWANCE	EXTRA ALLOWANCE
Zone 7/8	N8	W	15	10	150					
Zone 7	N7	E	28	10	280					
Zone7		W	23	13	299					
Zone7	S7	ET	1	25	25					
Zone7	S7	E	5	10	50					
Zone7		W	14	13.5	189					
CLNC ZONE 7			86		11.5	86	66.1	108.5	25	17.4
Zone 6	N6	E	23	13	299					
Zone 6		W	21	13	273					
Zone 6	S6	ET	2	25	50					
Zone 6	S6	E	15	15	225					
Zone 6		W	18	11.5	207					
CLNC ZONE 6			79		13.3	165	83	108.5	25	0.5
Zone 5	N5	E	22	13	286					
Zone 5		W	19	14	266					
Zone 5	S5	ET	2	25	50					
Zone 5	S5	E	17	13	221					
Zone 5		W	16	13.5	216					
CLNC ZONE 5			76		13.7	241	92.6	115.5	25	-2.1
Zone 4	N4	E	19	14	266					
Zone 4		W	20	14.5	290					
Zone 4	N4	ET	2	25	50					
Zone 4	S4	ET	2	25	50					
Zone 4	S4	E	19	14.5	275.5					
Zone 4		W	21	11	231					
CLNC ZONE 4			83		14	324	102.4	143.5	50	-8.9
Zone 3	N3	E	20	14.5	290					
Zone 3		W	20	15.5	310					
Zone 3	N3	ET	2	25	50					
Zone 3	S3	ET	2	25	50					
Zone 3	S3	E	23	9.5	218.5					
Zone 3		W	24	10.5	252					
CLNC ZONE 3			91		12.9	415	106	161.5	50	5.5
Zone 2	N2	E	21	15.5	325.5					
Zone 2		W	20	16.5	330					
Zone 2	N2	ET	2	25	50					
Zone 2	S2	ET	2	25	50					
Zone 2	S2	E	22	15	330					
Zone 2		W	21	15.5	325.5					
CLNC ZONE 2			88		16	503	130.3	171	50	-9.3
Zone 1	N1	E	21	16.5	346.5					
Zone 1		W	10	10	100					
Zone 1	N1	ET	2	25	50					
Zone 1	S1	E	23	13.5	310.5					
Zone 1		W	17	17	289					
Zone 1	S0	E	18	17	306					
CLNC ZONE 1			91		15.4	594	136.4	180	25	18.6

Ventura Port District
Board of Commissioners

July 16, 2025

Public Comment Re: Agenda Item: Standard Agenda Item 1

While I am all in favor of the need for the redevelopment of the Ventura West Marina (VWM) I believe the proposed design is seriously flawed and in need of revision. Specifically:

The reconfiguration of the docks includes changing the southerly end of each dock finger from terminating in generally north-south orientated slips contained within their lease boundaries to now terminating in end ties or pierheads orientated generally west-east along the lease boundary. This has the net effect of significantly reducing the width of the channel available for navigation between the Ventura West Marina and Safe Harbor's Ventura Isle Marina (VIM). Your ordinance 44; Sec. 903 allows for the 25' extension from the pierhead, this effectively narrows the channel width measured between the marinas from approximately 108' in some places to approximately 58' of water available for vessels to navigate within.

This 58' width of channel is unacceptable by any standard given that vessels longer than 50' frequently use this channel to navigate to and from the sewerage pump-out facility located at the northerly pierhead of the most easterly finger of Ventura Isle Marina, known as N dock.

To wit: My sailboat, measuring 52' overall, regularly utilizes this Ventura Isle's pump out facility. Not necessarily by choice as it is extremely difficult for me to maneuver and turn around given the current channel width available and the typical westerly breeze that make the proximity to the rocks immediately to the east worrisome. Furthermore, I often ground on a shoal area somewhere near the end of Ventura Isle's L dock. I mention all this because many times I'm forced to use this facility as it's the only one available in Ventura harbor; all the others seem to be frequently 'out of action' while they await maintenance or repair.

That said: I would be unable to turn around my vessel if the channel was reduced to the same width as the length of my yacht!

Please see the attached pdf which attempts to graphically show this. In each slide I have circled the image of a trimaran located on the end tie of VIM's L dock and then placed that same area on the end ties of the proposed VWM marina, or the VWM lease boundary. This clearly shows the narrowed width of proposed available navigable channel.

Furthermore, as a land surveyor, I find it incredulous that the Port District finds it acceptable to permit the lessee to occupy water extending beyond the limits of their lease...

Graham Dawson, PLS



