



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, FEBRUARY 4, 2026

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 Michael 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. Attendees can dial *9 or use the 'raise hand' function in Zoom if they would like to speak during public comment periods.*

CONVENE IN CLOSED SESSION

CLOSED SESSION AGENDA

1. CONFERENCE WITH LABOR NEGOTIATORS - PER GOVERNMENT CODE SECTION 54957.6:

- | | |
|----------------------|---|
| a) Employee Units: | Full-Time and Part-Time Harbor Patrol Officers |
| Groups: | Service Employees International Union (SEIU), Local 721 |
| Negotiating Parties: | Brian Pendleton, Todd Mitchell, Tomm Bunn, Oliver Yee |
| Under Negotiation: | Labor Negotiations |

2. CONFERENCE WITH REAL PROPERTY NEGOTIATORS - PER GOVERNMENT CODE SECTION 54956.8:

- | | |
|-----------------------|--|
| a) Property: | 1431 Spinnaker Drive
1691 Spinnaker Drive #204, 206, 208, 101B, 103 |
| District Negotiators: | Brian D. Pendleton, Todd Mitchell, Tom Bunn |
| Negotiating Parties: | General Services Administration/National Park Service |
| Under Negotiation: | Price and Terms of Payment for Lease Amendment |

**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 January 21, 2026 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) Approval of Out-of-Town Travel Request(s)

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

- a) Deputy General Manager, Todd Mitchell to attend the California Mobility & Parking Association Foundations of Parking Enforcement Training Session on March 13 – 14, 2026 in Temecula, CA.
- b) Harbormaster, John Higgins to attend the California Mobility & Parking Association Foundations of Parking Enforcement Training Session from March 13 - 14, 2026 in Temecula, CA.
- c) General Manager, Brian D. Pendleton to attend the CSDA 2026 Special Districts Legislative Days from April 7 – 8, 2026 in Sacramento, CA.
- d) General Manager, Brian D. Pendleton to attend the CSDA 2026 General Manager Leadership Summit from June 28 – 30, 2026 in Newport Beach, CA.

STANDARD AGENDA:

1) Ventura Port District Sand Management Plan CDP 4-24-0248

Recommended Action: Voice Vote.

That the Board of Port Commissioners:

- a) Authorize the General Manager to accept the terms of the proposed Ventura Port District Sand Management Plan CDP 4-24-0248 as provided for in the correspondence from the District to the California Coastal Commission dated January 28, 2026.
- b) Authorize the General Manager to make any nonmaterial changes to the Sand Management Plan with prior review and recommendation of District’s Special Counsel K&L Gates.

2) Parking Management Plan Update

Recommended Action: Informational.

That the Board of Port Commissioners receive and file a report on the Parking Management Plan implementation through December 31, 2025.

ADJOURNMENT

This agenda was posted on Friday, January 30, 2026 by 5:30 p.m. at the Port District Office and online at <https://venturaharbor.com/board-meeting-documents/>

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)



VENTURA
PORT DISTRICT
Established 1952

BOARD OF PORT COMMISSIONERS
FEBRUARY 4, 2026

APPROVAL OF MINUTES
JANUARY 21, 2026
REGULAR MEETING

VENTURA PORT DISTRICT

BOARD OF PORT COMMISSIONERS REGULAR MEETING MINUTES OF JANUARY 21, 2026



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 6:00PM at the Ventura Port District Administration Office, 1603 Anchors Way Drive, Ventura, CA 93001 and via Zoom meeting.

PLEDGE OF ALLEGIANCE: By Justin Fleming, Capital Projects Manager.

ROLL CALL:

Commissioners Present:

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

Commissioners Absent:

Chris Stephens

Port District Staff:

Brian D. Pendleton, General Manager via Zoom
Todd Mitchell, Deputy General Manager
Jessica Rauch, Clerk of the Board
Sarah Clancy, Administrative Services Manager
Brendan Donohue, Senior Harbor Patrol Officer
Sergio Gonzalez, Facilities Manager
John Higgins, Harbormaster
Jessica Snipas, Business Operations Manager
Jennifer Talt-Lundin, Marketing Manager
Rob Weinerth, Courtesy Dockmaster

Legal Counsel:

Alex Rinkus, Lagerlof, LLP
Tom Bunn, Lagerlof, LLP via Zoom

City of Ventura Liaisons:

Councilmember Duran, City Council Liaison – absent

Number of interested persons:

3 via zoom; 2 in person

ADOPTION OF AGENDA

ACTION: Commissioner Anderson moved to adopt the January 21, 2026 agenda.

Commissioner Rainey seconded. The vote was unanimous.

APPROVAL OF MINUTES

ACTION: Vice-Chair Howell moved to approve the January 7, 2026 regular meeting minutes.

Commissioner Anderson seconded. The vote was unanimous.

PUBLIC COMMUNICATIONS: Jodi King asked if there could be designated parking spots at the launch ramp for commercial fishers who berth at the MAVCCO fuel dock as she does not feel safe parking far away and walking there early in the morning when it is dark. Public Comments closed at 6:05PM.

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

STAFF AND GENERAL MANAGER REPORTS: Mr. Pendleton reported on upcoming events and promotions at Harbor Village. Tuesday, February 3rd at 10the Chair and Vice-Chair will be hosting Coffee with a Commissioner.

CONSENT AGENDA:

A) Approval of Out-of-Town Travel Request(s)

Recommended Action: Voice Vote.

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

- a) Administrative Services Manager, Sarah Clancy to attend the GFOA 2026 Annual Conference from June 25, 2026 – July 1, 2026 in Chicago, IL.
- b) General Manager, Brian D. Pendleton to attend the 2026 ICSC @ Monterey from March 23, 2026 – March 25, 2026 in Monterey, CA.
- c) Deputy General Manager, Todd Mitchell to attend the 2026 ICSC @ Monterey from March 23, 2026 – March 25, 2026 in Monterey, CA.
- d) Business Operations Manager, Jessica Snipas to attend the 2026 ICSC @ Monterey from March 23, 2026 – March 25, 2026 in Monterey, CA.

Public Comment: None. Closed at 6:26PM.

ACTION: Commissioner Rainey moved to approve the out-of-town travel requests:

Vice-Chair Howell seconded. The vote was unanimous.

B) Approval of Payments for December 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 December 2025.

Public Comment: None. Closed at 6:26PM.

ACTION: Commissioner Rainey moved to approve payments made by check, ACH, and EFT for the month of December 2025.

Vice-Chair Howell seconded. The vote was unanimous.

C) Approval of Amendment No. 1 to the Lease Agreement with Del Mar Seafoods, Inc.

Recommended Action: Voice Vote.

That the Board of Port Commissioners approve Amendment No. 1 to the Lease Agreement dated February 1, 2026 (the “Lease”) between the Ventura Port District and Del Mar Seafoods, Inc. for the premises located at 1449 Spinnaker Drive, Suite #C, E, and G (“Premises”), consisting of approximately 2,530 square feet.

Public Comment: None. Closed at 6:26PM.

ACTION: Commissioner Rainey moved to approve Amendment No. 1 to the Lease Agreement dated February 1, 2026 (the “Lease”) between the Ventura Port District and Del Mar Seafoods, Inc. for the premises located at 1449 Spinnaker Drive, Suite #C, E, and G (“Premises”), consisting of approximately 2,530 square feet.

Vice-Chair Howell seconded. The vote was unanimous.

STANDARD AGENDA:

1) Award of Bid for the 1575 Spinnaker Drive Exterior Façade Improvements Project

Recommended Action: Voice Vote.

That the Board of Port Commissioners:

- a) Reject the bid protests from SBS Corporation.
- b) Reject the bid received for the 1575 Spinnaker Drive Exterior Façade Improvements Project by Ramsa Construction.
- c) Find that MCM Construction Inc. is the lowest responsive and responsible bidder and award the 1575 Spinnaker Drive Façade Improvements Project to MCM Construction Inc. in the amount of \$3,198,000.00.

Presentation by Justin Fleming, Capital Projects Manager and Alex Rinkus, Lagerlof, LLP.

Public Comment: None. Closed at 6:33PM.

ACTION: Commissioner Rainey moved to:

- a) Reject the bid protests from SBS Corporation.
- b) Reject the bid received for the 1575 Spinnaker Drive Exterior Façade Improvements Project by Ramsa Construction.
- c) Find that MCM Construction Inc. is the lowest responsive and responsible bidder and award the 1575 Spinnaker Drive Façade Improvements Project to MCM Construction Inc. in the amount of \$3,198,000.00.

Commissioner Anderson seconded. The vote was unanimous.

2) Receive an Update on the Commercial Fish Modernization Project

Recommended Action: Informational.

That the Board of Port Commissioners receive an update on the Ventura Harbor Commercial Fish Modernization Project.

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

Public Comment: Susim Gedam, Engineering Manager from the Port of Hueneme spoke to the planning efforts and partnership the Port of Hueneme has with the Ventura Port District. Brian Bargiel, CEO of Andria's Seafood asked the Board to start having staff look into how long Andria's Seafood Restaurant will have to be closed during construction of this project. Closed at 7:11PM.

ACTION: The Board of Port Commissioners received an update on the Ventura Harbor Commercial Fish Modernization Project.

No action was taken.

ADJOURNMENT: The meeting was adjourned at 7:31PM.

The next regular meeting is Wednesday, February 4, 2026.

Anthony Rainey, Secretary



VENTURA
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BOARD OF PORT COMMISSIONERS
FEBRUARY 4, 2026

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

**VENTURA PORT DISTRICT
BOARD COMMUNICATION**

CONSENT AGENDA ITEM A
Meeting Date: February 4, 2026

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) Deputy General Manager, Todd Mitchell to attend the California Mobility & Parking Association Foundations of Parking Enforcement Training Session on March 13 – 14, 2026 in Temecula, CA.
- b) Harbormaster, John Higgins to attend the California Mobility & Parking Association Foundations of Parking Enforcement Training Session from March 13 - 14, 2026 in Temecula, CA.
- c) General Manager, Brian D. Pendleton to attend the CSDA 2026 Special Districts Legislative Days from April 7 – 8, 2026 in Sacramento, CA.
- d) General Manager, Brian D. Pendleton to attend the CSDA 2026 General Manager Leadership Summit from June 28 – 30, 2026 in Newport Beach, 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:

- 5) Building 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 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.
 - 2) Collaborate with City, regional, state, and federal agency officials in pursuit of mutually beneficial projects and programs.

BACKGROUND:

California Mobility & Parking Association Foundations of Parking Enforcement:

The Deputy General Manager and Harbormaster will travel to the California Mobility & Parking Association (CMPA) Foundations of Parking Enforcement in Temecula, California. The seminar is an 8-hour training session that will provide an overview of key topics that employees should understand to effectively carry out parking enforcement duties. These topics are designed to supplement the organization's existing training program and establish the necessary knowledge and skills for the successful fulfillment of responsibilities in parking enforcement. The session will cover common California Vehicle Code violations that govern used for enforcement, citation, and

towing authorities, the requirements for a three-step appeal process, and explain the importance of customer service and communication skills.

As the session begins at 8 AM following a Board meeting, Staff will travel down the night before.

CSDA 2026 Special Districts Legislative Days

With affordability challenges at the forefront in 2026, this is a critical year to educate policymakers on the value of special districts and our priorities. Whether your district provides water, fire protection, recreation and parks, sanitation, cemeteries, mosquito abatement, healthcare, resource conservation, libraries, transit, ports, harbors, or airports, these major issues on the docket in Sacramento will impact the ability to meet the needs of our mutual constituents best:

- Revenue for Infrastructure
- Public Works Planning, Permitting, and Contracting
- CEQA
- Brown Act Open Meeting Requirements
- Artificial Intelligence and Automated Decision Systems
- Emergency Preparedness and Response
- Employment Practices and Workers' Compensation

CSDA 2026 General Manager Leadership Summit

General Managers and emerging leaders from special districts across California gather at the General Manager Leadership Summit to engage in meaningful peer networking, gain fresh insights, and strengthen their leadership skills. This dynamic event features inspiring keynote speakers and expert-led breakout sessions covering governance best practices, legal updates, human resources, budgeting, operations, and more—all tailored to the unique challenges of district leadership. Attendees enjoy interactive networking opportunities throughout the summit, including receptions, meals, and collaborative discussions that foster lasting connections. Leaders will return to their district energized and equipped with new strategies to elevate board relationships, staff engagement, and organizational impact.

FISCAL IMPACTS:

Travel costs related to these activities are included in the FY25-26 budget.

PENDLETON	Legislative Days	General Manager Summit
Registration	\$395.00	\$890.00
Lodging	\$580.89	\$528.07
Flight	\$350.00	N/A
Meals	\$285.00	\$380.00
Mileage	\$80.88	\$137.46
Miscellaneous (Transit/Parking)	\$150.00	\$150.00
TOTAL	\$1,841.77	\$2,085.53

CMPA	MITCHELL	HIGGINS
Registration	\$250.00	\$250.00
Flight	N/A	N/A
Lodging	\$160.00	\$160.00
Meals	\$110.00	\$110.00
Mileage	\$223.00	\$0.00
Miscellaneous (Transit/Parking)	\$150.00	\$150.00
TOTAL	\$893.00	\$670.00

ATTACHMENTS:

None.



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BOARD OF PORT COMMISSIONERS
FEBRUARY 4, 2026

STANDARD AGENDA ITEM 1
VENTURA PORT DISTRICT SAND
MANAGEMENT PLAN CDP 4-24-0248

VENTURA PORT DISTRICT
BOARD COMMUNICATION

STANDARD AGENDA ITEM 1
Meeting Date: February 4, 2026

TO: Board of Port Commissioners
FROM: Brian D. Pendleton, General Manager
Todd Mitchell, Deputy General Manager
Robert Smith, K&L Gates
SUBJECT: Ventura Port District Sand Management Plan CDP 4-24-0248

RECOMMENDATION:

That the Board of Port Commissioners:

- a) Authorize the General Manager to accept the terms of the proposed Ventura Port District Sand Management Plan CDP 4-24-0248 as provided for in the correspondence from the District to the California Coastal Commission dated January 28, 2026.
- b) Authorize the General Manager to make any nonmaterial changes to the Sand Management Plan with prior review and recommendation of District's Special Counsel K&L Gates.

SUMMARY:

The District's CDP application for sand management activities was considered at the California Coastal Commission (Commission) hearing in Half Moon Bay on May 9, 2025. As part of the hearing, the Commission received numerous letters and public testimony in support of maintaining the beach volleyball program at Harbor Cove Beach in its current location. While the Commission approved the Sand Management Program, it did so with significant conditions required before issuance and bifurcated the issue of the beach volleyball program. In so doing, it temporarily allowed the beach volleyball program to remain in place until further siting analysis could be conducted.

On September 3, 2025, staff updated the Board on the District's Coastal Development Permit (CDP) conditions, including siting consideration of beach volleyball courts and outrigger canoe clubs. It remains the District's priority to obtain issuance of the Sand Management Permit by the Commission while preserving existing recreational uses, including public beach volleyball courts, outrigger canoe programming, and general public beach access at Harbor Cove Beach.

Staff with its consultant team, including Special Counsel K&L Gates and Environmental Consultant Rincon, have continued to meet and communicate with Commission staff in order to resolve the outstanding conditions and come to a mutually agreeable solution for beach volleyball. The framework of an agreement that has been discussed with Commission staff would provide for approval of the final Sand Management Plan and issuance of the associated CDP, provide new relocated beach volleyball courts (although a reduced number), secure a new location for the outrigger canoe clubs, and ensure continued public access to Harbor Cove Beach. This agreement is not final and is currently under review by Commission staff. The District's General Manager has conditioned the District's support on Board approval.

The Sand Management Plan CDP generally covers the area from Surfers Knoll Beach to the south to Harbor Cove Beach to the north and is necessary for the District to provide for ongoing beach management, which is critical for the public's safe access, use and enjoyment as well as beach nourishment activities that help support sensitive habitats.

Until the Sand Management Plan CDP has been issued, the District is unable to effectively relocate sand and clear debris as needed on an ongoing basis.

GUIDING PRINCIPLES:

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

5-YEAR OBJECTIVES:

- V) Maintain and improve Harbor Village facilities, infrastructure, and amenities
 - 1) Ongoing investment in Harbor Village Infrastructure

BACKGROUND:**Ventura Harbor Beach Management History**

The U.S. Army Corps of Engineers (Corps) and the District constructed the Ventura Beach Dunes in 1984 as part of the Corps annual dredging. The District planted vegetation pursuant to a CDP issued by the Commission (CDP 4-85-262) in 1985. In 1989, the District obtained a CDP, CDP-193, from the City of San Buenaventura (the 1989 CDP), which generally authorized the installation of parking, a barrier wall, and restroom facilities adjacent to the Ventura Beach Dunes. The 1989 CDP contemplated “periodic removal of sand accumulating behind the [barrier] wall if necessary.” Condition 30 of the 1989 CDP similarly authorizes sand removal: “Sand accumulating against the low barrier will be periodically removed from the seaward side of the wall if necessary, and may be redistributed to maintain adjoining dunes, if no negative effect on dune vegetation will result.” Since the District created the Ventura Beach Dunes in 1984, it has continued to manage the sand and maintain public access on an annual basis, operating under the assumption that it was authorized to do so pursuant to the 1989 CDP.

The District’s beach management activities continued uninterrupted until May 2023 (almost 40 years since the District initiated its program), when the District received a letter from Commission staff alleging that its sand management program to maintain public access to the beaches adversely impacted the Ventura Beach Dunes and required a permit from the Commission. The District responded on June 30, 2023, disputing that its sand management activities had adversely affected the Ventura Beach Dunes but agreed to submit an application for a CDP to the Commission to authorize its future annual management activities to provide public coastal access, maintain public safety, and prevent dune erosion. The District also agreed to plant 2,100 square feet of plants to help defend the Ventura Beach Dunes against erosion and loss of habitat. The restoration was completed within the appropriate growing season on December 6, 2024. The District submitted its CDP application on April 18, 2024. The District’s CDP application was deemed complete on December 12, 2024.

In February 2025, Commission staff raised concern for the first time that the District does not have a permit for its volleyball courts or canoe storage containers, which have been in their current locations for over ten years. Since that time, the District has been in discussions with Commission staff as to how to resolve their concerns.

The District’s CDP application for sand management activities was considered at the Commission hearing in Half Moon Bay on May 9th, 2025. As part of the hearing, the Commission received numerous letters and public testimony in support of maintaining the beach volleyball program at Harbor Cove Beach in its current location. The Commission approved the Sand Management Program with significant conditions and bifurcated the issue of the beach volleyball program. In so doing, it allowed the beach volleyball program to remain in place until further siting analysis could be conducted. A condition of approval included in the Sand Management Plan CDP required preparing a 20-year Environmental Sensitive Habitat Area (ESHA) study, which has been completed and provided to Commission staff. Additional revisions to the Sand Management Plan

have been incorporated in response to other conditions of approval required in the Sand Management Plan CDP approved by the Commission.

Ventura Harbor Cove Beach Volleyball

The Beach Volleyball Program Site Alternative Committee (Committee) was established by the General Manager to assist the District in meeting the Commission's condition of approval to evaluate relocation of the volleyball courts. The Committee met in August and September 2025, to evaluate the current and alternative locations for the beach volleyball program. The Committee's efforts were discussed in the September 3, 2025, Board Report.

It was the Committee's recommendation to the District and Commission that Alternative Site 8 (Harbor Cove Beach - the current location) continue to be used for the future operation of school and public volleyball programs at Ventura Harbor. Alternative Site 7 (referred to as Central Harbor Cove Beach) was determined to be viable, but inferior to Site 8. The Committee found all other alternative sites unsuitable to serve as the future home for public beach volleyball for the various reasons discussed in the report.

Pursuant to additional discussions between District staff, its consultant team, and Commission staff, Alternative Site 7 was further modified ("Modified Site 7"). While this site is still considered inferior to and smaller than the current location of the volleyball courts (Site 8), it is nevertheless the recommended site by District staff and its consultant team. This recommendation is based upon several factors:

- Commission staff have made clear that they will oppose any plan that would maintain the volleyball courts in an area that at one time supported ESHA, which includes portions of Site 8. While there was some support amongst Coastal Commissioners to retain the volleyball courts at their current location at the previous May 2025 hearing, any such request would be opposed by Commission staff and faces an uncertain outcome. Given the overlap with historic ESHA, it is likely that the Commission would only potentially approve retaining the volleyball courts in their current location if the District was successful in showing that there are no other feasible alternatives.
- Seeking retention of the volleyball courts in their current location would come at significant additional cost to the District, including additional legal and consultant fees that would be needed to advocate for this position at an upcoming Commission hearing. Even at this expense, there is no certainty that the Commission would concede to allow the volleyball courts to remain.
- Commission staff will allow for use of the Modified Site 7 for volleyball courts as part of the Sand Management Plan CDP. Therefore, no additional permitting for beach volleyball courts would be necessary to install the new courts. While the footprint has stayed somewhat static since its installation in 2014, the volleyball court configuration grew over time from 4 courts in 2014 to 6 courts in 2016 and to 9 courts in 2024. The Modified Site 7 would allow for up to 6 courts on a regular basis and up to 8 courts for District pre-approved tournaments and special events. Final court layout within the approved Modified Site 7 would be approved by the General Manager in consultation with District staff, including the Harbormaster, for public safety purposes. Relocation of the volleyball courts would take place after the current volleyball season to avoid significant interruptions to competitive volleyball matches and tournaments. The Modified Site 7 would continue to provide for dredging pipe placement on Harbor Cove Beach.
- The proposal discussed between Commission staff and District staff would also provide clarity in terms of required mitigation, authorization of other important public uses of the beach, and final approval of the Sand Management Plan. This would eliminate the existing uncertainty concerning such issues, which are important to resolve as the District moves

into a more active part of the season for sand management activities and emergency response.

If the above recommendation is approved, the District would need to modify ingress and egress for emergency vehicles from the Harbor Cove Beach parking lot. Emergency vehicles access routes through and around Modified Site 7 are established in the proposed Sand Management Plan.

While District staff continue to dispute that mitigation is appropriate, given that District staff were told at the time the volleyball courts were installed that a CDP was not required, Commission staff have made it clear that they will require mitigation as part of the overall agreement. While Commission staff have advocated for a mitigation ratio of 3:1 for what they consider to be unpermitted development (even suggesting at one time that 6:1 would be appropriate), as part of approval of the overall agreement, one-time mitigation for ESHA impacted by the development of the volleyball courts and outrigger storage areas would be implemented at a 1:1 ratio. This proposed agreement would also provide for continued public access to Harbor Cove Beach; restore some historical dune areas ESHA at Harbor Cove Beach; and provide Commission-authorized volleyball courts for school, public and District-approved events, such as occasional tournaments. The General Manager will discuss possible options for use and/or management with the Los Angeles Volleyball Academy (LAVA), who currently operates volleyball events and activities pursuant to an agreement with the District, and the Ventura County Community College District, another existing user of the volleyball courts. New agreement(s) would be required given the complexities of the Sand Management Plan, new location, limitations on daily use versus tournament play, and financial consideration to the District.

VENTURA HARBOR COVE BEACH OURIRGGER CANOE CLUBS

The District has agreed to relocate the two non-profit outrigger canoe clubs (Hokuloa Outrigger Canoe Club and Ventura Outrigger Canoe Club) from their current locations on Harbor Cove Beach to Parcel 8 at the end of Spinnaker Drive, immediately north of Harbor Cove Beach. The District applied for and received approval by the City of Ventura for a CDP for this new location, which falls under the City's permitting jurisdiction. As noted above, mitigation associated with the installation of the outrigger canoe storage would be provided at a 1:1 ratio as part of a comprehensive mitigation plan. Each outrigger canoe club has been offered a license agreement by the General Manager to store outrigger canoes and equipment on Parcel 8. A license agreement provides a non-exclusive use of the District's property on a month-to-month basis. However, the District's goal is for these non-profit clubs to successfully coexist in the new location. Relocation may begin as soon as February 2026.

FISCAL IMPACT:

The District continues to engage the services of K&L Gates for legal advice and Rincon Consultants for technical advice. The current FY25-26 contract with K&L Gates for coastal entitlements, including the Sand Management Plan, is \$110,000 for both assisting the District with finalizing this CDP and regulatory agency coordination, permitting, and entitlement support for other projects. \$51,310 has been spent between July 1st and December 31st, 2025. The current contract with Rincon is for \$60,000 for both assisting the District with obtaining this CDP as well as for annual dredging consulting and monitoring. \$48,332 has been spent between July 1st and December 31st, 2025.

The City of Ventura has generously donated the time of Stacey Zarazua, Parks & Recreation Director, and Maruja Clensay, Assistant Community Development Director, to participate in the Committee. Brad Lyans of Ventura College and LAVA has also generously donated his time to participate in the Committee.

The District will incur additional expense for dunes restoration as part of the mitigation. Once staff is able to determine these costs, it will include them in budget recommendations to the Board.

ATTACHMENTS:

Attachment 1a – Response Letter to California Coastal Commission January 28, 2026

Attachment 1b – Sand Management Plan January 28, 2026

Attachment 2 – Outrigger Canoe Club Site



January 28, 2026

Steve Hudson
District Director
South Central Coast District
California Coastal Commission
89 South California Street, Suite 200
Ventura, CA 93001

RE: CDP Application No. 4-24-0248 (Ventura Port District Sand Management Plan)

Dear Steve,

This letter is submitted in response to the Commission's January 15, 2026 letter concerning the Ventura Port District's ("District") proposed update to its Sand Management Plan. It appears that we have reached agreement on many of the remaining issues. This letter addresses those issues that require further clarification. For ease of reference, we have included the Commission's comment below and the District's response. Where there is no response to an item from your previous letter, the District does not believe that any further response or clarification is required. Also attached is an updated Sand Management Plan including the revisions discussed below as well as some proposed minor language adjustments – all as tracked changes from the previously submitted version.

I.1: ESHA Buffers. As described in the sand management plan received November 15, 2024; the subject, revised sand management plan received December 29, 2025; and throughout the adopted findings and special conditions of the Commission's CDP; Area B consists of a 20-foot buffer around Area A. However, as drawn in several figures, Area B is only 10 feet wide and has apparently been drawn inward (negative distance value) of the Area A boundary, rather than outward from Area A. This has the effect of both removing the intended buffer and undercounting ESHA. Please redraw Area B so that it provides a 20-foot buffer outside Area A as intended, and recalculate the estimated area totals in Table 1 accordingly.

Response: The ESHA throughout the project area has been updated with the historic 20-year ESHA as previously depicted in Figure 6 of the sand management plan transmitted to the CCC on December 29, 2025 and a 20-foot (Area B) ESHA buffer reviewed and updated. Table 1 was updated with new calculated areas.

- II.1: Beach Volleyball Facilities. Thank you for proposing an alternative location for the volleyball courts outside of the historic dune ESHA. This new location is permissible under the requirements of the Coastal Act and in compliance with the conditions of CDP No. 4-24-0248.

Response: Note that the District's agreement to this proposal is contingent upon agreement on the matters discussed herein, any required mitigation, and approval by the District's Board of Port Commissioners ("Board").

- II.2: Area A – ESHA. Part A of Special Condition 3 requires Figure 2 to "reflect the full extent of onsite ESHA, including areas that were disturbed without a permit but which historically contained dune morphology" by designating these areas as Area A under the sand management plan. However, the combined footprint of Areas A and B together reflect the 10-year historic dune footprint as shown in Figure 6.

With the exception of the small, finger-like projection, of the 20-year dune footprint that extends out from the continuous, unfragmented, historic dune system, that is in the location of the newly proposed volleyball courts, the full extent of the 20-year dune footprint at Harbor Cove Beach should be designated Area A.

Accordingly, please also revise or remove the statement in Subsection 1.5.1 – Area A – of the Program Description that "Area A includes areas that have been identified as ESHA over a 10-year historical extent, described further in the Biological Resources Assessment [...]"

Response: District Staff is willing to revise Area A to include the extent of ESHA described above and the relevant text concerning ongoing management of activities covered under the Sand Management Plan. The extent of historical ESHA shown on updated Figure 2 displays the extent of ESHA, accounting for the proposed volleyball court realignment and 20-foot buffer. However, note that any mitigation agreed to by the District concerning previous impacts to ESHA is limited to the extent of the impact area. To the extent that the District is responsible for mitigation at all, it is only responsible for removal of ESHA that existed at the time of the installation of the volleyball courts and shipping containers for the canoe clubs rather than any time within a 20-year period.

The District has evaluated the extent of ESHA that existed at the time that the volleyball courts were installed, and the potential impact area associated with the grading of the volleyball courts and installation of storage containers. That mapping is included as Exhibit A to this letter. As shown therein, the total extent of the impacted area is approximately 33,000 square feet.

The District is willing to mitigate for such impacts at a 1:1 ratio, similar to the mitigation provided for in the Sand Management Plan for impacts to ESHA. As we have discussed in previous meetings, the District will agree to one-time habitat restoration of the area, which involves the planting of native container plants and hydroseeding. Restoration will include the installation and maintenance of snow or dune fencing for six months after

planting to facilitate recovery and establishment of such planting and guide public access. The restoration area will be allowed to naturally recover without supplemental planting requirements. No success criteria, monitoring or reporting requirements will be required. Maintaining public access to Harbor Cove Beach is extremely important to the District. As noted previously, this is an area that is highly valued by the District and public and supports a variety of coastal recreation uses. Agreement on mitigation as described herein is expected to be a significant factor in the Board's evaluation of the other proposed items, including but not limited to relocation of the volleyball courts.

II.3: Maintenance and Emergency Vehicle Access Paths. The vehicle access pathway which proceeds northwest from the Harbor Cove Beach vehicle access ramp around the northernmost new volleyball court travels through Area A and the 10-year historic dune ESHA. Please explain why two pathways from the vehicle ramp are necessary and why a second pathway that avoids mapped ESHA is infeasible.

Response: The Maintenance and Emergency Vehicle Access Path to the northwest has been relocated to avoid ESHA but not the ESHA buffer. Both vehicle pathways are necessary because when the volleyball court is in use, emergency vehicles require a route that avoids the court, to the extent feasible, to allow safe space for players and observers to move out of the path of emergency vehicles. Maintenance and non-emergency harbor patrol access will utilize the southernmost pathway.

III.1: Historic Dune System Delineation. Special Condition 6 requires that the sand management plan reflect the extent of historic dunes throughout the project site, specifically including the footprint of historic dunes in front of the Surfer's Knoll parking lot as depicted in Figure 6 of the plan. As explained in items I(2) and IV(2) of this letter, designating areas which contained historic dunes and are now subject to erosion as Area B may be a feasible approach assuming certain revisions to the program area description are made. However, please ensure that the entirety of the 20-year historical dune footprint in front of the Surfer's Knoll Parking Lot is designated as Area B, with the exception of the two access pathways discussed below.

Response: The District disputes that the area in question, which we understand to be the area between the two access pathways, should be characterized as Area B. Doing so would both hinder the District's management activities authorized by this Plan as well as be counterproductive to retention and re-establishment of dune morphology. As depicted in the Sand Management Plan, there is a heavy equipment pathway that extends into this area. There must be a location for heavy equipment to access the beach and to relocate sand that accumulates near the parking lot, showers, restrooms, and along the fence corridors onto the beach. Without the ability to move heavy equipment and sand through this area, sand cannot be returned to the beach and would become trapped. This will impede public access and cause sand accumulation in an area where it is not needed and be detrimental to beach uses. It also then cannot be placed in front of the highly vulnerable Areas A and B; replenishing sand in those areas will combat further erosion. Using the corridor to facilitate sand redistribution in Area C waterward of designated

Areas A and B is one of the key management activities the District can take to help facilitate the return of ESHA in Area B and protect existing areas of ESHA shown in Area A.

III.2: ADA Mats. Part B of Special Condition 3 requires the Area D public access corridors for placement of the ADA mats to be limited to 15 feet in width. However, these appear to be drawn as 20 feet wide in the submitted plan. Please narrow the two pathways accordingly.

Response: ADA mat locations were amended to be 15 feet. in Figure 4.

IV.1: Sand Clearance and Redistribution. Special Condition 5(B) states that “no sand removal or redistribution shall occur within ‘Area A’ (ESHA) or ‘Area B’ (20-foot ESHA buffer)”. However, Subsection 1.5.1 – Area A – of the submitted plan states that work in ESHA may include “the removal of windblown sand”. Please make the necessary revisions to the program description to reflect that sand removal and redistribution are not permitted within Area A nor the 20-foot buffer around Area A. Please note that this restriction does not apply to the recontouring of hazardous cliffing conditions, the placement of sand within the erosion-impacted portions of Area B that are unvegetated and not within 20 feet of ESHA, nor the removal of sand from the identified infrastructure maintenance corridors.

Response: The requested changes have been made to the Sand Management Plan.

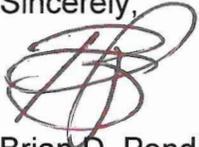
IV.2: Impacts in Area B. Subsection 1.5.2 – Area B – states that “to mitigate potential impacts to ESHA, sand management activities planned in Area A would be evaluated by a biologist and ESHA mapped before and after planned activities. Impacts to ESHA that develop in Area B would be permitted on a case-by-case basis or mitigated by restoration or enhancement”. However, if the definition of Area B is revised to include areas with historic dunes which are now subject to impacts from erosion, any planned work in these areas must also be evaluated by a biologist. These areas, which would otherwise be mapped as Area A, should be allowed to regenerate dune vegetation and morphology. Thus, ESHA that forms in Area B should be mapped before and after work undertaken in Area B as well, and any impacts to new ESHA in Area B mitigated at a 1:1 ratio consistent with Protective Feature 8. Please make any and all revisions to the project description to reflect this.

Response: Revised language has been incorporated into the Sand Management Plan.

We hope that we can reach agreement and finalize the Sand Management Plan as soon as possible. With incorporation of the above revisions, the District is in full compliance with all conditions listed in the Commission’s Notice of Intent to Issue Permit. Further delay in approving the Sand Management Plan risks delays in responding to hazardous conditions and implementation of appropriate sand management activities for the benefit of the public.

We therefore respectfully request approval of the attached Sand Management Plan as soon as possible so that we can present it for Board approval at the next available District meeting. Thank you.

Sincerely,



Brian D. Pendleton
General Manager

CC: Tyler Liddell, Coastal Commission
Ventura Port District Commissioners
Robert Smith, Partner, K&L Gates LLP
Derek Lerma, Senior Marine Scientist, Rincon Consultants

1 Program Description

1.1 Purpose

The Ventura Port District (VPD) is an independent Special District in the City of Ventura (City) and the owner and operator of Ventura Harbor, in Ventura California. The goal of this Sand Management Program (Program) to maintain safe access to the coast and public resources while protecting fragile coastal resources. The California Coastal Act of 1976 (CCA) places a priority on public access to and along the coast (CCA Section 30210), requiring maximum access and recreational opportunities be provided for all people consistent with public safety needs and the needs to protect public rights, rights of private property owners, and natural resource areas from overuse. Consistent with the requirements of the CCA, the VPD shall redeposit wind-blown sand from in, on, and around existing infrastructure onto the public beach to combat further erosion of the dunes and beach, maintain existing vegetation, remove sand in areas landward of the dunes and beach, which interferes with the public's access to and use of facilities, maintain public beach access corridors, conduct beach grooming, debris removal, and perform beach recontouring when unsafe conditions are present, as further described in Section 1.4.

1.2 Program Location

The VPD property holdings include approximately 152 acres of land and 122 acres of water area which are sublet to tenants, but the VPD is responsible for maintaining public parking, restrooms, and beach access corridors throughout Ventura Harbor. The Program will occur within VPD owned parcels (Accessors Parcel Number [APN] 080033001 and 080024020) and California State Lands Commission leased property, all of which are within the Coastal Zone and the California Coastal Commission (CCC) retained jurisdiction which includes, but is not limited to, the land seaward of the mean high tide line (MHTL) or mean high water (MHW) mark, beach areas, and coastal bluffs (Figure 1). The approximate center point of the Program area is GPS: 34.244201, -119.266822.

Regionally, the Program is within the southern portion of the City, approximately 4.8 miles north of Port Hueneme Naval Base, approximately 0.2 mile south of U.S. Route 101, and adjacent to the Pacific Ocean to the west. The Program location is depicted on the Oxnard, California United States Geological Survey (USGS) 7.5-minute topographic quadrangle map. The Public Land Survey System depicts the Program within Township 2, Range 23, Sections 26, 23, 14 and 15.

The beaches included in the Program Area are segmented by existing rock rip-rap jetties and extend from inside the entrance of Ventura Harbor south to near the mouth of the Santa Clara River and the boundary of McGrath State Beach. The beach areas experience various levels and types of public use, degrees of erosion, sand movement, and debris.

Harbor Cove Beach is located within the inner harbor, obtains no benefit from placement of dredge material, receives minimal wave energy, and serves as the Program Area's most accessible and visited beach. Public access to Harbor Cove Beach is through five access points from the adjacent beach parking lot, off Spinnaker Drive, including American Disability Act (ADA) access from the central bathroom access paths. Public use is extensive and includes beach use, swimming, outrigger canoe and kayak launching, and volleyball courts on the north end. Harbor Patrol and lifeguards access the beach from just north of the bathrooms and from either end of the parking lot at the terminus of Spinnaker Drive and drive along the beach above the MHTL or MHW mark.

Ventura Port District
Sand Management Program

Figure 1 Program Boundary



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Additional data provided by Ventura County, 2023. CA state Lands Lease Agreement was georeferenced from Furgo West, Inc. 2023. Mean High Water digitized from NOAA Lidar data, 2018.

23-14943 Marine Bio
Fig 1 Project Location

South Jetty Beach is located just south of the Ventura Harbor entrance and north of the South Groin and easily accessible from the main beach parking lot at the end of Spinnaker Drive and from a defined beach access off Spinnaker Drive near the South Groin. South Jetty Beach is a popular surfing destination, viewpoint, and beach use area. Harbor Patrol and lifeguards access the beach from the Harbor Cove Beach parking lot and drive along the beach above the MHW mark. The area south of the South Jetty has been the focus area for dredge material placement by the U.S. Army Corps of Engineers (Corps) and VPD over the last 20 plus years to address erosion of the beach and beach back dunes. Some of the beach experiences focused wave energy year round and is backed by elevated vegetated dunes that are frequently eroded along the seaward margin.

Surfer's Knoll Beach is defined as the area south of the South Groin to the McGrath State Beach northern boundary and is easily accessible from the Surfer's Knoll Beach parking lot and from two designed beach access openings in the wooden fence along Spinnaker Drive that transition into narrow foot paths through the dunes. The beach is long and broad during the summer and fall but experiences extensive erosion during major storm events and serves as the southern limit of dredge material placement conducted by the Corps and VPD. The beach is subject to focused wave energy year round, sand blow or movement, and is backed by elevated vegetated dunes that are frequently eroded. Surfer's Knoll Beach is a popular surfing destination, viewpoint, dog beach, wildlife viewing area and a favorite of beach wanders and users accessing the Santa Clara River mouth to the south.

1.3 Background

The area proposed for sand management was separated from Pierpont Beach to the north when Ventura Harbor was created in the early 1960s. The Program Area is mostly composed of dunes created from dredge material from the Ventura Harbor Federal Channel Maintenance Dredging Project in 1983 and authorized under Coastal Development Permit (CDP) 4-83-257A. The remaining areas include unvegetated sand beach and developed public infrastructure such as public restrooms, walls, fences, and public beach access corridors. The dunes were vegetated in 1984 and 1985 under CDP 4-85-262 to reduce wind-blown sand from migrating onto Spinnaker Drive and to create defined public access corridors consistent with CCA 30212. In 1989, the VPD obtained an amendment to Development Permit (PD-259A) and CDP-193 from the City of Ventura to construct retaining walls, a parking area, restrooms, staircases, access points and walkways to foster public use. The permit requires managing sand that accumulates along the seaward side of the retaining walls, adjacent to Spinnaker Drive, and for that sand to be redeposited to maintain the dunes, if no negative impacts to dune vegetation would result.

The VPD has defended the dunes and beach pursuant to these previous authorizations since 1984. In 2023, the CCC alerted the VPD that the Program requires a CDP from the CCC in addition to its existing CDPs because the areas subject to beach management are within its retained jurisdiction. The VPD applied for a CDP amendment in April 2024 to comply with that request. The CCC considered the VPD's application at a hearing in May 2025 and approved the application subject to certain special conditions.

1.4 Sand Management Activities

Sand management activities include four distinct actions and will occur on an as-needed basis, due to frequent wind and weather events year-round. Each sand management activity is shown in detail in Figure 2, Figure 3, and Figure 4.

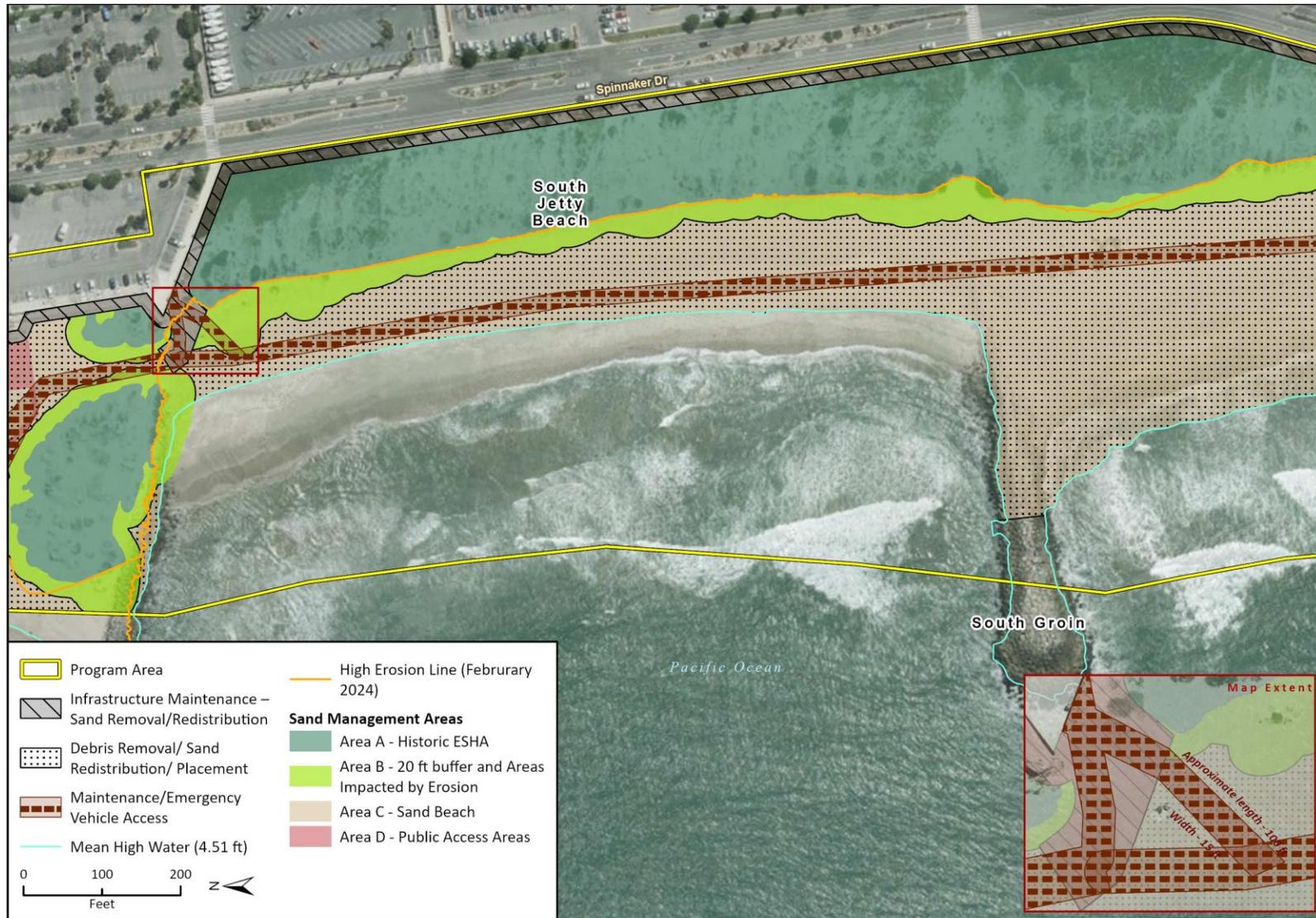
Figure 2 Harbor Beach Cove Sand Management Areas



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25-17975 CDP
Fig. 1 Harbor Cove Project Area and South Jetty

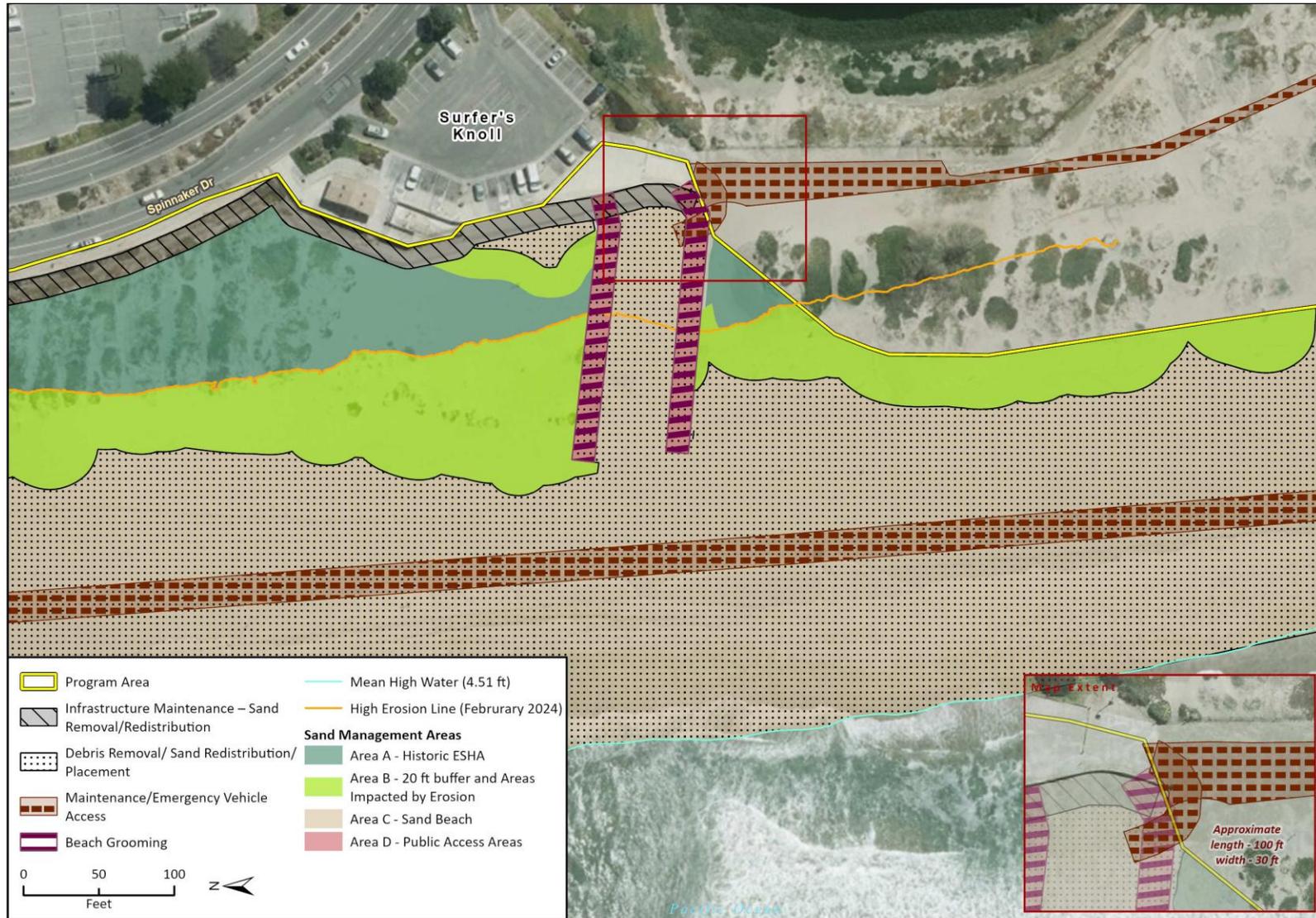
Figure 3 South Jetty Beach



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25-17975 CDP
Fig 2 South Jetty Beach

Figure 4 Surfer's Knoll Beach



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25-17975 CDP
Fig 3 Surfers Knoll and MgGrath St Beach

The following matrix has been developed to specifically identify sand management activities at each Beach Area and the desired frequency including the timing they are typically conducted.

Sand Management Activity	Beach Area	Frequency
Beach Grooming	Harbor Cove Beach Surfer’s Knoll Beach	As-needed, typically conducted prior to summer to install ADA mats, once/year
Recontouring	Harbor Cove Beach South Jetty Beach Surfer’s Knoll Beach	As-needed, typically conducted in winter/spring to address safety concerns related to shoreline erosion
Infrastructure Maintenance – Sand Removal/Redistribution/Placement	Harbor Cove Beach South Jetty Beach Surfer’s Knoll Beach	As-needed, typically conducted in spring/summer
Debris Removal	Harbor Cove Beach South Jetty Beach Surfer’s Knoll Beach	As-needed, typically conducted in winter/spring

1.4.1 Infrastructure Maintenance – Sand Removal/Redistribution/Placement

CDP-193 requires that the VPD maintain all buildings, fences, signs, roadways, parking areas, and other facilities. Wind-blown beach sand accumulates around the existing infrastructure causing public safety concerns, limiting public access to the beach, and causing damage to the facilities. The Program will proactively remove and redeposit accumulated sand back onto the adjacent beach. Sand may be removed from the seaward side of Spinnaker Drive, the walls surrounding the parking lots at Surfer’s Knoll and Harbor Cove Beach, and public restrooms. The sand will then be redeposited on the upper beach using either a dump truck or bulldozer and graded using a bulldozer. The bulldozer uses its blade to redistribute the sand to the desired location and smooth the material to match the surrounding beach topography without changing the elevation greater than 1-foot (ft.) above the existing elevation or to a depth that would restore recently eroded areas to previous elevations. The VPD does not maintain Spinnaker Drive and no sand from the roadway is redeposited. Infrastructure maintenance requires the use of heavy machinery, such as a backhoe loader, bulldozer, skid steer or other similar equipment to remove and place sand from infrastructure to the adjacent sand beach.

Sand clearance and redistribution shall be restricted to dry sand areas only and shall not occur any closer than ten feet (ft.) landward of the wrack line or the highest daily high tide line, whichever is further landward. Sand clearance areas shall be limited to the areas shown as infrastructure maintenance areas on Figure 2, Figure 3, and Figure 4. Sand redistribution will occur in Areas C and D only. Infrastructure maintenance may occur on an as-needed basis but more frequently during or following wind events, typically in spring and summer. All the beach areas experience moderate to high winds during certain times of year causing significant sand movement (windblow) in the west to east direction that often results in impacts to public access and public safety.

Heavy equipment accesses the beach from both the north and south ends of the parking lot at the end of Spinnaker Drive and through the southern gate at Surfer’s Knoll Beach parking lot, and drives along the beach above the MHW mark avoiding ESHA identified as Area A (Figure 2, Figure 3, and Figure 4).

1.4.2 Debris Removal

Debris removal is periodically required to maintain beach access, safety, and minimize hazards and involves manually removing debris by hand and the use of heavy equipment, such as a backhoe loader, bulldozer, skid steer or other similar equipment to remove large debris (trees, dead animals, large woody debris, etc.) from the sand beach. The equipment uses existing access routes and debris removal occurs on an as-needed basis, typically in winter and spring when rain and large surf events deposit material along the upper beach.

Debris removal areas are accessed from the north and south ends of the parking lot at the end of Spinnaker Drive and through the southern gate at Surfer's Knoll Beach parking lot, and equipment drives along the beach above the MHW mark avoiding ESHA.

1.4.3 Recontouring

Recontouring is performed occasionally along South Jetty Beach and Surfer's Knoll Beach to address emergency sand cliffing following large storm events. The VPD's intent is not to recontour large swaths of the beach but to recontour the beach to match the surrounding beach topography following the formation of cliffs or vertical escarpments along the sand beach. The sand is pushed landward and smoothed to create a safe beach transition.

Beach recontouring is periodically required along areas that exhibit sand cliffs or vertical escarpments caused by beach erosion that typically occur following dredge material placement, extreme wave events, and storm surge run-up. Beach recontouring is conducted when vertical sand escarpments are greater than four feet or present public safety concerns related to landslides or cave ins. The sand cliffs or escarpments are knocked down and/or sand from the adjacent middle beach pushed up to recontour the areas sufficiently to alleviate the hazards. The sand cliffs can pose a significant risk to public safety and during extreme events can result in 20-ft.-high vertical "cliffs". VPD periodically recontours the sand cliffs to at least a 3:1 slope. Beach recontouring occurs from both the landward and seaward sides of the sand cliff, avoiding vegetated ESHA where feasible, with equipment used to knock down the cliff and redistribute the sand to create a gentle slope. Equipment shall not enter the water or recontour areas that are vegetated or exhibit dune morphology.

The VPD Harbor Patrol actively evaluates conditions that could affect the ability to provide rescue efforts. Recontouring may be required if it is determined that beach conditions are unsafe. These activities generally only occur in Areas C and D to maintain a safe continuous access point from parking lots to the beach; however, some maintenance may be required in other areas (Areas A and B) if necessary to remedy unsafe conditions. Unless there is an immediate threat to life safety, work required in Area A shall require specific notification to the CCC of the VPD's intent to conduct activities expected to disrupt ESHA, at least 14 days prior to commencement. Mitigation shall be required as further described in Sections 1.5.1 and 1.6 below. The VPD shall ensure that its contractor avoids the removal of all marine wrack, as feasible.

Typically, sand management activities involving sand recontouring occurs in the winter/spring following dredge material placement by the Corps or later in the prior to the summer season when public use is heavy.

1.4.4 Beach Grooming

Beach grooming is required before the placement of the ADA mats to create access paths to the water are 15 ft. in width. ADA paths range in length from 100 to 200 ft. based on need and the slope of the beach where ADA mats can safely be placed. The ADA mats will be placed in defined areas within the public access corridors identified for beach grooming on Figure 2 and Figure 4. ADA mat placement will avoid ESHA and ESHA buffer. Sand placement and beach grooming will be performed within the approved ADA mat and volleyball court locations (Area D) at Harbor Cove Beach and the ADA mat locations at Surfer’s Knoll. All mechanized beach grooming shall be restricted to dry sand area only and shall not occur any closer than 10 ft. landward of the wrack line or the highest daily high tide line, whichever is further landward. Heavy equipment, such as a backhoe loader, bulldozer, skid steer or other similar equipment with a beach cleaning device will be used to groom and level the beach prior to ADA mat placement and will utilize the heavy equipment access routes depicted on Figure 2 and Figure 4. Beach grooming activities will be implemented consistent with Best Management Practices (BMPs) and sensitive species monitoring described in Section 1.6 below. Beach grooming typically occurs in the spring prior to the summer season. Mechanized beach grooming and mechanized sand clearance/redistribution described in Section 1.4.1 shall be conducted on an as-needed basis, up to five times per year. Should additional maintenance be required, the VPD General Manager shall submit a request for approval to the CCC’s Executive Director.

1.5 Program Areas

The VPD conducts sand management activities as required by CDP-193 but through this permit has developed a Program that covers additional sand management activities including redistributing sand that builds up along existing infrastructure to reduce coastal erosion (**Infrastructure Maintenance – Sand Removal/Redistribution/Placement**), addressing public use hazards such as the buildup of organic debris along the shoreline (**Debris Removal**), and recontouring the formation of sand cliffs that often develop throughout the middle beach following dredge material placement and severe erosion along the upper beach from extreme swell events and storm surge run-up (**Recontouring**). Additionally, the VPD needs to be able to conduct beach grooming at Harbor Beach Cove and Surfer’s Knoll Beach before the placement of ADA compliant beach mats, and to maintain the volleyball courts at Harbor Cove Beach (**Beach Grooming**).

This Program shall implement protective measures depending on where the activities occur, described further in Section 1.6. The Program’s sand management areas (A-D) occur within each of the three separate geographic beach areas within VPD jurisdiction, Harbor Beach Cove, South Jetty Beach, and Surfer’s Knoll Beach (Figure 5). Areas A-D have been identified to outline where existing ESHA, ESHA buffer, sand beach, and public and emergency access routes occur (Figure 5). Sand management activities may occur in each area but will incorporate protective measures depending on the activity and where it will occur. The area size estimates are included in Table 1.

Table 1 Program Area Estimates Above the Mean High Water Mark

Program Area	Estimated Area (acres)
A – ESHA	8.563
B – ESHA Buffer	3.403
C – Sand Beach	14.812

ATTACHMENT 1

Ventura Port District
Sand Management Program

D – Public and Emergency Access	1.046
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Total Estimated Program Area	30.041*
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***Includes areas outside of Figures 2, 3 and 4 but within the Program Area including parking areas and open water below mean high water mark.**

Figure 5 Program Areas



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Additional data provided by Ventura County. CA state Lands Lease Agreement was georeferenced from Furgo West, Inc. 2023. Mean High Water digitized from NOAA Lidar data, 2024.

25-17975 CDP
Fig X Program Areas

1.5.1 Area A

Area A includes areas that have been identified as ESHA. As defined in the California Coastal Act, an ESHA is “any area in which plant or animal life or their habitats are either rare or especially valuable because of their nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.” CCA Section 30107.5. ESHA includes areas that exhibit dune morphology such as hummocks, ridges, or mounds, and that may be vegetated with native or non-native species or unvegetated. The identified ESHA includes all areas that were mapped as ESHA based on Rincon’s 2023 site specific survey and the historical ESHA extent based on aerial imagery from the last twenty years. The VPD promotes the protection and restoration of ESHA and continues to protect this sensitive habitat. However, the VPD is required to maintain safe and reliable access to public infrastructure and beach corridors. Significant portions of the seaward extent of ESHA has been lost during winter storms and dredge material placed annually by the Corps and VPD, immediately adjacent to the seaward extent of ESHA, minimizes erosion and reduces the further loss of ESHA and public beach area. The spatial extent of ESHA, along the seaward boundary, has steadily migrated shoreward (east) since its creation in the late 1980’s due to beach erosion (Figure 6). The most notable change to ESHA in the program area over the last 20 years is the area in front of Surfer’s Knoll parking lot where significant erosion from storm events, wave run up, and wave over wash has recurrently removed dune structure and associated vegetation from the beach (Figure 7). ESHA in the form of dune morphology such as hummocks, ridges, or mounds exists adjacent to the wood fence dividing the beach from Spinnaker Drive, parking lot walls and sidewalks. Occasionally these areas become vegetated with non-native ice plant. During sand management activities, ESHA could be impacted within small defined areas and those impacts shall be mitigated by mapping ESHA before and after the activities and restoration in the form of native vegetation planting within the VPD Program Area at a ratio of 1:1. ESHA mitigation will be performed consistent with permit conditions. Further descriptions of mitigation measures or protected features to be implemented when Program activities take place within ESHA are included in Section 1.6.

Program activities that take place in Area A require specific notification to the CCC of the VPD’s intent to conduct activities expected to disrupt ESHA, at least 14 days prior to commencement. Contracted or VPD maintenance staff will be provided an environmental training to avoid vegetated ESHA and minimize changes to dune topography. The VPD will define the work area and photograph the areas pre- and post- work activities and impacts to non-native vegetated ESHA mitigated with native vegetation, if required. Unless there is an immediate threat to life safety, an opportunity shall be provided for the CCC Executive Director to review and approve the planned activities prior to commencement. If deemed necessary, CCC and the VPD can determine and agree upon any additional requirements based upon the planned activities.

VPD shall perform habitat restoration within the Program Area at a 1:1 ratio. Annual reporting shall be completed by June 30 of each year to report on all activities in Area A including specific documentation and reporting of monitoring, remediation, and/or restoration.

Figure 6 Program Area Environmentally Sensitive Habitat Areas (ESHA) Historical Extent



Imagery provided by Microsoft Bing and its licensors © 2025.
Tidal data provided by Rincon Consultants, 2024.

24-16441 ESHA Imagery Analysis
Fig X Historic ESHA Analysis All Overlap

Figure 7 Surfer's Knoll Beach Environmentally Sensitive Habitat Areas (ESHA) of Time Series 2001 - 2023



Historic Imagery provided by Esri World Imagery Way Back and its licensors © February 21, 2020.

23-14943 Marine Bio
Fig 9 ESHA Time Series 2020

1.5.2 Area B

Area B includes a 20-ft. buffer around the ESHA defined as Area A plus areas previously ESHA lost to erosion. The Area B buffer of 20 ft. was established to allow VPD to work in or near ESHA to perform recontouring associated with cliffing, and specified emergency vehicle access, and because components of ESHA include dune morphology which is dynamic and difficult to define for dedicated work areas from year to year. The intent of the ESHA buffer is to avoid impacts to vegetated ESHA and dune morphology while facilitating sand management activities that address public access and safety issues. The Sand Management Plan is intended to allow VPD to place wind-blown sand in cliffing or erosion areas, including areas impacted by erosion within Area B, to help defend ESHA from erosion or to recontour beach to maintain public access and safety. To mitigate potential impacts to ESHA that may develop in Area B but, would have otherwise been considered ESHA (Area A), will be evaluated by a biologist and ESHA mapped before and after planned activities unless there is an immediate threat to life, safety or other emergency situation that requires an immediate response. Impacts to ESHA that has developed in Area B shall be . Impacts to ESHA that develop in Area B shall be permitted on a case-by-case basis or mitigated by restoration or enhancement by planting native vegetation within Area B based on the pre- and post-condition assessments. Restoration or enhancement will be performed consistent with permit conditions and mitigated at a 1:1 ratio consistent with Protective Feature 8. Further descriptions of mitigation measures or protected features required when Program activities take place within the ESHA buffer are included in Section 1.6. Annual reporting will be completed by June 30 of each year to report on activities in Area B.

1.5.3 Area C

Area C includes beach areas that are unvegetated and lack dune morphology where beach sand management activities will be performed to redistribute sand, remove debris, and/or address public access or public safety. This area has been identified based on the lack of ESHA or other sensitive natural resources that might otherwise require pre-activity surveys, monitoring or additional resource agency authorization. Activities shall not occur in actively submerged areas. Detailed descriptions of mitigation measures or protected features required when Program activities take place within Area C are included in Section 1.6. Annual reporting will be completed by June 30 of each year to report on all activities in Area C.

1.5.4 Area D

Area D includes areas that are required for public or equipment access. These areas include beach areas that are unvegetated and lack dune morphology. Area D includes public use and access locations, including sidewalks and pathways adjacent to infrastructure walls; ADA pathways; approved volleyball courts; and pathways to the lower beach. Access avoids areas seaward of the MHW mark and activities in this area are expected to avoid sensitive biological resources and vegetated ESHA identified as Area A, except for areas defined as infrastructure maintenance areas. Any changes to areas identified as Area D must be reported to the Executive Director for review and approval. Work activities in Area D are focused on maintaining public access and public safety. Considering Area D activities have defined boundary limits and are devoid of vegetated ESHA, no mitigation is required provided that no native ESHA vegetation is removed or impacted. Area D activities will be conducted consistent with Program BMPs described in Section 1.6 below and operational responsibilities contained in CDP Special Conditions. Access routes will be no more than 15 ft. wide, or 20 ft. wide in the case of infrastructure maintenance areas, and will only include the

minimum space necessary to accommodate equipment needed for infrastructure maintenance or beach grooming and recontouring. Detailed descriptions of mitigation measures or protected features required when Program activities take place within Area D are included in Section 1.6 and annual reporting shall be completed by June 30 of each year to report on all activities in Area D.

1.6 Additional Program Components

As part of the Program, the VPD shall implement the protective features (PF) listed in Table 2. These protective features shall be incorporated depending on where the activities occur and are further described in detail following the table.

Table 2 Protective Features

Program Area	Protective Features
A	PF-1 Workers Environmental Awareness Program PF-2 General Best Management Practices PF-3 Seasonal Nesting Bird Surveys PF-4 Heavy Equipment Use within ESHA PF-5 Western Snowy Plover Surveys PF-7 Annual Reporting PF-8 ESHA Restoration
B	PF-1 Workers Environmental Awareness Program PF-2 General Best Management Practices PF-3 Seasonal Nesting Bird Surveys PF-4 Heavy Equipment Use within ESHA PF-5 Western Snowy Plover Surveys PF-7 Annual Reporting PF-8 ESHA Restoration
C	PF-1 Workers Environmental Awareness Program PF-2 General Best Management Practices PF-3 Seasonal Nesting Bird Surveys PF-6 California Grunion Surveys PF-7 Annual Reporting
D	PF-1 Workers Environmental Awareness Program PF-2 General Best Management Practices PF-3 Seasonal Nesting Bird Surveys PF-6 California Grunion Surveys PF-7 Annual Reporting

PF-1 Worker Environmental Awareness Program

Prior to the initiation of all Program activities (including staging and mobilization), all personnel associated with sand management activities shall attend a Worker Environmental Awareness Program (WEAP) training, to assist workers in recognizing special status biological resources and ESHA. The training may be conducted in-person, virtually, or provided by a video recording.

The specifics of this WEAP shall include identification of special status species and habitats germane to the Program area, a description of the general ecological characteristics of special status

resources and review of the limits of construction. A fact sheet conveying this information shall also be prepared for distribution to all personnel involved with the implementation of the Program.

PF-2 General Best Management Practices

During all Program activities, VPD shall require the following of all Program personnel:

- No maintenance materials, debris, or waste shall be placed or stored where it may enter sensitive habitat, receiving waters, or be subject to wave, wind, rain, or tidal erosion and dispersion. Any debris inadvertently discharged into coastal waters shall be recovered immediately and disposed of consistent with the requirements of this coastal development permit.
- All food-related trash items such as wrappers, cans, bottles, and food scraps collected during sand management activities shall be disposed of in closed containers only and removed daily from the Program area.
- No deliberate feeding of wildlife shall be allowed.
- Maintenance equipment shall not be cleaned on the beach or in the beach parking lots. Any fueling and maintenance of equipment shall occur within upland areas outside of environmentally sensitive habitat areas. Mechanized heavy equipment and other vehicles used during maintenance activities shall not be refueled or washed within 100 ft. of coastal waters.
- Maintenance vehicles shall be restricted to designated routes outlined herein. Maintenance equipment and materials shall not be stored in the project area between maintenance operations, and equipment shall not be in contact with coastal waters or environmentally sensitive habitat areas at any time.
- Vehicles and equipment used for sand clearance and sand redistribution shall not come into contact with the intertidal zone or ocean waters.
- All vehicles and equipment shall remain below a maximum 5 miles per hours speed limit and if western snowy plovers are encountered, the driver shall back up at least 50 ft. and/or alter their route to avoid flushing plovers.
- Public safety protocols during beach maintenance activities (e.g. designated safety spotters when operating equipment, marking off work areas, established access points, etc.) shall be implemented during all project operations. Safe public access to or around areas where maintenance activities will occur shall be maintained during all project operations.
- During Program activities, heavy equipment shall be operated in accordance with standard Best Management Practices (BMPs), such as utilizing drip pans and storing in established staging areas. All equipment used on-site will be properly maintained to avoid leaks of oil, fuel, or residues. Provisions shall be in place to remediate any accidental spills. Hazardous materials management equipment including oil containment booms and absorbent pads shall be available immediately on-hand at the project site, and a registered first-response, professional hazardous materials clean-up/remediation service shall be locally available on call. Any accidental spill shall be rapidly contained and cleaned up.
- Sand management activities shall be implemented in a manner that avoids the removal or disturbance of wrack to the maximum extent feasible. Debris that is entangled in the wrack and which poses a clear threat to public safety may be removed by hand as needed, unless mechanized equipment is necessary.
- Any personnel who inadvertently injure or kill a special status species or finds one dead, injured, or entrapped shall immediately report the incident to the VPD. The VPD shall coordinate with a qualified biologist to determine species and if appropriate, the VPD will follow up with written notification to U.S. Fish and Wildlife Service and/or California Department of Fish and Wildlife

(CDFW) within five working days of the incident. Such an event and any necessary remediation shall be reported, as discussed in *Annual Reporting*, below.

PF-3 Seasonal Nesting Bird Surveys

To avoid disturbance to nesting and special status birds, including but not limited to, California least tern (*Sterna antillarum browni*) and western snowy plover (*Charadrius alexandrinus nivosus*), and raptor species protected by the Migratory Bird Treaty Act and California Fish and Game Code 3503, activities related to the Program including, but not limited to, the use of heavy equipment in beach areas shall occur outside of the breeding season for migratory birds (generally February 1 through August 31), as feasible. If the sand management activities must be conducted during the breeding season, then a pre-activity nesting bird survey shall be conducted no more than seven days prior to the use of heavy equipment in ESHA or ESHA buffers areas identified in Area A, Area B and Area D.

If nests are found, an avoidance buffer shall be determined and demarcated by or under the direction of the biologist with bright orange construction fencing, flagging, or other means to mark the boundary. This avoidance buffer shall be dependent on the species, the intended work activity, and existing disturbances associated with land uses outside of the area. All Program personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground-disturbing activities shall occur inside this buffer until the avian biologist has confirmed breeding/ nesting is completed, and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist.

PF-4 Heavy Equipment Use within ESHA

When sand management equipment enters Area A or Area B, the following shall be followed by Program personnel:

- Activities that must take place in ESHA (Area A) requires 14-day advance notification to CCC Staff and Approval from the Executive Director, unless there is an immediate threat to life or safety.
- When activities must occur in ESHA or ESHA buffers, vehicles shall remain below a maximum 5 miles per hour speed limit and avoid vegetated areas. If unvegetated dunes are encountered and require recontouring due to erosion or deposition, the Program shall utilize tire or track equipment. A biologist familiar with ESHA and special status species with a potential to occur shall monitor all activities.
- During Program activities, ESHA and ESHA buffer areas will be clearly delineated in the field by a biologist to prevent direct impacts outside of designated areas.
- Any impacts to ESHA shall be documented by a biologist and reported along with any remediation, as discussed under *Annual Reporting*, below.
- Any impacts to ESHA shall be mitigated at a 1:1 ratio and habitat restoration shall occur consistent with the measures outlined in PF-8 - ESHA Restoration.

PF-5 Western Snowy Plover Surveys

When personnel or equipment enters the Program area, the following shall be followed by Program personnel:

- VPD shall retain the services of a qualified biologist or environmental resources specialist with appropriate qualifications acceptable to the Executive Director. VPD shall provide the environmental monitor's qualifications for review by the Executive Director at least two (2) weeks prior to commencement of project activities.
- Pre-construction environmental awareness training described in PF-1 will be conducted by the approved qualified biologist for all project workers prior to the initiation of work in occupied suitable habitat. The training will include a physical description of plovers, plover nesting habitat, environmental laws, permit requirements, and proper application of these conservation measures.
- During the Western Snowy Plover overwintering season (October through February), the qualified biologist shall conduct a visual survey of the work area when located on Surfer's Knoll Beach or Management Areas A or B, seven (7) days prior to any program activities and weekly thereafter as long as work that may impact plovers is scheduled. If no plovers are detected, work may proceed as scheduled. If one or more plovers are detected during a weekly survey, daily pre-activity plover surveys will be started. If no plovers are detected during a daily pre-work survey, work may proceed without restrictions during that day. If plovers are detected, work will stop immediately and not begin again until the qualified biologist has determined that the plovers have vacated the work area. If no plovers are detected for (7) consecutive days, daily surveys will be replaced by weekly surveys until plovers are detected again.
- During the Western Snowy Plover breeding season (March through September), the qualified biologist shall conduct a visual survey of the work area seven (7) days prior to any program activities that could impact plovers. If no plovers are detected, work may proceed, but weekly surveys shall continue throughout the breeding season as long as program activities are scheduled to occur. If plovers and/or an active plover nest is found within the work area, the

qualified biologist shall cease work in the area and shall immediately notify the Executive Director, the United States Fish and Wildlife Service, and the California Department of Fish and Wildlife. No excavation, construction, reconstruction, maintenance, or removal activities shall occur at the work area where nests were detected without written approval of the Executive Director.

- All vehicles and equipment shall remain below a maximum 5 miles per hour speed limit and if Western Snowy Plovers are encountered, the driver shall back up at least 50 ft. and/or alter their route to avoid flushing plovers.

PF-6 California Grunion Surveys

The California grunion may spawn on the sandy beach in the Program area immediately following high tides from March through August. Sand management activities shall not place material or conduct any work on the beach below the highest HTL during the CDFW seasonally predicted grunion run period and egg incubation period. If sand management activities must occur during an expected grunion run or within the two-week window after a grunion run, a grunion run survey shall be conducted according to the following:

- A qualified biologist or environmental resources specialist with appropriate qualifications shall adhere to the following provisions to avoid impacts to mature grunion and to grunion eggs during a spawning event. The annually published California Department of Fish and Wildlife (CDFW) expected grunion runs shall be used to determine possible grunion spawning periods. The plan shall, at a minimum, include the following:
 - During the grunion spawning period of March 1 through August 31, beginning at least two (2) weeks prior to commencement of sand management activities, the sandy beach where the activities are proposed and within 100-ft. on either side, shall be monitored for grunion.
 - Grunion monitoring shall be conducted by the qualified biologist for 30 minutes prior to, and two hours following, the predicted start of the second and third night of each spawning event. The magnitude and extent of a spawning event shall be defined in each 100-ft. segment of beach using the Walker Scale.
 - If a grunion run consisting of 0-100 individual fish per segment (Walker Scale of 0 or 1) is reported within two weeks prior to, or during, proposed work, VPD does not need to take any avoidance action for grunion eggs.
 - Within two weeks prior to proposed work, if a grunion run consisting of more than 100 individual fish per segment (Walker Scale of 2, 3, 4, or 5) is reported, VPD shall avoid work on the respective beach segment(s) to ensure that no grunion eggs are buried or disturbed. VPD shall adapt the work schedule to avoid sand management activities on beach segments with a Walker Scale of 2, 3, 4, or 5.
 - Sand management activities shall proceed in areas only where no grunion spawning or grunion spawning equaling a Walker Scale of 0 – 1 was observed. If grunion spawning equaling a Walker Scale of 2, 3, 4, or 5 is observed, the spawning locations will be flagged and/or GPS points of the locations shall be collected and provided to the personnel conducting sand management activities. A minimum 10-ft. buffer shall be maintained around each spawning location.

PF-7 Annual Reporting

The VPD shall provide the CCC with an annual report of all activities conducted under the Program, which shall include, but not be limited to, location of activities, equipment and personnel, number of Program workdays, approximate cubic yards of sand relocated from each area and deposition areas, workers acknowledgment of the WEAP training, and documentation of compliance with CDP Special Conditions. The report shall cover activities conducted in the previous fiscal year (July 1 to June 30) and be delivered by August 30 following the end of that year. Any proposed changes to this plan shall be approved pursuant to a CDP amendment unless the Executive Director determines that no amendment is legally required.

PF-8 ESHA Restoration

Disruptions to ESHA shall only be allowable to maintain public access and safety. If proposed Program work to maintain public access or safety is anticipated to result in impacts to ESHA, the VPD shall notify the CCC of the proposed work at least 14 days prior to commencement. Unless there is an immediate threat to life safety or property, an opportunity shall be provided for the CCC Executive Director to review and approve prior to commencement.

For Program related impacts to ESHA, VPD shall implement habitat restoration within the Program area at a 1:1 ratio. To meet required Program ESHA restoration needs the VPD proposes restoring ESHA habitat south of Harbor Cove Beach parking lot to near Surfers Knoll where the dunes are vegetated primarily by invasive vegetation. The proposed mitigation shall be in the form of in-kind restoration of dune habitat. Invasive species shall be removed, and native dune vegetation shall be planted and maintained for a period of three years. Habitat restoration shall consist of readily available 1-gallon size container stock plants sourced from a local nursery in combination with hydroseeding. If possible, container plant installation and hydroseeding shall occur near the beginning of the rainy season (approximately October through December). This restoration timing shall allow for taking advantage of the rainy season to maximize the potential for successful establishment. If restoration is required during a different time of the year, the VPD shall ensure that installation methods are tailored to facilitate successful establishment, such as increasing irrigation.

Native species characteristic of the California Native Plant Society’s Manual of California Vegetation Dune Mat (*Abronia latifolia* – *Ambrosia chamissonis* Herbaceous Alliance) (Sawyer et. al 2009) community are proposed for restoration. Table 3 outlines the proposed species for restoration. A planting palette best suited for the restoration area (i.e., foredune or backdune), planting locations, and spacing shall be determined in the field by a Restoration Specialist. The Restoration Specialist¹ shall provide oversight during all restoration activities to ensure that installation and hydroseeding methods are tailored to facilitate successful establishment. The Restoration Specialist shall take photographs during restoration activities, provided in the annual report, described under *Annual Reporting*.

Table 3 Proposed Planting Palette

Common Name	Scientific Name
pink sand verbena	<i>Abronia umbellate</i>
beach bur	<i>Ambrosia chamissonis</i>

¹ The Restoration Specialist would be a person who is familiar with dune habitat restoration implementation, monitoring and reporting.

beach saltbush	<i>Atriplex leucophylla</i>
dune primrose	<i>Camissonia cherianthifolia</i>
dune morning-glory	<i>Calystegia soldanella</i>
salt grass	<i>Distichlis sp.</i>

Attachment 2 – Outrigger Canoe Club Site





VENTURA
PORT DISTRICT

Established 1952

BOARD OF PORT COMMISSIONERS
FEBRUARY 4, 2026

STANDARD AGENDA ITEM 2
PARKING MANAGEMENT PLAN
UPDATE

TO: Board of Port Commissioners
FROM: Brian D. Pendleton, General Manager
Todd Mitchell, Deputy General Manager
SUBJECT: Parking Management Plan Update

RECOMMENDATIONS:

That the Board of Port Commissioners receive and file a report on the Parking Management Plan implementation through December 31, 2025.

SUMMARY:

District staff has worked with LAZ and the consulting firm Dixon Resources Unlimited (Dixon) to implement the PMP since the contract was awarded. On May 22, 2025, Phase 1 of the PMP was rolled out changing over the service and management to LAZ at the Public Launch Ramp only.

On July 11, 2025, Phase 2 of the PMP was rolled out throughout the rest of the Village and the two beach parking lots.

This report provides an update to the Board on the program through December 31, 2025.

GUIDING PRINCIPLES

7) Provide high-quality Harbor and coastal visitor-serving amenities, services, facilities and infrastructure.

FIVE-YEAR OBJECTIVES

P) Implement parking management, traffic circulation, and multi-modal transportation strategies.
3) Pursue and implement parking management solutions to increase vehicle circulation.

BACKGROUND

The Ventura Harbor Parking Management Plan (PMP) includes Harbor Village, beach parking lots, the public launch ramp parking lot, and satellite parking lots. It does not include paid parking on any City streets.

THE APPROVED PARKING MANAGEMENT PLAN (PMP)

The goals of the PMP are consistent with the District's Guiding Principles and 5-Year Objectives and in response to feedback from its tenants, stakeholders, and City:

- Increase parking turnover to maximize the benefit of the harbor and beaches to as many members of the public as possible while minimizing the negative experience when patrons struggle to find a parking space and potentially leave as a result.
- Implement the mid-term strategies of the 2017 Parking Management Study.
- Generate and reinvest recurring revenues in support of intra-harbor transportation, public safety, marketing & events, and various Village and beach capital improvements.

PAID PARKING

Where:

- Public Boat Launch Ramp
- 1215 Anchors Way
- Harbor Village

- Harbor Cove Beach
- Surfers Knoll Beach

When:

- Public Launch Ramp and 1215 Anchors Way: 7 Days per week, 24-hours per day
- Harbor Village/Beaches Free Parking: Monday - Thursday
- Harbor Village/Beaches Paid Parking: 10:00 AM to 8:00 PM on Fridays, Saturdays, Sundays, and Holidays
- Rates (all paid parking locations):
 - \$1/hour up to 4 hours*
 - \$10/day (greater than 4 hours)
 - ADA Placard/Plates will be paid

* Stays of less than 1 hour are complimentary provided users enter their license plate number upon arrival. This was established in lieu of a formal validation program in consideration of tenant feedback.

How to Pay:

- Physical pay stations
- Virtual payment by QR code/website
- Virtual payment by App (roll out planned in February)

PARKING MANAGEMENT SERVICES BEING PROVIDED BY LAZ

On March 19, 2025, the Board approved a contract with LAZ Parking California, LLC (LAZ) for Parking Management Services for a 3-year period with two 1-year options (up to 5-year total contract).

On May 22, 2025, Phase 1 of the PMP was rolled out, changing over the service and management to LAZ at the Public Launch Ramp only.

On July 11, 2025, Phase 2 of the PMP was rolled out throughout the rest of the Village and the two beach parking lots.

Physical Pay Stations

The District required the vendor to provide Flowbird CWD Touchscreen machines, which have been largely successful but still came with some challenges.

The touchscreen is very bright, has excellent sensitivity, and is more resistant to sand than push-button models.

Successes:

- Machines are multilingual and ADA compliant.
- The machines can all accept credit cards, Tap, ApplePay & GooglePay and can be equipped with coin receptors and have a secure safe for coin storage and custody.
- The navigation page is fully customizable – including use of District logo and information regarding how to receive help. The District provided guidance on the general design, and several iterative changes have been made to continue to improve the user experience.

Challenges:

- The biggest challenge has been cellular signal strength at many locations.
 - Weak cellular signals have contributed to the machines to be unreliable and long transaction times.
 - LAZ and Flowbird found an alternative cellular modem and antenna switching the kiosks to 5G.
 - Despite testing on a single machine going well, once implemented across all machines, there were many problems with multiple units – coinciding with Parade of Lights. While Staff had LAZ contracted to provide additional ambassador staffing, the unreliable performance of the kiosks meant that there was no citation enforcement that weekend (only warnings) and possibly some reduction in people complying (failure to pay). However, Flowbird provided over \$17,000 in free technical upgrades to the machines at their cost which more than offsets the revenue impacts of that weekend.
 - While implementation was not seamless, the machines are now performing well – reliable and faster. There are still programming improvements required to ensure optimal performance long-term.
- Some users complain that the machines are too low and they have to bend over to use them. This is because the machines must be wheelchair accessible.
- We have received feedback that the machines' wraps are so decorative that they are not easily noticeable. We have begun installing new signs that will have both the QR code and "Pay Here" above the pay stations.
- A few feature changes remain outstanding action items:
 - In the future, Flowbird kiosks will be able to allow members of the public to settle their citations at the pay stations.
 - Some users have been confused about the amount of hours they can buy. The program allows for up to 4 hours before a day pass is required. While the programming allows people to convert to an hourly session to a day pass, a change to the user interface could make this clearer and is being developed.
 - Some users have also been confused when they arrive before 10 AM at a kiosk where the machine says "pay for a future day". The landing screen on paid parking days will be changed to make it clearer when making a transaction before 10 AM.

Virtual Payments

While there is no requirement for the District to provide methods for virtual payment (i.e. paying via text, via QR code, via website, or via app), there are benefits and usage has been fairly popular (see table below). Virtual payment is preferred by some members of the public due to the convenience – particularly if there is a line at the kiosk. Other benefits include payment method redundancy should a machine fail as well as less use of physical machines means less wear-and-tear.

Virtual payment options come at an additional cost of \$.35 per transaction, which is passed on to the user and consistent with industry standards. The way this is set up in other municipalities, this fee is normally triggered again even if there were extensions to the time purchased, however with the use of the vendor's LAZGo virtual payment service, there is no additional fee for our visitors who choose to extend their parking session prior to its expiration.

Successes:

- All QR code signs have been installed including adding ones at every kiosk. Additional, larger signs were also ordered and installed.
- LAZGo is bilingual.
- Because LAZGo was developed by LAZ, they have been very responsive in implementing changes.

Challenges:

- The initial batch of signs for Phase 2 had the wrong shade of blue used in part of the QR code. This meant that most phones could not read the QR code. This was remedied the next weekend.
- LAZGo is a broadly available service (for example, used by California State Parks for the beach parking lots) which means that it serves different purposes for different clients. Because of the unique nature as well as frequent changes that need to go into a nation-wide app, LAZGo is not a stand-alone app but rather a website.
 - To remedy this, Staff have required LAZ to work with the parent company of Flowbird (Arrive) which also owns ParkMobile. ParkMobile is the same parking App used by the City of Ventura. Once implemented, people with the ParkMobile App will be have the option of virtual payment using the app (instead of using the kiosk or LAZGo).

Transaction Patterns

The pattern of transactions appears to follow some general expectations:

- Labor Day holiday weekend was the busiest.
- Parade of Lights was extremely busy on both nights, but transaction duration was shorter.
- Hotter weekends were busier.
- Weekends with events were busier (exception being Halloween, which was also the World Series).
- Kiosks were generally more popular than virtual payments – except in the Whale Lot (between The Ultimate Escape Rooms and Island Packers).
- Visits of under 1 hour (complimentary) were the most common – approximately 28%.

Graphs of transaction patterns are included in Attachment 1.

Parking Permits

Prior to the start of Phase 2, Staff met with Village tenants to discuss the program and to discuss parking permits for Village business employees. Although it was a lot of work for business owners, LAZ, and District staff, all businesses have their own parking permit website portal and can assign/reassign/cancel employee permits.

In the fall, LAZ began monitoring employee permit usage with an average number of approximately 124 in use per weekend day and 177 on the Saturday of Parade of Lights. Staff and LAZ will continue to monitor these numbers as we enter the busier summer months.

This data will guide Staff recommendations about any potential reduction of employee permits.

Successes:

- All employee permits issued.
- All businesses have their own individual portal to manage their own permits.

Challenges:

- Some businesses have entered license plates incorrectly, which resulted in a few warnings and also citations.
- There was an outage with the permit portal that prevented enforcement for a couple of days and temporarily prevented business owners from managing their permits.

MITIGATING PMP IMPLEMENTATION IMPACTS

The Board and Staff were aware of the potential for impacts to the visitor experience as the plan first rolled out. There was the potential for visitors to fail to realize that paid parking has been implemented, to misunderstand which days paid parking is in effect, or to be dissuaded from coming to the Harbor if there is a perception that the paid parking is going to be expensive or difficult.

Public Information Campaign

LAZ is experienced in helping educate the public and managing customer experience. Staff and LAZ took a very proactive approach to address these issues through some of the following steps:

- Staff updated the District and Village websites to provide information and direct links to pay for parking.
 - <https://venturaharbor.com/parking/>
- Development & distribution of bilingual informational flyers.
- Design and production of bilingual informational parking signage for District parking lots.
- “Boots on the ground” staffing:
 - Management, Marketing, and Administrative staff were on site all day for the first two weekends (GM, DGM, etc.) and on some days for the entire month of July. Staff interacted with tenants, the public, assisted with transactions, and answered questions.
 - While LAZ’s contract included the provision of 4 extra personnel for the first 3 weekends of the program, District staff processed a change order to further increase the number of LAZ staff to interact with the public, assist with transactions, and answer questions. For the three weeks, LAZ provided 9 staff at the Village and Beaches. Additional staffing of 4 personnel continued through Labor Day Weekend.
 - Additional staffing of 1 person has continued through the fall and winter, and 8 additional staff were on duty for both evenings of the 2025 Parade of Lights. Random weekday patrols of the Launch Ramp lot have also been added.
- Staff and LAZ have distributed laminated QR codes to village businesses so that they could provide website access to patrons without going to the parking lots.
- Staff purchased numerous sandwich boards with signs to help inform the public about the program, days of operation, and the need to have their license plate number when paying.
- Staff set up the email address parking@venturaharbor.com to receive and respond to comments.

Parking Validation: Less than 1 Hour Free

Those parking at the Harbor for less than 1 hour on paid parking days are able to do so for free, with validation provided by the District. In order to receive this free validation, the visitor must register their license plate with the pay station or virtual payment system at the start of their stay and leave in less than an hour. Visitors may extend their stay, with a parking fee, using the same method of payment (at a kiosk or via the app).

Staff have been surprised at the uptake level for these short visits. LAZ has been tracking this and more than 1 in 4 people are currently registering for a stay of 1 hour or less and not very many are extending their stay (see table below).

Harbor Village Marketing Efforts

The Marketing Department has been directed by the General Manager to enhance the Village events, activities during the rollout of the PMP's Phase 2. This has included the Marketing Department providing:

- **Visitor Engagement & Education:**

- Hosted a Welcome Booth the first weekends of PMP which supported the on-site ambassador program, assisting guests and distributing parking information in person.
- Provided parking information when booth was present at other Village events.
- Shared the messaging with customers regarding Complimentary Village and Beach parking for Veteran's Day in November in honor of those who served.
- Added MC announcements to inform visitors during Outdoor Movie Nights.
- Developed colorful parking education signage and designed the kiosk wraps.
- Provided parking information on VenturaHarborVillage.com

- **Expanded Onsite Events & Weekday Collaborations/Activations**

- Shifted *Seaside Movie Nights* series to October, making this the busiest fall season yet, with enhanced pre-show entertainment.
- Added new entertainment and features to the annual Winter Wonderland & Holiday Marketplace to elevate consumer value.
- Across all events, emphasized Staff highlighted the PMP.
- Partnered with Cumulus Radio to produce the *Taylor Swift: Life of a Showgirl* Listening Party on a Friday evening to spark weeknight visitation, drive regional engagement, and emphasize continuation of free community events for the community working with KRUZ 103.3, 95.1 KBBY FM.

- **Midweek Activations:**

- Introduced new *Thursday Yacht Rock Concert* as a vibrant and fun local mid-week perk with free parking and hyper-localized promotions via Ventura radio stations and live remotes with KRUZ 103 .3, KHAY 101.7 and 95.1 KBBY FM and e-blasts with VC Reporter.
- Continued *Waterfront Wednesdays* with over \$500 in Village Gift Cards given away. Featured two hours of midweek live seaside music throughout July and August to sustain visitor activity and promote free parking during the week.

- **Advertising & Outreach:**
 - Increased radio promotions leading up to and following the launch of the PMP, including producing a parking education reel, informational flyers, weekly Village newsletters, and Village Tenant Newsletter.
 - Winter collaboration with Cumulus Broadcasting (KRUZ, KHAY and KBBY radio) to interview and post stories/reels on their feed in collaboration with the Village sharing the delicious menu items featured on the weekday Happy Hour menus working with Village restaurants to entice locals to dine mid-week and cross promote free parking Mon.-Thurs.
 - Emphasized free parking locations and free shuttle services for Parade of Lights weekend on the event page and in promotional materials.
- **Press Relations:**
 - Distributed the "*Ventura Port District Set to Implement Phase 2 of Parking*" press release to major local / regional news outlets with coverage including program roll out details in publications such as Ventura County Star, VC Reporter, Ventura Breeze and 805 Amigo.
- **Website Engagement:**
 - Designed enticing digital banners and messaging on VHV website for two months regarding paid parking program on days of operation.
 - Ongoing Calendar of Events paid parking listing for the first 6 months, which directed customers to information and details on the new paid parking program.
 - In January, adding positive free parking weekdays website banners to inspire and entice midweek visitation and share about free waterfront parking.
- **Tenant & Creator Partnerships:**
 - Promoted business participation through themed event tie-ins, seasonal campaigns, and collaborations with digital creators to extend visibility online.

ENFORCEMENT & MITIGATING CITATION IMPACTS

The PMP does not seek to use citations as a revenue source – rather as a mechanism to achieve program compliance.

For the first month of the program, when a vehicle was found in violation of the PMP (i.e. having failed to pay for parking or the parking time expires), LAZ issued bilingual printed educational warnings to vehicles.

Starting in August, LAZ begin issuing official violation warnings for failure to pay and actual violations for parking in red zones, illegally parked in ADA spaces, double parking, oversized vehicles, etc. Staff had to make some improvements to curb markings and is continuing to improve some parking signage.

For those failing to pay, they are being issued an official warning citation, which is consistent with the PMP. Failure to pay a second time results in a \$60 fine (per the District's Citation schedule which is part of Ordinance 44). This appears to have been a very important element in the program as even through December, 90% of tickets issued are still first-time warnings with no dollar value.

This clearly indicates that even 6 months into the program, many visitors continue to be unaware that they need to pay for parking.

Citation Statistics:

- Warning Citations issued: 3,255
- Fine Citations issued: 315
- Citations dismissed by District staff: 66
- Outstanding, unpaid citations: ~50%

Each citation includes a QR code that allows same-day resolution of citations. This allows fines for failure to pay to be reduced from \$60 to \$15. A smaller fine still discourages someone from failing to pay but also doesn't result in a significant negative impact on the visitor experience. Fines for illegally parking in fire lanes, ADA parking spaces, double parking, etc. are not eligible for this discounted rate.

Satellite Parking

The District has agreements with two of its marina tenants to provide free satellite parking for employees and/or visitors. 152 spaces are available at the Dolphin Lot located at Ventura Isle Marina and 39 spaces are available at Ventura West Marina II (with free overnight permits issued by Island Packers and the National Park Service). The PMP also provides for 61 free spaces at the parking lot at the corner of Harbor Blvd. and Schooner Dr.

Ventura Isle Marina management and their tenants have shared some feedback regarding impacts of higher usage of the Dolphin Lot. In the fall, Staff worked with Ventura Isle Marina to increase and replace Dolphin Lot signage, add signage and stenciling curb stops to help visitors recognize which areas are for marina tenant parking, and to restripe the Dolphin lot at the District's expense (as per the master lease agreement).

Public Comments, Feedback, and Complaints

Staff have received a number of public comments through in-person interactions with District and LAZ staff, phone calls, emails to parking@venturaharbor.com (as well as to individual staff members), and comments made in social media.

While many of the comments were simply disapproving of the District charging for parking, many have been providing constructive feedback, asking "user" questions, and seeking solutions to problems. Staff developed a comprehensive narrative and provided training to District and LAZ ambassadors prior to and during the start of Phase 2 in order to ensure consistent messaging.

Staff have also developed a written script of response items to written comments, which staff have leveraged in communications (see Attachment 2). While every email to parking@venturaharbor.com gets an individualized response, having this starting point improves efficiency and consistency of responses.

By ensuring everyone representing the District is clear on the reasons for the parking program, the rules of the program, and how to be heard regarding their comments, the overwhelming majority of comments have been civil and reasonable.

More details on these topics are included in Attachment 3.

FISCAL IMPACT:

Based on information provided by the District's parking consultants, the present estimate of gross revenue for the PMP is \$940,000 per year without providing any validation (stays less than 1 hour). These figures are based on the parking study performed by ATE in 2021. That study combined vehicle counts during busy summer weeks as well as automated car counting data. The study did not have any data on duration of parking sessions.

Revenue

Gross Paid Parking Revenue

Review of the gross revenue (revenue) assumptions created for the PMP, the program was predicted to earn \$486,250 in gross revenue between July 1 and December 31, 2025. Actual revenue over that period was: \$378,169 over 101,063 total transactions.

Effects of Validation (Free Short-Term Parking) on Revenue:

Validation, by its nature, reduces the gross revenue earned by the PMP. However, it is difficult to consider only cost impacts since the free parking for visitors staying less than 1 hour is likely having a significant positive impact on visitor behavior (e.g. continued patronage, vehicle turnover).

However, the most significant reason for revenue reductions was making visits of under 1 hour free "validation". This reduced the projected gross revenue by \$140,000 for the year.

Other Factors Impacting Gross Paid Parking Revenue

As the program started July 7, the exclusion of the first weekend reduced projected revenue for July. In addition, parking revenue for November was significantly less than predicted using the parking study data. Staff believes that January will similarly be below predicted, but the remainder of the year should be at or above projections.

Staff are now projecting FY25-26 to result in \$802,100 in gross paid parking revenue.

Citation Revenue

While staff did not include any project revenue generated via citations in the District's FY25-26 budget, as of December 31, the District has received \$2,953.21 in net revenue from citations. Actual numbers of citations remains low and therefore Staff does not forecast a significant increase in this area.

Costs

Operating Costs

The contract with LAZ Parking is a combination of upfront costs, fixed annual costs, and per-transaction costs. The total of these estimated costs to the District was \$1,260,000 for the initial 3-year period and \$1,970,000 if both optional years are elected by the District. Staff have already authorized several change orders (discussed below)

As of this report, the District has issued payment of \$422,075 to LAZ for the program, of which \$209,366 was the initial payments for the essential equipment, such as the kiosks, and \$112,500 in contracted monthly service fees. This also includes most of the change orders described below.

While not all credit card transaction fees have been billed (they are one month in arrears), the transaction costs through December 31st include: \$32,747.25 in bank/credit card fees and \$1,406.79 in citation processing fees.

Outside of the contract, staff have also ordered additional signage to help with visitor awareness of the parking program including signs directing “Pay Here”, information on why ADA parking is not free, and improved clarity around oversized vehicles being prohibited for an additional \$6,069.

Staff have also provided a shuttle service during the Parade of Lights for \$2,460, which provided 197 free rides on Friday evening and 403 free rides on Saturday evening. Based on the Saturday usage, staff will likely budget for a second shuttle bus which will increase costs, while providing increased complimentary transportation service to the public.

Staff anticipate that further costs will be incurred by the program. While the District has so far managed the program without any additional staffing, additional District staff may still be needed (likely ½ FTE).

Change Orders

To date, the District has authorized \$92,983.02 in change orders, which included 3 additional pay stations, numerous additional signs, and a significant increase in LAZ ambassador staff to support customers during the roll out of Phase 2, weekday enforcement of the Launch Ramp, and extra staffing for the Parade of Lights. Additional staffing will be provided to continue weekday enforcement of the Launch Ramp as well as provide additional ambassadors at the start of the summer season.

Net Revenue

Due to the acquisition of equipment at the beginning of the contract, the program is still net negative at the end of December 31, 2025 – which is consistent with Staff’s assumptions. At this time, Staff estimate that the net revenue for FY25-26 to be \$192,335, which is less than Staff’s projections at the time of contract award (which were \$367,478) due to the above-stated reasons.

ATTACHMENT:

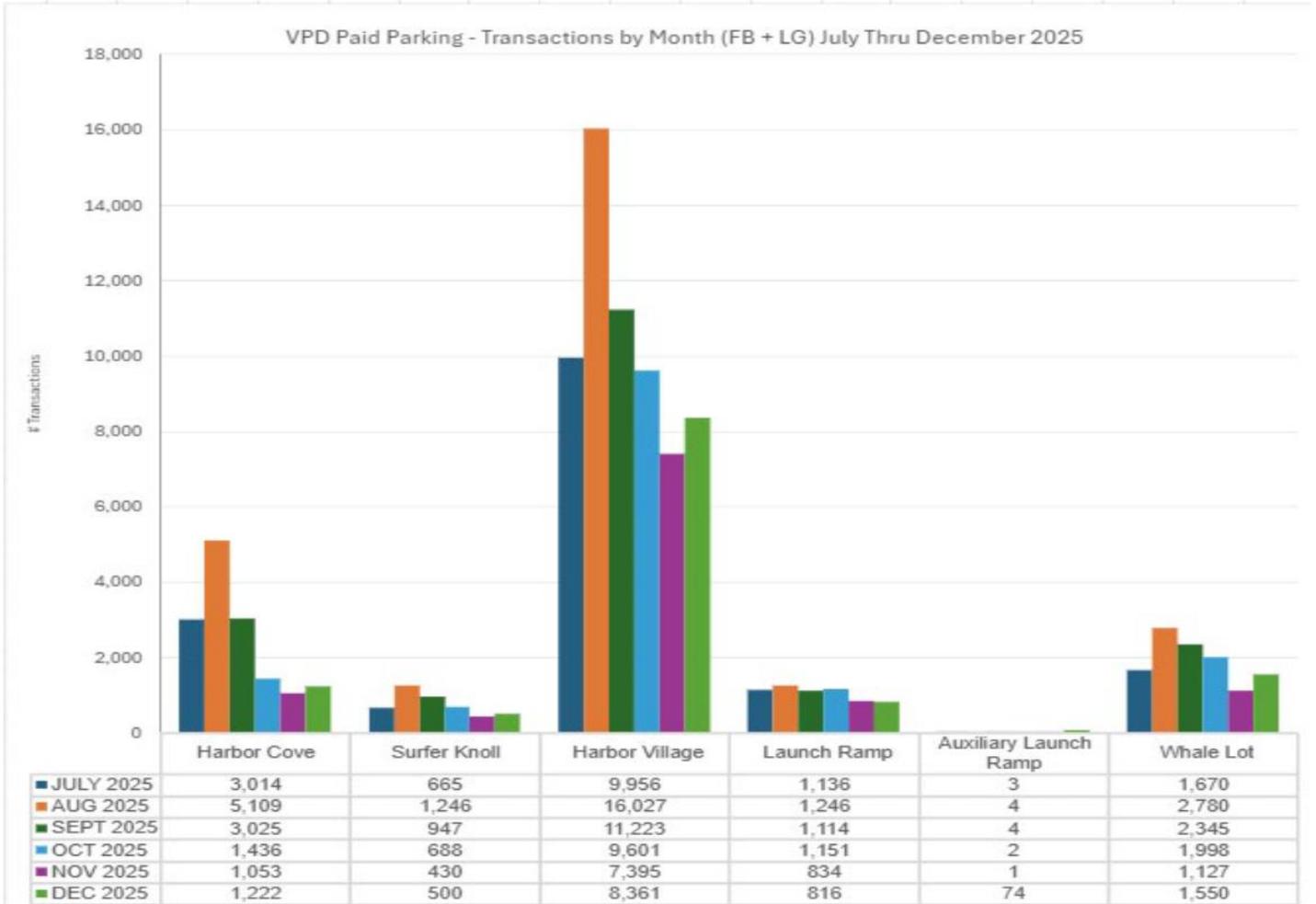
Attachment 1 – Graphs of Transaction Patterns

Attachment 2 – Common Topics of Stakeholder Feedback on the PMP

Attachment 3 – Sample of Response to Comments Received from the Public

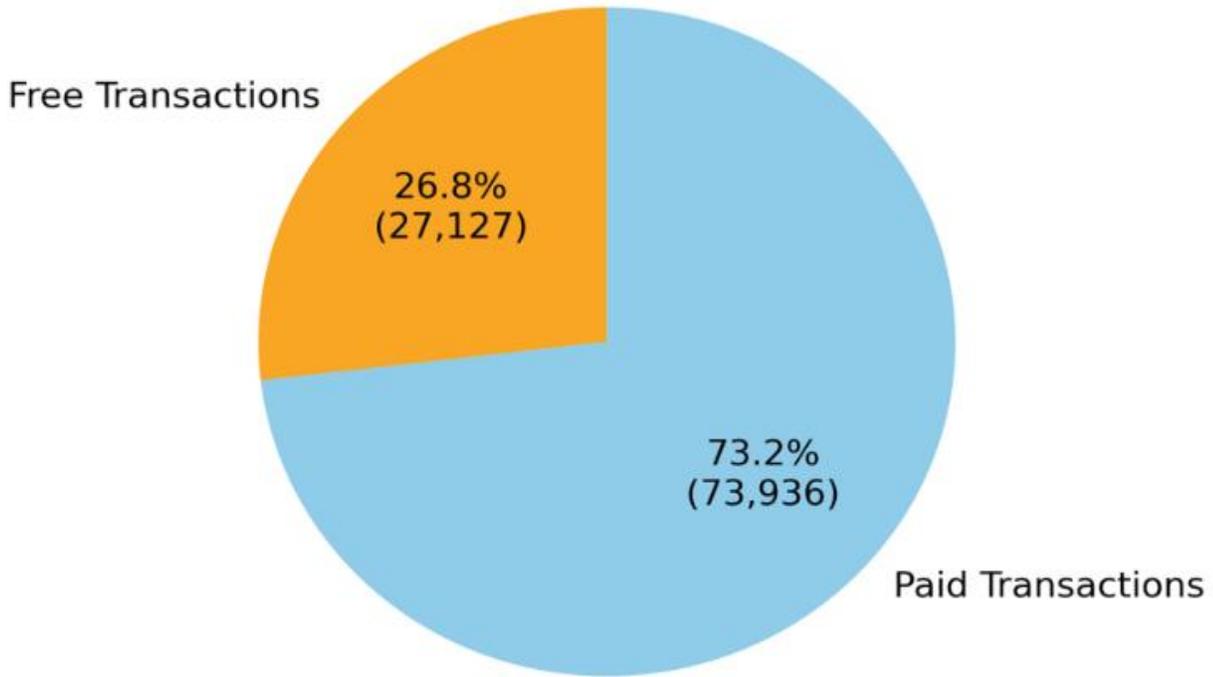
Attachment 1 – Graphs of Transaction Patterns.

Free Sessions and Paid Sessions – 2025

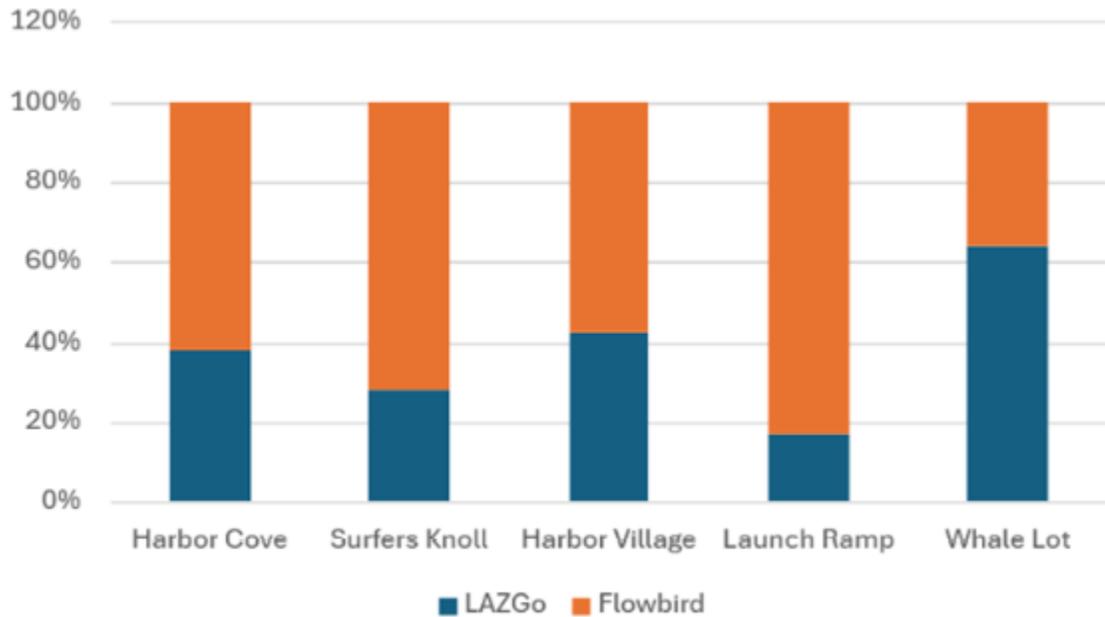


Ratio of Paid Transactions vs. Free (Under 1 Hour)

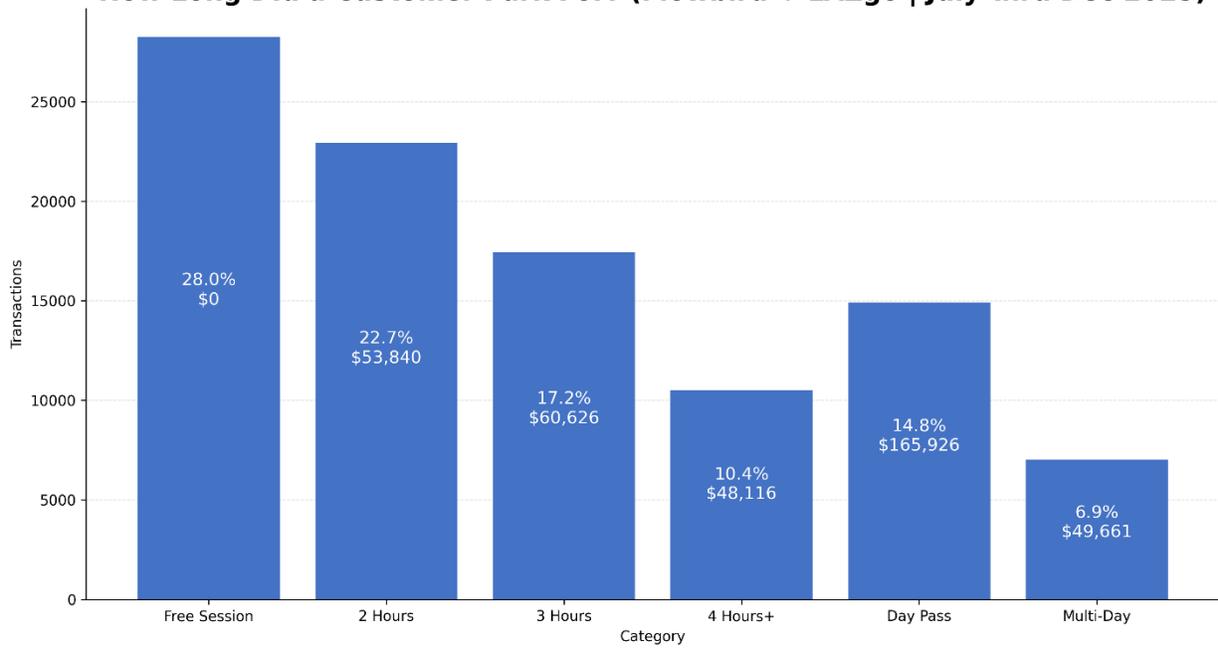
Total Transactions : 101,063



Ratio of Kiosk vs. Virtual Payments



How Long Did a Customer Park For? (Flowbird + LAZgo | July thru Dec 2025)

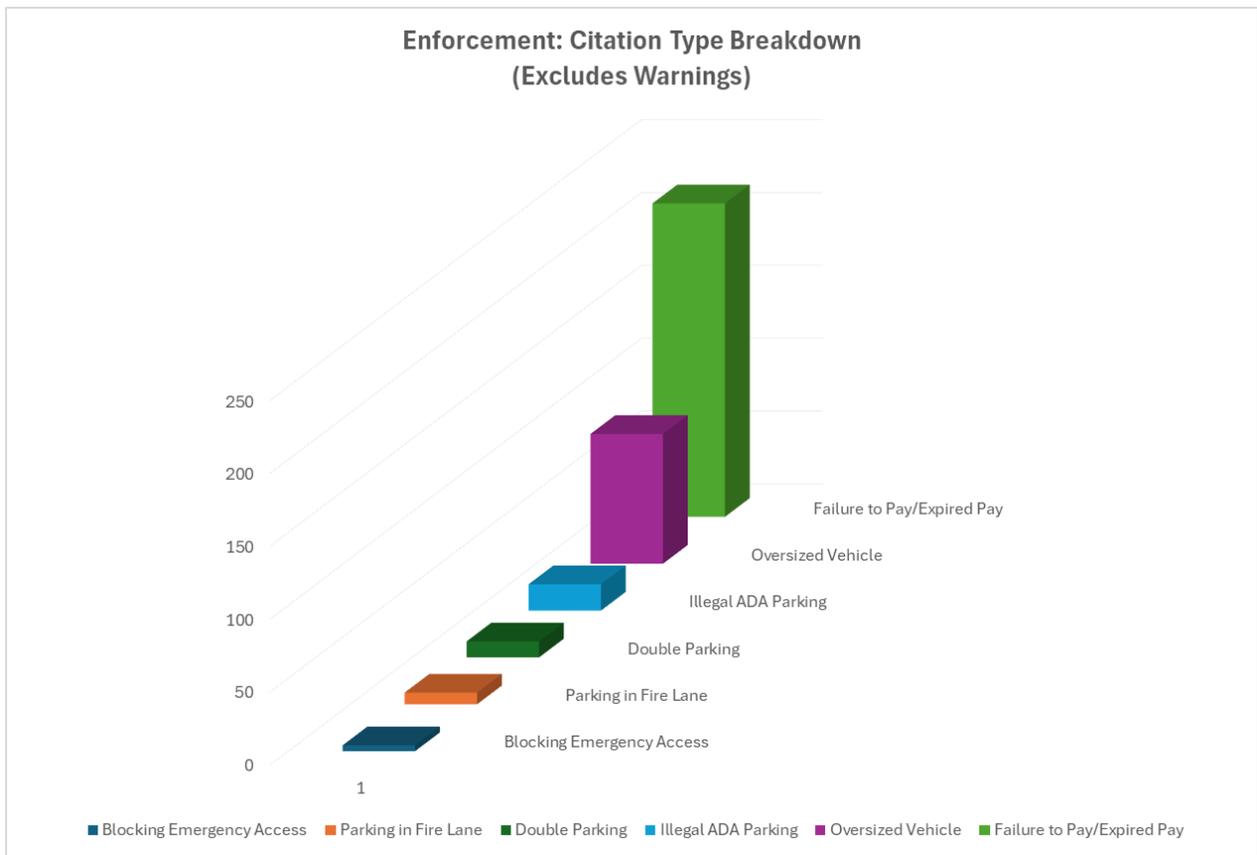


FINAL TOTALS — Transactions: 101,063 | Revenue: \$378,169.05

Enforcement: Violation Type Breakdown

Violation Type Breakdown	Number
Blocking Emergency Access	5
Parking in Fire Lane	8
Double Parking	12
Illegal ADA Parking	18
Oversized Vehicle	90
Failure to Pay/Expired Payment	215
Failure to Pay/Expired Payment Warnings	3242

Ratio of Warnings to Citations: 90% Warnings



Attachment 2 – Common Topics of Stakeholder Feedback on the PMP

Charging for ADA Parking

The most frequent comment received pertains to ADA parking. The PMP includes charging for ADA parking spaces. The decision to charge for ADA parking is one that District staff spent considerable time evaluating both prior to recommending the PMP as well as in response to public complaints related to the issue. The demand for ADA parking spaces appears to be no less than the demand for all other spaces. As such, the goal of increasing availability of these spaces remains the same.

Charging for ADA parking takes place at the State Parks beaches at Pierpont and at the Ventura Pier, at the parking structure in Ventura near the Crowne Plaza, the Ventura Fairgrounds, and many other locations that Staff and our parking team checked with such as Monterey, Venice, Oceanside, Port of San Diego, which are all managed the same way. Los Angeles County Beaches and Harbors provide free ADA parking on non-holiday weekdays, but charges for weekends and holidays, which is similar to the District's program.

After consultation with other agencies operating coastal parking lots, the broader consensus is that it is better to treat payment for all parking spaces equally. In this way, those with disabilities can still benefit from the accessibility of the ADA parking spaces but there is equal consideration of all visitors in terms of their financial situation. And parking remains free on Mondays, Tuesdays, Wednesdays, and Thursdays (except major holidays) for all of those who have limited financial resources.

Oversized Vehicles

While oversized vehicle parking in District lots has always been prohibited (with the exception of boat trailers at the launch ramp), enforcement of this issue has not been proactive until the commencement of the PMP. Additional signage has been more clearly communicate the restrictions.

Inadequate Signage

Early in the program, Staff and LAZ received several complaints about the program's signage. People were inconvenienced by not knowing that they needed their license plate number in order to pay. While people appreciated understanding that paying by plate number gave the flexibility to move between lots, they felt that adding signage to warn them prior to leaving their vehicle would be helpful. Additional signage has been installed.

Probably the second most common comment is that the artwork (developed by the Marketing team to look attractive) make customers unaware that they are parking kiosks. Staff have added "Pay Here" signs near each kiosk.

Another signage complaint relates to the perception that people should pay for parking as they depart rather than upon arrival. While this can only function at gated parking lots, Staff did order additional signs to help visitors understand they must pay upon arrival.

Attachment 3 – Sample of Response to Comments Received from the Public

This represents a collection of answers that District staff have provided to various inquiries and complaints related to the Parking Management Program. Actual responses were tailored to the comment received.

Greetings [insert name],

Thank you for taking the time to share your feedback. I can assure you that each and every comment is seen and reviewed by staff as we implement the paid parking management program.

It's my hope to offer some information that might speak to your concerns.

Lack of parking availability on weekends is the most frequent complaint the District staff receives. The program's primary goal is to reduce the pressure of parking demand by increasing turn over and encouraging people to park at the satellite lot at Ventura Isle Marina (Dolphin Lot – more on that below), which is free and only a 6 minute walk along the Promenade to Andria's.

While the paid parking program does charge \$1/hour or \$10/day on Fridays, Saturdays, and Sundays (plus major holidays) starting at 10 AM, there are still options for free parking. For example:

- Visits under 1 hour are free after you register your license plate at a kiosk.
- Spinnaker Drive is a City street and not part of the program – so parking there is free.
- Dolphin Lot inside Safe Harbor Marina. This lot is a 6-7 minute walk to the Village along the waterfront. I'm including a map (below) and a link that if you click on it will open Google Maps to help drive there. There are also several sandwich boards along Spinnaker to identify the lot's location.
<https://maps.app.goo.gl/bXRvc4TGW6A7q2A69>
- And visits Mondays through Thursdays are free (excluding holidays).

We do appreciate the patronage of all of our visitors and hope that one of these options for free parking will meet the needs of those who don't wish to pay.

In addition to covering costs, the program will help support additional projects such as enhancing on-site security, lifeguard services, more public events, and other modernization projects at the Village and beaches. All of the net revenue from the program will be reinvested directly into the harbor.

The decision to charge for ADA parking is one that District staff spent considerable time evaluating. Charging for ADA parking takes place at the State Parks beaches at Pierpont and at the Pier, at the parking structure in Ventura near the Crowne Plaza, the Ventura Fairgrounds, and many other locations that we checked with like other cities that our parking team works at including Monterey, Venice, Oceanside, Port of San Diego, which are all managed the same way. Los Angeles County Beaches and Harbors provides free ADA parking on non-holiday weekdays, but charges for weekends and holidays, which is similar to our program.

After consultation with other agencies operating coastal parking lots, the broader consensus is that it is better to treat payment for all parking spaces equally. In this way, those with disabilities can still benefit from the accessibility of the ADA parking spaces but there is equal consideration of all visitors – regardless of their financial situation. And again, parking remains free on Mondays, Tuesdays, Wednesdays, and Thursdays (except major holidays) for all of those who have limited financial resources. Thank you for taking the time to share your feedback.

Hopefully that helps explain why we've taken this approach.

Feel free to contact us if you have any additional questions or comments. And again, thank you for taking the time to send us your comments.

