



CHANNEL ISLANDS HARBOR
Ventura County Harbor Department

Lyn Krieger
Director

3900 Pelican Way • Oxnard, CA 93035-4367 • (805) 973-5950 • Fax (805) 382-3015

September 1, 2016

Ashley Golden, Director
Community Development
City of Oxnard
214 South C Street
Oxnard, CA 93030

Subject: Request for LCP Conformance to City of Oxnard General Plan Policies
Regarding Urban Village Designation in Channel Islands Harbor

Dear Ashley,

By this letter, the County of Ventura Harbor Department requests that the City of Oxnard amend its Local Coastal Program (LCP), as certified by the California Coastal Commission in 1986 and as subsequently amended, in order to fulfill the requirement under the laws of the State of California to bring the City's LCP in conformance with the General Plan Policies adopted by the City Council in 2011.

The 2030 General Plan, adopted by the City Council in 2011, included the addition of an "Urban Village" land use designation, an overlay affecting six locations in the City of Oxnard. One of these locations is within the Coastal Zone, specifically, the combination of leaseholds generally known as Fisherman's Wharf. The "Urban Village" designation calls for mixed use in this location, complementing nearby, more recent, mixed use developments within the City of Oxnard Coastal Zone. As we have discussed on several occasions, this matter now has some urgency due to a proposed mixed use development for this site.

Based on our discussions, the County is aware that the City of Oxnard has already begun an LCP update process, partially funded by a grant from the Coastal Conservancy. Given the breadth of the proposed update and the processing time that will likely be required, the County respectfully requests that a site-specific amendment to the City's LCP be pursued in advance of the City's overall LCP update, only for purposes of conformance to the General Plan.

The amendment includes the following. Page numbers listed below are taken from the LCP version in Word as provided by Rincon Consultants.

- Adds the “Urban Village” land use classification on page IV-10, taken directly from the 2030 General Plan.
- Amends the map (page IV-13) to include the Urban Village land use at the intersection of Channel Islands Blvd. and Victoria Avenue.
- Amends the language on page IV-40, policy 22 by adding the following:

“For the purpose of Local Coastal Plan administration in Channel Islands Harbor area, and in furtherance of the Urban Village concept, density calculated on the basis of gross acreage shall not exceed 35 units per acre.”

- Amends the language on page IV-42, policy 34 to remove the 35 foot height limit at Victoria Avenue and Channel Islands Blvd. to the following:

“Development in Channel Islands Harbor shall not exceed two stories or twenty five feet in height, whichever is greater, or at the corner of Victoria Avenue and Channel Islands Boulevard, 55 feet in height, with a maximum of an additional 10 feet allowed for rooftop appurtenances.”

Given City staff shortages, the County has prepared a draft LCP amendment for the City’s consideration, with the changes outlined above. This draft LCP amendment utilizes language from the General Plan Policies to make conformance between the documents straightforward. The environmental document for the General Plan Policies consideration should be adequate for this amendment. However, if more up-to-date materials are desired, the County has prepared certain studies for the Coastal Commission review under its certified regulatory program.

The processing of this amendment should be quite simple, in the County’s view. The 2030 General Plan has already been considered and adopted by the City. The amendment addresses only land use, and not a specific project. As determined by the State Attorney General by opinion, counsel for the California Coastal Commission, and our own counsel (City and County), the standard of review for projects is the County’s certified Public Works Plan, with conformance with the LCP where a PWP Amendment is requested. Planning and project review remain within the County’s purview, so that no project review is required by the City. The County’s Public Works Plan Amendment has been submitted to Coastal Commission staff for review, with project specifics to be submitted at a later date through the Notice of Impending Development process that is required under a Public Works Plan.

We request review and action by the City of Oxnard. We stand ready to assist with the submittal to the Coastal Commission. A Public Works Plan amendment, also attached, has recently been submitted to Coastal Commission staff for review. The purpose of

Ashley Golden
September 1, 2016
Page 3

this amendment is also to add the Urban Village designation. Again, the language from the City's General Plan policies has been utilized to facilitate processing by all agencies.

We look forward to working with you on this important amendment.

Please let me know if you have questions.



Lyn Krieger
Director

Attachments:

Proposed LCP Amendment to Add Urban Village in Channel Islands Harbor
Channel Islands Harbor Public Works Plan, Draft 7th Amendment

OXNARD COASTAL PLAN

February 1982

This plan was prepared with financial assistance from the Office of Coastal Zone Management, National Oceanic and Atmospheric Administration, under provisions of the Federal Coastal Zone Management Act of 1972.

City of Oxnard

Planning & Environmental Services

305 West Third Street

Oxnard, California 93030

(805) 385-7858

TABLE OF CONTENTS

CHAPTER 1: THE COASTAL ACT

1.1	Introduction	I-1
1.2	Coastal Act Policies	I-2
1.3	The Process	I-3

CHAPTER 2: THE LAND USE MAP

2.1	Introduction	II-1
2.2	The Oxnard Coastal Zone Map	II-2
2.3	Oxnard Coastal Areas	II-3

CHAPTER 3: THE POLICIES

3.1	Introduction	III-1
3.2	Resource Policies	III-1
3.2.1	Agriculture	III-1
3.2.2	Habitat Areas	III-7
3.2.3	Diking, Dredging, Filling and Shoreline Structures	III-14
3.2.4	Commercial Fishing	III-18
3.2.5	Visual Resources	III-23
3.3	Hazards	III-24
3.4	Service Inventories	III-26

3.5	Development	III-30
3.6	Industrial and Energy Development	III-36
3.7	Coastal Access and Recreation	III-45
3.7.1	Access and Recreation	III-45
3.7.2	Commercial Visitor-Serving Facilities	III-55
3.7.3	Housing	III-57
3.8	Acquisitions	III-62

APPENDIX

I.	Footnotes	IV-1
II.	Definitions	IV-2
III.	Access	IV-6
IV.	Ormond Beach Wetlands and Maps	IV-20

TABLE OF MAPS

Map 1	The Oxnard Coastal Zone	II-2
Map 2	The McGrath-Mandalay Area	II-6
Map 3	The Oxnard Shores Area	II-8
Map 4	The Channel Islands Area	II-9
Map 5	The Ormond Beach Area	II-10
Map 6	The Urban-Rural Boundary	III-4
Map 7	Sensitive Habitat Areas	III-9
Map 8	Coastal Onshore Oil and Gas Leases and Separation/Treatment Facilities	III-41
Map 9	Oxnard Shores Shoreline Access	III-50
Map 10	Ormond Beach Land Ownership	III-51
Map 11	Ormond Beach Wetlands	IV-25
Map 12-15	Coastal Access	IV-26 - 29
Map 16-19	Coastal Zone Land use Maps	IV-30 – 33

Chapter I The Coastal Act

I.1 Introduction

Prior to 1972 planning for the coastal areas of California was no different than for any other area of the State. The State Planning and Zoning Law required each local jurisdiction to prepare both a General Plan and implementing zoning. No special criteria or considerations were mandated for coastal resources.

In November 1972, the voters passed Proposition 20, the California Coastal Zone Conservation Act. The California Coastal Zone Conservation Commission and six regional commissions were created to regulate new development within the coastal zone, and to develop a statewide plan for the “orderly, long range conservation and management of the coast.” The Act was scheduled to “self destruct” in four years, dissolving the commissions.

The required plan was submitted to the legislature on December 1, 1975. After lengthy consideration, the legislature enacted the California Coastal Act in the summer of 1976, retaining the State and regional commissions. The commissions continued to regulate coastal development and received a new mandate the management of the Local Coastal Programs to be prepared by each local coastal entity. The LCPs to be completed by January 1, 1981, and the State Coastal Commission have been established as the State’s permanent coastal management program.

I.2 Coastal Act Policies

The heart of the Coastal Act, Chapter 3, contains the policies by which both the Local Coastal Programs and all new development projects are assessed. Policies address the issues of access, recreation, marine environment, land resources, new development and industrial development.

Broadly, the policies mandate that an equal opportunity to enjoy coastal resources shall be provided through:

1. Maximum public access for all economic segments of society shall be provided;
2. Coastal areas suitable for recreational use should be preserved for that use;
3. Marine resources shall be maintained and enhanced, where feasible, and restored;
4. Sensitive habitats, prime agricultural land, and archaeological resources are to be preserved;
5. New residential and commercial development is to be concentrated in existing developed areas, and consistent with service capacities; and
6. Industrial developments, including coastal-dependent and energy facilities, are also to be concentrated and consolidated as much as possible.

When drafting the Act, the legislature recognized that conflicts between the policies would occur and so they included the directive that the most protective policy shall prevail.

Priorities are established for competing uses of coastal resources. Preservation of sensitive habitat areas and coastal resources and the provision of coastal access are the highest priority. Preservation of lands suitable for agriculture is also given a high priority. In areas that are determined to be neither sensitive areas nor suitable for agriculture, coastal dependent uses, including public recreational uses, coastal-dependent industries and energy facilities receive the highest priority. Other private development is permitted on the areas not reserved for habitat preservation, agriculture, public recreation, or coastal-dependent uses. Within the areas for private development, visitor-serving commercial uses receive priority over private developments. These priorities are to be implemented by the Local Coastal Programs.

I.3 The Process

The Local Coastal Program planning process consists of these phases: assessment of the coastal resources preparation of a land use plan and map, and the development of the necessary implementation tools. Once the plan is prepared, it is reviewed and adopted by the local legislative body. It is then reviewed and certified by the State Coastal Commission. The commission must find that the plan is consistent with the policies of Chapter 3 of the Coastal Act. Implementation measures must also be reviewed and certified by the commission after reviewing local approval.

Once the certification of the entire Local Coastal Program is complete, permit authority for the coastal zone is returned to the local entity. Local decisions on certain types of development, however, will continue to be appealable to the State Commission. Included are:

1. Developments approved by the local government between the sea and the first public road paralleling the sea or within 300 feet of the inland extent of any beach or of the mean high tide line of the sea where there is no beach, whichever is the greater distance.
2. Development approved by the local government not included within the paragraph (1) of this section located on tidelands, submerged lands, public trust lands within 100 feet of any wetland, estuary, stream or within 300 feet of the top of the seaward face of any coastal bluff.
3. Any development approved by a coastal county that is not designated as the principal permitted use under the zoning ordinances or zoning district map approved pursuant to Chapter 6 of the Coastal Act (commencing with Section 30500).
4. Any development which constitutes a major public works project or major energy facility.

Finally, the State Commission must certify any future amendments to the LCPs and reviews the local government progress in implementing the coastal act at least once every five years.

Chapter 2 Land Use Map

2.1 Introduction

The land use maps contain the land use designations for the coastal zone of the city. They have been incorporated into the existing General Plan, and are used as the basis for the zoning maps. The 1-inch to 400 feet scale provides parcel-specific detail and allows for a more precise survey of the area's resources.

The boundary of the coastal zone was established by the 1976 Coastal Act, and extended 1000 yards inland from the sea. In Oxnard, the "sea" was defined to include the Channel Islands Harbor, the Edison Canal and channels associated with the inland waterway development creating a significant inland bulge of the coastal zone boundary. Assembly Bill No. 462, adopted in 1979, changed the boundary to exclude the fully developed residential area of Victoria Avenue, and to include the remainder of several parcels already partially within the one. The boundary changes were effective January 1, 1980, and are reflected in the Land Use Maps.

2.2 The Land Use Map

The City's long coastal zone has been divided into four areas: McGrath-Mandalay, Oxnard Shores, Channel Islands, and Ormond Beach (see Map 1). Recreational uses are predominant in the McGrath-Mandalay area; urban residential uses are concentrated in the Oxnard Shores area. The Channel Islands area is made up of the Channel Islands Harbor. Finally, the Ormond Beach area is separated from the rest of the City's coastal zone by the City of Port Hueneme, and is an industrial area.

MAP NO. 1: The Oxnard Coastal Zone

Land Use Categories

A variety of land use categories are used on the land use maps. Many of these categories are further defined by the policies in Chapter 3. They can be summarized briefly as:

Energy Facility: This designation will allow development of energy-related facilities, including essential and coastal-dependent uses, such as electrical generating station, marine fuel loading facilities, pipelines, and fuel processing plants.

Existing Residential Area: Applied only to existing and/or, partially developed neighborhoods., Tthis designation will allows the full build-out of these areas at existing densities.

Industrial: This industrial designation will give a priority to coastal-dependent industrial, but will allow non-coastal dependent uses by conditional use permit. In the harbor area only, industry must be harbor-related.

Mobile Home Park: Created to protect existing mobile home parks in the coastal zone, this designation has been applied to the two existing parks.

Public Facilities: This designation has been applied to existing public facilities.

Recreation: This designation has been applied to areas of existing recreation use, and areas planned for recreational development.

Residential Designations: Several residential designations have been used, indicating different densities. The planned development standards are defined in Policy 45.

Resource Protection: Applied only to sensitive habitat areas; this designation will preserve these resources.

Visitor-serving Commercial: This is a new designation created to provide for the development of areas of commercial uses designed to serve visitors to the area. Permitted uses include hotels, motels, restaurants and specialty retail.

McGrath-Mandalay

Recreation is the predominant use in the McGrath-Mandalay area of the City's coastal zone. Except for the Southern California Edison Mandalay Beach generating station (No. 2 on Map 2), the incorporated area north of Fifth Street, designated either Recreation or Resource Protection, is publicly owned.

Oxnard Shores

The area between Fifth Street and Channel Islands Boulevard is an area of the City's coastal zone suitable for new residential or visitor-serving commercial development.

The two existing neighborhoods are designated for infill development (Map 3, Nos. 4 and 8). New residential and visitor-serving commercial development, known as "The Colony," is located south of Amalfi Way (No. 5 on Map 3). The average net density for the entire site is designated as 9.5 dwelling units per acre. The remainder of the property has been designated for recreational use and has been developed as Oxnard State Beach Park.

The two dunes areas (Nos. 6 and 7 on Map 3) are designated to preserve the sensitive dune habitat and provide new visitor-serving and recreational opportunities. The adjacent Edison Canal offers the possibilities of a swimming lagoon, boat slips, and a waterfront park. The designations on the land use map meet both these needs. A pumping station for the oil-producing operations north of Fifth Street is located on a 4.29-acre parcel bordering the Edison Canal along the northern dunes area (No. 6, Map 3). Once the operations on this parcel are completed, it will convert to recreational park use.

The area south of Wooley Road, east of the Edison Canal and north of Hemlock Road (No. 9 on Map 3) is currently in agriculture use. Urban encroachment including trespass, vandalism, theft, and the impacts that agricultural operations, like crop spraying, have on residential neighborhoods nearby, has severely limited the agricultural land use. Water is currently available in the eastern portion of the property, but not on the separately owned western parcel. Although seawater intrusion has not reached this area, it appears that the entire basin may have pumping and drilling restrictions as part of the efforts to stop the encroaching seawater. Without private water sources, the agricultural operations could not function as they do today; city water is too expensive for profitable agricultural use.

The area has been designated for conversion to urban uses because of the existing impacts on agriculture, and because the area completes the Channel Islands Neighborhood (Southwest 5) as designated by the 1990 General Plan. The creation of a stable urban/rural boundary along Wooley Road and buffer land uses between the residential area to the south and agriculture to the north will protect the long-term viability of prime agriculture operations north of Wooley Road.

New overall residential densities in the area designated as planned development shall not exceed five dwelling units per acre. This number is the average net density for the entire neighborhood. The area also presents the unique opportunity for expansion of the Inland Waterway off the Edison Canal. This expansion of the canal will provide for a park, a small boat lagoon, boat slips, and other coastal recreational amenities. The ability to provide increased coastal recreational areas and the high quality new homes needed to balance the City's overall housing stock is a valuable asset to the entire City. When City needs are balanced with the Coastal Act, priorities for agricultural preservation and the provision of coastal-dependent recreation, the result is the designations on the Land Use Map.

Channel Islands Harbor

The land use designations in the Channel Islands Harbor area closely follow both the existing uses and the recent development of the “X-Y parcels” on the western edge of the Harbor (No. 13, Map 4, Exhibit “D”). This project completes the development in the Harbor, and provides a variety of uses, including recreation, visitor-serving commercial and harbor-related industry. Also, a high-density residential development across Harbor Boulevard from the “X-Y parcels” adjacent to the Hollywood Beach Elementary School has been completed and is consistent with the policies of this plan.

Ormond Beach

Historically, the Ormond Beach area has been designated for industrial and recreational uses. The land use map continues this, while protecting the wetlands and the beaches. Part of the area is designated specifically for energy facilities, while the remainder is designated for industry recreation. In this area, priority will be given to coastal-dependent, non-energy-related, industries.

[This section is in the PDF but not on this word file? Has the LCP been updated since?](#)

Land Use Categories

[Urban Village: Urban villages are mixed use areas designed to encourage persons to live near their place of employment and/or support services. The integration of complementary land uses such as residential, commercial and office is intended to promote a pedestrian orientation to reduce trips and vehicle miles traveled and reduce greenhouse gas emissions.](#)

MAP NO. 2: The McGrath-Mandalay Area

MAP NO. 3: The Oxnard Shores Area

MAP NO. 4: The Channel Islands Area

Add URBAN VILLAGE “Star” at Channel Islands Blvd. and Victoria Ave.

MAP NO. 5: The Ormond Beach Area

Chapter 3 The Policies

3.1 Introduction

The policies established in this chapter, the heart of the City’s LCP, are based on the 1976 Coastal Act. They will become the standards by which future projects in the coastal zone are evaluated.

This chapter is divided into sections by major topic, with sections in Resource Policies (including agriculture, habitat areas, commercial fishing, sport fishing and recreational boating, diking, dredging, filling, and shoreline structures and visual resources), Hazards, Service Inventories, Development, Industrial and Energy Development, and Coastal Access and Recreation (including Access, Recreation and Commercial Visitor-serving).

The policies of this plan have been adopted under the circumstances existing in 1980, and shall be reviewed every five years and revised as necessary to deal with changed physical, legal and financial circumstances, changed Coastal Act Policies, or other matters which affect the assumptions upon which the policies of this plan are based. Amendments to the plan shall be permitted in accordance with the Public Resources Code Sections 30514 and 30515. Nothing in this plan shall be deemed to commit the City to expend funds or take any other action beyond it’s then legal or financial ability as determined by the City Council.

Local Coastal Policies

- Policy 1 If policies of this plan overlap or conflict, the most protective policy of coastal resources shall prevail.
- a. If there are any conflicts between the policies or land use designations of the Coastal Plan and the existing General Plan, the Coastal Plan shall prevail.

3.2 Resource Policies

Five major resource areas are relevant to the City’s coastal zone: Agriculture: habitat areas; diking, dredging, filling and shoreline structures; commercial fishing; and visual resources. This section is divided into five parts to reflect these areas.

3.2.1 AGRICULTURE

Coastal Act Policies

30241: The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the area's agricultural and urban land uses through all of the following:

- a. By establishing boundaries separating urban and rural areas, including, where necessary, clearly defined buffer areas to minimize conflicts between agricultural and urban land uses.
- b. By limiting conversions of agricultural lands around the periphery of urban areas to the lands where the viability of existing agricultural use is already severely limited by conflicts with land uses, or where the conversion of the lands would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development.
- c. By developing available lands not suited for agriculture prior to the conversion of the agricultural lands.
- d. By assuring that public service and facility expansions and nonagricultural development do not impair agricultural viability, either through increased assessment costs or degraded air and water quality.
- e. By assuring that all divisions of prime agricultural lands, except those conversions approved pursuant to subdivision (b) of this section, and all development adjacent to prime agricultural lands shall not diminish the productivity of such prime agricultural lands.

30242: All other lands suitable for agricultural use shall not be converted to nonagricultural uses unless (1) continued or renewed agricultural use is not feasible, or (2) such conversion would preserve prime agricultural land or concentrate development consistent with Section 30250. Any such permitted conversions shall be compatible with continued agricultural use on surrounding lands.

30243: The long-term productivity of soils and timberlands shall be protected...

Local Issues

The City of Oxnard, located on the Oxnard Plain, is surrounded by prime agricultural lands. The City's historic growth and present-day economy are closely tied to the agricultural productivity of these lands. Fertile soils and a mild climate allow the harvesting of two to three crops a year. Row crops such as celery, cabbage, cauliflower, broccoli, peppers, lima beans, strawberries, lettuce and tomatoes predominate.

Most of the agricultural land within the city is outside of the coastal zone; approximately 350 acre of the incorporated coastal area is farmed. In the Ormond Beach area, where 90 acres are farmed, other areas classified prime soil exist but are not suitable for farming because of drainage problems and a very high water table. Seawater intrusion into the water table in this area has limited the long-term viability of agriculture. Local farming operations are forced to import water from Fox Canyon at costs significantly higher than local water.

The remainder of the agricultural land in the city's coastal zone are in the Oxnard Shores area. The land west of Victoria Avenue, south of Wooley Road, north of Hemlock Road, and east of the Edison Canal is presently in row crops. Seawater intrusion has not yet directly affected this area but indirect effects threaten. In an effort to halt the progress of the seawater intrusion, regional restrictions will be needed. Possible measures include limitations on the drilling of new wells and restrictions on the pumping from existing wells. These actions will affect the cost of water, which in turn affects the Oxnard Plain. Surrounding urban development has also affected agricultural operations. Residential uses, separated only by a street, neighbor the southern and western boundaries in the area. Vandalism, joggers and motorcycles adversely impact the agricultural operations. Conversely, the dust, noise and spraying on the agricultural land impact the neighboring residents. No buffers to mitigate these impacts were provided at the time of development.

MAP NO. 6: The Urban-Rural Boundary

Local Coastal Policies

- Policy 2 All urban development shall be restricted to the area within the urban-rural boundary, as defined by Map 1 and the Land Use Map.
- Policy 3 The agriculture lands bordering the urban-rural boundary will require buffer measures in addition to the designated adjacent buffer land uses in order to adequately protect their viability. Design features for the improvements required on Wooley Road as a result of urbanization to the south of Wooley Road shall include mitigation measures to buffer the urban uses from the agricultural lands. Possible design techniques which will provide the necessary mitigation measures include the following:
- a. All widening shall occur on the south side of Wooley Road;
 - b. A grade difference shall be created between the road and the agriculture fields, with a drainage ditch located along the north side of the road;
 - c. There shall be no provision of turn-out areas or on-street parking, minimal shoulders and construction of a curb along the northern edge of the roadbed;
 - d. All sidewalks and bicycle paths shall be located only on the south side of Wooley Road; and
 - e. A hedge or tree row, combined with an eight-foot fence, shall be located on the crop side, on the north side of Wooley Road.
- Policy 4 This policy shall apply only to that single specific 220-acre property located north of Hemlock Street, south of Wooley Road, east of the Edison Canal, and west of Victoria Avenue, commonly known as the Mandalay Bay project. The purpose of this condition is, in part, to assure that the long-term agricultural productivity in the Oxnard area is not reduced. As a condition of development of prime agricultural soils, a “prime agricultural land maintenance program” shall be undertaken to assure that the overall amount of prime agricultural land is not reduced by urbanization. Therefore, prior to issuing any authorization for a planned unit development (“PUD”) on the subject parcel, the City shall make written findings that the applicant for the PUD has obtained rights to deposit on a like amount of nonprime agricultural land, the prime soils to be taken from the subject site. The conversion of the prime agricultural soil in the Mandalay Bay site to urban uses is conditioned upon the approval of a planned unit development, which satisfies all requirements of Policy 45 of this land use plan.

Conditions of project approval shall, at a minimum, consist of the following actions and restrictions:

- a. The acreage of the recipient area shall equal or exceed the converted prime agricultural lands. If the recipient area consists of two or more parcels, each site shall contain a minimum of 40 contiguous acres to which the soil shall be applied. All acreage within the recipient sites shall consist of nonprime agricultural soils at the time of the approval and actual application of the soil transfer program.

- b. The recipient areas must be west of State Route 1 within that agricultural area directly influenced by coastal climatic conditions on the Oxnard Plain. Land to be upgraded located within the coastal zone must be identified for agricultural use within the Land Use Element of the applicable LCP. Land identified for upgrade status which is outside the coastal zone must be designated for agriculture in the applicable General Plan. The recipient area shall be restricted to exclusively agricultural use for a minimum of 25 years from the date of receipt of the transferred soil. This shall be accomplished by an agricultural easement in the favor of the State of California or a deed restriction.
- c. The City shall require that the following procedures be used on all recipient sites of the prime agricultural soil transferred from the Mandalay Bay project donor site.
 - i. Clear recipient site of all debris
 - ii. Level land to desired farming and irrigation grade which shall be the final elevation
 - iii. Uniformly overlay site with 12 inches below projected new surface
 - iv. Slip plow or deep disc to 28 inches below projected new surface
 - v. Uniformly overlay site with 12 inches of imported soil
 - vi. Farmer to subsoil and landplane as desired for intended crop
 - vii. There shall be no stockpiling of transferred prime soils, which shall be moved directly from the donor site to the recipient sites. Procedures shall be undertaken in such a way as to prohibit compacting of the newly deposited soils by heavy equipment and to otherwise protect their capabilities.
- d. Concurrent with the commencement of construction of each phase, the prime soils shall have been transferred to suitable recipient sites and returned to cultivation. As an alternative, a performance bond shall be posted to assure the transfer of soils and the restoration of the recipient sites.
- e. The applicant for the PUD permit shall establish a program for monitoring agricultural production on the recipient sites and reporting resulting data to the Coastal Commission and the U.S. Soil Conservation Service (SCS). The SCS shall be consulted in the design of the monitoring and reporting program. The program shall continue for at least 10 years from the date of transfer of the soils and shall be fully funded by the applicant. The program shall develop and monitor data on all soil characteristics, crop types and yields, irrigation requirements, and the agricultural productivity of each donor site.

3.2.2 HABITAT AREAS

Coastal Act Policies

30230: Marine resources shall be maintained, enhanced and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

30231: The biological productivity and quality of coastal waters, streams, wetlands, estuaries and lakes appropriate to maintain optimum populations of marine organism and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of wastewater discharges and entrainment, controlling runoff, preventing depletion of groundwater supplies and substantial interferences with surface overflow, encouraging wastewater reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

30236: Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to (1) necessary water supply projects, (2) flood control projects where no other method for protection of existing structures in the flood plain is feasible, and where such protection is necessary for public safety or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat.

30240: a. Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on such resources shall be allowed within such areas.

Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.

Local Issues

The City of Oxnard's coastal zone contains four examples of sensitive habitats and four endangered species. Map 7 illustrates the extent of the City's wetlands, sand dunes, riparian areas, and McGrath Lake. Each of these habitats will be discussed separately.

Wetlands

The wetlands occurring in the city are located in the Ormond Beach area and a portion of the Santa Clara River mouth area covering approximately 131 acres. The Ormond Beach wetlands are largely degraded or disturbed. Nonetheless, they provide nesting and feeding areas for a variety of birds and mammals, including the endangered Belding's Savannah sparrow. Off-road vehicle intrusion into the area accelerates the degradation of the wetlands and destroys nest sites. Although they are degraded, the Ormond Beach wetlands can be preserved, and possibly restored. Additional planning to determine the location and character of this restoration will need to be undertaken prior to any major redevelopment of the area.

A smaller wetland is located at the mouth of the Santa Clara River. The water levels regulated in part by a flood control levee. As in the Ormond Beach area, this wetland provides nesting sites for the Belding's Savannah sparrow.

Dunes

Sand dunes are found in five areas of the coastal zone. A 26-acre area of dunes at the intersections of Fifth Street and Harbor Boulevard is an excellent example of this increasingly rare habitat. The dunes have been damaged by off-road vehicles, but the damage is not irreparable.

The second area of sand dunes is within the 54-acre parcel located between Harbor Boulevard and the Edison Canal, and south of Wooley Road. Part of this area has been seriously disrupted by off-road vehicles and grading for agricultural uses, but at least 17 acres have retained their significant habitat value.

A third area of sand dunes is located at the northerly end of "The Colony" property adjacent to the Oxnard State Beach park site. Low, previously disturbed dunes have been re-formed in this area.

A chain of dunes parallels the beach from the Santa Clara River mouth south to Fifth Street. Most of these dunes are within either McGrath State Beach Park or the recently acquired, unimproved Mandalay Beach County Park. The endangered least tern has used the dunes near the river mouth for nesting sites.

The last area of dunes is located at Ormond Beach. Paralleling the beach beyond tidal action, the low dunes provide nesting sites for a number of species, including the least tern. Disruption caused by off-road vehicles is also a problem here.

MAP NO. 7: Sensitive Habitat Areas

Riparian Habitat

The largest riparian habitat in the coastal zone is the Santa Clara River mouth. The major part of the riparian shrub land is along the southern bank of the river between the main channel and the flood control levee. Dense growths of willows, giant reeds and grasses provide a habitat for a variety of birds and small mammals.

During periods of low river flow, the sand bar forms at the mouth of the river and blocks all direct flow to the sea, creating a lagoon between the river mouth and Harbor Boulevard. A large number of waterfowl and shore birds use the lagoon as a migratory stopover, and as a breeding ground. The lagoon is also recognized as one of three active nesting sites in Ventura County for the endangered least tern. Other endangered species sighted in the area include the brown pelican, the southern bald eagle, the peregrine falcon, and the white-tailed kite. The lagoon also provides habitat for a number of fish species, including the threatened tidewater goby.

McGrath Lake

McGrath Lake is a freshwater lake unusually close to the ocean. The water level is fairly constant. During periods of heavy rainfall and surface runoff the sand dunes separating the lake from the beach are breached to prevent flooding. The lake provides a riparian habitat for perching birds, small mammals, and shore birds. It also provides a stopover for migratory waterfowl.

Endangered Species

In addition to the endangered species already discussed, the unarmored three-spined stickleback is also found within the city's coastal zone. The drainage ditch at Ormond Beach provides a habitat for this rare fish; however, the poor quality water and risk of additional contamination from nearby industrial facilities threaten the long-term habitability of the ditch.

Marine Resources

The biological productivity of the near-shore portion of the ocean is dependent on the quality of the water. One local factor affecting ocean water quality is the Oxnard Wastewater Treatment plant's effluent outfall. Extending 6,000 feet offshore from Ormond Beach, the outfall is at a depth of 50 feet. At the present, primarily treated effluent is dispersed by a series of diffusers.

Local Coastal Policies

- Policy 5 As part of the Phase III Implementation portion of the LCP process, a resource protection ordinance was created, defining the only uses permitted in areas designated on the land use map with the Resource Protection Zone. The ordinance incorporated the following policies which the City will implement to the extent of its legal and financial ability:
- a. All non-authorized motor vehicles shall be banned from sensitive areas.
 - b. Scientific, educational and light recreational uses shall be conditionally permitted uses in all sensitive resource areas. Development shall be designed and sited to minimize impacts to the area. Permitted uses shall not be allowed to significantly disrupt habitat values.

- c. In sand dune areas, foot traffic shall be minimized, and allowed only on established paths or boardwalks. Disturbance or destruction of any dune vegetation shall be prohibited unless no feasible alternative exists and then only when re-vegetation with native California plants is a condition of approval.
- d. New development adjacent to wetlands or resource protection areas shall be sited and designed to mitigate any adverse impacts to the wetlands or resources. A buffer of 100 feet in width shall be provided adjacent to all resource protection areas. The buffer may be reduced to a minimum of 50 feet only if the applicant can demonstrate the large buffer is unnecessary to protect the resources of the habitat area. All proposed development shall demonstrate that the functional capacity of the resource protection area is maintained. The standards to determine the appropriate width of the buffer area are:
 - i. Biological significance of the area
 - ii. Sensitivity of species to disruption
 - iii. Susceptibility to erosion
 - iv. Use of natural and topographic features to locate development
 - v. Parcel configuration and location of existing development
 - vi. Type and scale of development proposed
 - vii. Use of existing cultural features to locate buffer zones

When a development is proposed within an environmentally sensitive habitat or a resource protection area, or within 100 feet of such areas, a biological report shall be prepared which includes applicable topographic, vegetative, and soils information. The information shall include physical and biological features existing in the habitat areas. The report shall be prepared by a qualified biologist and shall recommend mitigation measures to protect any impacted resources. All recommendations shall be made in cooperation with the State Department of Fish and Game. When applicable restoration of damaged habitats shall be a condition of approval.

- e. When development is proposed within or near an environmentally sensitive habitat area, applicable topographic, vegetative and soils information shall be provided. The information shall include physical and biological features existing in the habitat areas.
- f. Western LNG conditions:
 - i. Prior to approval of development permit for Parcel 1, Western LNG shall develop and assure implementation of a wetlands restoration and enhancement program, which must be approved by the Executive Director of the Coastal Commission and the Department of Fish and Game. This program shall consist of the following elements and shall be

completed in consultation with the Department of Fish and Game and local government.

- ii. Western LNG shall accept a deed restriction on Parcel 2, which is west and south of the 26.5-acre Parcel 1, limiting the future use of Parcel 2 to preservation as a wetland subject to Western LNG's continued right to access to the beach for purposes of construction and utilizing a trestle for any future LNG terminal;
- iii. The restoration program shall include a cleanup program of existing trash deposited within Parcel 2.
- iv. The restoration program shall include the construction of a 50-foot buffer barrier on Parcel 2 adjacent to the northeast border of Parcel 2, which shall consist of 2 drainage channels separated by a vegetated berm and a security fence at least 48 inches high on the northeastern side of the buffer. The channels shall be adequately designed and constructed to allow drainage from adjacent lands through one or two culverts to Parcel 2.
- v. The restoration program shall ensure that no harmful runoff of possible foreign liquid and solid materials will drain into Parcel 2 from Parcel 1.
- vi. The restoration program shall assure that operations and activities of the present property owners immediately west of Parcel 2 do not intrude on Parcel 2.
- vii. Western LNG or their lessee shall grade the elevation of specified portions of Parcel 2 down to a level sufficient to encourage restoration of healthy vegetation growth.
- viii. The restoration program shall identify any available water supplies in the immediate vicinity, determine the existing drainage flow of such water supplies which might be of benefit to the wetlands, and provide passage of such water to Parcel 2 wherever feasible.
- ix. Western LNG or their lessee shall restrict public access to Parcel 2 through the permitted utilization of those remaining lands on Western LNG's property, except under controlled conditions such as educational visits by supervised groups or established scholars observing the wetlands.
- x. The restoration program shall study and implement additional means of limiting public trespass on Parcel 2 if measures specified in Item 8 prove inadequate.
- xi. The restoration program shall insure the maintenance and protection of the wetlands on Parcel 2.

- xii. Western LNG or their lessee shall ensure access by the Department of Fish and Game, which shall conduct wildlife surveys in the area and work in cooperation with Western LNG to assure the wetlands viability.

Policy 6 The City shall also investigate all means of public acquisition of the areas designated for Resource Protection. As funds for this purpose become available, the City shall acquire or shall request other public agencies acquire approximately 131 acres of wetlands in Ormond Beach and approximately 43 acres of dunes as shown on the Land Use Map. Because of a lack of resale data, the market values of these properties are unknown.

Policy 7 Where the sensitive resource area comprises only a part of a parcel or parcels under contiguous ownership, the City may permit an increase in the allowable density of the non-resource areas in return for the preservation of the resource area. Density increases shall only apply for allowable uses as designed to mitigate any adverse impacts on the resource.

Policy 8 Wetlands shall be defined as:

Land where the water table is at, near, or above the land surface long enough to promote the formation of hydric soils or to support the growth of hydrophytes. In certain types of wetlands, vegetation is lacking and soils are poorly developed or absent as a result of frequent and drastic fluctuations of surface water levels, wave action, water flow, turbidity, or high concentrations of salts or other substances in the water or substrate. Such wetlands can be recognized by the presence of surface water or saturated substrate at some time during the year, and their location within, or adjacent to, vegetated wetlands or deep-water habitats.

Policy 9 The water quality of the City's coastal waters shall be maintained and, where feasible, restored by the following:

- a. The effects of wastewater discharges, which release toxic substances into coastal waters, streams, wetlands, estuaries and lakes, shall be minimized, and where feasible toxic substances should be removed. Wastewater discharges which do not contain toxic substances and which are necessary to sustain the functional capacity of streams, wetlands, estuaries and lakes shall be maintained.
- b. The entrainment of organisms (induction by subsurface cooling pipes and similar apparatus) shall be minimized.
- c. The effects of increased amounts of runoff into coastal waters, streams, wetlands, estuaries and lakes due to development shall minimize through, among other means, grading and other site development controls and buffer zones.
- d. Surface water discharge from streams and rivers shall be maintained at levels necessary to sustain the functional capacity of coastal waters, streams, wetlands, estuaries and lakes.
- e. Naturally occurring vegetation that protects riparian habitats shall be maintained and, where feasible, restored.

- f. Alterations to natural streams shall be minimized to sustain the functional capacity of such areas.
- g. Wastewater reclamation shall be encouraged through, among other means, using treated effluent to replenish groundwater supplies and providing freshwater for the restoration of streams, wetlands, estuaries and lakes.

10.1. The North Shore at Mandalay Bay project site, an 82.7 net acre property located north of West Fifth Street, east of Harbor Boulevard and south and west of the Reliant Energy canal, has been designated Resource Protection Area, Recreation Area, and Planned Unit Development. The following policies shall apply specifically to this development area:

a. Existing soil and groundwater contamination on the site shall be remediated in accordance with the Remedial Action Plan approved by the Regional Water Quality Control Board - Los Angeles Region (R WQCB). All other permits and authorizations from other agencies having oversight responsibility for the remediation process shall be obtained as required. A performance bond shall be required prior to issuance of a CDP equal to the value of the labor and materials necessary to carry out the remediation to the satisfaction of the RWQCB. The performance bond shall be released upon completion of the remediation to the satisfaction of the RWQCB. If the applicant fails to complete the remediation according to the approved plan, the City shall collect the security and complete the remediation work.

b. Ventura Marsh Milk-vetch on-site habitat shall be protected and enhanced onsite within the 1.65 acre preservation area. The preservation area shall lie within a 23.8 acre resource protection area.

Onsite preservation and mitigation shall include but not be limited to:

- 1) Establishment of a 100-foot soil remediation/excavation limit line around the existing Milk-vetch population. No ex-situ soil remediation shall occur within this 100-foot soil remediation/excavation limit line encompassing the 1.65 acre Milk-vetch preservation area.
- 2) Permanent protection and preservation of a 1.65-acre Milk-vetch preservation area within a 23.8-acre resource protection area and a 50 foot wide landscaped buffer between the resource protection area and planned residential development. A fence shall be constructed around the 1.65 Milk-vetch preservation area to protect the Milk-vetch from the human and/or domestic animal activities.
- 3) Restoration, management, maintenance and monitoring plans shall be developed for the Milk-vetch preserve area by a qualified biologist and/or resource specialist and shall be reviewed and approved by CDFG and the City of Oxnard. The plans shall at a minimum include procedures and technical specifications for planting; soil engineering and soil amendment criteria; identification of a plant species and density; maintenance measures and schedules; temporary irrigation measures; restoration success criteria; measures to be implemented if success criteria are not met; and long-term adaptive management of the restored areas for a period of not less than 10 years.
- 4) Off-site Milk-vetch population locations and plans for establishment shall be performed as set forth in the Memorandum of Understanding between the landowner and the California Department of Fish and Game, dated July 27, 1999.

5) Conservation easements (or other equivalent document) which serve to permanently protect the Milk-vetch preserve area shall be recorded prior to ground-disturbing activities.

6) The status of below-surface contaminants in the area around the Milk-vetch plants that will not be remediated (in order to avoid impacts to the plants) shall be monitored by groundwater monitoring wells installed around the preserve area.

7) Land use within the restoration area around the Milk-vetch preservation area shall be restricted to the development and use of interpretive nature trails.

c. The loss of Dune scrub, coyote brush/willow cluster, buckwheat and coastal sagebrush habitat shall be mitigated onsite at a replacement ration of 1:1.

Mitigation shall include, but not be limited to:

1) Dune scrub, coyote brush/willow cluster, buckwheat and coastal sagebrush habitat shall be restored, enhanced and permanently protected.

2) Restoration, maintenance and monitoring plans shall be developed for the dune scrub, coyote brush/willow cluster, buckwheat and coastal sagebrush restoration areas by a qualified biologist and/or resource specialist and shall be reviewed and approved by CDFG and the City of Oxnard. The plans shall at a minimum include procedures and technical specifications for planting; soil engineering and soil amending criteria; identification of plant species and density; maintenance measures and schedules; temporary irrigation measures; restoration success criteria; measures to be implemented if success criteria are not met; and long-term adaptive management of the restored areas for a period of not less than 10 years.

3) Conservation easements (or other equivalent document) which serve to permanently protect the restored areas shall be recorded over the on-site areas prior to ground-disturbing activities.

4) A landscaped 50 foot wide buffer area shall be established between the dune scrub, coyote brush/willow cluster, buckwheat and coastal sagebrush restoration/resource protection areas and the planned residential development. The landscaped buffer area adjacent to the resource protection area shall also serve as a linear parkway and include the public trail. The landscaped buffer areas shall be landscaped with plants native to the Ventura coastal region.

5) Performance bonds shall be required prior to the issuance of a CDP to guarantee the compliance with the restoration of the onsite resource protection area prior to occupancy clearance as follows: a) one equal to the value of the labor and materials and b) one equal to the value of the maintenance and monitoring for a period of 10 years for the restoration of the dune scrub, coyote brush/willow cluster, buckwheat and coastal sagebrush habitat/resource protection area. Each performance bond shall be released upon satisfactory completion of the application items (a) and (b) above. If the applicant fails to either restore or maintain and monitor according to the approved plans, the City shall collect the security and complete the work on the property.

d. Wetland habitat impacted by the development shall be mitigated at a 4:1 creation ratio offsite on the "McGrath" parcel (Assessor's Parcel No. 1380805)

Mitigation shall include but not be limited to:

1) Wetland habitat creation, restoration, management, maintenance and monitoring plans shall be developed for the mitigation area on the "McGrath" parcel by a qualified biologist and/or resource specialist and shall be reviewed and approved by the CDFG. The plans shall provide a 100 foot restored buffer as measured from the upland limit of the wetland area, and at a minimum include ecological assessment of the mitigation site and surrounding ecology; goals, objectives and performance standards; procedures and technical specifications for wetland and upland planting; methodology and specifications for removal of exotic species; soil engineering and soil amending criteria; identification of plant species and density; maintenance measures and schedules; temporary irrigation measures; restoration success criteria; measures to be implemented if success criteria are not met; and a long-term adaptive management of the restored areas for a period of not less than 10 years. The plans shall also provide for removal and restoration of the existing go-cart facility and fencing and signage to prevent uncontrolled public access.

2) Conservation easements (or other instruments) which serve to permanently protect the restored areas shall be recorded over the "McGrath" parcel (Assessor's Parcel No. 1380805) prior to ground-distributing activities on the North Shore site.

3) Performance bonds shall be required prior to the issuance of a CDP to guarantee the compliance with the restoration of wetland habitat on the "McGrath" parcel prior to occupancy clearance as follows: a) one equal to the value of the maintenance and monitoring for a period of 10 years for the restoration of wetland habitat on the "McGrath" parcel. Each performance bond shall be released upon satisfactory completion of the applicable items (a) and (b) above. If the applicant fails to either restore or maintain and monitor according to the approved plans, the City shall collect the security and complete the work on the property.

e. The following landscape requirements, resource protection area maintenance and monitoring responsibilities, resource information disclosure requirements, and covenants, conditions and restrictions for the North Shore development are required.

1) Preparation, review, implementation of the landscaping plans for the project shall include provisions for the control of invasive plant species to address the potential impacts of non-native plants from colonizing adjacent native habitats. Covenants, Conditions and Restrictions shall be recorded specifying that landscaping for individual housing lots shall not include any exotic invasive plant species. The Covenants, Conditions and Restrictions shall be binding on each of the lots in the subdivision, shall run with the land affected by the subdivision, and shall be included or incorporated by reference in every deed transferring one or more of the lots in the subdivision.

2) The Covenants, Conditions and Restrictions shall assign the responsibility for long-term maintenance and monitoring of the resource protection area to the homeowners association, which shall work in cooperation with CDFG. The landowner or the homeowners association may assign these long-term obligations to CDFG, a special district or a non-profit association acceptable to the Executive Director of the Commission.

3) The project applicant shall provide, in connection with the sale of each housing unit, an information packet that explains the sensitivity of the natural habitats onsite and nearby and the need to minimize impacts on the designated resource protection areas, the limits on public trail access within or adjacent to such areas, the prohibition on landscaping that includes exotic invasive plant species, and the limits on exterior residential lighting. The Covenants, Conditions and Restrictions shall include the same explanation and restrictions.

f. Reliant Energy canal habitat protection measures shall be reviewed and approved by the CDFG and the City of Oxnard as follows:

1) The public trail to be provided within the landscaped buffer/linear parkway adjacent to the resource protection area along the Reliant Energy canal shall be located as close to the housing lots as possible. In addition, native shrubs and native vegetation shall be planted between the trail and the canal to serve as a visual buffer between human activity and wildlife associated with the canal.

2) Interpretive signs shall be placed in appropriate locations along the edges of resource protection areas explaining the sensitivity of natural habitats and the need to minimize impacts on these adjacent areas.

3) Adequate fencing will be provided between the designated recreation areas and resource protection areas for the purpose of minimizing human and domestic animal presence in the restoration areas and along the canal.

4) A Water Quality Control Plan (WQCP) shall be developed and implemented for the North Shore at Mandalay Bay project site to ensure that all approved development:

- Protect areas that provide important water quality benefits, that are necessary to maintain riparian and aquatic biota and/or that are particularly susceptible to erosion and sediment loss.

- Limit disturbance of natural drainage features and vegetation.

- Minimize the creation of impervious surfaces.

- Reduce post-development loading of Total Suspended Solids (TSS) so that the average annual TSS loading are no greater than pre-development loadings.

- Incorporate a combination of Best Management Practices (BMPs) best suited to reduce pollutant loading and minimizing runoff and erosion. Source control BMPs utilized shall be emphasized over treatment BMPs where feasible. The BMPs utilized shall be designed to treat, infiltrate, or filter stormwater runoff to meet the standards of the 85th percentile, 24-hour runoff event for volume-based BMPs and/or the flow of runoff produced from a rain event equal to at least two to times the 85th percentile, 1-hour event for flow-based BMPs.

- Include construction phase erosion control and polluted runoff control plans.

- Include post-development phase drainage and polluted runoff control plans designed to control runoff using natural drainage and vegetation to the maximum extent practicable.

5) A Water Quality Monitoring Plan (WQMP) shall be developed and implemented for the North Shore at Mandalay Bay project site to evaluate the effectiveness of the WQCP in protecting the quality of surface and groundwater. The WQMP shall include, at a minimum, the following:

- Annual inspection and maintenance of the condition and operational status of all required BMPs. Major observations to be made during inspections shall include: location of discharges of sediment or other pollutants from the site; BMPs that are in need of maintenance; BMPs that are not performing, failing to operate, or inadequate; and locations where additional BMPs are needed.

Verification of maintenance shall include the permittee's signed statement accepting responsibility for all structural and treatment control BMP maintenance until such a time as the property is transferred and another party takes responsibility.

- Monitoring to ensure that average annual TSS loadings are maintained at pre-development levels and do not exceed water quality standards. The WQMP shall specify sampling locations, sampling protocols, pre-development TSS levels and permitted standards for TSS. Monitoring shall be conducted annually for the first five years following the commencement of a development and shall occur during the first significant storm event of the rainy season and each following month through the end of the rainy season. Following this initial monitoring period, monitoring shall be conducted at five-year intervals during the first significant storm event of the rainy season, provided average annual TSS loadings are determined not to exceed pre-development levels and/or water quality standards. If it is determined that pre-development levels and/or water quality standards are exceeded, the permittee shall conduct annual monitoring for a period of at least five years, or until it is determined that pre-development levels and water quality standards for TSS are not exceeded. The permittee shall assess the potential sources of the excessive TSS loadings, including inadequate or failed BMPs, and take corrective actions to remedy the water quality impacts. Verification of monitoring shall include the permittee's signed statement accepting responsibility for all monitoring until such a time as the property is transferred and another party takes responsibility.

g. Special status wildlife protection measures shall be reviewed and approved by the City of Oxnard and the CDFG as follows:

The street lighting and exterior residential lighting shall be limited in intensity and shielded in order to minimize impacts to wildlife within the designated resource protection areas and along the Reliant Energy Canal.

Prior to any ground disturbing activities, surveys shall be conducted for special status wildlife species. A plan shall be developed for the collection and relocation of individual animals to an appropriate location offsite during site disturbance and reintroduction onto the site upon completion of soil remediation and habitat restoration.

h. Offsite resource protection measures shall include the following:

1) Prior to the issuance of a CDP, the City and/or developer shall provide funding to Ventura County Parks Department and/or the California Department of Parks and Recreation adequate to implement the following resource protection measures at Mandalay State Beach:

- Construction and maintenance of seasonal and/or permanent fencing adequate to delineate and protect snowy plover nesting areas and sensitive dunes areas on Mandalay State Beach.
- Installation and maintenance of informational and directional signage at 100 foot intervals along the beach and perimeter of the property to direct and inform people of the sensitive resource on Mandalay State Beach. The signage shall specifically prohibit dogs on Mandalay Beach.
- Daily ranger patrols of Mandalay State Beach from March through September to ensure compliance with the protective measure cited above. The funding obligation for the patrol shall not exceed the cost for a half-time ranger from March through September.

Specific funding mechanisms to implement the above resource protection measures shall be established through a CDP. The above resource protection measures shall be in place prior to the construction of residences on the North Shore site at Mandalay Bay.

2) The City shall install fencing in the City's right-of-way along West Fifth Street between Harbor Boulevard and seaward end of the bridge over the Reliant Energy Canal to prevent public access into the sensitive dune area located west of the canal and south of Fifth Street. Signage shall be affixed to the fence at a maximum interval of 100 feet indicating this area is private property, no trespassing and is a sensitive habitat area.

3.2.3 DIKING, DREDGING, FILLING AND SHORELINE STRUCTURES

Coastal Act Policies

30233:

a. The diking, filling, or dredging of open coastal waters, wetlands, estuaries and lakes shall be permitted in accordance with other applicable provisions of this division where there is no feasibly less environmentally damaging alternative and, where feasible, mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:

1) New or expanded port, energy, and coastal-dependent industrial facilities including commercial fishing facilities.

2) Maintaining existing, or restoring previously dredged, depths in existing navigation channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.

3) In wetland areas only, entrance channels for new or expanded boating facilities; and in a degraded wetland, identified by the Department of Fish and Game pursuant to subdivision (b) of Section 30411, for boating facilities, a substantial portion of the degraded wetland is restored and maintained as a biologically productive wetland, provided, however, that in no event shall the size of the wetland area used for such boating facility, including berthing space, turning basins, necessary navigation channels, and any necessary support service facilities, be greater than 25 percent of the total wetland area to be restored.

4) In open coastal waters, other than wetlands, including streams, estuaries and lakes new or expanded boating facilities.

5) Incidental public service purposes, including, but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.

6) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.

7) Restoration purposes

8) Nature study, aquaculture, or similar resource-dependent activities

b. Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable long shore current systems.

c. In addition to the other provisions of this section, wetlands shall maintain or enhance the functional capacity of the wetland or estuary. Any alteration of coastal wetlands identified by the Department of Fish and Game, including, but not limited to, the 19 coastal wetlands identified in its report entitled, "Acquisition Properties for the Coastal Wetland of California," shall be limited to very minor incidental public facilities, restorative measures, nature study, commercial fishing facilities in Bodega Bay, and development in already developed parts of south San Diego Bay, if otherwise in accordance with this division.

30235: Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fishkills should be phased out or upgraded where feasible.

30236: Channelizations, dams or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to (1) necessary water supply projects, (2) flood control projects where no other method for protecting existing structures in the flood plain is feasible and where such protection is necessary for public safety or to protect existing development or (3) developments where the primary function is the improvement of fish and wildlife habitat.

Local Issues

Diking, dredging, filling, and shoreline structures are important issues throughout the Oxnard coastal zone. In most areas the activities predate the Coastal Act but some have been brought up more recently.

Dikes surround the tank storage areas at the Mandalay Beach Electrical Generating Station to contain oil spills. These dikes create no planning issues.

Dredging is currently used to bypass an annual accumulation of approximately 1,000,000 cubic yards of sand around the mouths of the Channel Islands Harbor and the Port Hueneme Harbor. This not only prevents accelerated beach erosion southeast of Port Hueneme but has replaced the previous sand losses. The Edison Canal is periodically dredged to maintain water flows to Mandalay Beach Generating Station.

Accelerated beach erosion and storm wave run-up Oxnard Shores has threatened the Mandalay Beach Road. As a result some of the homes have been elevated on "pilings," while riprap seawalls have been placed in front of others for protection.

Local Coastal Policies

Policy 10 New dikes or filling operations shall be permitted only when no other less environmentally damaging alternative exists, and shall be designed to mitigate adverse impacts. Dikes and filling shall not be permitted in wetland areas unless done as part of a restoration project.

Diking and filling shall be limited to the following uses:

- a. New or expanded port, energy, and coastal-dependent industrial facilities including commercial fishing facilities
- b. Maintaining existing or restoring previously dredged depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat-launching ramps.
- c. In wetland areas only, entrance channels for new or expanded boating facilities, and in a degraded wetland, identified by the Department of Fish and Game pursuant to

subdivision (b) of Section 30411, for boating facilities if, in conjunction with such boating facilities, a substantial portion of the degraded wetland is restored and maintained as a biologically productive wetland provided, however, that in no event shall the size of the wetland area used for such boating facility, including berthing space, turning basins, necessary navigation channels, and any necessary support service facilities, be greater than 25 percent of the total wetland area to be restored.

- d. In open coastal waters other than wetlands, including streams, estuaries and lakes, new or expanded boating facilities.
- e. Incidental public service purposes, including, but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.
- f. Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.
- g. Restoration purposes may include some fill for Visitor-serving Commercial uses if the wetlands are small extremely isolated and incapable of being restored to biologically productive systems. They may be filled and developed for Visitor-serving Commercial use only if such actions establish stable and logical boundaries between developed uses and wetland areas and if an approved restoration program is conducted in the same general region to grant the exception. The following criteria must be satisfied in order to grant the exception:
 - i. The wetland to be filled is so small, isolated and not contiguous to a larger wetland that it is not capable of recovering and maintaining a high level of biological productivity without major restoration activities.
 - ii. The wetland does not provide significant habitat value to wetland fish and wildlife species, and must not be used by any species which is rare or endangered. (For example, a parcel that is partially or completely surrounded by commercial, residential or industrial development, which are incompatible with the existence of the wetland as a significant habitat.)
 - iii. Restoration of another wetland to mitigate for fill on an acre-for-acre basis can most feasibly be achieved in conjunction with filling a small wetland.
 - iv. Restoration of wetland on an acre-for-acre basis to mitigate for the fill will occur next to a larger contiguous wetland area at Ormond Beach. Additional plans identifying the location and character of the restoration area will be submitted to the Coastal Commission as an amendment of the LUP prior to the filling of any wetland pursuant to this policy.
 - v. The Department of Fish and Game and the U.S. Fish and Wildlife Service have determined that the proposed restoration project can be successfully carried out.

- h. Nature study, aquaculture, or similar resource-dependent activities.
- i. If the project involves filling of wetlands, required mitigation measures shall include the following:
 - i. If appropriate restoration site is available, restoration of any equivalent area of equal or greater biological productivity, and dedication of the land to the City of Oxnard or otherwise permanently restrict its uses for Open Space purposes. For the area to be of equal or greater biological productivity, it must prove at least equal surface area and equal or greater habitat values. The restoration plan shall be approved and initiated before the fill development may proceed.
 - ii. If no appropriate restoration sites are available, the applicant shall pay an in-lieu fee of sufficient value to the City of Oxnard for the purchase and restoration of an area of equivalent productive value or equivalent surface area. This option would be allowed only if the applicant is unable to find a willing seller of a potential restoration site.
 - iii. Plans for the restoration and management of the mitigation area shall be reviewed and approved by the City of Oxnard in conjunction with the Department of Fish and Game and the State Coastal Conservancy.

Policy 11 New dredging, other than existing maintenance operations, shall be designed to mitigate adverse impacts. Dredge spoils shall only be deposited in sites approved by the City Council and the appropriate local or state health agencies. The Council shall require test results from the Regional Water Quality Control Board that demonstrate the usability of the materials to be placed on a site. These tests shall include an analysis of the materials dredged and a comparison for compatibility with site materials.

Policy 12 The construction of shoreline structures such as, but not limited to, retaining walls, groins, revetments and breakwaters shall not be permitted except where absolutely necessary to protect public safety, or to preserve existing public beaches, marinas or structures. All permitted structures shall be designed to minimize adverse impacts, including those on both lateral and vertical access. Bulkheads shall be permitted in areas dredged as inland canals.

3.2.4 COMMERCIAL FISHING, SPORT FISHING, AND RECREATIONAL BOATING

Coastal Act Policies

30224: Increased recreational boating use of coastal waters shall be encouraged in accordance with this division by developing dry storage area, increasing public launching facilities, providing additional berthing space in existing harbors, limited non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.

30234: Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall where feasible be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.

Local Issues

The Channel Islands Harbor encompasses 310 acres, including approximately 200 acres of water area. The land portion of the harbor is within the city limits of Oxnard and is administered by the Ventura County Property Administration Agency (PAA) under a joint powers agreement between the two jurisdictions. The waterways of the Harbor are within the adopted Sphere of Influence of the City of Oxnard.

The harbor has developed during the past 20 years into an interesting small craft facility serving the needs of both the commercial and sport fishing industries, as well as recreational boating enthusiasts and the public in general. Currently there are 2,500 wet slips in the harbor, including 681 slips recently constructed as part of the final phase of development on the “X-Y parcels,” the last remaining vacant land in the harbor.

In addition to 2,500 wet boat slips, the Harbor provides a boat launching complex immediately south of the Fisherman’s Wharf Commercial Center along Victoria Avenue. This launching facility includes a 7-lane ramp and parking for approximately 340 vehicles and trailers. Also, the harbor operates three boat hoists which are available for recreational use. The harbor provides dry storage support for approximately 300 trailer-sized boats, which have access to ramp and hoist facilities.

There are approximately 25 commercial fishing vessels moored within the harbor. These vessels’ operators fish or dive for halibut, rock fish, shark, swordfish, bonita, yellow tail tuna, urchins and abalone. Fishing activity based at the Harbor includes gill netters and set line fishermen. Development in the harbor’s west channel will include 150 commercial fishing slips (60 permanent berths and 90 slips offered to fishermen on a first right of refusal), a net drying area, a vehicle loading and unloading area transient vessel dock, and fuel dock. A buying station, loading and unloading dock, and fish markets are located adjacent to the harbor’s east channel. These facilities provide important support to the area’s commercial fishing industry.

The harbor also includes a variety of visitor-serving activities including waterside restaurants, marine and specialty shops, a resort hotel and three shoreline public parks. Finally, the harbor

contains a large complex of apartments totaling approximately 725 units along Peninsula Road, occupied by a diverse group of residents.

The primary intent of this resubmittal is to clarify the important environmental, social, economic, and governmental relationships between the Channel Islands Harbor and the coastal zone of Oxnard. Moreover, the City of Oxnard supports the expansion of recreational boating opportunities in the harbor consistent with Section 30224 of the Coastal Act; however, it is important to note that the City is not proposing any Harbor development as part of this resubmittal, although there have been recent studies by the County for possible harbor expansion. For example, two recent studies have been completed for the future expansion of the harbor. First, the "Ventura County Coastal Recreational Boating Feasibility Study" was prepared for the County of Ventura by McClelland Engineer Inc. in 1984. Although this study was a countywide effort, it highlighted the potential expansion of boating facilities in the Channel Islands Harbor as reflected in the plan to develop a 15-acre parcel presently used for boat launching and parking in order to expand the wet slip inventory by 250 to 350 slips, as referenced by the Army Corps of Engineers (Exhibit "E").

The second study regarding the future expansion of the harbor was prepared for the County of Ventura by the Army Corps of Engineers in 1985 and focuses on the possible expansion of the entrance to the Harbor (Exhibit "E"). According to this study, the expansion of the existing channel entrance from 300 to 400 feet in width would meet the "objectives" of alleviating present and future congestion within the channel, increase overall navigational safety, and enhance and restore the environmental quality of the harbor.

Finally, the Ventura County Property Administration Agency (PAA) is preparing the "Channel Islands Harbor Public Works Plan," pursuant to Section 30605 of the Coastal Act. The "draft" Public Works Plan documents states (page 5):

With the completion of already approved projects along the west channel, the harbor will be completely built out.... The Property Administration Agency does not have plans for any major expansion or re-constructions of the harbor area. There will be, therefore, no previously undisclosed environmental impacts associated with implementation of this proposed Public Works Plan.

The principal objective of the Public Works Plan will be to identify land use designations and intensities within the Harbor and provide policies which provide, protect and maintain the public's access to, and use of, the recreational waters in and adjacent to the harbor; additionally, the plan will protect and maintain commercial fishing policies and actions designed to accomplish these recreational and commercial fishing objectives.

It should be noted that in the case public review will be necessary for any future harbor expansion proposal in order to meet the requirements of Oxnard's coastal planning permit process.

The harbor has evolved into a well-balanced small craft facility, contributing significantly to the City's image as the "Gateway to the Channel Islands." The harbor maintains an important physical and cultural relationship to the overall Coastal Zone of the City; therefore, the City provides the following coastal policies related to the Channel Islands Harbor.

Land Coastal Policies

- Policy 13 The harbor is administered by Ventura County and within the city limits of Oxnard. The City shall encourage the protection and expansion of facilities for commercial fishing, sport fishing, recreational boating, and other harbor-related activities within the Channel Islands Harbor, by working cooperatively with the County to prepare and process a Public Works Plan, to review and comment on proposed amendments to the Public Works Plan and, where consistent with the policies of the City's LUP, to implement those provisions of the Public Works Plan applicable to the harbor segment, pursuant to Section 30605 of the Coastal Act.
- Policy 14 Commercial fishing operations shall not be permitted within the Inland Waterway.
- Policy 15 As existing commercially developed harbor parcels recycle in terms of structures or uses, priority shall be given to commercial fishing support and recreational boating support facilities and services. As existing commercially developed Commercial Visitor-serving parcels recycle or are redeveloped priority shall be given to Commercial Visitor-serving uses. Development in the harbor shall be limited so that no more than 30 percent of the harbor's land area is visitor-serving commercial uses not directly related to boating.
- Policy 16 As existing industrially developed parcels in the harbor's industrial area recycle in terms of structures or uses new development shall be limited to Coastal-dependent and harbor-related Industrial Uses serving the harbor.
- Policy 17 Existing facilities serving commercial fishing, sport fishing and recreational boating shall be maintained and expanded where appropriate.
- Policy 18 Nonconforming uses shall be permitted to continue in their existing locations in conformance with the City Coastal Zoning Ordinance.
- Policy 19 Fifty percent of the harbor's water surface area shall be restrained as open water channels, in order to assure the safe circulation of a variety of commercial and recreational boats.
- Policy 20 Maximum access, which shall be conspicuously supported and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, right of private property owners and natural resource areas from overuse.
- Policy 21 Development shall not interfere with the public's right of access to harbor waters where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky harbor beaches to the first public right-of-way.
- Policy 22 New multi-family residential and planned unit residential development shall be limited to a density of no more than 18 units per acre. For the purpose of Local Coastal Plan administration in Channel Islands Harbor area, and in furtherance of the Urban Village concept, density calculated on the basis of gross acreage shall not exceed 40 units per acre.

- Policy 23 Harbor areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.
- Policy 24 Harbor front land suitable for recreational use shall be protected for recreational use and related development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided in the harbor area.
- Policy 25 To ensure that lower cost recreational and visitor-serving harbor facilities are available to all income groups, picnic tables, public rest rooms, pedestrian and bicycle access ways, pedestrian furniture, bicycle storage racks, small boat sailing, renting and berthing areas shall be provided. In addition, the harbor public park areas, which provide a lower cost recreational activity, shall be preserved for general public recreational use.
- Policy 26 Commercial fishing, sport fishing, and recreational boating facilities and areas shall be designed and situated so as not to interfere with each other or existing residential uses. Adequate parking at a ratio of 0.6 parking spaces per slip for recreational boats and two spaces per slip for commercial fishing boats shall be protected and provided in any new marina development. Parking required to serve recreational boating, sport fishing, or commercial fishing shall not be eliminated or reduced by new development.
- Policy 27 Monitoring of existing and proposed harbor land and water uses must be continued between County and City to ensure that no significant adverse accumulative impacts on adjacent coastal neighborhoods, resources or access occur.
- Policy 28 The City shall coordinate with the South Coast Area Transit District (SCAT) to develop additional or expanded bus routes to the harbor area as demand and funding allow. Expansion of bus service may include special, seasonal or weekend routes and possible shuttle or mini-bus service.
- Policy 29 Provide adequate public parking facilities in all new or modified harbor developments consistent with the City Land Use Plan and Zoning Ordinance.
- Policy 30 Provide harbor shoreline pedestrian access by incorporating shoreline pedestrian walkways into all new shoreline development, including the expansion of existing uses. Where existing buildings are found to interfere with lateral shoreline access, walkways shall be located as adjacent to the water as possible. All walkways are to be linked with adjacent walkways to ensure uninterrupted pedestrian movement.
- Policy 31 Provide a harbor bikeway system that incorporates access as part of the street system and, where feasible, along the shoreline.
- Policy 32 Minimize conflicts between pedestrians, bicyclists, and autos by separating pedestrian and bicycle lanes and providing bike paths in conjunction with the street system.

- Policy 33 Provide maximum public access and/or protect harbor areas, for reasons of public safety or fragile resources, by conspicuously posting well-designed directional signs in conjunction with new harbor development. Directional signs shall also be posted throughout the harbor to designate points of interest public view areas, the public beach areas parking, pedestrian and bicycle access ways. Said signing shall be compatible with the harbor's seaside theme consistent with the City Coastal Zoning Ordinance.
- Policy 34 The visual quality of the harbor shall be maintained by protecting unimpeded views to the water area from the Victoria Avenue and Channel Islands and Harbor Boulevards by retaining view corridors between the first main road and the water line. View corridors shall be landscaped to screen and soften views across paved areas and to frame and accentuate the view. Development in the harbor shall not exceed two stories or twenty five feet in height, whichever is greater, or at the corner of Victoria Avenue and Channel Islands Boulevard, 55 feet in height, with a maximum of an additional 10 feet allowed for rooftop appurtenances.~~two stories (25 feet in height) or at the corner of Victoria Avenue and Channel Islands Boulevard, 35 feet in height.~~
- Policy 35 Offshore oil support facilities or activities within the harbor shall be limited to storage of oil spill containment facilities and other emergency response equipment, provided: (a) there is not less environmentally damaging feasible alternative location, (b) recreational boating, commercial fishing, or public recreation uses are not displaced or adversely affected, and (c) adverse impacts, if any, are mitigated to the maximum extent feasible.

3.2.5 VISUAL RESOURCES

Coastal Act Policies

30251: The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal area, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas, such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government, shall be subordinate to the character of its setting.

Local Issues

Scenic ocean views can be found along the Oxnard coast. Mandalay Beach Road parallels the beach giving vistas of the ocean and on clear days the Channel Islands. Excellent views are also found from the Channel Islands Bridge, east of the intersection of Channel Islands Boulevard and Harbor Boulevard. Motorists and pedestrians have access along the bridge. Scattered small park areas and open parking areas provide opportunities to watch and participate in the activity at Channel Islands Harbor. The development planned for the remaining undeveloped area of the harbor will add to the existing opportunities by providing a promenade along the waterfront.

The ocean is generally not visible from Harbor Boulevard, limiting the visual resources north of Fifth Street. In the Ormond Beach area the ocean is only visible from Perkins Road and Arnold Road.

Other visual resources in the coastal zone include the tall sand dunes south of Fifth Street and south of Wooley Road, the lower dunes in the Mandalay Beach County Park north of Fifth Street, and the wetlands in the Ormond Beach area.

Local Coastal Policies

- Policy 36 All new development in the coastal zone shall be designed to minimize impacts on the visual resources of the area. Particular care should be taken in areas of special quality, such as those identified in the LCP.
- Policy 37 Height restrictions as defined by the City Zoning Ordinance shall be used to avoid blocking views.

3.3 Hazards

Coastal Act Policies

30253: New development shall:

- 1) Minimize risks to life and property in areas of high geologic, flood and fire hazard.
- 2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural land forms along bluffs and cliffs.

Local Issues

There is little evidence of any earthquake faults within the City's coastal zone, but the entire area is subject to ground shaking and liquefaction in the event of movement along a fault located elsewhere. Because of the high water table, the entire coastal zone is designated in the Seismic and Safety Element of the General Plan as having high liquefaction potential.

The coastal zone is also within the tsunami hazard area. The flat Oxnard Plain creates no obstacles to tsunami wave run-up.

Channel Islands harbor and the inland waterway are vulnerable to a seiche. A major earthquake could set a seiche in motion. The extent of the threat is unknown, however, because of the lack of historic data on seiches in Ventura County.

Beach erosion storm wave run-up and flooding area problems within much of the City's coastal zone. Erosion and storm wave run-up threaten the 27 homes located west of Mandalay Beach Road in Oxnard Shores. Adjacent vacant parcels are also eroding. The parcels are within the 100-year flood line designated by the U.S. Department of Housing and Urban Development. Ormond Beach has suffered from erosion in the past, but that has been reversed as a result of the sand bypass operations at Channel Islands and Port Hueneme Harbors. The area is also within the 100-year flood zone designated by HUD.

The Seismic and Safety Element has identified some of the coastal zone as having moderately expansive soils. With proper construction design, however, this is not a serious problem.

Portions of McGrath State Beach Park are within the 100-year flood plain of the Santa Clara River. However, because there is no development in this area, it poses no serious hazard.

Local Coastal Policies

Policy 38 All applications for grading and building permits and subdivisions shall be reviewed for threats from hazards such as seismic activity, liquefaction, tsunami run-up, seiche, beach erosion, flood, storm wave run-up, and expansive soils. Geologic reports may be required in known hazard areas. Appropriate mitigation measures shall be applied to minimize threat from any hazards.

Policy 39

- a. If new development is located within the 100-year flood and storm wave run-up area as designated by the Department of Housing and Urban Development and on the land use map, it shall be designed and engineered to withstand the effects of the flooding and wave run-up without the use of seaways or other protective structures. Particular care shall be given in protecting the necessary gas, electrical, sewer and water connections from breaking in the event of heavy wave run-up. Any person developing property within the 100-year flood line shall agree to indemnify and hold the City harmless from any liability or damages resulting from the construction of his development.
- b. Any development located on the beach shall be designed to assure lateral beach access.
- c. Corrective measures to protect and restore the Oxnard Shores Beach may be needed. Specific measures shall be investigated in Phase III.

3.4 Service Inventories

Coastal Act Policies

30254: New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division provided, however, that it is the intent of the legislature that State Highway Route 1 in rural areas of the coastal zone remain a scenic two-lane road. Special districts shall not be formed or expanded except where assessment for, and provisions of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal-dependent land use, essential public services and basic industries vital to the economic health of the region, state or nation, public recreation, commercial recreation and visitor-serving land uses shall not be precluded by other development.

Local Issues

Water

Table 3.4-1:

Table 3.4-2:

Table 3.4-3: Water for municipal and industrial uses in the City of Oxnard comes from two sources, and is distributed by the City Department of Public Works. Imported water from the State Water Project is piped into the Springville Reservoir (nine million gallon capacity) through the Oxnard conduit by the Calleguas Municipal Water District (CMWD), then delivered to the City. The City's municipal water system then blends the waters at one of three blending stations. The current blend ratio is two parts imported water to one part local water.

The water supply is adequate for current demand, but will probably be a constraining factor for new development in the mid-1980's. The City has no specific entitlement with CMWD which in turn has no entitlement with its supplier, Metropolitan Water District. Currently, CMWD gets 60,000 acre feet per year (afy) from Metropolitan from which it supplies several customers including Oxnard. The policy of both Metropolitan and CMWD is to allocate available water on the basis of demand as it occurs. Limitation on the supply will result when in the mid-1980's the State of Arizona begins pumping Colorado River water cutting Metropolitan's supply from that source in half. Development of the State Water Project will also directly affect the supplies of Metropolitan CMWD and the City of Oxnard.

United Water Conservation District (UWCD) has a rated capacity of 13,000 afy from the Montalvo Basin of which Oxnard has a 43.5% entitlement (5,655 afy). Current use is approaching that entitlement. Because of the current overdraft conditions in both the Oxnard Plain aquifer and the Montalvo Basin there is no capability to increase local groundwater supplies. The City's policy is to meet future increases in needs with imported water. Total municipal use is presently 18,000 afy.

The coastal zone's existing water distribution system is adequate for both present and future needs. A 12-inch line runs as far north as McGrath State Park, and 16-inch and 12-inch lines run as far south as Ormond Beach and the city limits.

The northeastern agriculture lands in the Oxnard Coastal Zone coastal zone (bounded on the north by Wooley Road, the east by Victoria Avenue, the south by Hemlock Street, and the west by Edison Canal) currently get their water from on-site wells. Although the water is hard (approximately 1,000 TDS), it is usable for both agricultural and domestic uses. Based on an average use of 2.7 afy per acre for vegetable crops in the Oxnard Plain, water use in this area is approximately 607.5 afy (225 ac x 2.7 afy). Supply is adequate to meet this demand.

Seawater intrusion has not reached this area; however, if pumping restrictions are imposed throughout the plain to control the intrusion, agriculture users may be forced to purchase water from other sources, raising costs substantially.

Agricultural lands in the Ormond Beach area are above the intruded basin and are forced to pump water from the Fox Canyon aquifer. The 90 acres in production use an average of 243 afy. Although Fox Canyon is not presently intruded, it is possible that continued unlimited extraction could lead to intrusion in the future.

Sanitary Systems

The Oxnard Wastewater Treatment Plant has a treatment capacity of 22.6 million gallons per day (mgd). At the present time, the plant is processing approximately 20 mgd. An expansion of the plant is scheduled for completion in early 1991 and will increase the plant's treatment capacity to 31.7 mgd.

Oxnard's remaining allocation of 1980 capacity (2.8 to 3.3 mgd) would be adequate to serve only that future development that occurs in the coastal zone, but it is not possible or practical to limit the allocation to just the coastal area. As a result of service limitations the Oxnard General Plan (1990 Land Use and Circulation Element) developed a phasing policy for future development. All of the coastal zone is included in Phase 1 which is defined as:

Areas designated in Phase 1 shall also be required as part of the continuation of the "round out" or "fill in" process. These areas shall be permitted to develop but will differ from Phase 1A in that where public utilities or facilities are lacking, the developer will be responsible for extending all improvements unless such improvements have been adopted in the Capital Improvements Budget.

The existing phasing policies are not specific enough to provide phasing priorities in the coastal zone. As a result these policies will be developed in the Prioritization Section of this paper.

All residential development within the coastal zone is served by the municipal sewer system. No lines run north of Fifth Street. The only lines in the Ormond Beach area run down Perkins Road to the Treatment Plant, and along Arcturus Road and part of McWane Boulevard. Developments not served by municipal lines, including the Mandalay Beach and Ormond Beach Electrical Generating Stations, are on septic systems.

Existing trunk lines and force mains in the coastal zone are adequate for both existing and projected 1990 developments. Two of the six pumping stations are inadequate for current demand and three of the six are inadequate for projected 1990 flows. Improvements and upgrading for all five stations is proposed for the 1980 phase of implementation for the City Sewer Master Plan. When completed, the stations will all be adequate for the projected 1990 flows. A seventh pump station in the coastal zone, No. 27, was recently completed.

No new lines are proposed north of Oxnard Shores in the McGrath-Mandalay area. The 1990 implementation program (City Sewer Master Plan) does include Trunk Line BM-1 and Pump Station No. 31 in the Ormond Beach area. Construction of this project is subject to development needs in the area and is estimated to cost \$1,772,600 at the time of construction.

Local Coastal Policies

Policy 40 All new development in the coastal zone shall employ the most recent water conservation methods, including (but not limited to):

- a. low-flow pipes and toilets;
- b. flow restrictions on all shower heads;
- c. underground drip irrigation systems; and
- d. use of low-water use vegetation for landscaping.

Policy 41 Consideration of all proposed projects in the coastal zone shall include consideration of the remaining water and sewer capacities. This shall include a calculation of the proposed project's use of remaining capacity in percent. Projects shall be approved only when sufficient water and sewer services are available.

Policy 42 The City shall cooperate and coordinate with the 208 and 201 programs in designing and implementing a program to retard the seawater intrusion.

Policy 43 Based on Section 30254 of the Act and the limitation on services capacities, the following shall be the prioritization of service allocation within the coastal zone. If a use of a lower priority is approved, the finding must be made that approval does not restrict the availability of services for all higher priority uses designated on the land use plan but not yet constructed.

Priority 1

- a. Coastal-dependent industries and agriculture
- b. Essential public services
- c. Basic industries essential for the region, state, or nation

Priority II

- d. Visitor-serving commercial and recreational uses
- e. Commercial and recreational uses serving persons of low to moderate income
- f. Low to moderate cost housing

Priority III

- g. Private residential
- h. General industrial
- i. General commercial

3.5 Development

Coastal Act Policies

30250:

a. New development except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agriculture uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the areas have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

b. Where feasible, new hazardous industrial development shall be located away from existing developed areas.

c. Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated development or at selected points of attraction for visitors.

30252: The location and amount of new development should maintain and enhance public access to the coast by:

a. Facilitating the provision or extension of transit service.

b. Providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads.

c. Providing non-automobile circulation within the development.

d. Providing adequate parking facilities or providing substitute means of serving the development with public transportation.

e. Assuring the potential for public transit for high-intensity uses such as high-rise office buildings.

f. Assuring that the recreational needs to new residents that will not overload nearby coastal recreation development areas by correlating the amount of development with local park acquisition and development plans with the provision of on-site recreational facilities to serve the new development.

30253: New development shall:

a. Minimize risks to life and property in areas of high geologic, flood and fire hazard.

b. Assure stability and structural integrity and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

c. Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development.

d. Minimize energy consumption and vehicle miles traveled.

e. Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destinations points for recreational uses.

Local Issues

New residents and commercial development in the Oxnard coastal zone will be located in the Channel Islands Harbor and Oxnard Shores area. Future development in the Ormond Beach area will be industrial or energy-related, as discussed in the Industrial Development section of this plan. Little new development is expected in the McGrath-Mandalay area. Expansion is planned for McGrath State Beach Park but the area will remain in recreational use.

The new development of the X-Y parcels in the Channel Islands Harbor was planned in the Feasibility Study prepared by the County of Ventura, June 1977. The project includes approximately 750 berthing slips, 1,100 parking spaces, a restaurant, a community center, a yacht club, and a theme village, covering a combined area of 42.62 acres. This project completes the development of the harbor.

Existing development in the Oxnard Shores area of the city's coastal zone is predominantly residential. Two neighborhoods make up this section: the Oxnard Shores Neighborhood west of Harbor Boulevard, and the Channel Islands Neighborhood, which includes the Inland Waterway. Both are presently partially developed and have room for infill development. In addition to the existing development, approximately 475 acres of the Oxnard Shores area are in large, undeveloped areas. Of these, 250 acres are presently in agricultural use.

It is possible to calculate full build-out for the coastal zone based on the existing and proposed densities. The Oxnard Shores section of the coastal zone, when fully developed, can include approximately 4,119 dwelling units. The majority of these units are either presently existing or will be built as infill development in the neighborhoods. The two large areas designated for planned development have the potential of approximately 1,000 units.

As discussed in Chapter 2, the Land Use Map designates uses for these areas. The policies in this section are designed to further define the designations.

Local Coastal Policies

Policy 44 Areas designated for visitor-serving commercial uses shall be planned and designed to maximize aesthetics, have a common theme and blend with surrounding uses. Permitted uses include motels, hotels, restaurants and visitor-oriented retail commercial. Where designated, neighborhood convenience commercial may also be permitted, provided that the commercial uses remain predominantly visitor-oriented.

Policy 45 The Ventura County Air Quality Management Plan (AQMD) is incorporated into the LCP by reference. All new development located within the coastal zone shall occur in a manner consistent with the AQMD.

Policy 46 Avoidance is the preferred mitigation in all cases where a proposed project would intrude on the known location of a cultural resource. Therefore, proposed project areas should be surveyed by a qualified archaeologist and resulting findings taken into account prior to issuing discretionary entitlements.

- a. Should any object of potential cultural significance be encountered during construction, a qualified cultural resources consultant shall be contacted to evaluate the find and recommend any further mitigation needed. All potential impacts shall be mitigated to the maximum extent feasible.
- b. Any unavoidable buried sites discovered during construction shall be excavated by a qualified archaeologist with an acceptable research design. During such site excavation, a qualified representative of the local descendants of the Chumash Indians shall be employed to assist in the study, to ensure the proper handling of cultural materials and the proper curation or reburial of finds of religious importance or sacred importance or sacred meaning.
- c. The project design shall also provide for significant buffer areas within the project, not including active public or visitor-serving uses, which will effectively protect all adjacent agricultural land uses from conflicts with urban uses and activities.
- d. For all PUD project, the following requirements are imposed:
 - i. A program of signing shall be developed and implemented to inform and direct the public as to the access and recreational opportunities, and the public obligations and constraints. Public recreational areas shall be located and designed to provide for ready access and identification by the public.
 - ii. All public areas shall be offered for dedication for public use prior to issuance of a permit for development.
 - iii. Public improvements required of a development shall be developed concurrently and shall be completed prior to completion of the final project phase.

Policy 47 The Colony, a 115-acre planned development site located between Harbor Boulevard and the Pacific Ocean, north of Channel Islands Boulevard and south of Falkirk Avenue, is a recognizable residential and resort facility. Public access to the beach is provided by means of a promenade and bike path which extends along the entire length of the overall development. The site consists of residential areas, hotel and public beach with public parking facilities provided.

- a. Retain a public beach of 36 acres along the westerly ocean frontage.
- b. Maintain the 45 acres of residential uses within the site having a net density of 9.5 to 11.1 dwelling units per acre.

- c. Retain the public linear pedestrian and bike path as located along the south property line for the length of the site at a width no less than 30 feet to provide public access and view to the ocean.
- d. Adequate public parking facilities have been provided and are to be maintained as such. Development shall not interfere with the public's right of access to these parking facilities.
- e. The visitor-serving commercial hotel facilities shall be maintained as a hotel facility and is not to be converted to permanent residential uses.
- f. The development is to remain consistent with the specific plan and coastal development permit as adopted.

Policy 48 The Mandalay Bay project site, a 220-acre property located north of Hemlock Street, south of Wooley Road, and between the Edison Canal and Victoria Avenue, has been designated Planned Development. The purpose of the designation is to ensure the well-planned development of this large area which is proposed for water-oriented development. The following policies apply specifically to this development area:

- a. The entire site shall be planned as a unit. A specific plan showing the ultimate development of the site shall be required prior to any project or subdivision approval.
- b. Overall densities shall not exceed those established in the land use plan. The site design shall include expansion of the existing Inland Water/Edison Canal system. Residences, both single-family or multiple units, shall be oriented to the waterway, and private docking facilities may be provided. Public vertical access to the waterway shall be required; the combined public vertical access frontage on the water shall not be less than 10 percent of the development's total linear waterfront footage, unless adequate access is provided nearby and shall be included in the specific plan. The lateral access requirement shall be a minimum of 50 percent of the total linear frontage and shall be dedicated and available for public access. Exceptions to continuous lateral public access shall be allowed only for limited single-family waterfront home development where adequate alternative access exists nearby. All public accessways and facilities shall be provided in accordance with Policy 72. Recreational areas shall be distributed throughout the project with pedestrian and bicycle linkages between pocket parks, play areas, overlooks and other small-scale public areas offering the public and residents of the project recreational opportunities. No project on this site shall be approved without concurrent approval of all components of the "prime agricultural land maintenance program".

(Please refer to Policy 5 of this Plan)

- c. Common (non-public) open space shall be required for all multiple-family or attached units and shall include, but is not limited to, recreational facilities intended for the residents' use, including swimming pools, tennis courts, playgrounds, community gardens, or common landscaped areas. Streets, driveways and parking lots shall not be considered as a common open space.

- d. Public open space shall include, but is not limited to, public parks other than identified neighborhood and community parks, beaches, parking lots for public use and access corridors, including pedestrian paths and bikeways. Streets, property for private use, sensitive habitat areas and other non-usable areas shall not be considered as public open space.
- e. At least 20 percent of the net area of the site shall be designated for common open space for multiple-family or attached-unit developments unless adequate facilities are provided nearby. Not less than 20 percent of the net area of the site for all areas designated Planned Development on the land use map shall be public open space, unless adequate open space is provided nearby. Areas designated by the LCP as neighborhood or community parks shall not be included in the site area and may not be counted towards the required percentage of public open space. The area of the waterway may be included in the tabulations.
- f. Land uses shall consist of a mix of visitor-serving commercial, school, residential and public recreational areas oriented to an expansion of the existing Inland Waterway. The visitor-serving commercial, public recreation and open water shall comprise at least 50 percent of the overall project area. At least 12.5 percent of the total project area shall be public recreation areas and at least 12.5 percent of the total project area shall be visitor-serving commercial. Water area shall comprise the remaining 50 percent of the visitor-serving commercial and public recreation area.
 - Total Project Site: 220 acres (100 percent)
 - Area required for visitor-serving commercial, public recreation and open water: 110 acres (50 percent)
 - Area for residential development: 110 acres (50 percent)

School(s) to be counted in the residential development category.

- g. School use is limited to the construction, maintenance, and operation of a public elementary school facility, in conjunction with public access and recreational components, located on the approximately 8.79-acre property (APN 188-0-250-015) on the south side of Wooley Road between Tradewinds Drive and Seabridge Lane. Approval of any school use shall be conditioned upon the school use being limited to only that portion of the 8.79-acre property that was approved for mixed-use (residential/commercial) pursuant to CDP A-4-OXN-03-014, with the remainder of the property required to be dedicated to the City of Oxnard and developed with an approximately 2.5 acre public waterfront park, as well as public accessways around the perimeter of the entire property.
- h. The public park shall be developed with public recreational amenities, including, but not limited to, picnic tables, benches, tot lot/playground, drinking fountains, landscaping, parking, and restroom. The public park area shall not be fenced or otherwise restricted, to allow for unimpeded public access at all times. The public park may be used jointly by the school, as long as public access is not restricted.

Breakdown of Public and Visitor Serving Areas

Element	Minimum Acreage	Percent of Public Area	Percent of Total Project
Visitor-serving Commercial Public Recreation and Open Water	110.0	100	50
a. Visitor-serving Commercial	27.5	25	12.5
b. Public Recreation	27.5*	25	12.5
c. Open Water**	55.0	50	25.0

* Must all be on land.

** Up to 10 percent of open water may be devoted to public marinas or boat slips available to the public.

- i. The development of an open body of water shall be an integral part of this land use designation. The development of this water area, however, may only proceed consistent with the other policies of this plan. A public launching ramp and boat docks for day use will also be provided. Fifty percent of the docking facilities provided in the project other than those provided with single-family residences shall be available for use by people not residing within the project. Full and unimpaired public access to and use of all open water areas, consistent with security and safety requirements, shall be assured. The location of and design of all development shall provide for public access and use of the project's water and immediate shore area.

Policy 49 The North Shore at Mandalay Bay project site, an 82.7 net acre property located north of West Fifth Street, east of Harbor Boulevard and south and west of the Reliant Energy canal, has been designated Resource Protection Area, Recreation Area, and Planned Unit Development. The following polices shall apply specifically to this development area:

- a. Land uses shall consist of: single-family residential development; a Milk-vetch habitat preserve area; dune scrub, coyote brush/willow cluster, buckwheat and coastal sagebrush restoration area; landscaped buffer area; and a public trail within the landscaped buffer/linear parkway. The linear parkway shall serve as a landscape buffer to the resource protection areas, Reliant Energy canal and agricultural lands beyond the canal, and as a native habitat planting area.
- b. Existing overhead utility lines on and adjacent to the development on this property shall be placed underground in accordance with City ordinances in effect at the time of grading permit issuance.
- c. The maximum number of development units shall be limited to 300.

3.6 Industrial and Energy Development

Coastal Act Policies

30250(b): Where feasible, new hazardous industrial development shall be located away from existing developed areas.

30260: Coastal-dependent industrial facilities shall be encouraged to locate or expand within existing sites and shall be permitted reasonable long-term growth where consistent with this division; however, where new or expanded coastal-dependent industrial facilities cannot feasibly be accommodated consistent with other policies of this division, they may nonetheless be permitted in accordance with this section and Sections 30261 and 30262 if:

1. Alternative locations are infeasible or more environmentally damaging;
2. To do otherwise would adversely affect the public welfare; and
3. Adverse environmental effects are mitigated to the maximum extent feasible

30261: (a) Multi-company use of existing and new tanker facilities shall be encouraged to the maximum extent feasible and legally permissible, except where to do so would result in increased tanker operations and associated onshore development incompatible with the land use and environmental goals for the area. New tanker terminals outside of existing terminal areas shall be situated as to avoid risk to environmentally sensitive areas and shall use a monobuoy system, unless an alternative type of system can be shown to be environmentally preferable for a specific site. Tanker facilities shall be designed to:

1. Minimize the total volume of oil spilled
2. Minimize the risk of collision from the movement of other vessels
3. Have ready access to the most effective feasible containment and recovery equipment for oil spills
4. Have onshore deballasting facilities to receive any fouled ballast water from tankers where operationally or legally required

30262: Oil and gas development shall be permitted in accordance with Sections 30260, if the following conditions are met:

- a. The development is performed safely and consistent with the geologic conditions of the well site.
- b. New or expanded facilities related to such development are consolidated to the maximum extent feasible and legally permissible, unless consolidation will have adverse environmental consequences and will not significantly reduce the number of producing wells, support facilities, or sites required to produce the reservoir economically and with minimal environmental impacts.
- c. Environmentally safe and feasible subsea completions are used when drilling platforms or islands would substantially degrade coastal visual qualities unless use of such structures will result in substantially less environmental risks.

d. Platforms or islands will not be sited where a substantial hazard to vessel traffic might result from the facility or related operations, determined in consultation with the United States Coast Guard and the Army Corps of Engineers.

e. Such development will not cause or contribute to subsidence hazards unless it is determined that adequate measures will be undertaken to prevent damage from such substance.

f. With respect to new facilities, all oilfields brines are reinjected into oil-producing zones unless the Division of Oil and Gas of the Department of Conservation determines to do so would adversely affect production of the reservoirs and unless injection into other subsurface zones will reduce environmental risks. Exceptions to reinjections will be granted consistent with the Ocean Waters Discharge Plan of the State Water Resources Control Board and where adequate provision is made for the elimination of petroleum odors and water-quality problems.

Where appropriate, monitoring programs to record land surface and near-shore ocean floor movements shall be initiated in locations of new large-scale fluid extraction on land or near shore before operations being and shall continue until surface conditions have stabilized. Costs of monitoring and mitigation programs shall be borne by liquid and gas extraction operators.

30263: (A) New or expanded refineries or petrochemical facilities not otherwise consistent with the provisions of this division shall be permitted if:

1. Alternate locations are not feasible or are more environmentally damaging.
2. Adverse environmental effects are mitigated to the maximum extent feasible.
3. It is found that not permitting such development would adversely affect the public welfare.
4. The facility is not located in a highly scenic or seismically hazardous area on any of the Channel Islands or within or contiguous to environmentally sensitive areas.
5. The facility is sited so as to provide a sufficient buffer area to minimize adverse impacts on surrounding property.

B. In addition to meeting all applicable air quality standards, new or expanded refineries or petrochemical facilities shall be permitted in areas designated as air quality maintenance areas by the State Air Resources Board and in areas where coastal resources would be adversely affected only if the negative impacts of the project upon air quality are offset by reductions in gaseous emissions in the area by the users of the fuels or, in the case of an expansion of an existing site, total site emissions levels and site levels for each emission type for which national or state ambient air quality standards have been established do not increase.

C. New or expanded refineries or petrochemical facilities shall minimize the need for once-through cooling air by using air cooling to the maximum extent feasible and by using treated wastewaters from in-plant processes where feasible.

30264: Notwithstanding any other provision of this division, except subdivisions (b) and (c) of Section 30413, new or expanded thermal electric generating plants may be constructed in the coastal zone if the proposed coastal site has been determined by the State Energy Resources Conservation

and Development Commission to have greater relative merit pursuant to the provisions of Sections 25516.1 than available alternative sites and related facilities for an applicant’s service area which have been determined to be acceptable pursuant to the provisions of Section 25516.

Local Issues

Industrial and energy development in the Oxnard Coastal Zone is concentrated in two areas: the Channel Islands Harbor and the Ormond Beach area. Approximately 115 acres south of McGrath State Beach are also zoned EC (Coastal Energy Facilities). The land is owned by Southern California Edison, and is the site for the Mandalay Beach Generating Station and accessory uses. It also includes the site of the Union Oil separating facility.

The industrial areas adjacent to the Channel Islands Harbor are zoned CDI (Coastal-dependent Industrial). Located on the east side of the Harbor, the uses are boat construction, repair, service and storage, and therefore, are coastal-dependent. Table 1 shows acreage by land use type.

TABLE 1: CHANNEL ISLANDS HARBOR LAND USES

Use	Acres
Boat Repair	7.04
Boat Storage	2.00
Launch Ramp	0.30
Maintenance Yard	0.66

The majority of the coastal zone at Ormond Beach is zoned CDI (Coastal-dependent Industrial). The General Plan Land Use Element designates all nonhabitat or beach areas east of the Halaco facility and south of McWane Boulevard as “Public Utility,” a designation which is not yet defined by ordinance. The remainder of the area is designated for heavy industry, except for the Wastewater Treatment Plant, which is also designated Public Utility. Existing development is industrial. Undeveloped areas are used for agriculture, left vacant, or are unimproved wetlands. Table 2 gives the approximate total area of each type of use.

TABLE 2: ORMOND BEACH LAND USES

Use	Approximate Acreage
Industrial Development	336
Agriculture	90

Wetlands	131
Vacant	134

An undeveloped subdivision is located along the beach at Ormond Beach. This 70-acre subdivision was recorded in 1938, but before any development could take place, severe beach erosion put the subdivision under water. Recently, the beach sand has been replenished due to sand bypass and dredging of the Channel Islands Harbor and the area is now dry sandy beach.

Ten of the 70 acres (about 60 lots) remain in private ownership. The City owns 58 acres primarily either street right-of-way or lots acquired through delinquent taxes. The State owns two acres (12 lots) also acquired through delinquent taxes. All of the lots are zone RC (Coastal Recreation), and the General Plan designates the area for recreation.

Southern California Edison operates two electrical generating plants in the City of Oxnard's coastal zone, Mandalay Beach Generating Station and Ormond Beach Generating Station. Both facilities are conventional oil-gas fuel plants, and supply electrical power to Ventura County and other surrounding counties.

The Mandalay station, the smaller of the two, is a two-unit and one-peaking unit facility, with a peaking capacity of 510 MW. Two units are oil-gas field, rated at 215 MW each and began operation in 1959. In 1969, the peaking unit was added. It has a rating of 110 MW, and uses distillate fuel. Fuel oil for the Mandalay station is supplied by tankers, which offload approximately 3,000 feet offshore. The monobuoy is connected to the facility by a 24-inch pipeline. This line's estimated annual throughput is 3.23 million barrels. On-site oil storage capacity is 315,000 barrels. There are no urban uses neighboring the Mandalay facility. The newly acquired but as yet undeveloped 90-acre City/County Park is located directly to the south, and McGrath State Beach Park is to the north. The ocean is to the west of the site, and on the east of Edison's property is agricultural land, under County jurisdiction.

The Ormond Beach Generating Station is a two-unit plant with a combined capacity of 1,500 MW. Although each unit has a capacity of 750 MW, No. 1 is restricted to 680 MW and No.2 is restricted to 700 MW in order to meet APCD nitrous oxides emissions standards. Fuel supplies are offloaded by marine tanker in Port Hueneme, then piped to the plant. Currently, three million barrels can be stored on-site. Like the Mandalay plant, there is no residential use near the Ormond plant; however, there are nearby, but not adjacent, industrial uses. Immediately surrounding the plant are wetlands to the east and west, agriculture to the north and the ocean to the south.

The only known oil and gas field in the Oxnard coastal zone is the West Montalvo Field. Located in the northernmost section of the coastal zone, only a portion of the field is within Oxnard's City boundaries. It also extends into lands under County jurisdiction and offshore. The northern section of the field (within County jurisdiction) includes a producing gas zone. Table 3 gives production of oil and gas in the Montalvo Field for the years 1976, 1977, and 1978. It is not possible to break the figures into City and County areas, so they reflect production from the entire field.

Map 8 shows the established oil and gas drilling districts and well sites. The two drill sites in McGrath State Park are unimproved. The other sites are improved as indicated on the map.

TABLE 3: OIL & GAS PRODUCTION WEST MONTALVO FIELD

Year	Oil Onshore (bbl)	Net Gas (mcf)		Oil (bbl) Offshore	Net Gas (mcf) Offshore	Gas Zone: Net Gas (mcf)
		Onshore	Offshore			
1976	507,490	1,204,915	87,387	0	1,263,498	
1977*	452,000	1,160,000	48,800	14,000	1,250,000	
1978*	236,000	779,000	39,000	0	936,000	

*1977 and 1978 figures from California Division of Oil and Gas Preliminary Reports and reflect estimates based on nine months of production data.

Union Oil has located a separating facility adjacent to the Mandalay Beach Generating Station in what is currently Mandalay Beach Park. As part of the EIR process, two other sites located in the City of Oxnard were evaluated; east of Harbor Boulevard at Mandalay, on property currently owned by the Edison Company, and at Ormond Beach. The least environmentally damaging site was identified by the EIR.

MAP NO. 8: Coastal Onshore Oil and Gas Leases and Separation/Treatment Facilities

Local Coastal Policies

- Policy 50 Coastal-dependent uses (as defined in Section 30101 of the Coastal Act) shall be a priority in all areas designated Industrial. Coastal-dependent industrial uses shall be permitted in all areas designated as Industrial. Because of the industrial area's proximity to populated areas, and the potential for heavy recreational use of the Channel Islands Harbor and the Ormond Beach areas, new or expanded hazardous industries, or industries producing toxic wastes, shall not be permitted.
- Policy 51 All new industrial and energy-related development shall conform to the air quality regulations set by the Ventura County Air Pollution Control District, the Air Quality Management Plan and New Source Review Rule 26.
- Policy 52 Industrial and energy-related development shall not be located in coastal resource areas, including sensitive habitats, recreational areas and archaeological sites. All development adjacent to these resource areas or agricultural areas shall be designed to mitigate any adverse impacts. All new industrial development shall be designed and screened to minimize aesthetic impacts. Screening shall be primarily vegetative.
- Policy 53 All industrial development located in the Channel Islands Harbor shall be related to either the harbor, boating, or commercial fishing.
- Policy 54 All new industrial and energy-related development shall be located and designed to minimize adverse effects upon public access to the beach. Where appropriate, an access dedication shall be a condition of approval.
- Policy 55 Residential and visitor-serving commercial uses shall not be considered compatible with industrial and energy facility zoning as neighboring uses or zoning designations.
- Policy 56 No industrial or energy-related development shall be located seaward of the 100-year flood/wave run-up line as designated by the U.S. Department of Housing Insurance Program Administration and the Land Use Map.
- Policy 57 If it is not possible to reroute pipelines around coastal resource areas, including habitat, recreational and archaeological areas, they shall be permitted to cross the areas with the following conditions:
- a. Pipeline segments shall, in case of a break, be isolated by automatic shut off valves or with other safety techniques approved by the City. If the City determines it is necessary, the valves may be located at intervals less than the maximum required by the Department of Transportation.
 - b. Any routing through resource areas shall be designed to minimize the impacts of a spill, should it occur, by considering spill volumes, durations and trajectories. Plans for appropriate measures for cleanup shall be submitted with permit applications for all pipeline project proposals.
 - c. Except for pipelines exempted from coastal development permits under Sections 30610(c) and (e) of the Coastal Act as defined by the State Coastal Commission's

Interpretive Guidelines, a survey shall be conducted along the route of any proposed new pipeline in the coastal zone to determine what, if any, coastal resources may be impacted by construction and operation of the proposed pipeline. The costs of the survey shall be borne by the applicant. This survey may be conducted as a part of environmental review if an EIR is required.

- d. The survey shall be conducted by a consultant selected jointly by the applicant, the City and the Department of Fish and Game. If it is determined that the area to be disturbed will not revegetate naturally or sufficiently quickly to avoid erosion or other damage, the applicant shall submit a revegetation plan. The plan shall also include provisions for restoration of any habitats disturbed by construction or operations of the proposed pipeline.
- e. For projects where a revegetation plan and/or habitat restoration plan has been required, the area crossed by the pipeline shall resurveyed one year after the completion of construction to determine the effectiveness of the plan. This survey shall continue on an annual basis to monitor progress in returning the site to preconstruction conditions until the City has determined that the vegetation restoration is complete.
- f. The City shall require the posting of a performance bond by the applicant to ensure compliance with these provisions.
- g. Herbicides shall not be used during pipeline construction. The sidecasting of soil may be restricted where the City deems necessary by removal of excess soil to an approved dumping site after the excavation has been backfilled and compacted. The City may require that the trenches be filled by replacing the soil horizons in sequence.

Policy 58 The Coastal Act's definition of "development" (Section 30106) shall be used to determine what operations will require a coastal development permit.

Policy 59 Oil and gas production activities shall be conditionally permitted uses in areas designated as an "Oil/Gas Drilling District." This designation shall only be applied to existing known fields, as designated by the California Division of Oil and Gas, and shall not be applied in residential or environmentally sensitive habitat areas.

In the event that oil and/or gas are believed to be present in an area not presently designated for oil and gas production activities, an amendment to the Land Use Plan and rezoning of the affected property will be required prior to commencing production activities.

Policy 60 Oil and gas production activities shall require a special use permit in areas designated for recreational use. Expansion of existing oil and gas production facilities in recreational areas shall also require a special use permit.

Policy 61 A plan prepared by the applicant for the specific lease area shall accompany all applications for a coastal permit for oil and gas wells. The plan shall be either an exploratory plan for an exploratory well or a development plan for development wells.

Both types of plans shall address the same issues, but the exploratory plan can be less detailed. The following shall be included:

- a. The location of existing and proposed facilities, including drilling and production sites, storage tanks, pipelines, access roads and other structures.
- b. The location of all natural features, including habitats, prime agricultural land, recreational areas, scenic resources, archaeological sites and geologic hazards within 1000 feet of the well(s).
- c. Measures to eliminate or substantially mitigate all adverse impacts on the area's resources due to siting, construction or operation.
- d. Grading plans.
- e. Methods of disposal of all wastes.
- f. Methods of transporting all produced oil and gas offsite.
- g. A risk management plan, including oil spill prevention measures, contingency plans and fire protection plans
- h. A development time table.
- i. Plans for the maximum feasible consolidation of facilities, both for a single operator and with other operators.

Upon completion of production, the oil and gas production facility area shall be returned, as much as is possible to either its natural state or to be in conformance with the surrounding topography and uses by contouring, seeding and landscaping.

Policy 62 Although authority for new power plant siting rests with the California Energy Commission and the City has expressed opposition to a new power plant in the City, if a new plant is to be sited in the Ormond Beach area, the City shall encourage the use of the land immediately adjacent to the existing Ormond Beach station.

Policy 63 Except for the oil and gas wells and accessory structures, all energy facilities proposed for the coastal zone shall be permitted uses only in the areas designated "Energy Development Areas" on the land use map. The concentration of these uses in the industrial development in the Ormond Beach area is in conformance with coastal policies requiring the concentration of development and facility consolidation (Sections 30260 and 30261).

Policy 64 It shall be a condition of approval that, wherever possible, Wastewater from any industrial or energy-related facility be treated as necessary and put to reuse including, but not limited to, the following: the reinjection into the aquifer or groundwater recharge system, recycling for industrial use, agricultural use, or urban services.

- Policy 65 All oil and gas processing and shipping facilities shall be consolidated to the maximum extent feasible, as determined by the City, by multi-company use or development of facilities.
- Policy 66 Pipelines shall be used to transport all petroleum products produced in the City's coastal zone to other areas for further processing. Existing pipelines shall be used, including multi-company use, wherever possible.

3.7 Coastal Access and Recreation

3.7.1 ACCESS AND RECREATION

Coastal Act Policies

30210: In carrying out the requirement of Section 2 of Article XV of the California Constitution, maximum access, which shall be conspicuously posted, and recreation opportunities, shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

30211: Development shall not interfere with the public's right of access to the sea where acquired through use, or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

30212: Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or (3) agriculture would be adversely affected. Dedicated access way shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the access way.

Nothing in this division shall restrict public access nor shall it excuse the performance of duties and responsibilities of public agencies which are required by Sections 66478.1 to 66478.14, inclusive, of the Government Code and by Section 2 of Article XV of the California Constitution.

30212.5: Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

30220: Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

30221: Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

30222: The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not agriculture or coastal-dependent industry.

30223: Upland areas necessary to support coastal recreational uses shall be reserved for such uses where feasible.

Local Issues

Oxnard's coastal zone includes substantial opportunities for public access to the ocean and related recreational uses. Broad sandy beaches, a harbor, the Inland Waterway and the Edison Canal provide the resources for a variety of coastal recreational activities.

Summary of Existing Access

Oxnard's beaches constitute a major undeveloped recreational resource of local and State-wide significance. Approximately 410 acres and 45,200 feet of shoreline have been identified as major beach or recreational areas. Of this total, 35,050 feet of shoreline and 300 acres are within the city's jurisdiction.

There are seven beach areas in the Oxnard coastal zone; five in the city and two in the county. Public use of these beaches is limited due to the present lack of access and parking.

Table 9 Beaches

<i>Name</i>	<i>Beach Frontage (In Feet)</i>	<i>Dry Sandy Area (In Acres)</i>
McGrath State Park	10,800	60
Mandalay Beach Park	2, 800	10
Oxnard Shores	5,400	10
Mandalay Beach	3,400	20
Hollywood Beach (County)	6,800	60
Silver Strand (County)	4,600	40
Ormond Beach	11,400	210

State-wide and regional access to the Oxnard area is presently provided by State Route 101 (Ventura Freeway) and State Route 1.

McGrath-Mandalay Area

There is substantial potential for public access available in the McGrath area of the City's coastal zone. All but 1,800 feet of beach frontage from the Santa Clara River southerly to Fifth Street are public lands in the McGrath State Park and the Mandalay Beach City/Country Park. The Southern California Edison Mandalay Beach electrical generating plant occupies 1,800 feet of ocean frontage between McGrath State Park and the Mandalay Beach City/County Park. The plants' ocean outfall is located in the middle of this frontage, which physically restricts lateral access. There is an existing 80-foot partially improved right-of-way for Mandalay Beach Road across the property. However, no agreement has even been made concerning the exact nature of public rights to the beach. Substantial historic public use may indicate that public prescriptive rights exist for this beach.

The adopted Scenic Highways Element proposes a scenic route from Fifth Street to Gonzales Road, which would conflict with the State Parks Plan and the sensitive habitat surrounding McGrath Lake. While such a route would increase public access to the coastal resources, impacts on the surrounding environs may conflict with other issues identified in the Coastal Act.

Bicycle access in the McGrath area exists along Harbor Boulevard, which is seriously restricted by two narrow bridges crossing the Santa Clara River and Edison Canal. Bicycles now share a narrow two-lane roadway with cars and trucks traveling at 55 mph creating a dangerous condition for bicyclists.

The State Park Master Plan for the McGrath State Park area proposed a bike path along the ocean from Fifth Street to Gonzales Road and Harbor Boulevard, which will provide substantial beach

access for bicyclists. Day-use facilities are currently limited in the area, but the expansion plans for McGrath State Beach Park and the improvement plans for Mandalay Beach Park include the provision of new day-use facilities and parking. McGrath State Beach Park provides the only overnight camping facilities now available in the Oxnard coastal zone. The park presently has 174 campsites and, during much of the summer is at capacity. The proposed expansion at McGrath would add 68 overnight campsites, for a total of 242. In addition to the overnight camping, there is a temporary bicycle camp at McGrath. The park master plan includes a permanent, 10-unit bicycle/hiking campground to replace the temporary area. Camping facilities are also proposed for the currently unimproved Mandalay Beach City/County Park, located at Fifth Street and Harbor Boulevard.

Oxnard Shores

The majority of the oceanfront property in the Oxnard Shores Neighborhood is privately owned. Four lots, formerly owned by the Oxnard Shores Community Association, were dedicated to the City in 1978. Portions of the beachfront property are subject to periodic flooding. This flooding primarily occurs in response to major offshore storms, which would limit access at those times.

There are 124 subdivided oceanfront lots from Fifth Street south to Amalfi Way. Twenty-seven of these are developed, 26 with single-family units and one with a triplex. Most of the units are built on pilings or have heavy rock revetments for protection from wave run-up and beach erosion. Clearly, these few scattered dwellings do not block access to the beach. If full build out of all 124 lots occurs, access would be restricted to the four dedicated 10-foot walkways to the beach. Lateral access along the beach is presently interrupted at high tides by the existing revetments. Future development requiring protective structures would further obstruct lateral access. All future beachfront residences are required to be constructed on pilings ensuring uninterrupted lateral access along the beachfront except for those locations where there are existing rock revetments.

Some of the 97 vacant beachfront lots are presently used for public access to the beach. From 1972 to 1974, some of these lots were posted "No Trespassing" and were patrolled by a guard. No one other than Oxnard Shores residents were permitted to use the beach at those posted lots.

Presently, these lots are not patrolled or fenced. Prescriptive rights prior to 1972 have not been established for the entire beachfront area by a court of law.

In 1985 development of an approximate 10-acre site between Amalfi way and Beach Way west of Mandalay Beach Road was approved, which created 14 single-family R-B-1 (Residential Beach) zone lots and approximately 7.5 acres of beachfront open space for public use. Two 20-foot-wide public access/view corridors were also required.

The Mandalay Beach Associates property, known as "The Colony," a 115-acre planned development site located between Harbor Boulevard and the Pacific Ocean, north of Channel Islands Boulevard, and south of Falkirk Avenue, is a recognizable residential and resort facility. Public access to the 36-acre public beach is provided by means of a promenade and bike path which extends along the entire length of the overall development.

Parking is a constraint to visitor beach access in the Oxnard Shores Neighborhood. Inadequate off-street parking for area residents forces their use of on-street parking, which in turn limits the amount of on-street parking available to beach-goers. As the remaining undeveloped lots through the neighborhood are developed, the parking problem will worsen. The development proposal for the

115-acre parcel south of Oxnard Shores Neighborhood includes plans for 300 public parking spaces to help alleviate this problem. The Parking Ordinance established in 1984 provides that all single-family dwellings must have a two-car garage. Multi-family dwellings with two or more bedrooms are also required to have two-car garages. There must be a minimum of 20 feet to the garage door which allows parking of additional vehicles within the driveway thereby reducing the need for on-street parking by residents which increases the number of on-street parking available to beach-goers. The Oxnard State Beach Park at Oxnard Shores was approved in 1986 and will accommodate approximately 563 public parking spaces which will further help improve parking conditions for visitors' beach access.

Access into the Oxnard Shores area from the rest of the City is provided by four major thoroughfares: Harbor Boulevard, Fifth Street, Channel Islands Boulevard and Wooley Road. At the present time, Wooley Road stops at the eastern edge of the Edison Canal, but a linking bridge and street improvements to Harbor Boulevard are currently under construction.

Channel Islands Harbor

The Channel Islands Harbor is a major access point. Boat slips are available for rental, and small waterfront parks with a combined acreage of 4.46 provide harbor access and an opportunity for the public to enjoy the area. Development of the former "X-Y parcels," when completed, will provide additional opportunities for public access, including 681 boat slips, 1,100 automobile parking spaces, four public restrooms, a promenade and bikeway, a yacht club, and a marine regional community center. With the completion of this project, the Harbor will be fully developed and will provide a variety of access opportunities.

Ormond Beach

Although the sandy area at Ormond Beach is wide and suitable for many recreational activities it is not being fully utilized because of the lack of access and parking in the area.

Access to the beach is through either Perkins or Arnold Roads. Perkins Road is primarily an industrial road, serving the industries in the area. Limited off-street parking is provided for beach users at the terminus of both Perkins and Arnold Roads. Arnold Road, now used for agricultural access, dead-ends at the beach. During periods of wet weather, poor drainage causes substantial puddling at the end of Perkins Road.

A new scenic route is proposed for this area in the Scenic Highways Element of the General Plan, from Perkins Road to Arnold Road. This proposed route would increase access but would impact the area's habitats.

A subdivision along the shore at Ormond Beach was recorded in 1938. No development has ever occurred there due in part to beach erosion which put the subdivision under water. Recently, the beach has built up again and the subdivided property is now dry sandy beach.

Both the City and the State have acquired lots in this area through nonpayment of taxes. At the present time, 10 acres (60 lots) of a total of 70 acres remain in private ownership. The State owns two acres (12 lots) and the rest of the subdivision, including street right-of-way, is owned by the City. All lots in the subdivision have been used equally by the public and no attempt has been made to restrict use of this subdivision.

Transit Services

Public transit service in the City is provided by South Coast Area Transit (SCAT) a regional transit district. Service is provided on weekdays and, on some routes, on the weekend. There is no night service.

Only two existing routes approach the Oxnard coastal zone. Route 9, Pleasant Valley-Beach, provides service from the downtown area to Victoria Avenue via Hemlock serving the Harbor area. Route 10, Port Hueneme-Village, turns at the intersection of Perkins and Hueneme Roads. From there it is possible to walk down Perkins to the beach, although it is fairly long walk.

Transit service had been provided to the Oxnard Shores and Hollywood by the Sea areas, but was cancelled due to low ridership.

SCAT does not have any plans to either increase or decrease service on Routes 9 and 10 at this time. New routes or expansions of existing routes can be requested of SCAT by the City Council (possibly as a result of citizen demand). In requesting a new route, the City commits itself to subsidizing that route with Local Transportation Fund (LTF) money provided by the State. These funds, derived from the State sales tax, are allocated by the City to support both SCAT GCTD and road maintenance and construction. In Fiscal Year 1979-80, SCAT received 38 percent of the City's LTF money or \$397,665.

The remainder of SCAT's GCTD's budget comes from similar contributions from other local governments in the service area, a federal subsidy that matches the State's (the LTF funds are State money funneled through local government) and fares. As a result of recent State legislation, SCAT GCTD must meet 23 percent of its costs through fares. This requirement makes only well-used routes feasible.

MAP NO. 9: Oxnard Shores Shoreline Access

MAP NO. 10: Ormond Beach Land Ownership

City Park Standards

The Oxnard Coastal Zone had a January 1978 population of 6,784, including the unincorporated areas of Hollywood by the Sea and Silver Strand². The population for this same area is estimated to be 12,500 in 1990. Standards set in the City's 1990 General Plan Provide for four acres of neighborhood and community park per 1000 population. Based on this factor, the Coastal Zone should presently have 27 acres of park, and 50 acres in 1990.

The total combined acreage of City-owned land for neighborhood or community park use is approximately 10.5 acres, including 4.5 acres in the Channel Islands Harbor and six unimproved acres in the Dunes area, well below the General Plan's recommendation of 27 acres. Development of the 40-acre Oxnard State Beach Park, between Harbor Boulevard and the Pacific Ocean, south of Beach Way and north of Falkirk Avenue, the linear park as required in the Mandalay Bay Phase IV Specific Plan south of Wooley Road between the Edison Canal and Victoria Avenue and the proposed recreational areas west of the Edison Canal adjacent to the Dunes areas, would meet the needs of coastal zone residents and provide coastal parks for the residents in the rest of the City.

Local Coastal Policies

Policy 67

- a. Access facilities for the new City/County Park at Fifth Street and Harbor Boulevard shall include ample parking, an access road and day-use/group-use facilities. All facilities developed shall not be located within the sensitive habitats or sand dunes. Recreational uses shall include beach swimming, fishing, and other related uses; day-use facilities such as picnic tables, fire pits, interpretive displays and limited children's play facilities. Other improvements should include parking and restroom facilities and boardwalk access trails across the sand dunes to the beach.
- b. The Scenic Route designation for Mandalay Beach Road north of Fifth Street is deleted, and a north-south bike path shall be provided. The alignment shall avoid all sensitive habitat areas.

Policy 68 The City shall pursue entering into an agreement with Southern California Edison for a public access easement (pedestrian only) along Edison's 1,800 feet of beach frontage at the Ormond Beach Generating Station. These easements would permit public use of the beach, subject to limitations needed for the safe operations for the facilities. Such an agreement would also eliminate the need for a prescriptive rights determination for the properties.

Policy 69 If an agreement cannot be negotiated, the City shall, in its permit process, ensure that evidence of prescriptive public use is protected according to Public Resources Code Section 30211. If prescriptive rights are determined not to exist, the property is recommended for acquisition by either the State, City or County.

Policy 70 The City shall support and encourage the State's expansion plans for McGrath State Beach Park, including the new bicycle path, the provision of day-use facilities and a bicycle camp, restriction of access to the Santa Clara River mouth and the new entrance to the park.

- Policy 71 On vacant oceanfront lots in the Oxnard Shores Neighborhood, the City shall, in its permit process, ensure that evidence of public use is protect according to PRC 30211. In the event prescriptive rights are not fully established by a court of law, funds shall be sought for acquisition of these lots through the Transfer of Development Rights program. As funds designated for beach acquisition become available, the City shall attempt to acquire these vacant lots for public beach purposes. Once acquisition of the vacant lots is complete, the city may complete the linear park by acquiring the developed lots and removing the structures.
- Policy 72 Public access to and along the shoreline and the Inland Waterway shall be required as a condition of permit approval for all new developments between the shoreline and the first public roadway inland from the shore, except as provided below.
- a. Exceptions may be made when access would be inconsistent with public safety, military security, the protection of fragile coastal resources, or when agriculture would be adversely affected.
 - b. Exceptions for vertical access ways may be made when adequate vertical access exists nearby (500 feet).
 - c. For Mandalay Bay inland water development, exceptions to the requirement of continuous lateral public access may be made for single-family waterfront development, but in no case shall the total public lateral access be less than 50 percent of the total shoreline frontage of the project. All vertical access shall be located and designed to minimize impacts on surrounding residential areas (reference Policy No. 45).
 - d. Offers to dedicate public accessways and public facilities shall be recorded prior to the issuance of the permit and they shall be developed concurrently with the project. However, public access facilities need not be open to the public until a public agency or private association agrees to accept the responsibility for maintenance and liability of the access. Recorded offers of dedication shall not be revocable for 20 years.
- Policy 73 Adequate pubic parking shall be provided in all new development with dedicated public access areas, and shall be in addition to the parking required for the new development, unless adequate facilities are provided nearby. All facilities shall be located and designed to avoid impacts on surrounding residential areas.
- Policy 74 Bicycle routes shall be required in new developments wherever appropriate.
- Policy 75 A bus route from the downtown area out Fifth Street part the airport to the new City/County Park at Fifth and Harbor, and on to McGrath State Beach Park, would provide excellent low-cost access to more remote section of the coast. Although not possible under SCAT's current funding structure, it would be possible if it were to be jointly subsidized by State parks, Oxnard Airport, the City and the County, and run by SCAT. Unlike other SCAT routes, this recreational route would run most frequently on summer weekends. This option should be explored further by the City.

- Policy 76 The City and SCAT shall attempt to provide regular transit service in the coastal zone, consistent with demand and feasibility. A demand-responsive transit system providing service from other parts of the City to the coastal areas and connecting visitor-serving commercial developments with recreational areas of the coast shall be explored by the City.
- Policy 77 Improvement of Perkins and Arnold Roads is needed to improve access in the Ormond Beach area. The City shall pursue all funding options to provide parking along these streets. New parking shall not be located in a sensitive resource area.
- Policy 78 Both of the proposed coastal scenic routes in the Scenic Routes Element of the General Plan (Mandalay Beach Road north of Fifth Street and the Ormond Beach route), shall be deleted from the element. Both routes endanger sensitive habitats and resource areas.
- Policy 79 New day-use facilities should be included in both the improvements of the proposed park and the dedicated dry sandy beach on the Mandalay Associates property. No dune habitats shall be disturbed.
- Policy 80 The proposed community park south of Wooley Road shall include day-use facilities and provide access to the Inland Waterway lagoon. Boating in the lagoon and facilities including boat launch ramps, boat rentals, fishing and swimming shall also be provided.
- Policy 81 Recreation-designated areas of the dunes parcels are also well-suited for water-oriented recreational development. Uses shall include a swim lagoon, small boat slips, fishing boat rental and a boat launch ramp. Picnic and barbecue areas shall also be appropriate in designated areas.
- Policy 82 Adjacent to the dune preserve areas is an excellent location for an interpretive and educational center dealing with the dune habitat. A limited trail system around the dunes area, either on established trails or boardwalks, shall also be established if the dunes are acquired.

Policy 83

82.1. The North Shore at Mandalay Bay project site, an 82.7 net acre property located north of West Fifth Street, east of Harbor Boulevard and south and west of the Reliant Energy canal, has been designated Resource Protection Area, Recreation Area, and Planned Unit Development. The following policy shall apply specifically to this development area:

a. Public coastal access and recreation facilities shall include:

1) a 50-foot-wide landscaped buffer/linear parkway between the resource protection area along the Reliant Energy canal and the residential development, that includes a 15-foot-wide bicycle/pedestrian path; and

2) a 6-foot-wide bicycle lane on both Harbor Boulevard and West Fifth Street, along the outside edges of the project site.

3.7.2 VISITOR-SERVING COMMERCIAL FACILITIES

Coastal Act Policies

30213: (Part) Lower cost visitor and recreational facilities... shall be protected, encouraged and, where feasible, provided. Developments providing public recreational opportunities are preferred.

30222: The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

30250: (c) Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction of visitors.

Local Issues

Visitor-serving commercial facilities provide valuable coastal access to residents of other areas and, in many cases, are also used by City residents. They also help diversify the city's economic base and provide jobs. Although the City now provides some visitor-serving uses, there appears to be potential for expansion.

There are two existing motels in the Oxnard coastal zone. The Casa Sirena, located in Channel Islands Harbor, has 275 moderately priced rooms. The Embassy Suites has 250 rooms and is located east of the beach front, west of Harbor Boulevard, north of Channel Islands Boulevard within "The Colony" development. Other lower cost accommodations are available in the City outside the coastal zone, but they do not serve the need of low to moderate income visitors to the coast.

An approximation of future demand for motel rooms in the City can be made by calculating past increases in demand and extrapolating them forward. The average increase in demand for City-wide motel accommodations from 1975 to 1979 has been 5.5 percent per year.⁴ It appears, however that the demand for coastal accommodations has been increasing more rapidly. After an adjustment for inflation, revenues at Casa Sirena have increased 20 percent per year for the same period.⁵ The existing average occupancy is 70 percent at the Casa Sirena. If the 20 percent growth rate continues, both the Casa Sirena and the Embassy Suites hotel would be at 90 percent capacity by 1984.

There are six restaurants in the Oxnard Coastal Zone, providing a range of menu and prices from fast-food take-out to sit-down dinners.

The economic feasibility study prepared in 1977 for the development of X-Y parcels at Channel Islands Harbor indicates that the two dinner house restaurants planned for the Harbor will meet projected demand until 1985. At that time, the market should support two more dinner houses. Development of the X-Y parcels in the Channel Islands Harbor includes fisherman and boaters' convenience shopping, specialty retail, a fish receiving dock and a yacht club.

Other visitor-serving commercial uses are located at Channel Islands Harbor. The Fisherman's Village area, located in the Harbor at Channel Islands Boulevard and Victoria Avenue, is a small specialty

commercial center. New coastal visitor-serving retail uses, restaurants and a maritime museum have been approved for expansion of Fisherman's Village.

New visitor serving facilities will be provided through redevelopment at Ormond Beach. A five acre parcel north of Perkins Road at Ormond Beach has already been identified as suitable for visitor-serving development, but additional planning for the area is needed to develop standards for public access and recreation and for site design prior to construction there. These standards will be provided as part of additional planning for the overall redevelopment area and will be submitted as amendments to the LUP. Local Coastal Policies

- Policy 84 Uses permitted in area designated, visitor-serving commercial shall be primarily visitor-serving in nature, including hotels, motels, restaurants and specialty retail. Neighborhood convenience uses may be conditionally permitted. Commercial areas shall be well-designed aesthetically. Possible techniques include innovative landscaping and theme architecture. Parking areas shall include bicycle parking facilities. It is the City's policy to encourage a mix of commercial visitor-serving uses to meet the needs of all economic groups. Thus, facilities that will be affordable to families of low and moderate income will be encouraged.
- Policy 85 Visitor-serving facilities in the Inland Waterway shall be designed to include boat access.
- Policy 86 Development of visitor-serving uses on a parcel at the terminus of Perkins Road in Ormond Beach will not be permitted until additional planning to establish standards for public access and recreation, guidelines for site design, and a wetland restoration plan have been completed for the overall Ormond Beach area.

3.7.3 AFFORDABLE HOUSING

Coastal Act Policies

30213: Lower cost visitor and recreational facilities and housing opportunities for persons of low and moderate income shall be protected, encouraged and, where feasible, provided... New housing in the coastal zone shall be developed in conformity with the standards, policies and goals of local housing elements adopted in accordance with the requirements of Subdivision (c) of Section 65302 of the Government Code.

Definitions

The following definitions are from the Revised Local Coastal Plan Manual, Housing Section:6

1. A very low income family is a family whose income does not exceed 50 percent of the median income for the area, as determined by HUD, with adjustments for smaller and large families.
2. A low income family is a family whose income does not exceed 80 percent of the median income for the area.
3. A moderate income family is a family whose income does not exceed 120 percent of the median income for the area.

Affordable rental housing is defined as units where the rents do not exceed 25 percent of the family's gross annual income. A general rule of thumb has been that affordable purchase housing is 2.5 times a family's gross annual income. Recently, however, lending institutions have been lending up to 3.5 times the gross annual income. Housing costs include the rent or mortgage payment, property taxes, insurance, heat and utilities, and maintenance and repairs.

In Ventura County, the median annual income for a family of four is \$19,100 (1979 figures). Using this median, the present levels of very low, low, and moderate incomes can be calculated for the Ventura County area.

-
- Very low income: not exceeding \$9,550 annually.
- Low income: not exceeding \$15,280 annually.
- Moderate income: not exceeding \$22,920 annually.

These income levels give affordable rental housing costs of:

- Very low income: \$199 per month
- Low income: \$318 per month
- Moderate income: \$477 per month

Affordable purchase prices range from:

- Very low income: \$23,875 to \$33,425
- Low income: \$38,200 to \$53,480
- Moderate income: \$57,300 to \$80,220

Local Issues

Housing opportunities within the coastal zone are concentrated in the Oxnard Shores Neighborhood, the Inland Waterway, Channel Islands Harbor, and the Mandalay Bay "Colony." Housing types include single-family homes, duplexes, condominiums, apartments and mobile homes.

The prices and rental rates of homes within the coastal zone vary widely. Rents for the 665 apartment units in Channel Islands Harbor range from \$200 per month for a studio to \$475 for a 2-bedroom unit.⁷ Although not designed for families, these units are within the low and moderate rental rates for a family of four. The smaller units are affordable to moderate income couples. Harborwalk Condominiums are located adjacent to the Channel Islands Harbor. Of the 244 total units, the Harborwalk Homeowners Association estimates that one-third are available for rent.⁸ Unit sizes range from one-bedroom with a loft to three bedrooms. An average of the rental rates was estimated to be \$500 in November 1979,⁹ beyond the reach of low and moderate income families. The purchase price of these units is also beyond reach for low- and moderate-income families starting at approximately \$85,000 for the smaller units and going as high as \$150,000.¹⁰

The Inland Waterway development includes townhouses and attached and detached single-family homes with private access to the waterway. Many of the homes have private boat docks and other amenities. Purchase prices range from \$165,000 for a townhouse to well over \$300,000 for a large single-family home with a private boat dock.¹¹

The Oxnard Shores Neighborhood includes apartments, condominiums, duplexes and single-family homes. Apartment rental rates range widely. Beachfront or oceanview properties are highest, starting about \$500 per month for a 2-bedroom apartment. Away from the beach, rental rates fall to \$250 and up for 2-bedroom units, and \$450 and up for 3-bedroom units.¹² Many of the available units away from the beachfront are affordable for both low and moderate income families.

Single family homes are less expensive to purchase in Oxnard Shores than in the Inland Waterway, but they are still beyond the reach of low and moderate income buyers. Prices start at over \$100,000.
13

There are also two mobile home parks within the coastal zone: Oxnard Shores Mobile Home Park and Channel Islands Marina Mobile Home Park. Oxnard Shores Park has 181 spaces for double-wide mobile homes, and Channel Islands Marina Park has 96 for single-wide mobile homes. Rental rates for the spaces are similar in both parks, ranging from \$175 to \$185 per month. Neither park has rental mobile homes; a prospective resident must have a mobile home. These homes are available for sale from approximately \$18,000 to \$65,000.¹⁴ Combining the monthly payments on purchase of a mobile home and space rental of \$185 per month, it is possible to live in a single-wide mobile home

on the beach for approximately \$400 per month.¹⁵ Double-wide mobile homes are more expensive to purchase, raising the monthly rates above the moderate-income limit.

Vacancy rates are difficult to quantify, but a survey of coastal zone apartment managers and rental agencies indicates a very low vacancy rate and, in some cases, waiting lists. Owner-occupied units turn over more slowly than rental units, reflecting other factors, including mortgage availability and interest rates. The very low overall vacancy rate for the coastal zone is a result of the desirability of the area, the recent limitations on development citywide due to the sewer moratoriums, and the comparatively low costs in Oxnard.

Most of the residential development in the coastal zone has been built in the last 20 years, and concentrated in the last 10 years, minimizing the need for rehabilitation in this area in the near future.

The conversion of existing rental units to units for purchase (as condominiums, community apartments or stocks cooperatives) can, if not regulated, severely impact the supply of rental housing. Controlled conversion can, however, increase the supply of moderately priced housing for sale.

The existing supply of housing for people of low and moderate incomes in the Oxnard Coastal Zone is in the form of rental units. Maintenance of this housing option is essential to the goal of equal access to the coast.

Recognizing this, the Oxnard City Council enacted a moratorium on all conversions of apartments to condominiums in March 1978 to allow time for the preparation of an ordinance with standards for conversion. The moratorium was extended in July 1978, March 1979, May 1979, September 1979 and March 1980.

Issues Affecting the New Housing

New industrial development has the potential to impact the housing stock in an area by attracting new residents to the area and increasing the demand for housing units.

New coastal industrial development will be concentrated in the Ormond Beach area. Of the 528 acres of land industrially designated on the land use map, approximately 308 acres (53 percent of the total) are presently developed. Approximately 112 acres of the remaining 220 acres are wetlands. This leaves approximately 108 acres of land suitable for future industrial development. The average number of employees per acre of industrial development in the city is 10.9, which indicated that approximately 1,177.2 industrial jobs could be generated by full development of Ormond Beach.

It is very unlikely that these new jobs will cause any significant immigration. In 1978, 8.8 percent of the City's work force, or 3,400 people, was unemployed. The October 1979 County-wide average figures indicate the unemployment rate has fallen slightly to 7.9 percent. Even at this lower rate, over

3,000 City residents are out of work. The new jobs generated by development at Ormond Beach could be easily filled by presently unemployed City residents. This in turn minimized the demand for new housing as a result of the development.

Other Areas

Although the Hollywood by the Sea and Silver Strand communities are not part of the City of Oxnard, they are contiguous to the City and part of the same market area. Low and moderate income housing, particularly rental units, are also provided in these areas, supplementing the stock in the City. The County's proposed preservation and rehabilitation policies (Ventura County LCP Draft Working Paper "Housing in the Coastal Zone," September 1979) will protect these units, and add to the housing opportunities for low and moderate income people in the Oxnard Coastal Zone.

The City of Port Hueneme is also within the same general market area. A significant number of affordable units are provided within the City of Port Hueneme's Coastal Zone, including 130 new units. A rehabilitation program to preserve and upgrade existing units is also a part of Port Hueneme's housing program.

Local Coastal Policies

Policy 87 The City of Oxnard has traditionally provided housing for a substantial number of low and moderate income families. This has led to the City receiving a "Negative Fair Share" designation in the Southern California Association of Governments' (SCAG) Regional Housing Allocation Plan. As a result, the City is now striving to achieve a better overall balance of housing types by encouraging the construction of new, high-quality units in certain areas. Thus, the City's overall policy will be to protect existing affordable housing in the coastal zone, and to provide for improved access from other parts of the City to the coast.

Policy 88 Existing housing within the low to moderate income price range, either rental or owner-occupied, shall not be demolished unless it is a health and safety hazard and cannot be rehabilitated, or unless an equal or greater number of housing units for people of low to moderate income are built within the coastal zone to replace the demolished units.

Policy 89 (Reserve) (LCP Amendment 2-06)

Policy 90 The following standards shall be used to evaluate all applications for the conversion of rental units in the coastal zone to condominiums, community apartments, stock cooperatives or other purchase plans.

- a. The availability of rental units of similar size and price in the coastal zone shall be considered. The construction of an equal or greater number of new rental units in the coastal zone shall be required to allow any conversion of existing rental units. The new units shall be available at the time of conversion.
- b. Tenants of the building being proposed for conversion shall be given at least 120 days notice of the proposed conversion. The right of first refusal to purchase a unit in the conversion shall be offered to all existing tenants, and shall run for at least 60 days.

- c. The subdivider of the units shall assist tenants who decline to purchase a unit with finding suitable new housing.
 - d. Any unit to be converted must meet City requirements for off-street parking, handicapped accessibility and building codes.
- Policy 91 The City shall support and encourage the construction of new rental units in the coastal zone.

3.8 ACQUISITIONS

In several sections of this plan, it is stated that the City shall attempt to acquire, or request other public agencies to acquire, areas of significant coastal resources for public use as funds become available. In recognition of the fact that funding sources for these acquisitions are often limited, a prioritization of acquisitions will be developed during the implementation phase of developing the City's Local Coastal Program.

Local Coastal Policies

- Policy 92 The LCP represents the commitment of the City of Oxnard to provide continuous protection and enhancement of coastal resources. Certain areas of the coastal zone may be required further public action to ensure their protection and enhancement. The City will work with the California Coastal Conservancy to meet these needs.
- Policy 93 Consistent with the potential of private property rights, transfer of development may be permitted to provide an orderly procedure for relocation development that would otherwise adversely affect coastal access and recreation.
- a. Sending areas are identified as a sensitive resource area which contain potential development hazards. All vacant lots located between the Pacific Ocean and the first public street and between Fifth Street and Amalfi Way in Oxnard Shores are designated as sending areas.
 - b. Receiving areas are areas that are designated as appropriate for development beyond base density meeting the criteria for multi-family zoning through the City.
 - c. Exchange rate is 1:1; the purchase of one transferable development right from a sending area entitles the owner of a receiving site to build one transfer unit. The maximum number of transfer units that can be added to any receiving area is six per acre.
 - d. Development rights from the sending area lot shall be retired prior to development of the receiving area.

Appendix

I. FOOTNOTES

County of Ventura, Agricultural Commissioner's Office, Ventura County Agricultural Crop Report, 1978; W. Earl McPhail, Agricultural Commissioner

Ventura County Population Bulletin, November 1978

Ibid

Casa Sirena Management, October 16, 1979

Based on information from the City of Oxnard Business Division

Local Coastal Plan Manual, Housing Section, Page II-10 to II-12, Rev. 4-21-78

Rental rates based on a November 7, 1979, phone survey of apartment management

Connie Humphrey, Harborwalk Owners Association, conversation survey November 7, 1979

Ibid

Purchase price estimates based on Multiple Listing Service Book (MLS), Volume 37, September 17, 1979

Ibid

Rental rates based on Income Property information in MLS Volume 37, September 1979, and Rental Homes, Inc., Rental Multiple Listing, Volume 36, November 8, 1979

MLS, September 17, 1979

Mobile Home price information provided by Heritage Homes, November 6, 1979

Based on a purchase price of \$20,000 and a \$3,000 down payment, for monthly payments of \$220, and \$185 per month space rental

Environmental Impact Report No. 77-17, on the Draft Land Use of the General Plan, City of Oxnard, 1978, Pages III-188

Tony Caprito, State of California Employment Development Department, phone conversation, November 28, 1979

Ibid

II. DEFINITIONS

Agriculture. Definitions of Prime Agricultural Lands

Section 51201 of the California Government Code:A

1. All land which qualifies for rating as Class I or Class II in the Soil Conservation Service land use capability classifications.
2. Land which qualifies for rating 80 through 100 in Storie Index Rating.
3. Land which supports livestock used for the production of food and fiber which has an annual carrying capacity equivalent to at least one animal unit per acre as defined by the United States Department of Agriculture.
4. Land planted with fruit- or nut-bearing trees, vines, bushes, or crops which have a nonbearing period of less than five years and which will normally return during the commercial bearing period on an annual basis from the production of unprocessed agricultural plant production no less than \$200.
5. Land which has returned from the production of unprocessed agricultural plant products an annual gross value of not less than \$200 per acre for three of the previous five years.

Note: The \$200 figure indicated was established using 1965 as the base year, and the figure shall be adjusted upward to reflect current costs in respect of 1965 dollars. This definition is important in determining which potential recipient sites are valid as nonprime or prime agricultural land.

. **LETheCoastal Dependent.** “Coastal dependent or use” means any development or use which a site on, or adjacent to, the sea to be able to function at all.

. . **Development.** “Development” means on land, in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid or thermal waste; grading, removing, dredging, mining or extraction of any materials; change in the density of intensity of use of land, including but not limited to, subdivision pursuant to the Subdivision Map Act (commencing with Section 66410 of the Government Code), and any other division of land, including lot splits, except where the land division is brought about in connection with the purchase of such land by public agency for public recreational use; change in the intensity of water or of access thereto; construction, reconstruction, demolition or alteration of the size of any structure, including any facility of any private, public or municipal utility; and the removal or harvesting of major vegetation other than for agricultural purposes, kelp harvesting, and timber operations which are in accordance with a timber harvesting plan submitted pursuant to the provisions of the Z’berg Nejedly Forest Practice Act of 1973 (commencing with section 5411).

As used in the section “structure” includes, but is not limited to, any building, road, pipe, flume, conduit, siphon, aqueduct, telephone line, and electrical power transmission and distribution line.

. **Energy Facility.** Any public or private processing, producing, generating, storing, transmitting, or recovering facility for electricity, natural gas, petroleum, coal, or other source of energy.

Environmental SensitiveA Habitats

30107.5: Environmentally Sensitive Area means any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.

Salicornia Marsh Aa wetland or marsh area in which the dominant pickleweed (*Salicornia* spp.).

. **Harbor (Channel Islands).** This is a new designation created to protect and encourage recreational boating and commercial fishing facilities at the Channel Islands Harbor and limit nonwater-dependent uses that congest the Harbor or preclude boating support facilities. Permitted uses will include marinas, commercial fishing support facilities (other than canneries, fishing processing, or industrial uses), and boating support and services developments. Visitor-serving commercial uses incidental to the Harbor may be allowed if they do not conflict with present or foreseeable recreational boating or commercial fishing uses.

Harbor-related. Any use dependent on a development or use which requires a site on or adjacent to the Harbor to be able to function at all.

Hazards. The 100-year flood line used is derived from the US Department of Housing and Urban Development Federal Insurance Administration, includes the coastal areas of 100-year flooding with velocity (wave action).

.. **Public Works.**

- All production, storage, transmission, and recovery facilities for water, sewerage, telephone, and other similar utilities owned or operated by any public agency or by any utility, subject to the jurisdiction of the Public Utilities Commission except for energy facilities.
- All public transportation facilities, including streets, roads, highways, public parking lots and structures, ports, harbors, airports, railroads, and mass transit facilities and stations, bridges, trolley wires, and other related facilities. For purposes of this division neither the Ports of Hueneme, Long Beach, Los Angeles, nor any of the developments within these ports shall be considered public works.
- All publicly financed recreational facilities and any development by a special district.
- All community college facilities.

III. ACCESS

Local Issues

Oxnard’s coastal zone includes substantial opportunities for public access to the ocean and related recreational uses. Broad sandy beaches, a harbor, the Inland Waterway and the Edison Canal provide the resources for a variety of coastal recreational activities.

Summary of Existing Access

Oxnard’s beaches constitute a major undeveloped recreational resource of local and statewide significance. Approximately 410 acres and 45,200 feet of shoreline have been identified as major beach or recreational areas. Of this total, 35,050 feet of shoreline and 300 acres are within the City’s jurisdiction.

There are seven beach areas in the Oxnard coastal zone; five in the City and two in the County. Public use of these beaches is limited due to the present lack of access and parking.

TABLE 9

BEACHES

Name	Beach Frontage (In Feet)	Dry Sandy Area (In Acres)
McGrath State Park	10,800	60
Mandalay Beach Park	2,800	10
Oxnard Shores	5,400	10
Mandalay Beach	3,400	20
Hollywood Beach (County)	6,800	60
Silver Strand (County)	4,600	40
Ormond Beach	11,400	210

Rare and Endangered Species

Animals (California Department of Fish and Game). An animal whose existence is threatened by one or more conditions as listed below is considered rare and endangered.

- The mortality rate exceeds the birth rate.
- The species is not capable of adapting to environmental change.
- The species’ habitat is threatened by destruction or serious disturbance.
- Survival is threatened by the unwanted introduction of other species through predation, competition, or disease.

- Environmental pollution threatens the species' survival.

Fully Protected status (Fish and Game Code). Fully protected birds or parts thereof may not be taken or possessed at any time and no provision of this code or any other law shall be construed to authorize the issuances of permits or licenses heretofore issued shall have any force or effect for any such purpose; except that the commission may authorize the collecting of such species for necessary scientific research.

Plants (California Native Plant Society).

A plant is rare if:

- It exists in only one or a very few restricted localities.
- It occurs in such small numbers that it is seldom seen or collected regardless of its total area.
- It exists only in a type of habitat that is likely to disappear or change for any reason.

A plant is endangered if It is actively threatened with extinction and not likely to survive unless some protective measures are taken.

Wetlands Wetland, is defined as land where the water is at, near, or above the land surface long enough to promote the formation of hydric soils or to support the growth of hydrophytes. In certain types of wetlands, vegetation is lacking and soils are poorly developed or absent as a result of frequent and drastic turbidity or high concentrations of salt or other substances in the water or substrata. Such wetlands can be recognized by the presence of surface water or saturated substrata at some time during each year and their location within, or adjacent to vegetated wetland or deep-water habitats. (Wetland as defined here includes land that is identified under other categories in some land use classifications. For example, wetland and farmland are not necessarily exclusive. Many areas that we define as wetland are farmed during dry periods, but if they are not tilled or planted to crops they will support hydrophytes.)

Statewide and regional access to the Oxnard area is presently provided by State Route 101 (Ventura Freeway) and State Route 1.

McGrath-Mandalay Area

There is substantial potential for public access available in the McGrath area of the City's coastal zone. All but 1,800 feet of beach frontage from the Santa Clara River southerly to Fifth Street are public lands in the McGrath State Park and the Mandalay Beach City/County Park. The Southern California Edison Mandalay electrical generating plant occupies 1,800 feet of ocean frontage between McGrath State Park and Mandalay Beach City/County Park. The plant's ocean outfall is located in the middle of this frontage which physically restricts lateral access. There is an existing 80-foot, partially improved right-of-way for Mandalay Beach Road across the property. However, no agreement has ever been made concerning the exact nature of public rights to the beach. Substantial historic public use may indicate that public prescriptive rights exist for this beach.

The adopted Scenic Highways Element proposes a scenic route from Fifth Street to Gonzales Road which would conflict with the State Parks Plan and the sensitive habitat surrounding McGrath Lake. While such a route would increase public access to the coastal resources, impacts on the surrounding environs may conflict with other issues identified in the Coastal Act.

Bicycle access in the McGrath area exists along Harbor Boulevard which is seriously restricted by two narrow bridges crossing the Santa Clara River and Edison Canal. Bicycles now share a narrow two-lane roadway with cars and trucks traveling at 55 mph creating a dangerous condition to bicyclists.

The State Park Master Plan for the McGrath State Park area proposes a bike path along the ocean from Fifth Street to Gonzales Road and Harbor Boulevard, which will provide substantial beach access for bicyclists. Day-use facilities are currently limited in the area, but the expansion plans for McGrath State Beach Park and the improvement plans for Mandalay Beach Park include the provision of new day-use facilities and parking. McGrath State Beach Park provides the only overnight camping facilities now available in the Oxnard coastal zone. The park presently has 174 campsites and during much of the summer is at capacity. The proposed expansion at McGrath would add 68 overnight campsites, for a total of 242. In addition to the overnight camping there is a temporary bicycle camp at McGrath. The Park Master Plan includes a permanent, 10 unit bicycle/hiking campground to replace the temporary area. Camping facilities are also proposed for the currently unimproved Mandalay Beach City/County Park located at Fifth Street and Harbor Boulevard.

Oxnard Shores

The majority of the oceanfront property in the Oxnard Shores Neighborhood is privately owned. Four lots, formerly owned by the Oxnard Shores Community Association, were dedicated to the City in 1978. Portions of the beachfront property are subject to periodic flooding. This flooding primarily occurs in response to major offshore storms, which limits access at those times.

There are 124 subdivided oceanfront lots from Fifth Street south to Amalfi Way. Twenty-seven of these are developed, 26 with single-family units and one with a triplex. Most of the units are built on pilings or have heavy rock revetments for protection from wave run-up and beach erosion. Clearly, these few scattered dwellings do not block access to the beach. If full build out of all 124 lots occurs, access would be restricted for the four dedicated 10-foot walkways to the beach. Lateral access along the beach is presently interrupted at high tides by the existing revetments. Future development requiring protective structures would further obstruct lateral access. All future beachfront residences are required to be constructed on pilings ensuring uninterrupted lateral access along the beachfront except for those locations where there are existing rock revetments.

Some of the 97 vacant beachfront lots are presently used for public access to the beach. From 1972 to 1974, some of these lots were posted "No Trespassing," and were patrolled by a guard. No one other than Oxnard Shores residents were permitted to use the beach at those posted lots. Presently these lots are not patrolled or fenced. Prescriptive rights prior to 1972 have not been established for the entire beachfront area by a court of law.

In 1985, development of an approximate 10-acre site between Amalfi Way and Beach Way west of Mandalay Beach Road was approved, which created 14 single-family R-B-1 (Residential Beach) zone lots and approximately 7.5 acres of beachfront open space for public use. Two 20-foot wide public access/view corridors were also required. The Mandalay Beach Associates property, known as "The Colony," a 115-acre planned development site located between Harbor Boulevard and the Pacific

Ocean, north of Channel Islands Boulevard, and south of Falkirk Avenue, is a recognizable residential and resort facility. Public access to the 36-acre public beach is provided by means of a promenade and bike path which extends along the entire length of the overall development.

Parking is a constraint to visitor beach access in the Oxnard Shores Neighborhood. Inadequate off-street parking for area residents forces their use of on-street parking which, in turn, limits the amount of on-street parking available to beach-goers. As the remaining undeveloped lots through the neighborhood are developed, the parking problem will worsen. The development proposal for the 115-acre parcel south of the Oxnard Shores Neighborhood includes plans for 300 public parking spaces to help alleviate this problem. The Parking Ordinance established in 1984 provides that all single-family dwellings must have a two-car garage. Multi-family dwellings with two or more bedrooms are also required to have two-car garages. There must be a minimum of 20 feet to the garage door which allows parking of additional vehicles within the driveway hereby reducing the number of on-street parking by residences which increases the number of on-street parking available to beach-goers. The Oxnard State Beach Park at Oxnard Shores was approved in 1986 and will accommodate approximately 563 public parking spaces which will further help improve parking conditions for visitor beach access.

Access into the Oxnard Shores area from the rest of the City is provided by four major thoroughfares: Harbor Boulevard, Fifth Street, Channel Islands Boulevard, and Wooley Road. At the present time, Wooley Road stops at the eastern edge of the Edison Canal, but a linking bridge is both designated in the 1990 General Plan and planned for construction.

Channel Islands Harbor

The Channel Islands Harbor is a major access point. Boat slips are available for rental, and small waterfront parks, with a combined acreage of 4.46, provide additional opportunities for public access, including 748 boat slips, 1,100 automobile parking spaces, four public rest rooms, a promenade and bikeway, a yacht club and a marine regional community center. With the completion of this project the Harbor will be fully developed, and will provide a variety of access opportunities.

Ormond Beach

Although the sandy area at Ormond Beach is wide and suitable for many recreational activities, it is not being fully utilized because of the lack of access and parking in the area.

Access to the beach is through either Perkins or Arnold Roads. Perkins Road is primarily an industrial road, serving the industries in the area. Limited off-street parking is provided for beach users at the terminus of Perkins and Arnold Roads. During periods of wet weather, poor drainage causes substantial puddling at the end of the road.

A new scenic route is proposed for this area in the Scenic Highways Element of the General Plan, for Perkins Road to Arnold Road. This proposed route would increase access but would impact the area's habitats.

A subdivision along the shore at Ormond Beach was recorded in 1938. No development has ever occurred there due in part to beach erosion which put the subdivision under water. Recently, the beach has built up again, and the subdivided property is now dry, sandy beach.

Both the City and the State have acquired lots in this area through nonpayment of taxes. At the present time, 10 acres (60 lots) of a total of 70 acres remain in private ownership. The State owns two acres (12 lots), and the rest of the subdivision, including street rights-of-way, is owned by the City. All lots in the subdivision have been used equally by the public and no attempt has been made to restrict use of this subdivision.

Transit Service

Public transit service in the City is provided by South Coast Area Transit (SCAT), a regional transit district. Service is provided on weekdays and, on some routes, on the weekend. There is no night service.

Only two existing routes approach the Oxnard coastal zone. Route 9, Pleasant Valley-Beach, provides service from the downtown area to Victoria Avenue via Hemlock, serving the Harbor area. Route 10, Port Hueneme-Village turn at the intersection of Perkins and Hueneme Roads. From there it is possible to walk down Perkins to the beach, although it is a fairly long walk.

Transit service had been provided to Oxnard Shores and Hollywood by the Sea areas, but was cancelled due to low ridership.

SCAT does not have any plans to either increase or decrease service on Routes 9 and 10 at this time. New routes or expansions of existing routes can be requested of SCAT by the City Council (possibly as a result of citizen demand). In requesting a new route, the City commits itself to subsidizing that route with Local Transportation Fund (LTF) money provided by the State. These funds, derived from the State Sales tax, are allocated by the City to support both SCAT and road maintenance and construction. In Fiscal Year 1979-80, SCAT received 38 percent of the City's LTF money, or \$397,665.

The remainder of SCAT's budget comes from similar contributions from other local governments in the service area, a federal subsidy that matches the State's (the LTF funds are State money funneled through local government), and fares. As a result of recent State legislation, SCAT must meet 23 percent of its costs through fares. This requirement makes only well-used routes feasible.

City Park Standards

The Oxnard coastal zone had a January 1978 population of 6,784 including the unincorporated areas of Hollywood by the Sea and Silver Strand.² The population for this same area is estimated to be 12,500 in 1990.³ Standards set in the City's 1990 General Plan provide for four acres of neighborhood and community park per 1000 population. Based on this factor, the Coastal Zone should presently have 27 acres of park and 50 acres in 1990.

The total combined acreage of City-owned land for neighborhood or community park use is approximately 10.5 acres including 4.5 acres in the Channel Islands Harbor and 6 unimproved acres in the Dunes area, well below the General Plan's recommendation of 27 acres. Development of the 40-acre Oxnard State Beach Park between Harbor Boulevard and the Pacific Ocean, south of Beach Way and north of Falkirk Avenue, the linear park as required in the Mandalay Bay Phase IV Specific Plan, south of Wooley Road, between the Edison Canal and Victoria Avenue and the proposed recreational areas west of Edison Canal adjacent to the Dunes areas would meet the needs of coastal zone residents and provide coastal parks for the residents in the rest of the City.

Land Use Policy

a. Access facilities for the new City/County Park at Fifth Street and Harbor Boulevard shall include ample parking, an access road, and day-use/group-use facilities. All facilities developed shall not be located within the sensitive habitats or sand dunes. Recreational uses shall include beach swimming, fishing and other related uses; day-use facilities such as picnic tables, fire pits, interpretive displays and limited children's play facilities. Other improvements should include parking and restroom facilities and boardwalk access trails across the sand dunes to the beach.

The Scenic Route designation for Mandalay Beach Road north of Fifth Street is deleted, and a north-south bike path shall be provided. The alignment shall avoid all sensitive habitat areas.

The City shall pursue entering into agreement with Southern California Edison for a public access easement (pedestrian only) along Edison's 1,800 feet of beach frontage at the Ormond Beach Generating Station. These easements would permit public use of the beach, subject to limitations needed for the safe operation of the facilities. Such an agreement would also eliminate the need for a prescriptive rights determination of the properties.

If an agreement cannot be negotiated, the City shall, in its permit process, ensure that evidence of prescriptive public use is protected according to Public Resources Code Section 30211. If prescriptive rights are determined not to exist, the property is recommended for acquisition by either the State, City or County.

The City shall support and encourage the State's expansions plans for McGrath State Beach Park, including the new bicycle path, the provision of day-use facilities and a bicycle camp, restriction of access to the Santa Clara River mouth and the new entrance to the park.

On vacant oceanfront lots in Oxnard Shores Neighborhood, the City shall, in its permit process, ensure that evidence of public use is protected according to PRC 30211. In the event prescriptive rights are not fully established by a court of law, funds shall be sought for acquisition of these lots through the Transfer of Development Rights program. As funds designated for beach acquisition become available, the City shall attempt to acquire these vacant lots for public beach purposes. Once acquisition of the vacant lots is complete, the City may complete the linear park by acquiring the developed lots and removing the structures.

Public access to and along the shoreline and the Inland Waterway shall be required as a condition of permit approval for all new development between the shoreline and the first public roadway inland from the shore, except as provided below.

Exceptions may be made when access would be inconsistent with public safety, military security, the protection of fragile coastal resources, or when agriculture would be adversely affected.

Exceptions for vertical accessways may be made when adequate vertical access exists nearby (500 feet).

For inland water developments exceptions to the requirement of continuous lateral public access may be made for single-family waterfront development, but in no case shall the total public lateral access be less than 50 percent of the total shoreline frontage of the property. All vertical access shall be located and designed to minimize impacts on surrounding residential areas.

Offers to dedicate public accessways and public facilities shall be provided prior to the issuance of the permit and they shall be developed concurrently with the project.

However, public access facilities need not be required to be open to the public until a public agency or private association agrees to accept the responsibility for maintenance and liability of the access (except for water-oriented planned development where all public areas shall be dedicated for public use prior to the issuance of a permit for development).

Adequate public parking shall be provided in all new development with dedicated public access areas, and shall be in addition to the parking required for the new development, unless adequate facilities are provided nearby. All facilities shall be located and designed to avoid impacts on surrounding residential areas.

Bicycle routes shall be required in new developments wherever appropriate.

A bus route from the downtown area out Fifth Street, past the airport to the new City/County Park at Fifth and Harbor and on to McGrath State Beach Park, would provide excellent low-cost access to a more remote section of the coast. Although not possible under SCAT's current funding structure, it would be possible if it were to be jointly subsidized by State Parks, Oxnard Airport, the City and the County, and run by SCAT. Unlike other SCAT routes, this recreational route would run most frequently on summer weekends. This option should be explored further by the City.

The City and SCAT shall attempt to provide regular transit service in the coastal zone, consistent with demand and feasibility. A demand-responsive transit system providing service from other parts of the City to the coastal areas and connecting visitor-serving commercial developments with recreational areas of the coast shall be explored by the City.

Improvement of Perkins and Arnold Roads is needed to improve access in the Ormond Beach area. The City shall pursue all funding options to provide parking along these streets. New parking shall not be located in a sensitive resource area.

Both of the proposed coastal scenic routes in the Scenic Routes Elements of the General Plan (Mandalay Beach Road north of Fifth Street and the Ormond Beach route) shall be deleted from the element. Both routes endanger sensitive habitats and resource areas.

New day-use facilities should be included in both the improvements of the proposed park and the dedicated dry sandy beach on the Mandalay Associates property. No dune habitats shall be disturbed.

The proposed community park south of Wooley Road shall include day-use facilities and provide access to the Inland Waterway lagoon. Boating in the lagoon and facilities including boat launch ramps, boat rentals, fishing and swimming shall also be provided.

Recreation-designated areas of the dunes parcels also well-suited for water-oriented recreational development. Uses shall include a swim lagoon, small boat slips, fishing boat rental and boat launch ramp. Picnic and barbecue areas shall also be appropriate in designated areas.

Adjacent to the dune preserve areas is an excellent location for an interpretive and educational center dealing with the dune habitat. A limited trail system around the dunes area, either on established trails or boardwalks, shall also be established if the dunes are acquired.

Uses permitted in areas designated visitor-serving commercial shall be primarily visitor-serving in nature, including hotels, motels, restaurants and specialty retail. Neighborhood conveniences uses may be conditionally permitted. Commercial areas shall be well-designed aesthetically. Possible techniques include innovative landscaping and theme architectures. Parking areas shall include bicycles parking facilities. It is the City's policy to encourage a mix of commercial visitor-serving uses to meet the needs of all economic groups. Thus facilities that will be affordable to families of low and moderate income will be encouraged.

Visitor-serving facilities in the Inland Waterways shall be designed to include boat access.

The City of Oxnard has traditionally provided housing for a substantial number of low and moderate income families. This has led to the City receiving a "Negative Fair Share" designation in the Southern California Association of Governments' (SCAG) Regional Housing Allocation Plan. As a result, the City is now striving to achieve a better overall balance of housing types by encouraging the construction of new high-quality units in certain areas. Thus, the City's overall policy will be to protect existing affordable housing in the coastal zone, and to provide for improved access from other parts of the City to the coast.

As a part of the Phase III Implementation portion of the LCP Process, a Resource Protection ordinance will be created, defining the only uses permitted in areas designated on the land use map with the Resource Protection zone. The ordinance will incorporate the following policies which the City will implement to the extent of its legal and financial ability:

All non-authorized motor vehicles shall be banned from sensitive areas.

Scientific, educational, and light recreational uses shall be conditionally permitted uses in all sensitive resource areas. Development shall be designed and sited to minimize impacts to the area. Permitted uses shall not be allowed to significantly disrupted habitat values.

In sand dune areas, foot traffic shall be minimized, and allowed only on established paths or boardwalks. Disturbance or destruction of any dune vegetation shall be prohibited, unless no feasible alternative exists, and then only when revegetation with native California plants is a condition of approval.

New development adjacent to wetlands or resource protection areas shall be sited and designed to mitigate any adverse impacts to the wetlands or resource.

A buffer of 100 feet in width shall be provided adjacent to all resource protection areas. The buffer may be reduced to a minimum of 50 feet only if the applicant can demonstrate the resources of the habitat area. All proposed development shall demonstrate that the functional capacity of the resource protection area is maintained. The standards to determine the appropriate width of the buffer area are:

biological significance of the area

sensitivity of species to disruption

susceptibility to erosion

use of natural and topographic features to locate development

parcel configuration and location of existing development

type and scale of development proposed

use of existing cultural features to locate buffer zone

When a development is proposed within an environmental sensitive habitat area or a resource protection area, or thin 100 feet of such areas, a biological report shall be prepared which includes applicable topographic, vegetative and soils information. The information shall include physical and biological features existing in the habitat areas. The report shall be prepared by a qualified biologist, and shall recommend mitigation measures to protect any impacted resources. All recommendations shall be made in cooperation with the State Department of Fish and Game. When applicable restoration of damaged habitat shall be a condition of approval.

When a development is proposed within or near an environmentally sensitive habitat area, applicable topographic, vegetative and soils information shall be provided. The information shall include physical and biological features existing in the habitat areas.

Western LNG conditions:

Prior to approval of a development permit for Parcel 1, Western LNG shall develop and assure implementation of a wetlands restoration and enhancement program which must be approved by the Executive Director of the Coastal Commission and the Department of Fish and Game. The program shall consist of the following elements and shall be completed in consultation with the Department of Fish and Game and local government.

Western LNG shall accept a deed restriction of Parcel 2, which is west and south of the 26.5-acre Parcel 1, limiting the future use of Parcel 2 to preservation as a wetland, subject to Western LNG's continued right of access to the beach for purposes of construction and utilizing a trestle for any future LNG terminal;

The restoration program shall include a cleanup program of existing trash deposited within Parcel 2.

The restoration program shall include the construction of a 50-foot buffer barrier on Parcel 1 adjacent to the northeast border of Parcel 2, which shall consist of 2 drainage channels separated by a vegetated berm and a security fence at least 48 inches high on the northeastern side of the buffer. The channels shall be adequately designed and constructed to allow drainage from adjacent lands through 1 or 2 culverts to Parcel 2.

The restoration program shall ensure that no harmful runoff of possible foreign liquid and solid materials will drain into Parcel 2 from Parcel 1.

The restoration program shall assure that operations and activities of the present property owners immediately west of Parcel 2 do not intrude on Parcel 2.

Western LNG or their lessee shall grade the elevation of specified portions of Parcel 2 down to a level sufficient to encourage restoration of healthy vegetative growth.

The restoration program shall identify any available water supplies in the immediate vicinity, determine the existing drainage flow of such water supplies which might be of benefit to the wetlands, and provide passage of such water to Parcel 2 wherever feasible.

Western LNG or their lessee shall restrict public access to Parcel 2 through the permitted utilization of those remaining lands on Western LNG's property, except under the conditions such as educational visits by supervised groups or established scholars serving the wetlands.

The restoration program shall study and implement additional means of limiting public trespass on Parcel 2 if measures specified in Item 8 prove inadequate.

The restoration program shall ensure the maintenance and protection of the wetlands on Parcel 2.

Western LNG or their lessee shall ensure access by the Department of Fish and Game which shall conduct wildlife surveys in the area and work in cooperation with Western LNG to assure the wetlands viability.

The City shall also investigate all means of public acquisition of the areas designated for Resource Protection. As funds for this purpose become available, the city shall acquire, or shall request other public agencies acquire, approximately 131 acres of wetlands in Ormond Beach and approximately 43 acres of dunes as shown on the Land Use Map. Because of a lack of resale data, the market values of these properties are unknown.

The construction of shoreline structures such as, but not limited to, retaining walls, groins, revetments, and breakwaters shall not be permitted except where absolutely necessary to protect public safety, or to preserve existing public beaches, marinas, or structures. All permitted structures shall be designed to minimize adverse impacts, including those on both lateral and vertical access. Bulkheads shall be permitted in areas dredged as inland canals.

Any development located on the beach shall be designed to assure lateral beach access.

Several areas have been designated Planned Development. The purpose of this designation is to ensure the well-planned development of large areas of presently undeveloped land. The following policies apply specifically to these areas:

The entire site shall be planned as a unit. A specific plan showing the ultimate development of the site shall be required prior to any project or subdivision approval. Permitted uses shall include single and multiple-family residential either attached or detached recreational and open space. In designated areas, neighborhood commercial or visitor-serving uses are also permitted.

Overall densities shall not exceed those established in the land use plan. In planned development areas designated for water-oriented uses, the site design shall include expansions of the existing Inland Water/Edison Canal system. Residences, both single-family and attached or multiple units shall be oriented to the waterway, and private docking facilities may be provided. Public vertical access to the waterway shall be required; the combined public vertical access frontage on the water shall not be less than 10 percent of the development's total linear waterfront footage unless adequate access is provided nearby and shall be included in the specific plan. The lateral access requirement shall be 50 percent of the total linear requirement frontage and shall be dedicated and available. Exceptions to continuous lateral public access shall be allowed only for limited single-family

waterfront home development where adequate alternative access exists nearby. Recreational areas shall be distributed throughout the project with pedestrian and bicycle linkages between pocket parks, play areas, overlooks and other small-scale public areas offering the public and residents of the project recreational opportunities. No project on this site shall be approved without concurrent approval of all components of the “prime agricultural land maintenance program.”

Common (nonpublic) open space shall be required for all multiple-family or attached units, and shall include, but is not limited to, recreational facilities intended for the residents’ use, including swimming pools, tennis courts, playgrounds, community gardens, or common landscaped areas. Streets, driveways, and parking lots shall not be considered as a common open space.

Public open space shall include, but is not limited to, public parks other than identified neighborhood and community parks, beaches, parking lots of public use and access corridors, including pedestrian paths and bikeways. Streets, property for private use, sensitive habitat areas and other non-usable areas shall not be considered as public open space.

At least 20 percent of the net areas of the site shall be designated for common open space for multiple-family or attached-unit developments unless adequate facilities are provided nearby. Not less than 20 percent of the net area of the site for all areas designated planned development on the land use map shall be public open space, unless adequate open space is provided nearby. Areas designated by the LCP as neighborhood or community parks shall not be included in the site area, and may not be counted towards required percentage of public open space. In areas also designated water-oriented, the area of the waterway may be included.

Land uses shall consist of a mix of visitor-serving commercial, residential and public recreational areas oriented to an expansion of the existing Inland Waterway. The visitor-serving commercial, public recreation and open water shall comprise at least 50 percent of the overall project area. At least 12.5 percent of the total project area shall be public recreation areas, and at least 12.5 percent of the total project area shall be visitor-serving commercial. Water area shall comprise the remaining 50 percent of the visitor-serving commercial and public recreation area.

The development of an open body of water shall be an integral part of this land use designation. The development of this water area, however, may only proceed consistent with the other policies of this plan.

The project design shall also provide for significant buffer areas within the project, not including active public or visitor-serving uses, which will effectively protect all adjacent agricultural land uses from conflicts with urban uses and activities.

For all PUD projects, the following requirement are imposed:

A program of signing shall be developed and implemented to inform and direct the public as to the access and recreational opportunities, and the public obligations and constraints. Public recreational areas shall be located and designed to provide for ready access and identification by the public.

All public areas shall be dedicated for public use prior to issuance of a permit for development.

Public improvements required of a development shall be developed concurrently and shall be completed prior to completion of the final project phase.

Areas designated for visitor-serving commercial uses shall be planned and designed to maximize aesthetics, have a common theme and blend with surrounding uses. Permitted uses include motels, hotels, restaurants, and visitor-oriented retail commercial. Where designated, neighborhood convenience commercial may also be permitted, provided that the commercial uses remain predominantly visitor-oriented.

All new industrial and energy-related development shall be located and designed to minimize adverse effects upon public access to the beach. Where appropriate, an access dedication shall be condition of approval.

The City will accept offers of dedication which will increase opportunities for public access and recreation consistent with the City's ability to assume liability and maintenance costs.

The City will actively encourage other private or public agents to accept offers of dedication, to assume liability and maintenance responsibilities, and initiate legal action to pursue beach access.

The City will continue to seek funding sources to improve existing access points.

The City will coordinate and supervise programs with other private and public organizations to improve existing access, provide additional access, provide signing, parking, pedestrian, and bicycle facilities, and the like.

Consistent with the availability of staff and funds, the City will initiate action to acquire easements to and along beaches and along access corridors for which potential prescriptive rights exist.

Existing Coastal Access

McGrath State Beach

This 295-acre state park located along Harbor Boulevard, south of Santa Clara River provides both vertical and lateral access to the ocean. Some access in the area of Santa Clara River is limited due to sensitive habitat areas. Existing facilities include 174 camping spaces, nature trails, and bicycle camping facilities. Bike trails and improved bike camping areas are planned.

Mandalay Beach Park

This 104-acre park is located northwest of the intersection of Harbor Boulevard and Fifth Street. The park is jointly owned by the City of Oxnard and County of Ventura, and is presently undeveloped. Lateral and vertical access is available to pedestrians. Planned improvements will provide day-use facilities and group areas, and improved bicycle and pedestrian access. A portion of the property has a Resource Protection designation which may limit vertical access to marked trails. Pedestrian access along the Edison property to McGrath State Beach is planned.

Oxnard Shores

Vertical and horizontal access is provided at two public-owned beaches in this residential neighborhood. Vertical access is provided off Mandalay Beach Road, Capri Way, and Neptune Square. Lateral access is achieved along the length of the public beachfront.

Ormond Beach

Vertical access to the Ormond Beach area is provided by Perkins Road and Arnold Road. Perkins Road bisects an industrial area, and new public parking lot has been constructed at the terminus. Arnold Road is a narrow rural road with little provision for parking at its terminus. The road is also subject to flooding during the rainy season. Vehicle and pedestrian access to parts of the Ormond Beach area will be restricted due to the resource and habitat significance, particularly in the wetland areas off Arnold Road.

Channel Islands Harbor

Harbor facilities include boat ramps, hoists, berths, fuel dock, and boat trailer parking. Channel Islands Harbor Parking is along most of the inner perimeter of the harbor; features include grassy picnic areas, rest rooms with showers, and a beach area.

Approved or Proposed Coastal Access

Andrews Property/Mandalay Beach Associates Projects/Oxnard Beach Park

Approval of residential and visitor-serving development on the Andrews Tract No. 3929 and “The Colony” properties affords significantly improved lateral and vertical access in the area south of the existing Oxnard Shores Neighborhood. Development of a 40-acre City park between Oxnard Shores and The Colony project provides a large area of vertical access as well as improved parking areas, group facilities, a day-use beach, and interpretive areas.

Northern Dunes Area

This approximate 26-acre area of dunes is an excellent example of an increasingly rare dune habitat. Access to the area will be constrained due to the unique resource value. A raised trail system or similar method will provide pedestrian and bicycle access.

Southern Dunes Area

This 54-acre dunes area is also under a Resource Protection designation. Access in part will be controlled as in the northern dunes area. Areas may also be appropriate for more intense interpretive uses.

Mandalay Bay

Development of this large mixed-use project along the east side of the Edison Canal, south of Wooley Road, will provide many access opportunities. City parks will provide vertical access along many visitor-serving uses. Many water-oriented recreational activities such as swimming and sailing will be provided for in addition to the lateral access along the waterways.

IV. ORMOND BEACH WETLANDS AND MAPS

This report and accompanying maps were prepared by the Department of Fish and Game as part of the coastal wetlands inventory program. The information is also being made available to local governments for use in the preparation of the Local Coastal Programs.

The maps were prepared using aerial photographs (color and infrared) in conjunction with a ground survey. Because of the short time available to the preparer, there may be some minor discrepancies that will be changed in the future. For example, the sediment pile north of the settling ponds has been enlarged since the aerial photographs were taken.

Although definitive lines are used to delineate different habitats, it is very rare that divisions between habitats are distinct. Therefore, it should be noted that a zone of transition usually exists between different habitat types.

Approximately 16 acres of real property used by Halaco Engineering Company in the Ormond Beach areas was considered by the Department of Fish and Game to be non-permitted fill or wetlands. As a result of the California Supreme Court decision in *Halaco Engineering Company vs. South Central Coastal Regional Commission* (July 1986) 42 Cal.3d 52, that property is now designated Industry: Priority to Coastal Dependent.

Definition

For mapping purposes at the Ormond Beach wetlands, the following definitions will apply.

Wetland

1. "Land where the water table is at, near, or above the land surface long enough to promote the formation of hydric soils or to support the growth of hydrophytes. In certain types of wetlands, vegetation is lacking and soils are poorly developed or absent as a result of frequent and drastic fluctuations of surface water levels, wave action, water flow, turbidity or high concentrations of salts or other substances in the water or substrate. Such wetlands can be recognized by the presence of surface water or saturated substrate at some time during each year and their location within, or adjacent to, vegetated wetlands or deep-water habitats." (From USFWS "Classification of Wetlands and Deep-water Habitats of the United States").
2. "Lands within the coastal zone which may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, and fens." (From the Coastal Act 1976 Section 30121).

NOTE: The author believes that the two wetland definitions are equivalent.

Saltwater Marsh - Coastal Salt Marsh

Wetlands which are estuarine, of estuarine origin, or exhibit a water regime and salinity which maintain vegetation characteristic of an estuarine system. The saltwater marsh designation includes areas which are at least 30 percent covered by salt marsh indicator plant species (see attached list).

Flats (salt flats, mudflats, etc.)

Wetlands where vegetation is lacking (less than 35 percent coverage) and soils are poorly developed or absent as a result of frequent or drastic fluctuations of surface water levels, wave action, water flow, turbidity or high concentrations of salt or other substance in the water or substrate. Such wetlands can be recognized by the presence of surface water or saturated substrate at some time during each year and their location within or adjacent or vegetated wetlands or deep-water habitats.

Brackish Water Marshes

Wetlands which are at least 30 percent covered by freshwater marsh indicator plant species, but no more than 40 percent covered by woody plants (see attached list). These areas are occasionally or regularly flooded by fresh water.

Open Water

Wetlands, usually non-vegetated (flats), which are covered by surface water throughout all or most of the dry seasons.

Upland/Fill

Former wetland areas that have been filled for road construction, reclamation, etc. Most of these areas are covered by upland vegetation while others are barren due to the type of use associated with them.

Non-permitted Fill

Wetlands which have been filled with waste materials without required permits.

Wildlife Value

The Ormond Beach wetlands are used extensively by migratory waterfowl and other water associated birds. The Belding's Savannah sparrow, which is on the State's endangered species list, is also found here. A 1977 survey revealed that there were 17 pairs of Beldings' Savannah sparrows nesting in the Salicornia marshes (salt marshes) of Ormond Beach. Attached is a list of bird species which can be expected to utilize these wetlands.

Representative Plant Species in Wetland and Riparian Habitat Areas

This is a list of “representative” species that can be expected to be found in the various habitat areas indicated. Not all of them will be found in all areas of the State, and there are numerous others that could be included. However, this list should suffice for mapping purposes.

A. Salt Marsh

* Alkali heath (*Frankenia grandiflora*)

Arrow Grass (*Triglochin maritima*)

Cordgrass (*Spartina foliosa*)

* Glasswort (*S. subterninalis*)

Gum plant (*Grindelia stricta*)

* Jaumea (*Jaumea carnosa*)

* Marsh rosemary (*Limnium californicum* var *mexicanum*)

** Pickleweed (*Salicornia virginica*)

* Salt cedar (*Monanthochloa littoralis*)

** Saltgrass (*Distichlis spicata*)

Salt Marsh fleabane (*Pluchea purpurescens*)

Saltwort (*Batis maritimum*)

Sea-blite (*Suaeda californica* var *pubescens*)

B. Freshwater Marsh

Bulrushes (*Scirpus* spp.)

Bur-reed (*Sparganium eurycarpum*)

Buttercup (*Ranunculus aquatilis*)

Cattails (*Typha* spp.)

Naiads (*Najas* spp.)

Pondweeds (*Potamogeton* spp.)

Rushes (*Juncus* spp.)

Sedges (*Carex* spp.)

Smartweeds (*Polygonum* spp.)

Spikerush (*Heleocharis palustris*)

Watercress (*Nasturtium officinale*)

Water lilies (*Nuphar* spp.)

Water parsley (*Vernanthe sarmentosa*)

C. Brackish Marsh

Alkali bulrush (*Scirpus rubustus*)

* Brass buttons (*Cotula coronopifolia*)

Common reed (*Phragmites communis*)

* Common tule (*Scirpus acutus*)

* Fat-hen (*Atriplex patula* var *hastata*)

Olney's bulrush (*Scirpus olnevi*)

Rush (*Juncus balticus*)

* Indicates plant species found at Ormond Beach Wetlands

** Codominant plant species at Ormond Beach Wetlands

Bird List

Common Name

HERONS and BITTERNs:

American bittern

Black-crowned night heron

Cattle egret

Great blue heron

Great egret

Green heron

Snowy egret

SWANS, GEESE and DUCKS:

American widgeon

Blue-winged teal

Cinnamon teal

Gadwall

Green-winged teal

Mallard

Pintail

Shoveler

VULTURES:

Turkey vulture

KITES, HAWKS and HARRIERS

Marsh hawk

Red-tailed hawk

White-tailed kite

FALCONS:

American kestrel

RAILS, GALLINULES and COOTS:

American Coot

Sora

PLOVERS:

Black-bellied plover

Killdeer

Semipalmated plover

Snowy plover

Scientific Name

Botaurus lentiginosus

Nycticorax nycticorax

Bubulcus ibis

Ardeshherodias

Casmerodius albus

Butorides virescens

Egretta thula

Anas americana

Anas discors

Anas cyanoptera

Anas strepera

Anas crecca carolinensis

Anas platyrhynchos

Anas acuta

Anas clypeata

Cathartes aura

Circus cyaneus

Buteo jamaicensis

Elanus leucurus

Falco sparverius

Fulica americana

Porzana carolina

SANDPIPERS

Common snipe

Dunlin

Greater yellowlegs

Least sandpiper

Less yellowlegs

Long-billed curlew

Long-billed dowitcher

Marbled godwit

Ruddy turnstone

Sanderling

Short-billed dowitcher

Spotted sandpiper

Whimbrel

Willet

ADVOCETS and STILTS:

American avocet

Black-necked stilt

PHALAROPES:

Northern phalarope

GULLS and TERNS:

Bonaparte's gull

California gull

Caspian tern

Forster's tern

Glaucous-winged gull

Heerman's gull

Herring gull

Least tern*

Ring-billed gull

Western gull

Flubialis spatarola

Charadrius vociferus

Charadrius semipalmatus

Charadrius alexandrinus

Capella gallinago	Larus philadelphia
Calidris alpine	Larus californicus
Tringa melanoleuca	Hydroprogne caspia
Califris minutilea	Sterna forsteri
Tring flavipes	Larus glaucescens
Numenius americanus	Larus heermanni
Limnodomus scolopaceus	Larus argentatus
Limosa fedoa	Sterna albifrons
Arenaria interpres	Larus delawarensis
Calidris alba	Larus occidentalis
Linmodromus griseus	
Actitis macularia	OWLS:
Numenius phaeopus	
Catoptrophorus semipalmatus	Barn owl
	Burrowing owl
Recurvirostra americana	Short-eared owl
Himantopus mexicana	
	*endangered species
Lobipes labatus	

MAP NO. 11: Ormond Beach Wetlands

MAP NO. 12: Coastal Access

MAP NO. 13 Coastal Access

MAP NO. 14 Coastal Access

MAP NO. 15 Coastal Access

MAP NO. 16 Coastal Zone Land Use Maps

MAP NO. 17 Coastal Zone Land Use Maps

MAP NO. 18 Coastal Zone Land Use Maps

MAP NO. 19 Coastal Zone Land Use Maps

