

CALIFORNIA COASTAL COMMISSION

SOUTH CENTRAL COAST DISTRICT OFFICE
89 SOUTH CALIFORNIA STREET, SUITE 200
VENTURA, CA 93001-2801
(805) 585-1800



Th12a & Th13a

DATE: July 31, 2025
TO: Commissioners and Interested Persons
FROM: Steve Hudson, District Director
Barbara Carey, District Manager
Denise Gonzalez, District Supervisor
Sam Fearer, Coastal Program Analyst
SUBJECT: **Proposed Amendment No. PWP-4-CIH-25-0002-1 to the Channel Islands Harbor Certified Public Works Plan (PWP) and Notice of Impending Development (NOID) No. CIH-NOID-0005-25** for the Karls Village Project, for Public Hearing and Commission Action at the August 14, 2025 Commission Meeting in Calabasas.

SUMMARY OF STAFF RECOMMENDATION

Staff is recommending that the Commission, after public hearing, **approve as submitted** Public Works Plan (PWP) Amendment No. PWP-4-CIH-25-0002-1, and **approve as conditioned** Notice of Impending Development (NOID) No. CIH-NOID-0005-25. Staff is recommending **twelve (12) special conditions** for the subject NOID to assure consistency with the policies and provisions of the Public Works Plan (PWP), as amended.

PWP Amendment No. PWP-4-CIH-25-0002-1

The Ventura County Harbor Department is proposing an amendment to its certified Public Works Plan (PWP) to incorporate minor technical updates and clarifications and to remove a designated view corridor to facilitate the redevelopment of Fisherman's Wharf. The proposed amendment is project driven and has been submitted in conjunction with a related Notice of Impending Development (NOID) for the redevelopment of Fisherman's Wharf. The certified PWP requires that a minimum of 25% of the Harbor shall provide view corridors of no less than 25 feet in width, to protect views between roadways and harbor waters. The subject amendment would remove one designated view corridor "Segment 48" – which currently provides no views of harbor waters due to obstruction from existing development – from the PWP view corridor map. Removal of this one view corridor would reduce the harbor-wide designated view corridor percentage from 31.83% to 31.18%, which would still exceed the minimum required harbor-wide designated view corridor percentage (25%), required by the existing policies of the PWP. Additionally, technical updates and clarifications would be made to Table 1 of the PWP (Inventory of Existing Uses/Intensities by Parcel),

Channel Islands Harbor PWP Amendment No. PWP-4-CIH-25-0002-1 & Notice of Impending Development No. CIH-NOID-0005-25

including corrections and updates to an inventory of existing development within the subject site, corrections to an inventory of existing slip counts adjacent to the subject site, and consolidation of Fisherman's Wharf parcels V, V-1, V-2, V-3, and V-4 into a single lease parcel designated as "V" with associated updates to parcel acreage. The technical updates and clarifications proposed through the amendment would not include changes to land use designations, would be consistent with the existing policies of the certified PWP, and would be consistent with the policies of the City of Oxnard Local Coastal Program (LCP). Therefore, Staff recommends approval of the proposed amendment, as submitted.

NOID No. CIH-NOID-0005-25

The Notice of Impending Development (NOID) for construction of Karls Village involves the redevelopment of the Fisherman's Wharf site into Karls Village, a visitor-serving development featuring approximately 60,765 sq. ft. of retail, dining, and recreational attractions on an approximately 11-acre leasehold at the intersection of Channel Islands Boulevard and Victoria Avenue within Channel Islands Harbor (**Exhibits 1 & 2**). Existing development within the Fisherman's Wharf site includes a commercial complex and northern parking lot built in the 1970's, a waterfront promenade along the western border of the site, a parking lot to the south of the complex, a commercial fishing wharf at the northwestern portion of the site, and a public park, restroom, and docks at the southwestern portion of the site. The waterfront promenade, northern parking lot, and many of the commercial structures exist in a deteriorated state, and are presently underutilized. Proposed construction activities (including demolition) would occur in a single phase over approximately two years. The subject NOID would include demolition of all existing buildings on site (approximately 48,218 sq. ft.), except for a lighthouse architectural feature, which would be retained and integrated into the new project design, and removal of the northern parking lot. New commercial development proposed through the NOID would include two primary buildings and two smaller buildings, with a coastal related architectural design similar to existing development and a maximum height of 35 ft., as required by the certified PWP, and would replace 132,000 sq. ft. of impervious asphalt with 127,000 sq. ft. of new landscaping and common areas amongst the new buildings, creating a more walkable visitor-serving destination. Attractions within the commercial area would include a mix of free and ticketed elements, with open play areas, shaded gathering spaces, and passive recreation zones available at no cost to the public. The existing waterside promenade would be replaced with a 30-foot-wide, on-grade pedestrian boardwalk open to the public, and would include areas for seating and harbor viewing. The existing public park would be retained and enhanced with new walking paths, native plantings, and informal seating areas. The Harbor Department has proposed several circulation improvements to ensure safe and efficient vehicle routing for the new development, and the southern parking lot would be updated to accommodate projected increases in visitation, while remaining free of charge for public use.

No water-related construction is proposed under this NOID. Commercial fishing access to the commercial fishing wharf and crane would remain open and operational throughout construction. Throughout construction, the Harbor Department would ensure

assisted access through the secured site to the wharf, and would also provide access to a secondary commercial fishing wharf located at Marine Emporium Landing as a backup. Public access to the transient docks adjacent to the site would also remain open throughout construction, with signage directing access through the southern gangway and with parking provided through the public launch ramp parking area that is located immediately south of the site.

Special Conditions 1-11 are necessary to require implementation of best management practices, consistent with the Harbor Department's proposal, and to ensure the protection of public access, biological resources, water quality, commercial fishing operations, and recreational boating throughout the proposed development. **Special Conditions 1-11** also require implementation of the proposed NOID, as conditioned, removal of all construction debris, and submittal of a final lighting plan. As conditioned, the subject NOID would be consistent with the certified PWP, as amended. Therefore, Staff recommends approval of the subject NOID, as conditioned.

The standard of review for the proposed Public Works Plan (PWP) amendment is the policies of the City of Oxnard Local Coastal Program (LCP). The standard of review for the related Notice of Impending Development (NOID) is the policies of the certified PWP, as amended. Proposed NOID No. CIH-NOID-0005-25, subject to twelve (12) special conditions, is consistent with the policies and provisions of the certified PWP, if amended pursuant to PWP Amendment No. PWP-4-CIH-25-0002-1. The motions and resolutions for Commission action can be found starting on **page 7**.

Table of Contents

SUMMARY OF STAFF RECOMMENDATION.....	1
I. PROCEDURAL REQUIREMENTS	6
A. STANDARD OF REVIEW	6
B. PUBLIC PARTICIPATION	7
II. STAFF RECOMMENDATION: MOTIONS AND RESOLUTIONS.....	7
A. PWP AMENDMENT NO. PWP-4-CIH-25-0002-1: APPROVAL AS SUBMITTED	7
B. NOID NO. CIH-NOID-0005-25: APPROVAL WITH CONDITIONS	8
III. NOTICE OF IMPENDING DEVELOPMENT NO. CIH-NOID-0005-25 SPECIAL CONDITIONS	8
IV. FINDINGS FOR THE APPROVAL OF THE PUBLIC WORKS PLAN AMENDMENT, AS SUBMITTED, AND THE NOTICE OF IMPENDING DEVELOPMENT, AS CONDITIONED	15
A. PUBLIC WORKS PLAN AMENDMENT DESCRIPTION (PWP-4-CIH-25-0002-1).....	16
B. NOTICE OF IMPENDING DEVELOPMENT DESCRIPTION (CIH-NOID-0005-25)	17
C. BACKGROUND.....	20
Local Government Consultation	21
D. CONSISTENCY ANALYSIS	22
1. Land Use	22
2. Public Access, Parking and Transportation.....	23
3. Biological Resources and Water Quality	27
4. Commercial Fishing and Recreational Boating	34
5. Visual Resources	37
6. Geology and Hazards	40
7. California Environmental Quality Act	41
APPENDIX 1: SUBSTANTIVE FILE DOCUMENTS	43

EXHIBITS

Exhibit 1 - Vicinity Map

Exhibit 2 - Aerial Overview

Exhibit 3 - Project Plans

Exhibit 4 - View Corridor Analysis

Exhibit 5 - Harbor Department Conditions of Approval

Exhibit 6 - PWP Amendment Resolution

Exhibit 7 - Leasehold Parcels

APPENDICES

Appendix 1: Substantive File Documents

I. PROCEDURAL REQUIREMENTS

A. STANDARD OF REVIEW

Public Works Plan Amendment:

Section 30605 of the Coastal Act and Title 14, Section 13356 of California Code of Regulations provides that where a public works plan is submitted prior to certification of the Local Coastal Program (LCP) for the jurisdiction affected by the plan, the Commission's standard of review for certification is Chapter 3 of the Coastal Act. Although the land area within the Harbor is owned by the County, it lies within the jurisdiction of the City of Oxnard. The Commission certified the Public Works Plan in September 1986—prior to the December 1986 certification of the Oxnard LCP (which includes the Harbor area). Therefore, the Commission's certification of the PWP was based on consistency with Chapter 3. Section 30605 and Section 13357 of the Code of Regulations also state that where a public works plan or plan amendment is submitted after the certification of the LCP for the area, any such plan shall be approved by the Commission only if it finds, after full consultation with the affected local government(s), that the proposed plan is in conformity with the certified LCP. Therefore, the standard of review for the proposed amendment to the Public Works Plan, pursuant to Section 30605 of the Coastal Act, is that the proposed plan amendment is in conformance with the certified Local Coastal Program for the City of Oxnard. Because the City's certified LCP contains all applicable Coastal Act policies, the proposed PWP amendment must also conform with applicable Chapter 3 policies of the Coastal Act. Public Resources Code Section 30605 also states that any proposed amendment to the PWP shall be processed in the same manner as prescribed for an amendment to a Local Coastal Program.

Notice of Impending Development:

Sections 30605 and 30606 of the Coastal Act and Title 14, Sections 13357(a)(5), 13359, and 13353-54 of the California Code of Regulations govern the Coastal Commission's review of subsequent development where there is a certified PWP. The standard of review for a Notice of Impending Development is the certified PWP. Section 13354 requires the Executive Director or his designee to review the Notice of Impending Development (or development announcement) within five working days of receipt and determine whether it provides sufficient information to determine if the proposed development is consistent with the certified PWP. The notice is deemed filed when all necessary supporting information has been received.

Pursuant to Section 13359 of Title 14 of the California Code of Regulations, within thirty working days of the project proponent's filing of the Notice of Impending Development, the Executive Director shall report to the Commission the pendency of the development and make a recommendation regarding the consistency of the proposed development with the certified PWP. After public hearing, by a majority of its members present, the Commission shall determine whether the development is consistent with the certified PWP and whether conditions are required to bring the development into conformance with the PWP. No construction shall commence until after the Commission votes to

impose any conditions(s) necessary to render the proposed development consistent with the certified PWP.

In this case, because the NOID is for a project identified in the subject pending PWP amendment that the Commission has not yet acted on, there is insufficient supporting information to determine whether the proposed development is consistent with the certified PWP. Therefore, the NOID remains incomplete at this time and cannot be deemed filed until the amendment has been approved by the Commission. If the Commission approves the subject PWP amendment as submitted by the Harbor District, then the NOID will be filed at that time and the Commission will next consider approval of the NOID with conditions, as recommended by staff.

In the event that the Commission acts to require suggested modifications to the PWP amendment and that results in substantial changes to the proposed development, then the Notice of Impending Development shall be deemed inconsistent with the PWP and shall remain incomplete. Should that happen, a revised or new Notice of Impending Development that is consistent with the PWP would need to be submitted before development could commence.

B. PUBLIC PARTICIPATION

Sections 30605 and 30503 of the Coastal Act require the provision of maximum opportunities for public input in preparation, approval, certification and amendment of any Public Works Plan. Further, Section 13366 of Title 14 of the California Code of Regulations requires a local public hearing on the proposed amendment prior to submission of the amendment to the Commission. The County of Ventura Board of Supervisors held a public hearing and approved the PWP amendment on March 11, 2025. The hearing was duly noticed to the public consistent with Section 13353.5 of the California Code of Regulations. Notice of the Commission hearing on the subject amendment has been distributed to all known interested parties.

II. STAFF RECOMMENDATION: MOTIONS AND RESOLUTIONS

A. PWP AMENDMENT No. PWP-4-CIH-25-0002-1: APPROVAL AS SUBMITTED

Motion I:

I move that the Commission certify the Channel Islands Harbor Public Works Plan Amendment No. PWP-4-CIH-25-0002-1, as submitted.

Staff recommends a **YES** vote. Passage of this motion will result in approval of the Public Works Plan Amendment No. PWP-4-CIH-25-0002-1 and the adoption of the following resolution and findings. The motion to certify passes only by an affirmative vote of a majority of the appointed Commissioners.

Resolution I:

The Commission hereby certifies the Channel Islands Harbor Public Works Plan Amendment No. PWP-4-CIH-25-0002-1, as submitted, and adopts the findings stated below on the grounds that the Amendment as submitted conforms with the City of Oxnard Local Coastal Program. Certification of the Amendment complies with the California Environmental Quality Act because there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the Amendment on the environment.

B. NOID No. CIH-NOID-0005-25: APPROVAL WITH CONDITIONS

Motion II:

I move that the Commission determine that the development described in the Notice of Impending Development No. CIH-NOID-0005-25, as conditioned, is consistent with the certified Channel Islands Harbor Public Works Plan.

Staff recommends a **YES** vote. Passage of this motion will result in a determination that the development described in the Notice of Impending Development CIH-NOID-0005-25 as conditioned, is consistent with the certified Channel Islands Harbor Public Works Plan, as amended, pursuant to PWP Amendment No. PWP-4-CIH-25-0002-1, and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

Resolution II:

The Commission hereby determines that the development described in the Notice of Impending Development No. CIH-NOID-0005-25, as conditioned, is consistent with the certified Channel Islands Harbor Public Works Plan, as amended pursuant to PWP Amendment No. PWP-4-CIH-25-0002-1, for the reasons discussed in the findings herein.

**III. NOTICE OF IMPENDING DEVELOPMENT NO. CIH-NOID-0005-25
SPECIAL CONDITIONS**

1. Consistency with the PWP

Prior to the commencement of any development, Channel Islands Harbor Public Works Plan Amendment No. PWP-4-CIH-25-0002-1 must be effectively certified and deemed legally adequate by the California Coastal Commission.

2. Implementation of Proposed NOID

Notice of Impending Development (NOID) CIH-NOID-0005-25 authorizes the development expressly proposed by the Harbor Department (including the Transportation Demand Management Program (TDMP)), as modified by the conditions of this NOID. The County shall ensure that development is undertaken in accordance with the approved NOID and shall ensure that all of the provisions of the development,

including TDMP, are incorporated into all current and future lease agreements. Parking shall remain free to the public in perpetuity and any changes to require paid parking shall require a new NOID. Any proposed changes to the development shall be reported to the Executive Director. No changes to the approved development shall occur without a new Commission-approved NOID unless the Executive Director determines that no NOID is legally required.

The project shall be subject to all conditions of approval imposed by the Ventura County Harbor Department and included as part of the proposed NOID, except as modified by these conditions of approval for Notice of Impending Development CIH-NOID-0005-25 (**Exhibit 5**). Any questions of intent or interpretation of any condition will be resolved by the Executive Director of the Coastal Commission.

3. Protection of Nesting and Roosting Birds

A qualified independent biologist or environmental resource specialist shall conduct biological surveys of trees on and adjacent to the project site (within 500 feet of any construction activities, including those at staging areas) as follows: (1) within one week prior to any construction activities; and (2) once a week upon commencement of construction activities that include use of heavy equipment so long as any nesting or fledging activity is identified. Such surveys will be carried out between December 1st and September 30th and shall identify the presence of black-crowned night herons, great blue herons, snowy egrets, or other sensitive species in or near the project site. All surveys conducted pursuant to this condition shall be submitted to the Executive Director of the Coastal Commission.

In the event that the surveys identify any black-crowned night herons, great blue herons, snowy egrets, or other sensitive species exhibiting reproductive or nesting behavior on or adjacent to the project site (within 500 feet of any construction activities), then the following measures shall be included in the development:

- A. Within 300 feet of any identified active nesting sites, noise monitors shall be present during all pile driving and hardscape demolition activities. Noise generated by construction shall not exceed 65 dB at any point in time, at any active nesting site. If construction noise exceeds the standard above, sound mitigation measures shall be employed. If these sound mitigation measures do not reduce noise levels within 48 hours, construction within 300 feet of the tree shall cease and shall not recommence until either new sound mitigation can be employed or nesting is complete.
- B. A qualified independent monitor, approved by the Executive Director, shall be present on site during such construction to measure noise levels. During construction, noise reduction measures such as sound shields shall be used and measures shall be taken to minimize loud noise generation to the maximum extent feasible. Bright upward shining lights shall not be used during construction and construction employees shall be prohibited from bringing pets (e.g., dogs and cats) to the construction site.

4. Public Access and Parking

- A. Construction activities and staging operations shall be conducted in a manner that minimizes impact within public access and parking areas, throughout all phases of redevelopment activities. The construction staging area located near the public waterfront walkway and within the public parking area adjacent to the project site shall be conducted in a manner that avoids unnecessary blockage to pedestrian walkways and provides alternative routing and associated signage where temporary blockages are unavoidable. Construction staging areas shall occupy as few parking spaces as possible and shall be sited to minimize impacts to public access and circulation within the lot throughout all phases of proposed redevelopment activities.
- B. Construction of the new public promenade shall be completed and open to the public prior to, or concurrent with, the completion of the approved visitor-serving development project, Karls Village.

5. Commercial Fishing Operations and Recreational Boating

Commercial fishing operations on the project site shall remain open throughout all phases of redevelopment activities. The Ventura County Harbor Department shall coordinate access for loading and offloading at the Wharf directly with commercial fishing operators. Public transient docks will remain open, with signage directing boaters to the southern gangway. The public boater restroom will also stay accessible and open throughout construction.

6. Lighting Plan

Prior to the commencement of approved development, the Harbor Department shall submit, for the review and written approval of the Executive Director, a final Lighting Plan that incorporates the following requirements:

- A. Exterior night lighting for all development approved pursuant to this NOID shall be designed, installed, and, where applicable, retrofitted to minimize all forms of light pollution, including light trespass, glare, and sky glow consistent with the following:
 - a. Lighting shall be of low glare design.
 - b. No skyward-casting lighting shall be used.
 - c. Lighting shall use the best available visor technology to minimize light spill and direct/focalize lighting downward. All lighting shall be shielded and directed downward. Lighting fixtures shall be cut-off type fixtures that divert lighting downward onto the property and shall not cast light onto adjacent properties, roadways or waterways.
- B. All temporary lighting used for construction and security shall not include skyward-casting lighting or flashing lights. All construction and security lighting shall divert lighting downward onto the property and shall not cast light onto adjacent properties, roadways or waterways.
- C. The lowest intensity lighting shall be used that is appropriate to the intended use of the lighting. Lighting shall use the best available technology and a lighting spectrum designed to minimize lighting impacts on sensitive bird species.

Specifications for all permanent and temporary lighting, including those used for security lighting or the operation of construction equipment, if performed at night, shall be included, with light temperatures maintained at 2,700 Kelvin (in no case shall exceed 3,000 Kelvin) and a foot candle value of no higher than 0.01 fc (lm./ft.) incident along the property's waterfront edge.

- D. Any proposed changes to the approved lighting plan shall be reported to the Executive Director. No changes to the approved plan shall occur without a new Notice of Impending Development (NOID) unless the Executive Director determines that a new NOID is not legally required.

7. Playground and Recreation Area Surfacing Materials

A. Prohibited Playground & Recreation Area Surfacing Materials.

- i. **Playground Surfacing Materials Made from Waste Tires.** Playground surfacing products made from shredded or granulated waste vehicle tires shall be prohibited, including any poured-in-place (PIP) rubber playground surfacing product. Shredded waste tire material such as that used in the cushioning base layer in PIP rubber playground surfacing is typically labeled in product descriptions as rubber, recycled rubber, or recycled SBR (styrenebutadiene rubber). Synthetic rubber playground mats, pads, and tiles made from granules of waste tires held together with chemical binders are typically labeled as rubber or recycled rubber products. Granules of waste tires used as infill for synthetic grass are typically called "crumb rubber."

Prohibited types of playground surfaces made from waste tire materials shall include, but are not limited to, PIP rubber playground surfacing products made from shredded tires; loose-fill shreds or pieces of tires (i.e., "rubber mulch"); shredded tires held together with a resin binder (i.e., "bonded rubber mulch"); synthetic rubber mats, pads, and tiles manufactured from tire rubber; and synthetic grass (i.e., artificial turf) with tire crumb rubber infill.

- ii. **Playground Surfacing Materials Made from Synthetic Rubber Granules.** Synthetic rubber granules commonly used in the top layer of PIP rubber surfacing products, including ethylene propylene diene monomer (EPDM), thermoplastic vulcanizate (TPV), and thermoplastic elastomer (TPE), shall be prohibited for use in playground surfacing products. EPDM may be labeled as "virgin rubber" if it is not derived from recycled materials; however, this is a synthetic rubber, not natural rubber.

B. Acceptable Playground & Recreation Area Surfacing Materials.

Acceptable playground surfacing materials to minimize the discharge of hazardous chemicals and microplastic debris shall include, but are not limited to, the following:

- i. **Natural Materials.** Natural materials such as engineered wood fiber (EWF); cork PIP surfacing; loose-fill materials such as sand, pea gravel, wood chips, bark, or pieces of natural rubber; and mats, pads, or tiles made from natural rubber (not waste tire rubber) shall be the preferable choice for playground surfacing materials, where feasible. Mats, pads, or tiles that do not contain waste tire material may be installed on top of EWF or loose-fill playground materials to

create wheelchair-accessible pathways to playground equipment, and/or to prevent displacement of loose-fill materials in high-use areas such as under swings. EWF with a resin binder ("bonded EWF") may also be used to create wheelchair-accessible pathways in playgrounds. Though the materials described in this section are preferable, the materials discussed in Section ii. below may be used instead in the circumstances described therein.

ii. Low-Toxicity Non-granular Plastics. Playground surfacing products made from types of plastics that have documented low toxicity to humans and the environment shall be acceptable if use of natural surfacing materials is not feasible. Any plastic products used for the top surface of playgrounds shall contain only non-granular plastics, not resin-bonded granules, to minimize microplastic pollution. Acceptable low-toxicity non-granular plastic playground surfacing products include, but are not limited to:

- a. Injection-molded polyvinyl chloride (PVC) interlocking perforated tiles that integrate with loose-fill surfacing materials to provide wheelchair-accessible pathways and/or to prevent displacement of loose-fill surfacing materials under high-use playground equipment (such as swings and slides). These tiles may also be used throughout playgrounds when installed on top of a cushioning pad. The cushioning pad beneath these tiles shall not contain waste tire material.
- b. Cross-linked polyethylene foam (XPE) shock pads may be used as a cushioning material, such as under injection-molded interlocking perforated PVC tiles, to provide fall protection under playground equipment or throughout playgrounds.

C. Maintenance of Playground and Recreation Area Surfacing Materials.

Any synthetic playground surfacing materials shall be frequently inspected and promptly repaired or replaced if the material becomes damaged or deteriorated, to minimize the discharge of microplastic debris into the environment. Playground surfaces that contain synthetic surfacing materials shall be inspected before and after power-washing, and any dislodged microplastic pieces shall be promptly collected for proper disposal. Microplastic pieces dislodged from playground surfacing materials shall not be washed or swept off playground surfaces into adjacent areas and instead shall be promptly collected for proper disposal.

8. City of Oxnard Coordination and Final Revised Plans

- A. In order to effectuate the Harbor Department's proposed traffic and bicycle circulation improvements, the Harbor Department shall coordinate with the City of Oxnard to implement the following circulation improvements. All local government permits and approvals that may be necessary for the following improvements shall be obtained **prior to implementation** of such improvements. The Harbor Department shall provide evidence of this coordination to the Executive Director.
 - i. Construct a dedicated right turn lane along Victoria Avenue leading into the project site at the primary northern project entrance. Improvements should be

completed prior to the issuance of the Certificate of Occupancy.

- ii. Reconstruction of the existing Gold Coast Transit bus stop along Victoria Avenue, adjacent to the project site, in coordination with Gold Coast Transit District, if the bus stop is planned to become operational. Improvements should be completed prior to the issuance of the Certificate of Occupancy.
 - iii. Revise the southern project driveway adjacent to Victoria Avenue, as identified as "Two Lane Exit Only" in the February 2025 Traffic and Circulation Study prepared by RAJU Associates, Inc., to 1) remove the existing left turn exit option from the driveway and add a roadway median on Victoria Avenue to prevent left turn exits onto Victoria Avenue; and 2) add a right turn entry option into the project site from southbound Victoria Avenue, contingent upon the results of a revised traffic analysis. Improvements should be completed prior to the issuance of the Certificate of Occupancy.
 - iv. Revise the vehicle exit routing from the project parking lot to direct vehicles to exit at the existing traffic signal located at the intersection of Curlew Way and Victoria Avenue, if determined feasible following a revised traffic analysis. Alternative exit routing solutions may be coordinated with the City as necessary for feasibility. Any proposed improvements that would be located within the boundaries of the certified PWP but outside of the project site boundaries shall require a new Coastal Commission approved NOID. Improvements should be completed prior to the issuance of the Certificate of Occupancy.
 - v. Within one (1) year from the date that CIH-NOID-0005-25 is approved by the Commission, the Harbor Department shall submit a plan, or plans, to the Executive Director and the City of Oxnard to expand the existing bicycle path lane located along Channel Islands Harbor Boulevard, immediately adjacent to the project site. If it is determined that the extension of the Class II bicycle lane is infeasible without the relocation of the existing multi-utility underground vault located beneath the existing sidewalk near the northwest corner of the project site, the Harbor Department shall provide plans for alternative bicycle safety improvements in coordination with the City of Oxnard. Any approved bike lane improvements shall be constructed prior to the issuance of the Certificate of Occupancy. If relocating the vault is unavoidable and no alternative bicycle safety improvements can be safely implemented, the bicycle lane expansion in this area may be removed from the proposed project.
- B. Prior to the authorization of the notice of impending development (NOID),** if coordination with the City of Oxnard, as required in part A of this condition, results in necessary modifications to the project plans approved for the subject NOID, the Harbor Department shall submit, for the review and approval of the Executive Director, Final Revised Project Plans for the subject site. The final revised project plans shall be prepared by a qualified engineer and/or other

qualified professional and shall be in substantial conformance with the approved project plans dated May 28, 2025. Any development that is outside the jurisdictional boundary of the Channel Islands Harbor Public Works Plan is subject to local approvals and, as such, shall not be reflected in the Final Revised Project Plans.

The Harbor Department shall undertake development in conformance with the approved Final Revised Project Plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plan shall occur without a new Coastal Commission approved NOID, unless the Executive Director determines that no NOID is legally required.

9. Construction Maintenance Responsibilities and Debris Removal

The Harbor Department shall comply with the following construction-related requirements:

- A. No demolition or construction materials, debris, or waste shall be placed or stored where it may enter sensitive habitat, receiving waters or a storm drain, or be subject to wind or rain erosion or dispersion.
- B. No demolition or construction equipment, materials, or activity shall be placed in or occur in any location that would result in impacts to ESHA, wetlands, or their buffers.
- C. Demolition or construction debris and sediment shall be removed from work areas each day that demolition or construction occurs to prevent the accumulation of sediment and other debris.
- D. All trash and debris shall be disposed in the proper trash and recycling receptacles at the end of every construction day.
- E. All stockpiles and construction materials shall be covered, enclosed on all sides, shall be located as far away as possible from drain inlets and any waterway, and shall not be stored in contact with the soil.
- F. Machinery and equipment shall be maintained and washed in confined areas specifically designed to control runoff. Thinners or solvents shall not be discharged into sanitary or storm sewer systems.
- G. The discharge of any hazardous materials into any receiving waters shall be prohibited.
- H. Spill prevention and control measures shall be implemented to ensure the proper handling and storage of petroleum products and other construction materials. Measures shall include a designated fueling and vehicle maintenance area with appropriate berms and protection to prevent any spillage of gasoline or related petroleum products or contact with runoff. The area shall be located as far away from the receiving waters and storm drain inlets as possible.
- I. Best Management Practices (BMPs) and Good Housekeeping Practices (GHPs) designed to prevent spillage and/or runoff of demolition or construction-related materials, and to contain sediment or contaminants associated with demolition or construction activity, shall be implemented prior to the on-set of such activity. All BMPs shall be maintained in a functional condition throughout the duration of the project.

- J. The Harbor Department shall remove all staging equipment and all construction-related debris from the staging area within sixty (60) days of completion of all development authorized under this NOID No. CIH-NOID-0005-25.

10. Approval by Resource Agencies

The Ventura County Harbor Department shall comply with all requirements, including required mitigation measures, from the California Department of Fish and Wildlife, Regional Water Quality Control Board, and the U.S. Fish and Wildlife Service with respect to preservation and protection of water quality and the marine environment including bird nesting and foraging activity. Any change in the approved project that may be required by the above-stated agencies shall be submitted to the Executive Director in order to determine if the proposed change shall require a new Notice of Impending Development pursuant to the requirements of the Coastal Act and the California Code of Regulations.

11. Assumption of Risk, Waiver of Liability, and Indemnity Agreement

The Harbor Department acknowledges and agrees (i) that the site may be subject to hazards including but not limited to flooding, fire, earth movement, and sea level rise; (ii) to assume the risks to the Harbor Department and the property that is the subject of this permit of injury and damage from such hazards in connection with this permitted development; (iii) to unconditionally waive any claim of damage or liability against the Commission, its officers, agents, and employees for injury or damage from such hazards; and (iv) to indemnify and hold harmless the Commission, its officers, agents, and employees with respect to the Commission's approval of the project against any and all liability, claims, demands, damages, costs (including costs and fees incurred in defense of such claims), expenses, and amounts paid in settlement arising from any injury or damage due to such hazards.

12. Plans Conforming to Geotechnical Engineer's Recommendations

The Harbor Department agrees to comply with the recommendations contained in all of the geology, geotechnical, and/or soils reports referenced as Substantive File Documents. These recommendations, including recommendations concerning foundations, grading, and drainage, shall be incorporated into all final design and construction plans, which must be reviewed and approved by the consultant prior to commencement of development. The final plans approved by the consultant shall be in substantial conformance with the plans approved by the Commission relative to construction, grading and drainage.

IV. FINDINGS FOR THE APPROVAL OF THE PUBLIC WORKS PLAN AMENDMENT, AS SUBMITTED, AND THE NOTICE OF IMPENDING DEVELOPMENT, AS CONDITIONED

The following findings support the Commission's approval of the Public Works Plan Amendment PWP-4-CIH-25-0002-1, as submitted and the Notice of Impending

Development No. CIH-NOID-0005-25, as conditioned. The Commission hereby finds and declares as follows:

A. PUBLIC WORKS PLAN AMENDMENT DESCRIPTION (PWP-4-CIH-25-0002-1)

The Ventura County Harbor Department is proposing an amendment to its certified Public Works Plan (PWP) to incorporate minor technical updates and clarifications and to remove a designated view corridor to facilitate the redevelopment of Fisherman's Wharf and construction of a new visitor-serving development project, Karls Village. The proposed amendment is project driven and has been submitted in conjunction with a related Notice of Impending Development (NOID) for the redevelopment of Fisherman's Wharf and construction of Karls Village.

As described below, the Harbor Department is proposing to amend several sections of the PWP.

Visual Access (View Corridor) Policy Changes

The certified PWP requires that a minimum of 25% of the Harbor shall provide view corridors of no less than 25 feet in width, to protect views between roadways and harbor waters. Additionally, the PWP includes a map showing the location of designated view corridors throughout the harbor. No new development is allowed to block views to the water within any designated view corridor without an amendment to the PWP.

The proposed amendment would remove the designated view corridor "Segment 48" from the PWP view corridor map (Figure IV / Exhibit E of the certified PWP). The PWP depicts Segment 48 as a 100-foot-wide view corridor between Victoria Avenue and harbor waters that extends across the southern portion of the existing Fisherman's Wharf development (existing parcels V-3 and V-4) (**Exhibit 7**). However, no public water views currently exist within designated view corridor Segment 48 as it is obstructed by existing development located within the Fisherman's Wharf area. The development proposed under the related NOID sites new visitor-serving development within the boundaries of this designated view corridor, which is inconsistent with the PWP. Therefore, the Harbor Department is proposing the removal of Segment 48 from the certified PWP to accommodate the new development.

Appendix A (Inventory of Existing Uses/Intensities) Changes

The current Fisherman's Wharf site includes Channel Islands Harbor Lease Parcels V, V-1, V-2, V-3, and V-4, designated as "Visitor Serving Harbor Oriented" (VSHO) land use. A small area along the northern waterfront is designated as "Commercial Fishing" (CF) and includes the commercial fishing wharf (Urchin Dock). The adjacent docks are located within Parcel N-2 and are designated as "Visitor Serving Boating" (VSB). These land use designations are depicted in Figure IV ("PWP-Land Use Plan") of the PWP, and land use intensities (floor area in square footage) and inventory of existing uses (use of parcel) are further detailed in Appendix A, Table 1 of the PWP (Inventory of Existing Uses/Intensities by Parcel), which reflects conditions at the time of certification in 1986, and as amended by previously approved PWP amendments.

The existing development at Fisherman's Wharf was constructed during the 1970s and currently occupies approximately 48,218 square feet of mixed commercial space. Appendix A, Table 1 of the PWP inaccurately lists the existing uses for the Fisherman's Wharf parcels (V, V-1, V-2, V-3) as containing 15,926 square feet of structures, including 7,066 square feet of restaurant space, 7,000 square feet of retail, and an 1,860-square-foot gas station. However, according to the Harbor Department, the existing structures total approximately 48,218 square feet, and no gas station currently exists. The PWP also identifies the Fisherman's Wharf parcels as comprising just 3 acres, while current measurements confirm 5.68 acres of developed land. Development proposed through the related CIH-NOID-0005-25 would replace existing structures at Fisherman's Wharf with 60,765 square feet of new visitor serving commercial uses, consistent with the site's VSHO land use designation. The commercial fishing wharf and adjacent docks within the proposed Karls leasehold are not proposed for physical changes, parcel reconfiguration, or changes to land use designation.

To correct for historical inaccuracies and to accommodate for development proposed through CIH-NOID-0005-25, the Harbor Department is proposing an amendment that would consolidate parcels V, V-1, V-2, V-3 and V-4 into a single "V" parcel, and would update Appendix A, Table 1 of the PWP to reflect the Project's proposed total square footage of 60,765 square feet, to accurately measure lease site acreage at 5.68 acres, and to update the transient docks listed under Parcel N-2 from an outdated count of 16 slips to a current count of 23 slips. The technical updates and clarifications proposed through this amendment would not include changes to land use designations.

Appendix F (Karls Village Site Plan) Addition

The proposed amendment would also add a new appendix, "Appendix F," to the certified PWP to directly incorporate the site plan from the proposed new visitor-serving development project, Karls Village, into the PWP to ensure easy reference for future review. The proposed addition of Appendix F through this amendment would be contingent upon Commission authorization of the related CIH-NOID-0005-25.

B. NOTICE OF IMPENDING DEVELOPMENT DESCRIPTION (CIH-NOID-0005-25)

The Notice of Impending Development (NOID) involves the redevelopment of the Fisherman's Wharf site into Karls Village, a visitor-serving development featuring approximately 60,765 sq. ft. of retail, dining, and recreational attractions on an approximately 11-acre leasehold (**Exhibit 7**) at the intersection of Channel Islands Boulevard and Victoria Avenue within Channel Islands Harbor (**Exhibits 1 & 2**). The subject NOID would involve demolition of all existing buildings on site (approximately 48,218 sq. ft.), except for a historic lighthouse, which would be retained and integrated into the new project design. A children's fishing non-profit, Reel Guppies, would continue to operate onsite and relocate to a new office space within the proposed Karls Village development. No water-related construction is proposed under this NOID.

Karls Village is a strawberry and maritime themed village that will include interactive family-oriented entertainment and visitor experiences such as a large central indoor market hall, with restaurants, retail, specialty food production exhibits, and educational

displays that highlight the region's farming heritage. Attractions will include a mix of free and ticketed elements, with open play areas, outdoor dining terraces, shaded gathering spaces, and passive recreation zones available at no cost to the public.

The existing Fisherman's Wharf development is a visitor-serving complex originally constructed in 1972. The development contains a mix of retail uses, commercial uses, and public parking located within ground lease parcels V through V-4. Parcel N-2, located immediately south of the site, provides overflow parking for the site and also contains one boater restroom and a small landscaped park area with a bioswale. A variable-width, narrow public promenade fronts the west side of the site, and is composed of varied construction (concrete, asphalt, and wood planking) that is presently uneven and deteriorated in many places. Waterways west of the project site contain transient boat slips and a commercial fishing wharf, which is accessed through the existing development site. The layout of existing development on the subject site prioritizes surface parking nearest the street (350 parking spaces, serving both the Fisherman's Wharf complex and the adjacent marina), which reduces public interaction with the waterfront. Additionally, the condition of existing buildings is deteriorating, with many structures in need of modernization and required structural repairs to meet current safety and accessibility standards. In their current state, the existing buildings are considered beyond reasonable repair and not viable for reuse.

Within the 11-acre project site, all existing development within an approximately 5.68 acre area would be demolished (with the exception of an existing lighthouse architectural feature) and redeveloped with new buildings, hardscape, circulation, and landscaping improvements. The remaining 5.32 acres, which includes the southern parking lot, a public park, a bioswale, a public restroom, and existing transient boat slips, would be preserved in their current use, and the southern parking lot would be rehabilitated with upgraded surfacing, striping, ADA access, EV infrastructure, and landscaping to meet current development standards. Proposed new construction would include two primary buildings and two smaller buildings, all designed in a Cape Cod architectural style similar to existing Fisherman's Wharf development, and incorporating nautical and agricultural motifs representative of the area. New buildings would incorporate varied rooflines and facades, and would maintain a maximum height of 35 ft. as required by the certified PWP. The proposed buildings would be located within the footprint of the existing underutilized northern parking lot of the existing Fisherman's Wharf development. Construction of the proposed development would replace 132,000 sq. ft. of impervious asphalt with 127,000 sq. ft. of new landscaping and common areas amongst the new buildings, creating a more walkable visitor-serving destination that is complemented by proposed drought-tolerant landscaping and shaded gathering areas. A total of 42 existing trees are proposed for removal and replacement on site, due to existing tree health and conflicts with the proposed development. The existing public park and bioswale in the southern portion of the project site would be retained and enhanced with new walking paths, native plantings, and informal seating areas. Proposed playground and recreation areas within the project site would utilize engineered wood fiber, a surfacing material that is pervious and non-synthetic, and is consistent with ADA accessibility requirements.

Parking requirements for the proposed development would be met through the provision of 304 publicly accessible parking spaces located in Parcel N-2, exceeding the minimum 288-space requirement while also providing a portion of spaces to serve ADA and EV needs. The proposed development would redirect existing stormwater runoff, the majority of which currently flows untreated into harbor waters, through a series of bioretention systems, which would capture and treat stormwater on site prior to discharge. Grading for the proposed development would include 3,750 cubic yards of cut and 9,326 cubic yards of fill, and construction-phase best management practices (BMPs) and erosion control measures proposed by the Harbor Department would be implemented to protect water quality throughout proposed demolition, grading, and construction. A site-specific geology and soils report submitted with the NOID confirmed that the site is geotechnically suitable for development and does not require deep foundations, retaining systems, or any other specialized stabilization.

To ensure that the proposed development would not impact commercial fishing operations in the Harbor, a new 26-foot-wide driveway would be constructed on the northern boundary of the site from Channel Islands Boulevard to provide commercial fishing vehicles with uninterrupted access to the existing fishing wharf. The existing waterside promenade (as narrow as 8 feet) would be replaced with a new 30-foot-wide, on-grade pedestrian boardwalk open to the public. The boardwalk would accommodate increased pedestrian activity, and would also include areas for seating and harbor viewing.

Pedestrian and bicycle improvements proposed with the project include new pedestrian connections between the development and Victoria Avenue, a widened boardwalk with improved waterfront circulation, and secure bicycle parking onsite. Comprehensive traffic analyses prepared in February 2025 and updated in April 2025 analyzed projected traffic impacts of the proposed development under four scenarios ((1) Existing (2024) Conditions, (2) Existing with Project, (3) Cumulative (2027) without Project, and (4) Cumulative (2027)) and determined that all eight signalized intersections within the study area would continue to operate at Levels of Service (LOS) C or better under all scenarios, consistent with requirements of the certified PWP and with the City of Oxnard's thresholds for acceptable performance. Site access and circulation would be managed through four driveways, including two driveways on Victoria Avenue, one commercial fishing and service vehicle access on Channel Islands Boulevard, and one delivery access point along the southern drive aisle.

To address potential traffic circulation challenges associated with increased visitation of the presently underutilized site, the Harbor Department is also proposing several traffic and bicycle improvements. These improvements would be located partially within the PWP boundary and partially within the City of Oxnard's Local Coastal Program (LCP) permit jurisdiction. Proposed improvements within the City of Oxnard's LCP permit jurisdiction would require separate permits and approvals from the City of Oxnard. Proposed circulation improvements include: construction of a dedicated right-turn lane on Victoria Avenue at the primary northern entrance, to streamline vehicle ingress and reduce queuing on Victoria Avenue; construction of a new right-turn exit only driveway at the southern end of the parking lot for improved site egress, with an extended

roadway median on Victoria Avenue to prohibit left-turn exits, and construction of a right-turn entry at this new driveway from southbound Victoria Avenue if demonstrated to be feasible by a supplemental traffic analysis; redirection of all parking lot egress for drivers wishing to go north on Victoria Avenue to the signalized Curlew Way and Victoria Avenue intersection, south of the project site, where feasible, to improve traffic flow and safety; and reconstruction of the existing Gold Coast Transit bus stop on Victoria Avenue to bring it up to current operational standards, should service resume. Additionally, within one year of NOID approval, the Harbor Department would develop a plan to extend an existing bicycle path located along Channel Islands Boulevard adjacent to the site. These improvements would be completed in coordination with the City of Oxnard, prior to the City's issuance of a Certificate of Occupancy for the project. Where proposed improvements would occur within the PWP boundary, Commission approval of revised plans would be required.

Proposed construction activities (including demolition) would occur in a single phase over approximately two years. Throughout the construction period, the site would be securely fenced, with staging areas confined on site. Waterside pedestrian access would be closed throughout construction, but pedestrian detour routes would be clearly marked on adjacent sidewalks and access to the boater restroom would be maintained. Commercial fishing access to the commercial fishing wharf and crane, however, would remain open and operational throughout construction. In any event where commercial fishing vehicle access is inhibited by construction activities prior to the construction of the proposed commercial fishing wharf driveway, the Harbor Department will ensure assisted access through the secured site to the wharf, and will also provide access to a secondary commercial fishing wharf located at Marine Emporium Landing as a backup. The proposed project will not result in any reduction of existing space available for commercial fishing vehicle parking and staging within the commercial fishing wharf sub-area of the project site. The Harbor District has coordinated with the Ventura County Commercial Fishermen's Association (VCCFA), whose members use the site, and they have expressed support of the project. Public access to the transient docks adjacent to the site would also remain open throughout construction, with signage directing access through the southern gangway and with parking provided through the public launch ramp parking area that is located immediately south of the site.

C. BACKGROUND

On September 19, 1986, the Channel Islands Public Works Plan (PWP) was effectively certified by the Commission. The purpose of the PWP, as certified, is to provide "a detailed and specific planning document to guide future Harbor development." Jurisdiction within the Channel Islands Harbor is shared by both the County of Ventura and the City of Oxnard. Oxnard's City limits extend to all Harbor land areas. Based on a previous agreement between the two governmental authorities and the Commission's certification of the Public Works Plan, the County assumed planning and regulatory authority within the Harbor. Under the certified PWP, the County is responsible for approval of all development within the Harbor permitted by the plan. Under the PWP, the County must submit a Notice of Impending Development (NOID) for review and approval by the Commission. For a project contained in the certified PWP, the

Commission's review of a Notice of Impending Development is limited to determining that the development as proposed is consistent with the PWP, or imposing reasonable terms and conditions to ensure that the development conforms to the PWP.

Requirements for the level of information required in a Public Works Plan are contained in Section 13353 of the California Code of Regulations, which states that a PWP "shall contain sufficient information regarding the kind, size, intensity and location of development activity intended to be undertaken pursuant to the plan". Such information includes: 1) the specific type of activity or activities proposed to be undertaken; 2) the maximum and minimum intensity of activity or activities proposed to be undertaken; 3) maximum size of facilities proposed to be constructed pursuant to the plan; and 4) the proposed location or alternative locations considered for any development activity or activities to be undertaken pursuant to the proposed plan. In other words, the Coastal Act envisions that a Public Works Plan functions more as a Specific Plan or a master development permit in order for specific projects or activities described in the PWP to be approved quickly through the Notice of Impending Development Process at later dates with minimal additional review. Activities, projects, or facilities not specifically proposed in a Public Works Plan in the level of detail described above shall require an amendment to the certified PWP that must be approved by the Coastal Commission prior to approval and issuance of a Notice of Impending Development for said activity, project, or facility.

The Oxnard LCP was effectively certified by the Commission in April 1985; however, certification of an LCP for the Channel Islands Harbor was deferred, creating an Area of Deferred Certification (ADC). The PWP for the Harbor was certified by the Commission in September of 1986, prior to certification of an LCP for the area. Subsequently, the Commission certified an LCP for the City's Harbor ADC in December 1986. As previously stated, pursuant to PRC Section 30605 of the Coastal Act and Article 14, Section 13357 of the California Code of Regulations, where a plan or plan amendment is submitted after certification of the LCP for the jurisdiction over the area (the City of Oxnard) any such plan amendment shall be approved by the Commission only if it finds, after consultation with the affected local government, that the proposed plan amendment is in conformance with the certified LCP. As also stated, the City's LCP contains all applicable Coastal Act policies, which the plan amendment is subject to as well.

Local Government Consultation

Pursuant to Section 30605 of the Coastal Act and 13357 of the California Code of Regulations, a Public Works Plan (PWP) Amendment submitted after the certification of a Local Coastal Program (LCP) for any area in which a PWP is located, shall be approved only after full consultation with the affected local government, which may recommend modifications necessary for the proposed plan to adequately carry out the certified local coastal program. For an amendment to the Channel Islands Harbor PWP, the affected local government is the City of Oxnard. As such, an amendment to the Harbor's PWP can only be approved if the Commission finds it to be in conformity with the City Oxnard LCP. In response to a consultation request sent by Commission staff on

Channel Islands Harbor PWP Amendment No. PWP-4-CIH-25-0002-1 & Notice of Impending Development No. CIH-NOID-0005-25

June 16, 2025, the City of Oxnard provided written confirmation on July 11, 2025 that all proposed changes to the Channel Islands Harbor PWP are consistent with the City's LCP. In response to a consultation request sent by Commission staff on June 16, 2025, the City of Oxnard provided written confirmation on July 11, 2025, that all proposed changes to the Channel Islands Harbor PWP are consistent with the City's LCP.

In addition to confirmation of the proposed PWP amendment's consistency with the City of Oxnard LCP, the City's July 11, 2025 letter also expressed concerns regarding the potential circulation impacts that could result from the development proposed through CIH-NOID-0005-25. While the majority of the potential circulation impacts would be located outside of the boundaries of the PWP, and therefore cannot be addressed through the subject Commission actions, staff has coordinated with both the City and the Harbor Department in an effort to resolve outstanding concerns to the greatest extent feasible. Additional detail regarding City concerns and coordination can be found in the following section.

D. CONSISTENCY ANALYSIS

The standard of review for the proposed Public Works Plan (PWP) amendment is the policies of the City of Oxnard Local Coastal Program (LCP). The standard of review for the related Notice of Impending Development (NOID) is the policies of the certified PWP, as amended. In this case, because the NOID is for a project identified in the subject pending PWP amendment that the Commission has not yet acted on, the NOID will not be consistent with the certified PWP unless the proposed PWP Amendment (No. PWP-4-CIH-25-0002-1) is approved and certified. **Special Condition One (1)** of the NOID (No. CIH-NOID-0005-25), therefore, stipulates that prior to the commencement of any development, certification of the PWP Amendment (No. PWP-4-CIH-25-0002-1) by the Coastal Commission must be final and effective in accordance with the procedures identified in the California Code of Regulations, Title 14, Division 5.5, Section 13547.

1. Land Use

Public Works Plan Amendment No PWP-4-CIH-25-0002-1 & PWP NOID No. CIH-NOID-0005-25

The current Fisherman's Wharf site includes Channel Islands Harbor Lease Parcels V, V-1, V-2, V-3, and V-4, which have a "Visitor Serving Harbor Oriented" (VSHO) land use designation within the certified Channel Islands Harbor Public Works Plan (PWP). The PWP states that the purpose of the VSHO land use designation is to "provide for visitor serving uses and amenities which are either directly related to the boating activity within the Harbor, or ancillary to it," and outlines permitted uses including "...picnicking and other passive recreation... dining... gift shops and boutiques... restaurants, convenience stores... community centers/meeting places, yacht clubs, park areas, marine museums, marine oriented research facilities..." amongst others.

The proposed PWP amendment would consolidate parcels V, V-1, V-2, V-3, and V-4 into a single "V" parcel. Additionally, the proposed amendment does not include changes to land use designations for the new single "V" parcel. All development

proposed as part of the NOID, which involves the construction of a new visitor-serving development project, within the project site, is consistent with the VSHO land use designation in the Harbor's certified PWP. Additional land use designations within the project site include a small area along the northern waterfront of the site that includes a commercial fishing wharf (the Urchin Dock), which is designated as "Commercial Fishing" (CF), and a transient boater dock located along the southern waterfront of the site which is designated as "Visitor Serving Boating" (VSB). Although these sub-areas fall within the proposed Karls leasehold, they are not proposed for physical changes, parcel reconfiguration, or changes to PWP land use designation. Finally, the proposed project would maintain existing commercial fishing operations, maintain recreational boating access, and improve public access throughout the site by providing an expanded waterfront promenade as well as new and enhanced public common areas.

Under Section 3.7.2 of the City of Oxnard's certified Local Coastal Program (LCP), the project site is designated "Visitor-Serving Commercial" and falls within the Harbor Channel Islands (HCI) sub-zone. The proposed PWP amendment does not include any change to the existing land use designations applied to the subject site and therefore the PWP remains consistent with the requirements of the LCP land use designation, and is compatible with the aim of the HCI zone, which is intended to support visitor-serving uses at Channel Islands Harbor. Further, the project proposed pursuant to the subject NOID is consistent with the land use designations of the certified PWP.

Therefore, the Commission finds that the submitted amendment is in conformity with the land use policies of the City of Oxnard's LCP, and that the subject NOID, as conditioned, is consistent with the certified PWP, as amended, with regard to land use .

2. Public Access, Parking and Transportation

NOID No. CIH-NOID-0005-25

The certified **Channel Islands Harbor PWP** contains policies relative to the provision and protection of public access to and along the coast by requiring adequate off street parking and traffic circulation:

Public Access Policy 2 of the PWP states, in relevant part:

Public access from the closest public roadway to the shorelines or along the waterfront shall be provided in new development or redevelopment...

Public Access Policy 4 of the PWP states, in relevant part:

Maximum pedestrian waterfront access shall be provided by incorporating waterfront pedestrian walkways into all redevelopment projects...All walkways shall be linked with adjacent walkways in order to ensure uninterrupted pedestrian movement. A promenade walkway shall be provided along the Harbor frontage for all new development.

Channel Islands Harbor PWP Amendment No. PWP-4-CIH-25-0002-1 & Notice of Impending Development No. CIH-NOID-0005-25

Public Access Policy 5 of the PWP states:

Adequate vehicular access and circulation shall be provided throughout the Harbor without impacting the Harbor's public resources.

Public Access Policy 6 of the PWP states:

Development shall encourage pedestrian, bicycle, bus, and other non-automotive means of transportation over automobile circulation wherever possible.

Parking Policy 2 of the PWP states (in relevant part):

Adequate parking for new development and redevelopment shall be consistent with County parking requirements...

Parking Policy 3 of the PWP states (in relevant part):

Public parking shall be free, unless the County determines that moderate fees are necessary to recoup maintenance costs...

Traffic and Circulation Policy 4 of the PWP states:

Proposed Policy for Transportation Demand Management (TDM): The streets within and leading to Channel Islands Harbor enjoy traffic conditions at Level of Service A and B, in spite of the Harbor being an attractive coastal visitor destination. In order to minimize impacts to the current traffic conditions that could be caused by future Harbor development, reduce greenhouse gas emissions, and promote energy efficiency, each project producing over 50 trip ends per day shall submit with the Notice of Impending Development (NOID) a summary of measures to be implemented to meet these aims. Measures may include, but shall not be limited to, participation in shuttle programs, especially to and from transportation centers (such as rail stations and airports) and visitor attractions; bicycle rentals; electric vehicle charging stations; bus passes for employees and similar TDM measures.

In addition, the certified Channel Islands Harbor PWP incorporates by reference Sections 30211, 30213, 30252 and 30253(d) of the Coastal Act.

Section 30211 of the Coastal Act states (in relevant part):

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

Section 30213 of the Coastal Act states, in relevant part:

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

Section 30252 of the Coastal Act states (in relevant part):

The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service,...(3) providing non-automotive circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation...

Section 30253(d) of the Coastal Act states:

New development shall do all of the following:...

(d) Minimize energy consumption and vehicle miles traveled.

The proposed development would include the demolition of an existing commercial center at Fisherman's Wharf, followed by the construction of a new visitor-serving commercial complex and enhancement of existing public amenities throughout the project site. The existing Fisherman's Wharf area is accessible to the public and contains several public amenities including a public dock and restroom, a public park, a public waterfront promenade, and public parking. All areas are currently underutilized, and in need of maintenance or repairs. The proposed project would remove the underutilized northern parking lot, replacing it with an expanded commercial area defined by retail, dining, and family-friendly recreational attractions, with interactive play spaces, specialty food production exhibits, and educational displays that highlight the region's farming heritage. Attractions within the commercial area would include a mix of free and ticketed elements, with open play areas, shaded gathering spaces, and passive recreation zones available at no cost to the public. The existing waterside promenade along the western border of the subject site is composed of a mix of concrete, asphalt, and wood planking, resulting in an uneven and deteriorated surface as narrow as 8-feet-wide in places that limits accessibility and usability, and currently lacks both shading and seating. The proposed project would replace the existing promenade with a 30-foot-wide, on-grade pedestrian boardwalk that includes areas for seating, harbor viewing, and interpretive signage to improve waterfront access and create a safer, more welcoming edge for visitors. Additionally, a new pedestrian sidewalk would be constructed along the southern extent of the Karls Village commercial area, creating a pedestrian connection between the existing sidewalk along Victoria Avenue and the expanded public promenade along the water's edge. South of the proposed Karls Village commercial development, an existing public park and bioswale in the southwestern portion of the subject site would be retained and enhanced with new walking paths, native plantings, and informal seating areas.

Although the project would include removal of the existing, 293-space underutilized parking lot within the northern portion of the subject site, the Harbor Department has demonstrated that parking demand for the new development would be fully met through a proposed redesign of the existing overflow parking lot located immediately south of the Fisherman's Wharf commercial area. The proposed redesign of the southern lot would provide centralized access to Karls Village without impacting adjacent Harbor

uses, and would ensure clear internal circulation and efficient access for all users, including commercial vehicles, private cars, and tour buses. A traffic and circulation study dated April 2025 and submitted with the NOID confirmed that the reconfigured parking lot and access plan would support all modes of transportation and would accommodate anticipated visitor volumes. The study included analysis of current and projected traffic levels at eight nearby intersections, finding no significant impacts and concluding that all intersections would continue to operate at acceptable Levels of Service (LOS C or better). The southern lot would be upgraded with new landscaping, ADA-compliant improvements, and electric vehicle (EV) infrastructure. A total of 304 parking spaces would be provided, exceeding the 288-space requirement. All proposed parking would be accessible to the public, free of charge.

To analyze and mitigate for potential impacts to traffic patterns, a Transportation Demand Management Plan (TDMP) was provided for the proposed development. As required by the PWP, the plan was designed to reduce vehicle trips to and from the site and to offer alternative transportation options for employees and customers. Key Components of the TDMP include the Harbor Department's proposal to provide secure bicycle parking for Karls' employees and customers, implementation of a boat shuttle service to facilitate transit between Karls Village and other parts of the Harbor, and provision of electric vehicle (EV) parking spots, in accordance with CalGreen and City of Oxnard standards. To address potential circulation challenges associated with increased visitation of the presently underutilized site, the Harbor Department is also proposing several improvements that would exist partially or wholly outside of the PWP boundary, within the City of Oxnard permit jurisdiction. Proposed circulation improvements include: construction of a dedicated right-turn lane on Victoria Avenue at the primary northern entrance, to streamline vehicle ingress and reduce queuing on Victoria Avenue; construction of a new right-turn exit only driveway at the southern end of the parking lot for improved site egress, with an extended roadway median on Victoria Avenue to prohibit left-turn exits, and construction of a right-turn entry at this new driveway from southbound Victoria Avenue if demonstrated to be feasible by a supplemental traffic analysis; redirection of all parking lot egress for drivers wishing to go north on Victoria Avenue to the signalized Curlew Way and Victoria Avenue intersection, south of the project site, where feasible, to improve traffic flow and safety; and reconstruction of the existing Gold Coast Transit bus stop on Victoria Avenue to bring it up to current operational standards, should service resume. Additionally, within one year of NOID approval, the Harbor Department would develop a plan to extend an existing bicycle path located along Channel Islands Boulevard adjacent to the site. These improvements would be completed in coordination with the City of Oxnard, prior to the City's issuance of a Certificate of Occupancy for the project. In order to implement the Harbor Department's proposals, the Commission finds that **Special Condition 2** is necessary to ensure that development is undertaken in accordance with the approved NOID, including development proposed through the TDMP, and that **Special Condition 8** is necessary to require that the Harbor Department shall coordinate with the City of Oxnard to implement the proposed circulation improvements, and that, where proposed improvements would occur within the PWP boundary, Commission approval of final revised plans shall be required prior to authorization of the NOID.

Throughout the proposed two-year construction period, no public-facing businesses or attractions would remain open at Fisherman's Wharf and pedestrian access along the waterside promenade within the subject site would be temporarily closed. However, access to the public transient docks and boater restroom would be maintained, with signage directing access to the docks through the southern gangway. The project site would be securely fenced during construction, and signage outlining pedestrian detour routes would be clearly marked on adjacent sidewalks, which would remain open during construction. All project staging would be confined on site, and removed following project construction. Parking at the public launch ramp lot located immediately south of the project site – which has sufficient capacity to accommodate parking for commercial fishing, visitor-serving boating, and general public uses during the construction phase – would remain open for use throughout the project. To ensure that public access to the subject site is restored following proposed development, the Commission finds that **Special Condition 9** is necessary, requiring the Harbor Department to remove all staging equipment and all construction-related debris from staging sites within sixty (60) days of completion of all development authorized under this NOID. Additionally, **Special Condition 4** is necessary to ensure that construction and staging operations shall be conducted in a manner that minimizes impacts within public access and parking areas, and that construction of the new public promenade shall be completed and open to the public prior to, or concurrent with, the completion of proposed commercial development on site.

Therefore, the Commission finds that the subject NOID, as conditioned, is consistent with the certified PWP, as amended, with regard to public access.

3. Biological Resources and Water Quality

PWP Amendment No. PWP-4-CIH-25-0002-1

The certified City of Oxnard LCP contains **Coastal Act** policies pertaining to the protection of biological resources and water quality:

Section 20231 of the Coastal Act states:

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.

Section 20240 of the Coastal Act states:

Channel Islands Harbor PWP Amendment No. PWP-4-CIH-25-0002-1 & Notice of
Impending Development No. CIH-NOID-0005-25

- (a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.
- (b) 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 those areas, and shall be compatible with the continuance of those habitat and recreation areas.

The certified **City of Oxnard LCP** contains policies pertaining to the protection of biological resources and water quality:

Policy 10 of Section 3.2.2 of the LCP states, in relevant part:

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.

...

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.

...

NOID No. CIH-NOID-0005-25

The certified **Channel Islands Harbor PWP** contains policies pertaining to the protection of biological resources and water quality:

Biological Resources Policy 12 of the PWP states:

All new marina development or redevelopment shall minimize impacts to sensitive bird species, including but not limited to black-crowned night herons, great blue herons, snowy egrets, and other sensitive bird species.

Biological Resources Policy 13 of the PWP states:

All new marina development or redevelopment shall include biological surveys of trees on and adjacent to the project site (within 500 feet of any construction activities) prepared by a qualified independent biologist or environmental resource specialist, just prior to any construction activities, and once a week

upon commencement of construction activities that include grading or use of other heavy equipment, and that will be carried out between December 1st and September 30th, inclusive. Such surveys shall identify the presence of black-crowned night herons, great blue herons, snowy egrets, or other sensitive species in or near the project site. All surveys conducted pursuant to this policy shall be submitted to the Executive Director of the Coastal Commission.

In the event that the surveys identify any black-crowned night herons, great blue herons, snowy egrets, or other sensitive species exhibiting reproductive or nesting behavior on or adjacent to the project site (within 500 feet of any construction activities), then the following measures shall be included in the development:

Within 300 feet of any identified active nesting sites, noise monitors shall be present during all pile driving, concrete demolition, or other hardscape demolition. Noise generated by construction (including but not limited to pile driving) shall not exceed 65 dB at any point in time, at any active nesting site. If construction noise exceeds the standard above, sound mitigation measures shall be employed. If these sound mitigation measures do not reduce noise levels within 48 hours, construction within 300 feet of the tree shall cease and shall not recommence until either new sound mitigation can be employed or nesting is complete.

A qualified independent monitor, approved by the Executive Director, shall be present on site during such construction to measure noise levels. During construction, noise reduction measures such as sound shields shall be used and measures taken to minimize loud noise generation to the maximum extent feasible. Bright upward shining lights shall not be used during construction and construction employees shall be prohibited from bringing pets (e.g., dogs and cats) to the construction site.)

Biological Resources Policy 16 of the PWP states:

For all new development or redevelopment of marinas, the Harbor Department shall comply with all requirements and mitigation measures from the California Department of Fish and Game, United States Army Corps of Engineers, U.S. Fish and Wildlife Service, and the Regional Water Quality Control Board prior to commencement of construction.

Water Quality Policy 1 of the PWP states:

All new development or redevelopment shall be designed to prohibit the discharge of pollutants that would cause or contribute to receiving water impairment or exceedance of water quality standards.

Water Quality Policy 4 of the PWP states (in relevant part):

Channel Islands Harbor PWP Amendment No. PWP-4-CIH-25-0002-1 & Notice of
Impending Development No. CIH-NOID-0005-25

All new development or redevelopment shall be designed to minimize erosion, sedimentation and other pollutants in runoff from construction-related activities to the maximum extent practicable...

Water Quality Policy 5 of the PWP states:

All new development or redevelopment (including exempt development in the Harbor) shall include the following construction-related requirements:

- a. No demolition or construction materials, debris or waste shall be placed or stored where it may enter sensitive habitat, receiving waters or a storm drain, or be subject to wave, wind, rain or tidal erosion and dispersion.
- b. No demolition or construction equipment, materials, or activity shall be placed in or occur in any location that would result in impacts to ESHA, wetlands or their buffers.
- c. Any and all debris resulting from demolition or construction activities shall be removed from the project site within 24 hours of completion of the project.
- d. Demolition or construction debris and sediment shall be removed from work areas each day that demolition or construction occurs to prevent the accumulation of sediment and other debris that may be discharged into coastal waters.
- e. All trash and debris shall be disposed in the proper trash and recycling receptacles at the end of every construction day.
- f. The applicant shall provide adequate disposal facilities for solid waste, including excess concrete, produced during demolition or construction.
- g. Debris shall be disposed of at a legal disposal site or recycled at a recycling facility. If the disposal site is located within the coastal zone, a separate Notice of Impending Development shall be required before disposal can take place.
- h. All stock piles and construction materials shall be covered, enclosed on all sides, shall be located as far away as possible from drain inlets and any waterway, and shall not be stored in contact with the soil.
- i. Machinery and equipment shall be maintained and washed in confined areas specifically designed to control runoff. Thinners or solvents shall not be discharged into sanitary or storm sewer systems.
- j. The discharge of any hazardous materials into any receiving waters shall be prohibited.

- k. Spill prevention and control measures shall be implemented to ensure the proper handling and storage of petroleum products and other construction materials. Measures shall include a designated fueling and vehicle maintenance area with appropriate berms and protection to prevent any spillage of gasoline or related petroleum or contact with runoff. The area shall be located as far away from the receiving waters and storm drain inlets as possible.
- l. The least damaging method shall be used for the construction of pilings and any other activity that will disturb benthic sediments. The suspension of benthic sediments into the water column shall be minimized to the greatest extent practicable.
- m. Best Management Practices (BMPs) and Good Housekeeping Practices (GHPs) designed to prevent spillage and/or runoff of demolition or construction- related materials, and to contain sediment or contaminants associated with demolition or construction activity, shall be implemented prior to the onset of such activity.
- n. All BMPs shall be maintained in a functional condition throughout the duration of the project.

The proposed development site is located at the northwestern corner of the Harbor, in an area comprised predominantly of scattered buildings, paved areas for parking, commercial fishing operations, and visitor-serving uses. The site is surrounded by existing development to the north, south, and east. A public promenade along the site's western boundary runs adjacent to Harbor waters, and provides pedestrian access to public docks and a commercial fishing wharf, neither of which will be modified by the proposed development. The subject site was constructed during the man-made formation of the Harbor in the 1960's. The site has been developed with the existing Fisherman's Wharf commercial use complex since the 1970's. The majority of the associated parking areas and landscaping were installed with the existing development's initial construction. As such, no environmentally sensitive habitat areas have been identified on site or in close proximity to the subject site.

The subject NOID concerning the proposed redevelopment of Fisherman's Wharf into Karls Village would include demolition of existing structures, removal and replacement of 42 existing landscaping trees, and grading of the site prior to the proposed construction of new buildings and landscaping. Landscaping for the proposed project would include a diverse mix of California coastal-adapted species, including grasses, flowering shrubs, native groundcover, and trees that support pollinators and require minimal irrigation. No proposed development would be located within or above Harbor waters, and five bioretention units would be installed within the project site to filter and treat runoff prior to discharge.

While the proposed amendment would incorporate all approved plans for the subject NOID as an addendum to the certified PWP, the amendment itself consists only of

technical updates and corrections, and does not propose any changes to the PWP that would result in adverse impacts to biological resources or water quality.

Roosting and Nesting Birds

Biological resources within the Harbor are limited in distribution and significance, and terrestrial vegetation consists entirely of introduced landscaping species. However, Great Blue Herons, Black-Crowned Night Herons, and Snowy Egrets have been known to roost and nest in various areas of the Harbor. Although none of these species are listed as threatened or endangered, their presence is considered important because some species of herons and egrets are considered to be sensitive species, and can play an integral role as predators in wetland ecosystems. The Harbor Department engages in efforts to monitor bird nesting activity within the Harbor, noting that these species have historically been highly mobile, frequently relocating both within and outside of the Harbor. Temporary nesting within the Harbor has been observed in native and non-native trees in numerous locations, including in high-traffic areas. Due to this pattern of movement, no location within the Harbor has been identified as a permanent nesting site.

The County of Ventura was an early adopter of a tree trimming policy within its PWP, developed in coordination with the Coastal Commission, to ensure protections for roosting and nesting birds. This policy requires an evaluation for nesting birds before any trimming or construction activities and establishes conditions to mitigate potential disturbances. In accordance with this policy, a nesting bird survey was conducted on July 21, 2024 by Cooper Ecological Monitoring, to determine if there were any active bird nests in or near the project site. The survey area included all trees within the existing commercial center and parking lot, extending 300 feet beyond the site boundaries. The biologist did not observe any active nesting activity within the Fisherman's Wharf site or adjacent parking areas, and noted that the closest observed nesting sites were those of two active Great Blue Heron nests located more than 300 feet west of the project site, across a marina channel. Given the distance from the site, the biologist concluded that the herons would not be disturbed by any proposed construction activity.

Despite the absence of observed nesting activity within the project site, there is potential for such nesting to occur in the future and the proposed development – including the removal and replacement of non-native trees – could result in adverse impacts to sensitive bird species. Thus, the Commission finds that **Special Condition 3** is necessary to ensure that the Harbor Department shall conduct sensitive bird surveys within a 500 ft. radius of the subject site prior to commencing construction. In the event that the surveys identify any black-crowned night herons, great blue herons, snowy egrets, or other sensitive species exhibiting reproductive or nesting behavior on or adjacent to the project site (within 500 feet of any construction activities), then the condition also requires that special protective measures are implemented during the construction phase of the project. As conditioned, the subject NOID will ensure that impacts upon roosting and nesting birds from proposed construction are minimized.

Nighttime Lighting

Although the proposed development is located within an existing developed area and will not result in any adverse impacts to environmentally sensitive habitat areas, nighttime outdoor lighting proposed with the project could still result in adverse impacts to sensitive bird species and nearby marine habitat. In past actions, the Commission has found that artificial night lighting can disrupt foraging, nesting, and roosting activities of various native wildlife species. The potential impacts of outdoor lighting can be minimized by directing lighting away from sensitive habitat areas, including Harbor waters. To address the impact of night lighting, the Commission has typically required exterior night lighting to be minimized, shielded and directed down. Due to the documented presence of sensitive nesting birds throughout the Harbor and due to the close proximity of the development to Harbor waters, the Commission finds that **Special Condition 6** is necessary, to ensure that exterior night lighting installed on the project site shall be of low intensity, low glare design, and shall be hooded to direct light downward onto the subject parcel(s) to prevent adverse impacts to wildlife and sensitive bird species. Additionally, the Harbor Department has proposed 37 Conditions of Approval (**Exhibit 5**), including a requirement for a final lighting plan in which all lighting fixtures shall be cut-off type fixtures that divert lighting downward onto the property and shall not cast light onto adjacent properties, roadways or waterways. Implementation of these conditions will ensure that sensitive wildlife is adequately protected from nighttime lighting proposed with the project.

Water Quality and Stormwater Management

Currently, all stormwater runoff from the project site drains unfiltered into the Harbor through multiple discharge points. The northern portion of the site conveys surface runoff into Channel Islands Boulevard and Victoria Avenue, where it enters the existing storm drain infrastructure and ultimately discharges into the Harbor and Pacific Ocean. The southern portion of the site runs off through an internal storm drain network, which also currently discharges untreated into the Harbor. The proposed project would include a reduction in impervious surface coverage by approximately 1.35 acres, improving site infiltration capacity and decreasing total runoff volume, as well as the implementation of an updated stormwater drainage system modernized to meet current Ventura County Watershed Protection District requirements and Low Impact Development (LID) Best Management Practices (BMPs). The system would utilize a combination of existing and new storm drain infrastructure to capture, treat, and manage runoff and would include the installation of five Contech Filterra bioretention systems, designed to exceed the required Stormwater Quality Design Flow (SQDF) by 150%. Due to shallow groundwater conditions (approximately five feet below surface), infiltration-based BMPs such as dry wells or infiltration basins are not feasible at the subject site, and bioretention and filtration systems are proposed as a means of effective stormwater treatment and retention prior to controlled discharge to the Harbor. These systems would remove sediment, hydrocarbons, and other pollutants prior to discharge. Throughout proposed demolition, grading, and construction activities, erosion and sediment control measures would be implemented to protect water quality.

Consistent with the requirements of Coastal Act Section 30231 and the PWP policies identified above, the Harbor Department included conditions of approval with the NOID

to ensure protection of the Harbor waters (**Exhibit 5**). Those conditions included construction BMPs to control pollutants or contaminants on site and protocols and techniques to contain any spillage and/or runoff from the site. To ensure consistency with the water resource policies of the certified PWP, the Commission finds that **Special Condition 9** is necessary to require that construction maintenance responsibilities and debris removal practices are in place throughout proposed construction, and that **Special Condition 2** is necessary to require that all of the Harbor Department's conditions of approval, as submitted, be implemented as part of the proposed project.

Proposed playground and recreation areas within the project site would utilize engineered wood fiber, a surfacing material that is pervious and non-synthetic, and is consistent with ADA accessibility requirements. However, because future resurfacing of proposed playground and recreation areas could result in adverse impacts to water quality, the Commission finds that **Special Condition 7** is necessary to ensure that all surfacing materials in proposed playground and recreational areas within the project site meet specific criteria, are the least environmentally damaging alternative, and are properly maintained in order to protect nearby water quality. Implementation of these conditions will ensure that water quality is protected during the pre- and post-construction stages of the proposed project, both on site and within adjacent Harbor waters.

Agency Approvals

Lastly, in order to ensure that the proposed project is consistent with all other regulatory agency requirements consistent with PWP Biological Resource Policy 16, **Special Condition 10** is necessary to require the Harbor Department to agree to comply with all requirements and mitigation measures from the California Department of Fish and Wildlife, Regional Water Quality Control Board, and the U.S. Fish and Wildlife Service prior to commencement of construction. Any change in the approved project that may be required by the above-stated agencies shall be submitted to the Executive Director in order to determine if the proposed change shall require a new Notice of Impending Development pursuant to the requirements of the Coastal Act and the California Code of Regulations.

Therefore, the Commission finds that the submitted amendment is in conformity with the City of Oxnard's LCP, and that the subject NOID, as conditioned, is consistent with the certified PWP, as amended, with regard to biological resources and water quality.

4. Commercial Fishing and Recreational Boating

PWP Amendment No. PWP-4-CIH-25-0002-1

The certified City of Oxnard LCP contains **Coastal Act** policies pertaining to the provision and protection of commercial fishing and recreational boating:

Section 30220 of the Coastal Act states:

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

Section 30234 of the Coastal Act states:

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.

The certified **City of Oxnard LCP** contains policies pertaining to the provision and protection of commercial fishing and recreational boating:

Policy 14 of the LCP states, in relevant part:

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...

NOID No. CIH-NOID-0005-25

The certified **Channel Islands Harbor PWP** contains policies pertaining to the provision and protection of commercial fishing and recreational boating:

Recreational Boating Policy 2 of the PWP states, in relevant part:

To provide for, protect and encourage increased recreational boating use of coastal waters, the following policies shall be implemented:

Harbor recreational boating facilities shall be protected, and where possible upgraded in order to provide further opportunity to the recreational boater; ...

Commercial Fishing & Commercial Sport Fishing Policy 2 of the PWP states, in relevant part:

2. Commercial and commercial sport fishing facilities shall not be reduced or changed from the parcel locations and slip numbers outlined in Appendix A unless the absence of need for such facilities can be demonstrated or equivalent substitute facilities are provided elsewhere and the PWP is amended accordingly.

The subject site contains “Visitor Serving Harbor Oriented” (VSHO), “Commercial Fishing” (CF), and “Visitor Serving Boating” (VSB) land use designations within the certified Channel Islands Harbor Public Works Plan (PWP). Although the proposed project does not include any proposed physical changes, parcel reconfiguration, or changes to PWP land use designation for the CF and VSB sub-areas within the project site, the project proposes significant development adjacent to these areas. Existing vehicular access to the commercial fishing wharf on site is provided through the main entrance to the subject site, from Channel Islands Blvd., allowing for the necessary loading, offloading, and staging activities required for commercial fishing operations. The proposed project would protect continued access and operations at the wharf with minimal disruptions by implementing a two-phase access program for commercial fishing vehicles utilizing the wharf on site. The proposed access program was designed through extensive coordination between the Harbor Department and the Ventura County Commercial Fishermen's Association (VCCFA). During the first four weeks of the proposed project, direct vehicle access to the on-site wharf and crane would be temporarily unavailable to allow for the demolition of existing buildings at the project site and the construction of a new dedicated access driveway which would connect Channel Islands Blvd. directly to the commercial fishing wharf (**Exhibit 3**). During this initial phase, all commercial fishers would be provided with access to an alternative crane located at Emporium Landing, and, on a case-by-case basis, the Harbor Department would coordinate with commercial fishing boats to provide assisted access through the secured project site, to the on-site wharf, with contractor support as needed. Upon completion of the proposed new access driveway, full vehicle access to the on-site CF wharf and its crane would be restored, and subsequent adjacent construction activities would be implemented in a manner that ensures full operations at the wharf throughout the remainder of the project's proposed two-year construction schedule. The proposed project would not result in any reduction of available space for commercial fishing vehicle parking and staging within the CF wharf sub-area at the subject site, and site layout has been designed specifically to maintain the existing commercial fishing operational footprint. Proposed impacts, temporary access plans, and proposed access improvements that could impact commercial fishing within the Harbor have been shared with VCCFA, and VCCFA has expressed support for the proposed project.

As with the on-site commercial fishing wharf, use of the existing public transient docks located along the southwestern waterfront of the project site could be impacted through construction of the proposed project. Parking for these docks is currently available at the public launch ramp lot located south of the project site, and at the southern parking lot within the project site that functions as overflow parking for the public launch ramp lot. Throughout project construction, the public transient docks and public boater restroom would remain accessible, with signage directing access through the dock's southern gangway, and with parking provided at the public launch ramp lot throughout all project phases.

Although the proposed project includes measures to avoid adverse impacts to commercial fishing and recreational boating, there is still potential for the proposed project to result in such impacts throughout the proposed construction period. To ensure that commercial fishing and recreational boating are adequately protected during

implementation of the proposed project, the Commission finds that **Special Condition 2** is necessary to ensure that development is undertaken in accordance with the approved NOID. Further, **Special Condition 5** is required to ensure that commercial fishing operations on the project site shall remain open throughout all phases of redevelopment activities, that the Harbor Department shall coordinate access for loading and offloading at the Wharf directly with commercial fishing operators, and that the public transient docks and public boater restroom will remain open and accessible throughout construction.

Therefore, the Commission finds that the submitted amendment is in conformity with the City of Oxnard's LCP, and that the subject NOID, as conditioned, is consistent with the certified PWP, as amended, with regard to commercial fishing and recreational boating.

5. Visual Resources

PWP Amendment No. PWP-4-CIH-25-0002-1

The certified City of Oxnard LCP contains **Coastal Act** policies pertaining to the protection of visual resources:

Section 30251 of the Coastal Act states, in relevant part:

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 areas, to minimize the alteration of natural landforms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.

The certified **City of Oxnard LCP** contains policies pertaining to the protection of visual resources:

Policy 35 of Section 3.2.4 of the LCP states, in relevant part:

The visual quality of the harbor shall be maintained by protecting unimpeded views to the water area from 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 (25 feet in height) or at the corner of Victoria Avenue and Channel Islands Boulevard, 35 feet in height.

NOID No. CIH-NOID-0005-25

The certified **Channel Islands Harbor PWP** contains policies pertaining to the protection of visual resources:

Visual Access Policy 1 of the PWP states, in relevant part:

To enhance visual quality and ensure that new development and redevelopment activity does not impede views to the water area from the roadway to and from the waterfront and inland Harbor area, the following measures shall be implemented by the County:

- a. A view corridor shall be defined as that area between the roadway and the water which is not occupied by buildings, solid walls or fences, or landscaping which might interfere with the view of the water or water surface activity from the roadway.
- b. A view corridor shall be measured from the linear distance paralleling the nearest public road.
- c. At least 25% of the Harbor shall provide a view corridor that is to be measured from the first main road inland from the water line, which shall be at least 25 feet in width. View corridors shall be landscaped in a manner that screens and softens the view across any parking and pavement areas in the corridor. This landscaping, however, shall be designed to frame and accentuate the view, and shall not significantly block the view corridor. All redevelopment shall provide maximum views. Other than the proposed Boating Instruction and Safety Center (BISC) identified in this plan, no new development within a designated view corridor shall occur without an amendment to the Public Works Plan.
- d. Future building or redevelopment of existing buildings in the Harbor shall not exceed two stories or 25 feet in height except as set forth herein.
 1. On Parcel V-1 at the corner of Victoria Avenue and Channel Islands Boulevard building height shall not exceed 35 feet.

The proposed amendment would include the removal of an existing designated view corridor ("Segment 48") from Figure IV / Exhibit E of the certified PWP, in order to support redevelopment of Fisherman's Wharf, as proposed through the subject NOID (**Exhibit 4**). The PWP depicts Segment 48 as a 100-foot view corridor between Victoria Avenue and harbor waters that extends across the southern portion of the existing Fisherman's Wharf development (existing parcels V-3 and V-4). Obstructed by existing development within the Fisherman's Wharf area, views of harbor waters are not currently provided through the designated view corridor Segment 48, and are believed to have been obstructed since construction of the Fisherman's Wharf development prior to certification of the PWP. Proposed development through CIH-NOID-0005-25 would similarly obstruct views of harbor waters within the area designated as Segment 48, and so the Harbor is proposing removal of Segment 48 from the certified PWP. The amendment's proposed removal of Segment 48 from Figure IV / Exhibit E of the certified PWP would reduce the harbor-wide designated view corridor percentage from 31.83% to 31.18%, which would still exceed the minimum required harbor-wide designated view corridor percentage (25%) required by the existing policies of the PWP. Additionally, no proposed new development at the subject site would exceed the maximum allowable building height for the site (35 feet), consistent with the site-specific

height standards of the City of Oxnard's certified LCP and the certified PWP. An existing lighthouse structure (an architectural feature), which predates the PWP, would remain in place as a legal nonconforming structure at its existing height of approximately 51 feet.

The proposed project would include the redevelopment of an aging commercial center at Fisherman's Wharf, which was built in the 1970's and has since fallen into a state of disrepair and limited use. An existing underutilized 132,000 sq. ft. of asphalt parking lot that currently fronts Victoria Avenue would be removed along with existing deteriorating buildings, and would be replaced with new construction designed in a Cape Cod architectural style similar to existing development, while also incorporating nautical and agricultural motifs representative of the area. New buildings would incorporate varied rooflines and facades, and would be surrounded by 127,000 sq. ft. of new landscaping and common areas, creating a more walkable visitor-serving destination complemented by proposed drought-tolerant landscaping and shaded gathering areas. Combined with proposed expansion and improvements along the existing waterside promenade along the western boundary of the project site and improvements with the public park in the southwestern portion of the project site, the proposed project would be compatible within the setting of the Harbor, and would enhance visual qualities across the subject site.

A proposed lighting plan was submitted with the subject NOID (**Exhibit 3**), including Kelvin ratings for all fixtures (ranging up to 4000K), detailed specifications and model numbers, fixture types, wattage, lumen output, and BUG (Backlight, Uplight, and Glare) ratings. The plan also included a photometric layout demonstrating footcandle levels throughout the site. Additionally, the proposed project NOID would be subject to 37 separate County of Ventura Conditions of Approval, which include a requirement for a final lighting plan requiring that all lighting fixtures shall be cut-off type fixtures that divert lighting downward onto the property and shall not cast light onto adjacent properties, roadways or waterways; and that under-canopy lighting shall be concealed or recessed so as to not be directly visible from the street.

The lighting design for the proposed development would include pole-mounted, wall-mounted, and pathway lighting fixtures that would provide safe, consistent illumination across all key areas of the site, including the public promenade, the public park, and the southern parking lot (where lighting does not currently exist). Lighting fixtures would consist of energy-efficient LED fixtures designed with full cut-off features to eliminate uplighting, minimize glare, and reduce light spillover into adjacent properties, the waterfront, and nearby habitats. All proposed fixtures would comply with dark sky standards as confirmed through BUG (Backlight, Uplight, and Glare) rating system gradings provided for each fixture. Lighting levels for pedestrian areas such as the Central Courtyard, Entrance Plaza, and Wharf Building Courtyards would range from 1.2 to 6.2 footcandles (Fc), with higher illumination levels at the parking lot, entrances, and public gathering zones. All building-mounted lighting, such as sconces and façade fixtures, would be fully shielded and downward-directed to reduce skyglow. In the boardwalk and promenade areas, low-profile pathway lights would be used to promote nighttime navigation while minimizing visual disruption along the waterfront. No new fixtures would be installed on the wharf or docks.

However, because artificial outdoor night lighting associated with new development may still result in adverse impacts to visual resources through sky glow, glare, and light spillover, the Commission finds that **Special Condition 6** is necessary to ensure that permanent and temporary exterior night lighting shall be of low intensity, low glare design, and be hooded to direct light downward onto the subject parcel(s), that light temperatures will not exceed 3000K, and that illumination along the property's waterfront edge shall not exceed a foot candle value of 0.01 Fc (lm./ft.). As conditioned, the proposed development will result in no significant adverse impacts to public visual resources.

Therefore, the Commission finds that the submitted amendment is in conformity with the City of Oxnard's LCP, and that the subject NOID, as conditioned, is consistent with the certified PWP, as amended, with regard to visual resources.

6. Geology and Hazards

The certified **Channel Islands Harbor PWP** incorporates by reference Section 30253 of the Coastal Act.

Section 30253 of the Coastal Act, states (in relevant part):

New development shall do all of the following:...

- (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...

Coastal Act Section 30253 requires new development to minimize risks to life and property, to assure stability and structural integrity while not contributing to erosion, instability, or destruction of the site or surrounding area, and to not require the construction of protective devices that substantially alter natural landforms.

A site-specific geology and soils report submitted with the NOID confirmed that the site is geotechnically suitable for development and does not require deepened foundations, retaining systems, or any other specialized stabilization. Based on the consultant's investigation of the site and project design and construction recommendations, the proposed project will minimize risks from hazards and assure stability and structural integrity. However, to ensure that all recommendations of the geotechnical consultants are incorporated into the project plans, the Commission finds it necessary to require the Harbor Department, as required by **Special Condition 12**, to submit project plans certified by the consulting geologic and geotechnical engineering consultant as conforming to their recommendations.

In addition, a portion of the proposed project will be located along the waterside of the Harbor, and the project must also consider impacts related to climate change and sea level rise (SLR) to ensure that the site is sufficiently safe pursuant to Coastal Act Section 30253. The City of Oxnard is in the process of updating its Local Coastal Program (LCP) to address SLR, and because the Channel Islands Harbor is located within the City's municipal boundaries, the City included the Harbor in the SLR technical documents for the entire City area. Included in those technical documents, the City prepared SLR maps depicting the potential impacts from five events (coastal storm flood, coastal storm wave, erosion hazards, monthly tidal inundation, and combined hazards) for the years 2030, 2060 and 2100 as a result of low, moderate and high levels of SLR. As shown on those maps, a portion of the northern area of the site is projected to be affected by coastal storm flooding and combined hazards by the year 2100 under the highest projected amount of SLR (projected to be 4.8-6.0 feet). However, the analysis demonstrates that the site will be sufficiently secure from the impacts of SLR for a period of nearly 80 years even under the highest projected level of SLR. Accordingly, the project can be found consistent with the provisions of Coastal Act Section 30253 requiring new development to minimize risks to life and property.

The Commission also finds that, because the proposed project would be located in an area of the Coastal Zone which may also be subject to the impacts of potential hazards including flooding, fire, earth movement, and sea level rise, **Special Condition 11** requires the Harbor Department to waive any claim of liability against the Commission for damage to life or property which may occur as a result of the proposed development. The Harbor Department's assumption of risk shows that the Harbor Department is aware of and appreciates the nature of the hazards that exist on the site and that may adversely affect the stability or safety of the proposed development.

Therefore, for the reasons discussed above, the Commission finds that the subject NOID, as conditioned, is consistent with the certified PWP, as amended, with regard to hazards.

7. California Environmental Quality Act

Pursuant to Section 21080.9 of the California Environmental Quality Act ("CEQA"), the Coastal Commission is the lead agency responsible for reviewing Public Works Plans (PWP) and Notices of Impending Development (NOIDs) for compliance with CEQA. In addition, Section 13096 of the Commission's administrative regulations requires Commission approval of NOIDs to be supported by a finding showing the application, as modified by any conditions of approval, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). The Secretary of Natural Resources Agency has determined that the Commission's program of reviewing and certifying PWPs qualifies for certification under Section 21080.5 of CEQA.

Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may

have on the environment. Section 21080.5(d)(1) of CEQA and Section 13540(f) of the California Code of Regulations require that the Commission not approve or adopt a PWP, "...if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment." For the reasons discussed in this report, the proposed PWP Amendment is consistent with the policies and provisions of the City of Oxnard Local Coastal Program and no feasible alternatives or mitigation measures are available which would substantially lessen any significant adverse effects which the approval would have on the environment.

The Harbor Department has proposed feasible mitigation measures within the NOID that will reduce the environmental impacts of the new development. The Commission has imposed conditions upon the NOID to include such feasible measures as will reduce environmental impacts of new development. Feasible mitigation measures which will minimize all adverse environmental impacts have been required as special conditions. As conditioned, there are no feasible alternatives or feasible mitigation measures available, beyond those required, which would substantially lessen any significant adverse impact that the activities may have on the environment. Therefore, the Commission finds that the Notice of Impending Development, as conditioned herein, is consistent with CEQA and the certified City of Oxnard Local Coastal Program.

APPENDIX 1: SUBSTANTIVE FILE DOCUMENTS

Channel Islands Harbor 2018 Public Works Plan; Submittal materials for PWP-4-CIH-25-0002-1 (Karls Village) and CIH-NOID-0005-25 (Karls Village); Letter of support from Ventura County Commercial Fishermen's Association dated June 12, 2025