



PUBLIC NOTICE

**U.S. ARMY CORPS OF ENGINEERS
LOS ANGELES DISTRICT**

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**APPLICATION FOR PERMIT
Portside Ventura Harbor Marina**

Public Notice/Application No.: SPL-2015-00205-AJS

Project: Portside Ventura Harbor Marina Project

Comment Period: June 11, 2015 through July 10, 2015

Project Manager: Antal Szijj; Ph: 805-585-2147; email: Antal.J.Szijj@usace.army.mil

Co-Applicants

Thomas DiGiuseppe
Sondermann Ring Partners
13910 Marquesas Way
Marina Del Rey, California 90292

Oscar Pena, General Manager
Ventura Port District
1603 Anchors Way Drive
Ventura, CA 93001

Contact

Jack Malone
Anchor QEA, LLC
27201 Puerta Real, Suite 350
Mission Viejo, California 92691

Location

In Ventura Harbor, in the City and County of Ventura, CA (at: lat 34.2466N; long: 119.2639W).

Activity

To construct a new 104-slip marina within the Ventura Harbor in association with Portside Ventura Harbor Marina Project (Project) as depicted on the attached drawings. For more information see page 3 of this notice.

Interested parties are hereby notified an application has been received for a Department of the Army permit for the activity described herein and shown on the attached drawing(s). We invite you to review today's public notice and provide views on the proposed work. By providing substantive, site-specific comments to the Corps Regulatory Division, you provide information that supports the Corps' decision-making process. All comments received during the comment period become part of the record and will be considered in the decision. This permit will be issued, issued with special conditions, or denied under Section 10 of the Rivers and Harbors Act. Comments should be mailed to:

DEPARTMENT OF THE ARMY
LOS ANGELES DISTRICT, U.S. ARMY CORPS OF ENGINEERS
REGULATORY DIVISION
ATTN: Antal Szijj
Ventura Field Office
2151 Alessandro Drive, Suite 110
Ventura, CA 93001

Alternatively, comments can be sent electronically to: Antal.J.Szijj@usace.army.mil

The mission of the U.S. Army Corps of Engineers Regulatory Program is to protect the Nation's aquatic resources, while allowing reasonable development through fair, flexible and balanced permit decisions. The Corps evaluates permit applications for essentially all construction activities that occur in the Nation's waters, including wetlands. The Regulatory Program in the Los Angeles District is executed to protect aquatic resources by developing and implementing short- and long-term initiatives to improve regulatory products, processes, program transparency, and customer feedback considering current staffing levels and historical funding trends.

Corps permits are necessary for any work, including construction and dredging, in the Nation's navigable water and their tributary waters. The Corps balances the reasonably foreseeable benefits and detriments of proposed projects, and makes permit decisions that recognize the essential values of the Nation's aquatic ecosystems to the general public, as well as the property rights of private citizens who want to use their land. The Corps strives to make its permit decisions in a timely manner that minimizes impacts to the regulated public.

During the permit process, the Corps considers the views of other Federal, state and local agencies, interest groups, and the general public. The results of this careful public interest review are fair and equitable decisions that allow reasonable use of private property, infrastructure development, and growth of the economy, while offsetting the authorized impacts to the waters of the United States. The permit review process serves to first avoid and then minimize adverse effects of projects on aquatic resources to the maximum practicable extent. Any remaining unavoidable adverse impacts to the aquatic environment are offset by compensatory mitigation requirements, which may include restoration, enhancement, establishment, and/or preservation of aquatic ecosystem system functions and services.

Evaluation Factors

The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit, which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered including the cumulative effects thereof. Factors that will be considered include conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, flood plain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food production and, in general, the needs and welfare of the people. In addition, if the proposal would discharge dredged or fill material, the evaluation of the activity will include application of the EPA Guidelines (40 CFR Part 230) as required by Section 404 (b)(1) of the Clean Water Act.

The Corps of Engineers is soliciting comments from the public; Federal, state, and local agencies and officials; Indian tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

Preliminary Review of Selected Factors

EIS Determination- A preliminary determination has been made an environmental impact statement is not required for the proposed work.

Water Quality- The applicant is required to obtain water quality certification, under Section 401 of the Clean Water Act, from the California Regional Water Quality Control Board. Section 401 requires any applicant for an individual Section 404 permit provide proof of water quality certification to the Corps of Engineers prior to permit issuance. The applicant has applied for water quality certification, which is currently being reviewed by the Los Angeles Regional Water Quality Control Board.

Coastal Zone Management- The applicant has certified the proposed activity would comply with and would be conducted in a manner consistent with the approved State Coastal Zone Management Program. For those projects in or affecting the coastal zone, the Federal Coastal Zone Management Act requires that prior to issuing the Corps authorization for the project, the applicant must obtain concurrence from the California Coastal Commission the project is consistent with the State's Coastal Zone Management Plan. The California Coastal Commission has issued a Notice of Intent to Issue a Coast Development Permit on August 12, 2012.

Essential Fish Habitat- The Corps of Engineers preliminary determination indicates the proposed activity may adversely affect EFH. Pursuant to Section 305(b)(2) of the Magnuson-Stevens Fishery Conservation and Management Act (MSA), the Los Angeles District hereby requests initiation of EFH consultation for the proposed Project. This notice reinitiates the EFH consultation requirements of the Act (The National Marine Fisheries Service (NMFS) was previously notified of the Project in an agency notification process and provided brief comments). In order to comply with the Magnuson-Stevens Fishery Conservation and Management Act (MSA), pursuant to 50 CFR 600.920(e)(3), I am providing, enclosing, or otherwise identifying the following information:

1. Description of the proposed action: see Project description on page 4 of this public notice.
2. On site inspection information: see baseline information on page 4 of this public notice.
3. Analysis of the potential adverse effects on EFH: The proposed Project occurs within EFH for various federally managed species within the Coastal Pelagic Species and Pacific Coast Groundfish Fishery Management Plans. Construction activities such as pile driving would result in increases in noise and turbidity which, although short-term and localized, can harm federally managed species due to the intense sound pressure that can be generated. To minimize these effects the applicant proposes to utilize a "soft start" method whereby pile driving is gradually increased in power to allow fish and marine mammals to disperse before being subjected to potentially harmful sound levels. Additionally, the use of silt screens would be employed around pile driving sites to contain increased turbidity that may be generated.

Over the long term the addition of approximately 1 acre cumulative total of new floating docks would result in additional shading effects to EFH as well as potential adverse effects from future use by boaters (propeller wash, etc). The added dock area would be comprised of relatively narrow floating dock sections, thereby minimizing the shading effects within a specific area. Furthermore, the majority of the wider dock sections connecting individual slips are aligned on a north-south axis, which further minimizes shading effects during the course of the day. The additional vertical structure provided by the new pilings would also increase habitat complexity,

which is generally regarded as a positive effect; although this may also promote use by non-indigenous epifauna such as Asian kelp (*Undaria pinnatifida*) and pleated sea squirt (*Styela plicata*), the latter of which was observed on the existing rock armoring around the Project area. These effects would be considered permanent.

As described in the on-site inspection reports (see *Baseline Information*, pg. 6) the Project area does not support eelgrass or other special aquatic sites and contains commonly occurring floral and faunal species. Based on the lack of eelgrass or other sensitive submerged aquatic vegetation observed at the Project site and in previous surveys throughout Ventura Harbor, there is little potential for these habitats to occur at the site.

Shading may also alter fish abundance and behavior, although the relative beneficial and adverse effects on individual fish species covered under the subject FMPs is ambiguous. Some species will favor covered areas, while others may avoid such areas or be subject to increased predation. The pre-project dive surveys noted a lack of fish observations during the surveys. Overall, the baseline condition suggests there is little that is unique about the Project area in terms of its use by managed fish species compared with the overall 122-acre harbor area.

4. Proposed minimization, conservation, or mitigation measures:

- Pile driving activities would employ a “soft start” technique to disperse fish and marine mammals from the work area.
- No construction materials, debris, or waste will be placed or stored where it may be subject to wave or tidal action, erosion, or dispersion.
- Any and all debris resulting from marina construction activities will be removed from the water within 24 hours of completion of construction and disposed of at an appropriate location.
- If turbid conditions are generated during construction, a silt curtain will be used to control turbidity.
- Floating booms will be used to contain debris discharged into coastal waters.
- Divers will recover non-buoyant debris discharged into coastal waters.
- Reasonable and prudent measures will be taken to prevent any discharge of fuel or oily waste from heavy machinery or construction equipment into coastal waters. The applicant and applicant’s contractors will have adequate equipment available to contain any such spill immediately.
- All debris and trash will be disposed of in the proper trash and recycling receptacles at the end of each construction day.
- Any wood treatment used will conform with the specifications of the American Wood Preservation Association for saltwater use. Wood treated with Creosote, Chromated Copper Arsenate (CA), or Ammoniacal Copper Arsenate (ACA) is prohibited. No wood treated with Ammoniacal Copper Zinc Arsenate (ACZA) will be used where it could come into direct contact with the water. All treated timber will be free of chromium and arsenic.

5. Conclusions regarding effects of the proposed Project on EFH: Construction impacts would result in short-term localized adverse effects to EFH caused by turbidity and noise during pile driving activities. Minimization measures described above would ensure these activities have no more than minimal adverse effects of EFH. The addition of approximately 1 acre of new floating docks would reduce the overall quality and quantity of EFH within Ventura Harbor; however, based on the Project configuration, the observed lack of eelgrass or other sensitive aquatic habitats, and the overall abundance of similar aquatic habitat throughout the harbor, the proposed Project would

not be expected to have more minimal adverse effects to EFH.

Therefore, it is my initial determination the proposed activity may adversely affect but would not have a substantial adverse impact on EFH or federally managed fisheries in California waters. My final determination relative to Project impacts and the need for mitigation measures is subject to review by and coordination with NMFS. If I do not receive written comments (regular mail or e-mail) within the 30-day notification period, I will assume concurrence by NOAA Fisheries with the inclusion of the proposed minimization measures and that no compensatory mitigation is necessary.

Cultural Resources- The Corps' permit area for the subject action extends to the area of the proposed marina within the Ventura Harbor (see Figure 1 in attached Project Plans). A search of the National Register of Historic Places did not reveal any historic properties within the permit area. The Project proposes to install floating docks and associated guide piles within an open water portion of the Ventura Harbor, which was constructed in 1962-63. No dredging or fill within the permit area is proposed. The Corps has therefore determined the Project has no potential to cause effect to historic properties listed or eligible for listing on the National Register of Historic Places.

Endangered Species- The open waters of the Ventura Harbor may provide suitable foraging habitat for the endangered California least tern (*Sterna antillarum browni*). Given the abundance of available open water foraging habitat throughout Ventura Harbor and in the adjacent open ocean, the proposed Project would not be expected to measurably affect foraging opportunities for the least tern. Furthermore there is no suitable nesting habitat or designated critical habitat occurs within or in proximity to the Project area. The nearest such habitat is located outside the harbor on San Buenaventura State Beach where critical habitat for the threatened western snowy plover (*Charadrius nivosus nivosus*) is designated. For these reasons I have determined the Project would not affect the tern, plover or other federally listed threatened or endangered species.

Marine Mammals- Marine mammals are protected under the Marine Mammal Protection Act (MMPA; 16 U.S.C. § 1361 et. seq.). Under the MMPA, it is generally illegal to "take" a marine mammal without prior authorization from NMFS. "Take" is defined as harassing, hunting, capturing, or killing, or attempting to harass, hunt, capture, or kill any marine mammal. Marine mammals observed within the project area include California sea lion (*Zalophus californianus*), Pacific harbor seal (*Phoca vitulina*), and, less frequently, bottlenose dolphin (*Tursiops truncata*). The Project site does not provide breeding habitat or haul out areas for pinnipeds and overall habitat conditions for marine mammals are generally similar to surrounding portions of the harbor.

Pile driving activities have the potential harm marine mammals due to the intense sound levels generated and may therefore result in take of marine mammals. The applicant proposes to avoid and minimize adverse effects to marine mammals by conducting a visual scan of the area surrounding the pile driving activity to ensure no marine mammals are within the immediate project vicinity (i.e. open water areas within 100 meters) before commencing pile driving. In addition, the applicant proposes to employ a "soft start" technique to gradually increase power during pile driving to disperse and fish and marine mammals from the work area. With the implementation of these measures, take of marine mammals would likely be avoided; however, I am requesting any comments from NMFS regarding the need for the applicant to apply for an Incidental Harassment Authorization from NMFS in advance of any work conducted under the proposed project.

Overall, the Project would not be expected to have any substantial long-term impacts on marine mammals.

Public Hearing- Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearing shall state with particularity the reasons for holding a public hearing.

Proposed Activity for Which a Permit is Required

The placement of structures comprising approximately within navigable waters of the U.S., which is subject to the Corps regulatory authority pursuant to section 10 of the Rivers and Harbors Act. The associated upland development is not subject to the Corps' permitting authority.

Additional Project Information

Baseline information- The Ventura Harbor is a 274-acre multiple use recreational and commercial fishing small craft harbor (152 acres of land and 122 acres of water), which currently supports approximately 1,350 commercial and recreational boat slips. The site of the proposed marina is within open water areas in the Northeast Harbor area near the terminus of Schooner Drive generally adjacent to the navigation channel that accesses the southerly section of Ventura Harbor, where existing commercial and non-residential recreational docks are concentrated. Figure 1 provides an aerial view with the approximate Project area boundary.

Substrate consists of minimally vegetated sandy bottom with existing rock armoring surrounding the adjacent upland parcel. The proposed dock area was surveyed for the invasive aquatic weed *Caulerpa taxifolia* as well as the presence of eelgrass (*Zostera marina*) in 2009 and 2015. Neither species was detected in either of the surveys. The surveys also noted the presence of common benthic organisms (various bivalve species, mollusks, tube anemone (*Neverita lewisii*)), as well as the presence of Brown alga (*Fucus* sp.) on the south side of the Project area. The rocky riprap in the Project area was observed to be typical for the region with sporadic stands of brown turf algae and stunted *Sargassum* sp. and *Gelidium* sp. Typical encrusting invertebrates were observed along the riprap and bulkheads, including pleated sea squirt (*Styela plicata*), Monterey stalked tunicate (*S. montereyensis*) and the giant rock scallop (*Crassodoma gigantea*).

Marine mammals including California sealions (*Zalophus californianus*), harbor seals (*Phoca vitulina*), and bottlenose dolphin (*Tursiops truncatus*) were also noted in the Project vicinity.

Project description- As depicted on Figures 2 and 3, the proposed marina would include the development of a new public recreational marina with the following features/components:

- Construction of docks providing 104 slips and four gangways, three of which are ADA compliant;
- Construction of a 90-foot non-motorized personal watercraft dock
- Placement of approximately 99 precast concrete guide piles;
- Amenities available to each berthing space, including water, electrical, communications, and a sewage pumpout system.

Marina construction duration is anticipated to be approximately 18 months and will be performed in phases in coordination with upland Project components. The Project as a whole is expected to be implemented beginning in August 2015 and last for 30 to 36 months. No dredging, additional rock armoring or other discharges of fill material are proposed.

The table below provides a summary of the new slips that would be constructed:

Slip Size	Slip Type	Number of Slips	Total Linear Feet	Slip Width	Percent slip Size of Total Slips
30'	Full	6	180'	11.5' & 13.5'	5.8%
35'	Full	34	1,190'	12.5' & 15'	32.7%
35'	End Tie	2	70'		1.9%
40'	Full	18	720'	16'	17.3%
40'	End Tie	1	40'		1.0%
40'	Side Tie	4	160'		3.8%
45'	Full	15	675'	16.5'	14.4%
50'	Full	6	300'	17'	5.8%
50'	End Tie	1	50'		1.0%
50'	Side Tie	1	50'		1.0%
55'	Full	10	550'	18'	9.6%
55'	End Tie	1	55'		1.0%
60'	Full	3	180'	18.5'	2.9%
80'	Full	2	160'	21'	1.9%
Total		104	4,380'	N/A	100.0%

New slips would be clustered around the peninsula of land projecting southward adjacent to the existing Ventura West Marina (Dock Areas D through H), and at the northwest portion of the Project area near the public launch ramp (Docks Areas A through C). In addition, at the request of the California Coastal Commission, a 90-foot-long public access personal watercraft dock (for use by kayaks, dinghies, paddleboards and rowing shells) was added along the western-most projection of land within the Project's lease line, adjacent and parallel to the navigation channel that accesses the southerly section of Ventura Harbor. As part of the permit review process, I will be evaluating the Project's potential effects on navigation, including potential Project alternatives and/or mitigation measures to avoid and minimize adverse effects to navigation resulting from the proposed project.

Proposed Special Conditions

The following list is comprised of proposed Permit Special Conditions, which are required of similar types of projects. Additional conditions may be added based on my review of the application and any comments received to the public notice:

1. The permitted activity shall not interfere with the right of the public to free navigation on all navigable waters of the United States as defined by 33 C.F.R. Part 329.
2. No earthwork is authorized by this Permit.
3. Creosote treated pilings shall not be placed in navigable waters unless all of the following conditions are met:
 - A) The project involves the repair of existing structures that were originally constructed using wood products;
 - B) The creosote treated pilings are wrapped in plastic;
 - C) Measures are taken to prevent damage to plastic wrapping from boat use. Such measures may

include installation of rub strips or bumpers;

- D) The plastic wrapping is sealed at all joints to prevent leakage; and
- E) The plastic material is expected to maintain its integrity for at least ten years, and plastic wrappings that develop holes or leaks must be repaired or replaced in a timely manner by the Permittee.

4. No other modifications or work shall occur to the structure permitted herein.

5. The Permittee shall discharge only clean construction materials suitable for use in the oceanic environment. The Permittee shall ensure no debris, soil, silt, sand, sawdust, rubbish, cement or concrete washings thereof, oil or petroleum products, from construction shall be allowed to enter into or placed where it may be washed by rainfall or runoff into waters of the United States. Any and all debris resulting from marina construction activities will be removed from the water within 24 hours of completion of construction and disposed of at an appropriate location. Upon completion of the Project authorized herein, any and all excess material or debris shall be completely removed from the work area and disposed of in an appropriate upland site.

6. The Permittee shall notify the Corps Regulatory Division of the date of commencement of operations not less than 14 calendar days prior to commencing work, and shall notify the Corps of the date of completion of operations at least five calendar days prior to such completion.

7. To ensure navigational safety, the permittee shall provide appropriate notifications to the U.S. Coast Guard as described below:

Commander, 11th Coast Guard District (dpw)
TEL: (510) 437-2980
E-mail: d11LNM@uscg.mil
Website: <http://www.uscg.mil/dp/lnmrequest.asp>

U.S. Coast Guard, Sector LA-LB (COTP)
TEL: (310) 521-3860
E-mail: john.p.hennigan@uscg.mil

- A) The Permittee shall notify the U.S. Coast Guard, Commander, 11th Coast Guard District (dpw) and the U.S. Coast Guard, Sector LA-LB (COTP) (contact information shown above), not less than 14 calendar days prior to commencing work and as Project information changes. The notification shall be provided by e-mail with at least the following information, transmitted as an attached Word or PDF file:

- 1) Project description including the type of operation (i.e. dredging, diving, construction, etc).
- 2) Location of operation, including Latitude / Longitude (NAD 83).
- 3) Work start and completion dates and the expected duration of operations. The Coast Guard needs to be notified if these dates change.
- 4) Vessels involved in the operation (name, size and type).
- 5) VHF-FM radio frequencies monitored by vessels on scene.
- 6) Point of contact and 24 -hour phone number.
- 7) Potential hazards to navigation.
- 8) Chart number for the area of operation.
- 9) Recommend the following language be used in the LNM: "Mariners are urged to transit at

their slowest safe speed to minimize wake, and proceed with caution after passing arrangements have been made."

- B) The Permittee and its contractor(s) shall not remove, relocate, obstruct, willfully damage, make fast to, or interfere with any aids to navigation defined at 33 C.F.R. chapter I, subchapter C, part 66. The Permittee shall ensure its contractor notifies the Eleventh Coast Guard District in writing, with a copy to the Corps Regulatory Division, not less than 30 calendar days in advance of operating any equipment adjacent to any aids to navigation that requires relocation or removal. Should any federal aids to navigation be affected by this Project, the Permittee shall submit a request, in writing, to the Corps Regulatory Division as well as the U.S. Coast Guard, Aids to Navigation office (contact information provided above). The Permittee and its contractor are prohibited from relocating or removing any aids to navigation until authorized to do so by the Corps Regulatory Division and the U.S. Coast Guard.
- C) Should the Permittee determine the work requires the temporary placement and use of private aids to navigation in navigable waters of the U.S., the Permittee shall submit a request in writing to the Corps Regulatory Division as well as the U.S. Coast Guard, Aids to Navigation office (contact information provided above). The Permittee is prohibited from establishing private aids to navigation in navigable waters of the U.S. until authorized to do so by the Corps Regulatory Division and the U.S. Coast Guard.
- D) The COTP may modify the deployment of marine construction equipment or mooring systems to safeguard navigation during Project construction. The Permittee shall direct questions concerning lighting, equipment placement, and mooring to the appropriate COTP.

8. The applicant shall conduct a visual scan of open waters within a radius of 100 meters from the pile-driving site before commencing any pile-driving operations to ensure that no marine mammals are within the immediate vicinity of pile hammering and will employ soft start techniques for impact pile driving. This technique entails a slow increase in pile driving to allow time for any undetected marine mammals in the area to depart voluntarily.

9. Floating booms shall be used to contain debris discharged into coastal waters.

10. The permittee shall employ reasonable and prudent measures to prevent any discharge of fuel or oily waste from heavy machinery or construction equipment into waters. The permittee shall ensure adequate equipment is available to contain any such spill immediately.

11. Within 30 calendar days of completion of the Project authorized by this permit, the Permittee shall conduct a post-Project survey indicating changes to structures and other features in navigable waters. The Permittee shall forward a copy of the survey, as well as a copy of this permit, to the Corps Regulatory Division (via e-mail at: Regulatory.SPL@usace.army.mil) and to the National Oceanic and Atmospheric Administration for updating nautical charts (via e-mail at: Chris.Libeau@noaa.gov). Post-Project surveys/as-built plans should be provided electronically in two formats: .pts (xyz) and one of, .pdf, CAD, or GIS. Include the following header metadata: project name, surveyor's name and company, area surveyed (acres), type of survey method, date of survey, geographic control points (for example: latitude/longitude, plane coordinates), geographic coordinate system (use NAD83), geographic projection, units (use US Survey Feet), and tide gage location. For all subsurface structures and dredge projects include elevation (z coordinate) datum indicated as a negative below MLLW, and also indicate the survey system and bin sizes as appropriate.

12. The Permittee understands and agrees that, if future operations by the United States require the removal, relocation, or other alteration, of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army or his authorized representative, said structure or work shall cause unreasonable obstruction to the free navigation of the navigable waters, the Permittee will be required, upon due notice from the Corps of Engineers Regulatory Division, to remove, relocate, or alter the structural work or obstructions caused thereby, without expense to the United States. No claim shall be made against the United States on account of any such removal or alteration.

For additional information please call Antal Szijj of my staff at 805-585-2147 or via e-mail at Antal.J.Szijj@usace.army.mil. This public notice is issued by the Chief, Regulatory Division.



Regulatory Program Goals:

- To provide strong protection of the nation's aquatic environment, including wetlands.
- To ensure the Corps provides the regulated public with fair and reasonable decisions.
- To enhance the efficiency of the Corps' administration of its regulatory program.

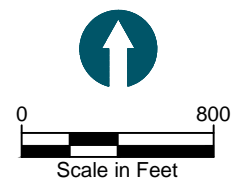
**DEPARTMENT OF THE ARMY
LOS ANGELES DISTRICT, U.S. ARMY CORPS OF ENGINEERS**

Ventura Field Office
2151 Alessandro Drive, Suite 110
Ventura, CA 93001

WWW.SPL.USACE.ARMY.MIL/MISSIONS/REGULATORY



AERIAL SOURCE: Aerial from ESRI basemaps.
HORIZONTAL DATUM: California State Plane,
Zone 5, NAD83, U.S. Feet.
VERTICAL DATUM: Mean Lower Low Water
(MLLW).



Mar 05, 2015 5:41pm mpraischner L:\AutoCAD Project Files\Projects\1239-Sondermann Ring\1239-Ventura Marina\Permitting\1239-RP 002 SITE.dwg FIG 2

Ventura Marina

RECREATIONAL MARINA

The proposed marina will be for recreational use with the boat slips and berthing available to the general public. No preferential availability will be made to the residents of the adjacent landside development.

LCPA 1-11 RECREATIONAL ELEMENTS

The marina Project will also include a number of requirements set forth in the policies of the Local Coastal Program Amendment 1-11, approved by the California Coastal Commission on April 12, 2012:

1. The marina will include a 90-foot long dock for exclusive use by personal watercraft such as kayaks, dinghies, paddleboards and rowing shells on a short term (not overnight) basis. Per the LCPA, the long dock may include dry storage racks for non-motorized watercraft, however, no dry storage racks are proposed.

2. A minimum of six (6) transient berthing spaces shall be provided and reserved for exclusive use by short-term renters. In addition to these six (6) transient berthing spaces, at least one transient berthing space shall be provided in perpetuity, at no cost (except for recovery of direct costs as allowed by the LCPA), and reserved for exclusive use by non-profit boating groups.

3. The developer shall furnish to the City (for installation by the City) the following materials for the improvement of the Leo Robbins Community Sailing Center: new gangplank (proposed to be 4' wide), security gate, storage shed and 8-foot wide dock float sections totaling 120 feet for the addition of a third finger. The materials furnished shall be in-kind or superior to existing materials, and shall be compliant with ADA requirements.

4. In order to promote cross-harbor transit and connectivity within the Ventura Harbor, harbor, the developer shall be required to either: a) purchase a minimum of 1,500 one-way water taxi tickets each year which may be distributed to visitors, customers, boaters, residents and guests of the mixed-use development within the HMXD zone, or b) contribute an equivalent amount of funding to the Ventura Port District for the operation of a water taxi service.

All of the above recreational improvements or actions will be completed or effectuated along with construction of the 104-berth marina.

TRANSIENT GUEST BERTHS

1. Transient boaters will have access to the same dockside services as other boat slip tenants, such as water supply, electrical power supply and communication/TV/data service.

2. Sewer pump-out service will also be available to service the transient slips.

WATER TAXI LANDING

1. A landing area at the docks where visitors could embark and disembark will be provided during the season that the Ventura Port District's water taxi service is operational.

2. The visitors would have convenient access to and from the landside improvements and facilities via an accessible gangway.

3. Water taxi services typically welcome bikes and strollers.

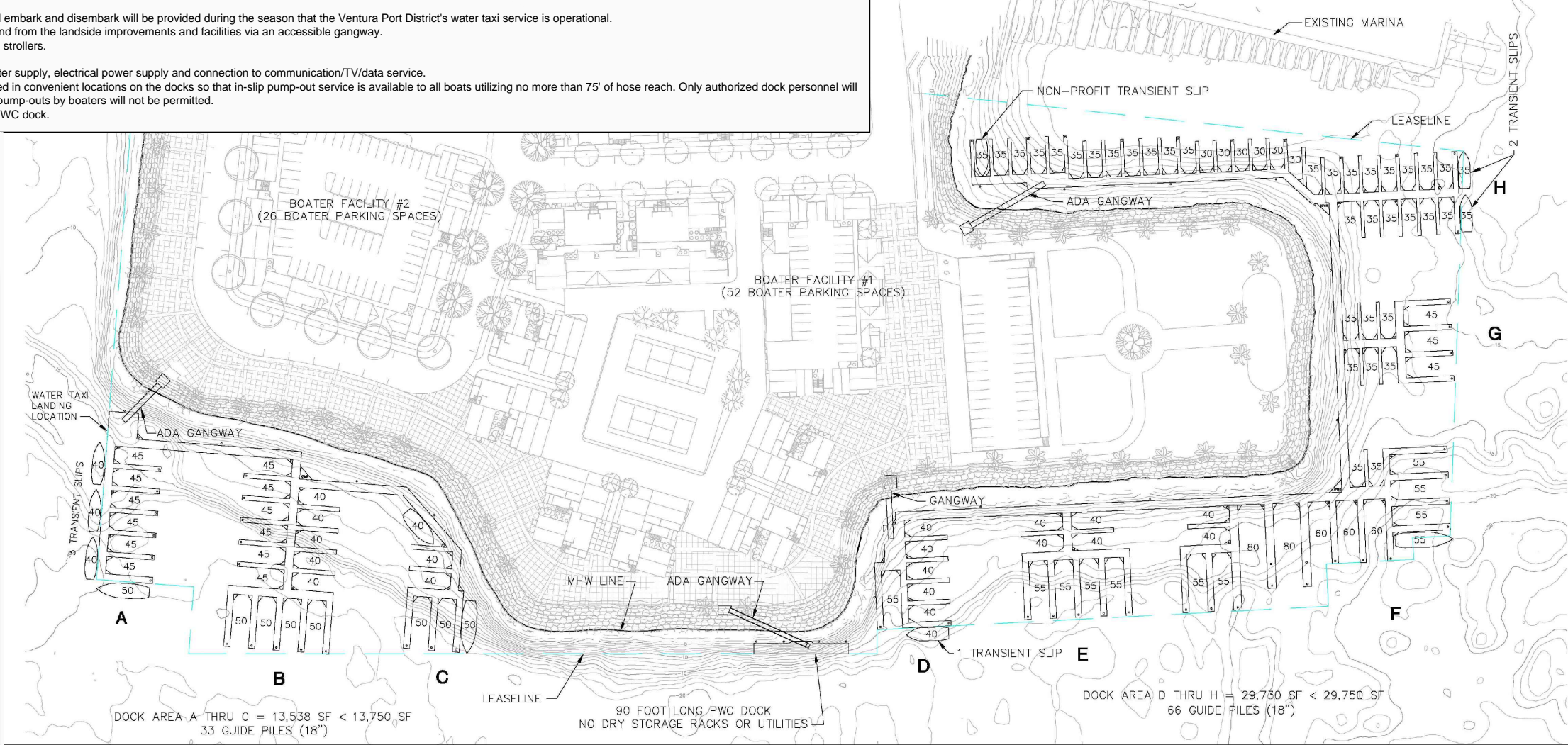
DOCK UTILITIES

1. Utilities available to each slip would include: water supply, electrical power supply and connection to communication/TV/data service.

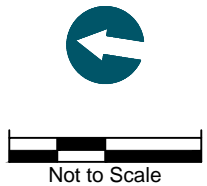
2. Sanitary sewer pump-out hydrants will be located in convenient locations on the docks so that in-slip pump-out service is available to all boats utilizing no more than 75' of hose reach. Only authorized dock personnel will operate the sewer pump-out service, self-service pump-outs by boaters will not be permitted.

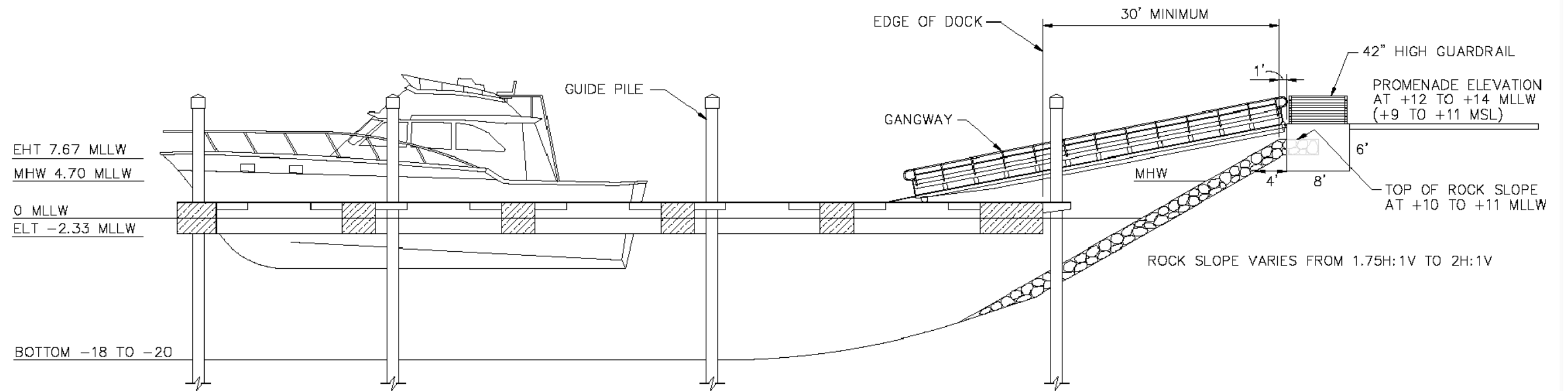
3. No utilities will be provided to the 90-foot long PWC dock.

SLIP SIZE	SLIP TYPE	NUMBER OF SLIPS	TOTAL LINEAR FEET	SLIP WIDTH	PERCENT OF SLIP SIZE OF TOTAL SLIPS
30'	FULL	6	180'	13.5'	5.8%
35'	FULL	34	1,190'	15'	32.7%
35'	END TIE	2	70'		1.9%
40'	FULL	18	720'	16'	17.3%
40'	END TIE	1	40'		1.0%
40'	SIDE TIE	4	150'		3.8%
45'	FULL	15	675'	16.5'	14.4%
50'	FULL	6	300'	17'	5.8%
50'	END TIE	1	50'		1.0%
50'	SIDE TIE	1	50'		1.0%
55'	FULL	10	550'	18'	9.6%
55'	END TIE	1	55'		1.0%
60'	FULL	3	180'	18.5'	2.9%
60'	FULL	2	160'	21'	1.9%
TOTAL		104	4,380'	N/A	100.0%



SOURCE: A PDF file provided by Moffat and Nichol titled "Proposed Marina Dock Plan" dated June, 2012.
HORIZONTAL DATUM: California State Plane, Zone 5, NAD83, U.S. Feet.





Typical Section - Parcel C, Dock "D"

SOURCE: A PDF file provided by Moffat and Nichol titled "Typical Section - Parcel C, Dock D" dated June, 2012.
HORIZONTAL DATUM: California State Plane, Zone 5, NAD83, U.S. Feet.

