

VENTURA COUNTY GENERAL PLAN COASTAL AREA PLAN



Last Amended July 1, 2017

Ventura County Planning Division

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ACKNOWLEDGEMENTS

The following persons are acknowledged for their contribution to the preparation of the Ventura County Coastal Area Plan. Without their dedication and hard work, the preparation of this land use plan – and the implementation program – would not have been possible. Ventura County is grateful for their many hours of service and contribution to this planning effort.

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For Copies/More Information:

To purchase the Ventura County Coastal Area Plan:
Call 805/654-2478 or 805/654-2805
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This Coastal Area Plan is also available on the Planning Division website:

<http://vcrma.org/planning/programs/local-coastal/index.html>

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Coastal Area Plan Appendices

The following CAP Appendices are contained in a separate document available at:

http://vcrma.org/planning/pdf/plans/CAP_Appendices.pdf

- Appendix 1 Statewide Interpretive Guidelines for Wetlands and Other Wet, Environmentally Sensitive Habitats (1981)
- Appendix 2 Archaeological Guidelines (1980)
- Appendix 3 Paleontological Guidelines (1980)
- Appendix 4 Guidelines for Implementation of the California Land Conservation Act of 1965 (The Williamson Act) (2000)
- Appendix 5 California Department of Navigation and Ocean Development, Survey of Ventura County Beaches (1977)
- Appendix 6 Policy for the Location of Onshore Oil Facilities (1968)

The following Appendices are contained in the coastal Zoning Ordinance, which is available at:

http://vcrma.org/planning/pdf/ordinances/zoning/coastal_zone_ord.pdf

- Appendix 7 (T1) Tree Removal, Alteration, and Planting Standards (2017)
- Appendix 8 (L1) Landscape and Irrigation Plan Requirements (2017)
- Appendix 9 (L2) Calculating the Water Budget of a Project Site (2017)
- Appendix 10 (L3) Sample Water Efficient Landscape Worksheet (2017)
- Appendix 11 (L4) Estimated Total Water Use (2017)
- Appendix 12 (L5) Examples for Calculating the Water Budget (2017)
- Appendix 13 (L6) Sample Certificate of Completion (2017)
- Appendix 14 (L7) Invasive Plant List (2017)

Ventura County Coastal Area Plan Digital Maps

Some of the maps in the Ventura County Coastal Area Plan (listed below) have been updated in digital format. Because these maps reflect more current data, they may not exactly reflect the corresponding map in the Coastal Area Plan. **These maps are not the official maps.** These maps are available for viewing at <http://vcrma.org/planning/programs/local-coastal/coastal-plan-map-gallery.html>

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The following maps themes were not assigned figure numbers but are available for viewing at <http://vcrma.org/planning/programs/local-coastal/coastal-plan-map-gallery.html>

- Hazards – Tsunami Inundation
- Hazards – Faults
- Hazards – Non-Earthquake Induced Landslides
- Hazards – Earthquake Induced Landslides
- Hazards – Liquefaction Areas
- Hazards – Groundshaking Acceleration

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Abstract

The essence of Ventura County's Local Coastal Program, mandated by the California Coastal Act of 1976, is the Land Use Plan for the unincorporated portions of the coastal areas of Ventura County, which is known as the Coastal Area Plan (CAP). It addresses the County's significant coastal issues with a combination of land use designations, resource protection, and development policies.

Ventura County's coastal zone is approximately 43 miles long and is bounded on the north by Santa Barbara county line and to the south by Los Angeles county line and is further defined by the following geographical areas:

- North Coast Subarea (Figure 3-2, North Coast Planning Area): The steep slopes of the Ventura foothills abut the northern portion of the coastal zone between Rincon Point and the Ventura River. Within this subarea, there are approximately 2,265 acres designated agriculture, 1,257 acres designated Open Space, 350 acres designated industrial, and 0.54 acres designated commercial. Emma Wood State Beach, Faria and Hobson County Parks, six residential communities, Rincon Parkway, U.S. Highway 101 and the Southern Pacific Railroad occupy the narrow strip of land at the base of the mountains that forms this section of the coastal zone.
- Central Coast Subarea (Figure 3-4, Central Coast Planning Area): The central part of the coastal zone is situated between the cities of Ventura, Oxnard and Port Hueneme. Within this subarea, there is approximately 1,425 acres designated agriculture, 248 acres designated Open Space, and 3.0 acres designated commercial. McGrath State Beach, the wetlands of Ormond Beach, and the residential beach communities of Hollywood and Silverstrand are located along the coastline.
- South Coast Subarea (Figure 3-6, South Coast Planning Area): The southern portion of the coastal zone begins at the south end of Navy Base Ventura County. Within this subarea, there is approximately 710 acres designated agriculture, 13,545 acres designated Open Space, and 4.0 acres designated commercial. Within the Santa Monica Mountains is Point Mugu and Leo Carrillo State Parks. The residential communities of Solromar and Crowne Pointe Estates are located on the west and east side of Highway 1, respectfully.

Overall, the coastal zone comprises approximately 24,745 acres (or 39 square miles), not including the cities of Ventura, Oxnard and Port Hueneme, Channel Islands Harbor, and Naval Base Ventura County.

Specific issues evaluated in each sub-area include environmentally sensitive habitats, recreation and access, agriculture, hazards, beach erosion, energy and industrial facilities, public works, and locating and planning of new development. Objectives are offered for each issue along with County Policies to achieve each objective.

During the 2016 Local Coastal Program (LCP) Update, a reorganization of the CAP was initiated by consolidating the abstracts, objectives, policies and programs for general coastal resource issues under the heading "Coastal Zone Objectives, Policies and Programs". Within this new section, subjects may also be addressed by geographic subarea. This new format replaces the segregation of general coastal resource issues by geographic subarea and will be utilized for future amendments to the CAP.

Preamble

In Ventura County, the coastal zone is governed by the terms and conditions of the Coastal Area Plan (CAP), the Coastal Zoning Ordinance (CZO), and the County's two adopted Categorical Exclusion Orders (i.e. Categorical Exclusion Order E-83-1 and amendment E-83-1A), all of which are subject to the California Coastal Act (Pub. Res. Code § 30000 et seq.) and corresponding Coastal Regulations (14 Cal. Code of Regs. § 13000 et seq.). These planning tools are used to guide development in the coastal zone and are further described below:

1. Ventura County's Coastal Area Plan is intended to serve as the County's "land use plan" and "local coastal element" applicable to the unincorporated portions of the coastal zone as required by the California Coastal Act of 1976, Public Resources Code Section 30000 et seq.

The Coastal Area Plan is also an Area Plan for the unincorporated coastal portions of Ventura County and, as such, is part of the County's General Plan. The purpose of the County's General Plan is to meet the local government General Plan requirements of Division I of the Planning and Zoning Law, Government Code Section 65000 et seq.

2. The purpose of the County's CZO is to implement the policies of the County's Coastal Area Plan.
3. A Categorical Exclusion Order is an independent document adopted by the Coastal Commission in accordance with § 30610 of the Coastal Act. It exempts certain categories of development from Coastal Development Permit requirements because they have no possibility of causing environmental impacts. Categorical Exclusion Orders are adopted separately from the CZO, and the policies and specifics within those orders apply regardless of whether or not they are adopted by the local jurisdiction into its zoning ordinance. While the language of a Categorical Exclusion Order may be incorporated into a zoning ordinance, the order itself remains independent from the local zoning ordinance and cannot be amended or altered without approval of the Coastal Commission.

The Goals, Policies and Programs of the Ventura County General Plan are cumulative and, as such, individual goals, policies and programs should be used and interpreted in context of other applicable goals, policies and programs. In the case of overlapping goals, policies and programs, the more restrictive shall govern.

All components of the Ventura County General Plan (as they apply to the coastal zone), including the Coastal Area Plan, are intended to be consistent with the provisions of the California Coastal Act of 1976 as amended. Any ambiguities in the General Plan, as they apply to the coastal zone, including the Coastal Area Plan, shall be resolved in favor of the interpretation most likely to implement the mandated goals, policies and programs of the Coastal Act.

History of Ventura County's Local Coastal Program

Federal and State Legislation		
Date	Source and Statute	Description
October 27, 1972	U. S. Congress: Title 16 U.S.C. 1451-1464	Established a federal coastal zone management policy and created a federal coastal zone. Congress declares that it is a national policy "to encourage and assist the states to exercise effectively their responsibilities in the coastal zone through the development and implementation of management programs to achieve wise use of the land and water resources of the coastal zone." Coastal states are provided a policy and source of funding for the implementation of federal goals.
November 7, 1972	Voter Initiative: California Coastal Zone Conservation Act (Proposition 20)	A temporary measure that set up six regional Coastal Commissions with permit authority and a directive to prepare the California Coastal Zone Conservation Plan to the California State Legislature for its adoption and implementation.
January 1, 1977,	California State Legislature: California Coastal Act (Public Resources Code Division 20)	Coastal Act establishes a permanent coastal management program for California. Permanent enacting law that establishes a set of policies that regulate land uses in the designated coastal zone. Further, it provides for the transfer of permitting authority, with certain limitations reserved for the State, to local governments through adoption and certification of Local Coastal Programs (LCP) by the Coastal Commission.

Ventura County's Local Coastal Program		
Board of Supervisors' Action or Adoption	California Coastal Commission Certification	Amendment Description
November 18, 1980 Resolution 222		Adoption of the Land Use Plan (Coastal Area Plan) of the Local Coastal Program.
December 19, 1980		Ventura County Resource Management Agency (RMA) submits the Local Coastal Program (LCP) Land Use Plan (CAP) to the South Central Regional Commission.
	February 20, 1981 Regional Commission Hearing #1	Regional Commission raises ten specific issues with respect to the adequacy of the County's Plan.
March 3, 1981		Board postpones second Regional Commission hearing in order to provide time for County and Commission staffs to

Ventura County's Local Coastal Program

Board of Supervisors' Action or Adoption	California Coastal Commission Certification	Amendment Description
		meet and negotiate the ten issues.
April 14, 1981 Resolution 222 Amendment No. 1 to the LCP		Denial of that portion of the plan covering Channel Islands Harbor; Adopted amendments to the previously approved Land Use Plan (CAP) to address comments from Coastal Commission staff regarding housing and agricultural grading, adding energy facilities as a permitted use in Coastal Open Space (COS), deleting the Union Oil storage tank facility from the Central Coast subarea land use map and identification of all access points on the land use maps,
	May 16, 1981 Regional Commission Hearing #2	Disapproval of County's Local Coastal Program (LCP); All ten issues were not resolved, added a new issue, agricultural grading; Upheld County's recommendation to designate the Seacliff agricultural land (Hoffman Property) as Coastal Open Space (COS); the Cliff House as Coastal Commercial (CC) and the Coastal Lemon property Coastal Industrial (CM)
June 2, 1981		Board decides to appeal the Regional Commission's disapproved portions of the Plan to the State Coastal Commission.
	July 16, 1981 State Coastal Commission Hearing #1	Substantial Issues Raised: Planning for federal lands and questions regarding the need for new policies to address Santa Monica Mountains
	August 20, 1981 State Coastal Commission Hearing #2	Conditional Certification: Requested equivalent language for policies related to agriculture, environmentally sensitive habitats, grading ocean-front visitor-serving recreational facilities, access and recreation, housing and Santa Monica Mountains.
November 10, 1981 Resolution 222		Approval of Coastal Commission's Conditional Certification. Changes made to LCP Land Use Plan (LUP)/Coastal Area Plan (CAP). Two major issues still unresolved: Planning for federal lands and minimum lot size for non-prime agricultural land.
December 1, 1981 Resolution 222	January 19, 1982	Resolution approving Coastal Commission's conditional certification with modifications that required specific policy language and text changes to LCP Land Use Plan (LUP)/Coastal Area Plan (CAP).
March 30, 1982 Resolution 222 Amendment No. 2 to the LCP	Certified June 18, 1982 Certified April 28, 1983	Designate Mussel Shoals Cliff House Coastal Commercial (CC). Deletion of the "housing" sections in the north, central and south coast subareas. Authorize the Director of Resource Management Agency (RMA) to submit Local Coastal Program (LCP) Coastal Area Plan (CAP) to California Coastal Commission (CCC) for certification.
July 26, 1983 Ordinance 3654		Chapter 1 of Division 8 (Planning and Zoning) of the Ventura County Ordinance Code is hereby amended by adding 1.1

Ventura County's Local Coastal Program

Board of Supervisors' Action or Adoption	California Coastal Commission Certification	Amendment Description
		(to be known as the Zoning Ordinance for the Coastal Zone)
September 6, 1983 Ordinance 3656	October 26, 1983	Adoption of Ventura County official zoning maps for the coastal zone and rezoning all property in conformance with LCP Land Use Plan and Coastal Zoning Ordinance (CZO). County assumes permit authority in the coastal zone.
October 15, 1985 Ordinance 3745 GPA 85-3 Z-2755/2756		CZO Amendment. Rezone from Residential Beach Harbor (RBH) zone to Coastal Commercial (CC) zone; 0.43 acres on the east side of Ocean Drive, 70 feet south of the intersection of Los Altos Street and Ocean Drive
October 29, 1985 Ordinance 3743	LCP No. 1-85 (Major) December 19, 1985 (Minor) February 7, 1986	CZO Amendment. Regulations for satellite dish antennas in the Residential Beach Harbor (RBH) zone in response to Emergency Ord. 3732 which placed a 45-day moratorium on the construction of new satellite antennas in the RBH zone.
May 13, 1986 Ordinance 3772		CZO Amendment. Re-codification of the Coastal Zoning Ordinance (format and structure to be consistent with NCZO, addition of specific uses to certain coastal zones, clarification of permit requirements).
August 26, 1986 Ordinance 3787	LCP No. 1-86 (Major and Minor) July 8, 1986 LCP No. 2-86 (Minor) December 10, 1986 LCP No. 3-86 (Minor) January 14, 1987	CZO Amendment. Add and modify definitions in Article 2, provide detailed regulations for kennels and building height measured in the Residential Beach Harbor (RBH) zone, disallow athletic fields in the Coastal Open Space (COS) zone, clarify discretionary permits are appealable to the Coastal Commission, clarify most repair and maintenance is exempt from coastal development permit requirements, update provisions for lot mergers and the use of non-conforming lots.
December 20, 1988 Ordinance 3883 Z-2822 GPA 88-4	LCP No. 2-88 (Minor) January 11, 1989 LCP No. 1-89 (Major) May 10, 1989	CZO Amendment. Camp Hess Kramer (APN 700-0-060-14 and APN 700-0-060-30) developed camp areas rezoned from Coastal Open Space (COS) Santa Monica Mountains Overlay (M) to Coastal Rural Exclusive CRE-10 acres and CRE 20 acres. Solromar (APN 700-0-070-05) rezone from COS (M) to Coastal Rural Exclusive (CRE) 5-acres.
June 20, 1989 GPA 89-1	LCP No. 2-89-A (Minor) October 10, 1989 LCP No. 2-89-B (Minor) October 11, 1989 LCP No. 2-89-C (Major) October 10, 1989	CAP Amendment. Correct clerical errors, clarifications, add tables that show intensity of land use permitted in each land use designation with total area, building intensity, population and employment capacity, and population and employment density for each subarea of the Coastal Plan as required by State law, add a land use designation/zoning classification compatibility matrix, replace four outdated appendices (The Guidelines for Orderly Development, State of California Interpretive Guidelines for Wetlands and Other Wet, Environmentally Sensitive Habitats, Guidelines for Implementation of the California Land Conservation Act of 1965 (aka Land Conservation Act Guidelines), and

Ventura County's Local Coastal Program

Board of Supervisors' Action or Adoption	California Coastal Commission Certification	Amendment Description
		Conditional Use Permit Conditions for Oil Operations), and replace out-of-date material in the Local Coastal (Area) Plan. The amendments do not involve changes or redefinitions of coastal land use designations.
July 10, 1990 Ordinance 3946		CAP Amendment. Incorporating State mandated requirements for implementation of Ventura County's Hazardous Waste Management Plan.
Amended Ordinance 3964 December 11, 1990 Z-2843 GPA 90-4	LCP No. 1-90 (Minor) September 11, 1990 LCP No. 1-91 (Major and Minor) March 15, 1991	CZO Amendment. Silverstrand (APN 206-0-171-26) rezoned from Coastal Commercial (CC) to Residential Beach Harbor (RBH)
Adopted October 19, 1993 Ordinance 4042 Z-2857 GPA 93-3	LCP No. 1-93 (Major) February 16, 1994	CZO Amendment. Lazy-J Ranch Camp (APN 701-0-030-100) rezoned from Coastal Open Space (COS) Santa Monica Overlay (M) to Coastal Rural Exclusive (CRE) 40-acres.
Adopted February 1, 1994 Ordinance 4055		CZO Amendment. Clarify zone suffix designation, lot coverage per building, setbacks, off-street parking, recycling facilities, nonconformities and substandard lot, administrative penalties and procedures. minimum lot sizes per zoning designation, etc.
	LCP No. 1-95 (De-Minimis) December 13, 1995	Ventura County de Minimis LCP Amendment No. 1-95
Adopted December 10, 1996 Ordinance 4127 Z-2909 GPA 96-3	LCP No. 1-97 (Major) April 10, 1997 LCP No. 2-96 (Major) July 9, 1997	CZO Amendment. (Rural Intensity and La Conchita), La Conchita (APNs 060-0-050-090; -130; -155; -165; -180; -195; -205; -235; -255) rezoned from Coastal Rural (CR) 1-acre to Coastal Open Space (COS) 10-acres
	LCP No. 2-97 (Major) September 9, 1997	Approved Ventura County LCP Amendment No. 2-97 (Hollywood Beach) Designation of APN 206-0-233-165) from Residential Beach Harbor (RBH) to Coastal Residential, Planned Development (CRPD).
Adopted May 25, 1999 Ordinance 4186	LCP No. 1-99 (Minor) August 13, 1999	CZO Amendment. Addition of Section 8178-3.6 Standards for Off-Site Parking Spaces
Adopted December 5, 2000 Ordinance		CZO Amendment. Add definitions and establish procedures for emergencies and divided jurisdictional authority, modernize standards relating to oil and energy facilities, change symbols in the use matrix

Ventura County's Local Coastal Program

Board of Supervisors' Action or Adoption	California Coastal Commission Certification	Amendment Description
4219		
	Time Extension March 13, 2001	Extend time for action on Ventura County LCP Amendment No. VNT-MAJ-1-00 Time Extension: Text and appendices to County's LCP to achieve consistency with General Plan and NCZO
		Approval of Ventura County LCP Amendment No. VNT-MAJ-1-00 (Part A): Amendments to energy development
Adopted November 20, 2001 Ordinance 4249 GPA 00-3	LCP No. 1-00-A (Major) LCP No. 1-00-B (Major) January 11, 2002	County: CZO Amendment. Add definitions and establish procedures for emergencies and divided jurisdictional authority, modernize standards relating to oil and energy facilities, change symbols in the use matrix. CCC: Approval of Ventura County LCP Amendment No. VNT-MAJ-1-00 A & B Certification review
Adopted May 14, 2002 Ordinance 4263 Z-2943	LCP No. 1-02 (Minor) LCP No. 2-02 (Minor) July 11, 2002	CZO Amendment. Hollywood Beach (APN 206-0-254-210) rezone from Coastal Residential Planned Development (CRPD) to Residential Beach Harbor (RBH).
Adopted May 14, 2002 Ordinance 4264 Z-2943	LCP No. 1-02 (Minor) LCP No. 2-02 (Minor) July 11, 2002	CZO Amendment. Hollywood Beach (APN 206-0-254-200) rezone from Coastal Residential Planned Development (CRPD) to Residential Beach Harbor (RBH)
Adopted June 3, 2003 Ordinance 4283		CZO Amendment. Amend standards related to second dwelling units
	LCP No. 1-03 (De Minimis) January 14, 2004	Approved Ventura County LCP Amendment No. 1-03: Permitting secondary housing units
Adopted October 10, 2006 Ordinance 4351 ZN04-0002 GPA-06-1		CZO Amendment. Crown Pointe Estates Tract 5457: Subdivide Lot 10 of Tract 4483 to create five lots: four lots zoned Coastal Rural (CR) 1-acre and one commercial lot (Neptune's Net) zoned Coastal Commercial (CC).
	Time Extension August 8, 2007	Time Extension: County of Ventura LCP Amendment No. 1-2007 (Crown Pointe Estates) Time Extension: Rezone Residential and Neptune's Net
Adopted January 29, 2008 Ordinance 4378		LCP Amendment. Convert existing official zoning maps from hard copy to official zoning data, GIS format and to omit hyphens in existing zoning classification abbreviations.
	LCP No. 1-07 (Major) April 9, 2008	Approved with Modifications Ventura County LCP Amendment No. 1-07 (Crown Pointe Estates)

Ventura County's Local Coastal Program

Board of Supervisors' Action or Adoption	California Coastal Commission Certification	Amendment Description
Amended September 16, 2008 LCP 1-2007		CZO Amendment. Crown Pointe Estates Tract 5457 Rezone from Coastal Commercial (CC) to Coastal Rural (CR) 1-acre and a required mitigation fee of \$557,084 to offset the loss of the 2.9 acres of commercial zoned property to residential.
Adopted September 23, 2008 Ordinance 4391	LCP No. 1-07 (Major) October 16, 2008	Approved Ventura County LCP Amendment No. VNT-MAJ-01-07 (Crown Pointe Estates) Certification Review
Adopted June 28, 2011 Ordinance 4435		CZO Amendment. Amend sections related to special needs housing and reasonable accommodation
Adopted January 24, 2012 Ordinance 4443		CZO Amendment. Crown Pointe Estates Rezone APN 700-0-260-140 from Coastal Rural Exclusive (CRE); Santa Monica Mountains Overlay (M) to Coastal Rural Exclusive (CRE) 2-acres (M) Overlay.
	LCP No. 1-12 (Major) June 14, 2012	Approved Ventura County LCP Amendment No. MAJ-1-12: Crown Pointe Estates
	LCP No. 2-12 (Major) November 15, 2012	Approved with Modifications Ventura County LCPP Amendment No. MAJ-2-12 (Phase I Update): Amend CZO with code updates, land use clarifications, permit processing procedures, spelling and grammar corrections
Adopted December 11, 2012 Ordinance 4451		CZO Amendment. Adoption of a resolution to accept California Coastal Commission Modifications to County Coastal Zoning Ordinance ZN12-0002, Text Amendments
	LCP No. 2-12 (Major) February 7, 2013	Approved Ventura County LCP Amendment No. VNT-MAJ-2-12 (Phase I Update) Certification Review.

Chapter 1

INTRODUCTION

1.1 Legislative History

On October 27, 1972, the United States Congress passed the Coastal Zone Management Act (CZMA). The CZMA directed coastal states to develop and implement coastal management programs with the goal of preserving, protecting, developing and, where possible, restoring and enhancing valuable natural coastal resources. Passage of the CZMA was a recognition of the importance of balancing competing uses of and impacts to the environment. The U.S. Congress found that it was a national policy “to encourage and assist the states to exercise effectively their responsibilities in the coastal zone through the development and implementation of management programs to achieve wise use of the land and water resources of the coastal zone, giving full consideration to ecological, cultural, historic, and aesthetic values as well as to the need for compatible economic development (16 U.S.C. 1452b).”

On November 7, 1972 the state of California enacted The Conservation Act (also referred to as Proposition 20). The Conservation Act of 1972 established the California Coastal Zone Conservation Commission and six regional commissions. Their purpose was to prepare a comprehensive coastal plan that was to be adopted into law by the State Legislature. The commissions were also granted permit authority over coastal development. Four years later, the commissioners presented a plan that was passed into law called the California Coastal Act.

The California Coastal Act of 1976 (Public Resources Code (PRC), Division 20) established a set of policies, a coastal boundary line, and a permit procedure. It also directed the transfer of permitting authority to local governments through adoption and certification of local coastal programs (LCPs). For areas with certified LCP's, the Coastal Commission retains permit authority over developments occurring on tidelands, submerged lands, and public trust lands. The Coastal Commission also retains appeal jurisdiction over local government coastal development permits approved by the County, and is responsible for reviewing amendments to a local agency's LCP. Under the CZMA, the Commission is also responsible for federal consistency reviews of federal agency, federally permitted, and federally funded activities.

Pursuant to Coastal Act Section 30001.5, the State’s fundamental goals for coastal management are as follows:

- (a) Protect, maintain, and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources.
- (b) Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state.
- (c) Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners.
- (d) Assure priority for coastal-dependent and coastal-related development over other development on the coast.

- (e) Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.

To accomplish its goals the Coastal Act details a comprehensive set of policies in Chapter 3 - Coastal Resources Planning and Management Policies. Other chapters provide definitions, address the composition and authority of the Coastal Commission and regional commissions, detail development controls, enforcement and penalty procedures, and, in general, set forth specific criteria to be met by all LCPs. Together, the goals and policies of the Coastal Act provide a framework for protection of coastal lands and the orderly management of development. As stated in Coastal Act Section 30222, some types of development have priority over others, with primary consideration given to agriculture and coastal-dependent industry.

1.2 Federal Lands and Activities

The Federal Coastal Zone Management Act (CZMA) authorizes states with federally approved coastal management programs (CCMPs) to review for consistency federal license and permit activities that affect land or water uses in the coastal zone. The CZMA regulations governing the federal consistency review process define "Federal license and permit activity" as "any authorization, certification, approval, or other form of permission which any Federal agency is empowered to issue to an applicant". Under the regulations, in order to review federal licenses and permits, a state must either include a list of such licenses/permits in its approved program or, for other federal licenses and permits, must request and obtain permission from the National Oceanic and Atmospheric Administration's (NOAA) Office of Ocean and Coastal Resources Management (OCRM) to review the activity.

The California Coastal Commission's CCMP (approved by NOAA, 1978) includes a list of Federal Licenses and Permits. In Ventura County, federal agency licenses and permits subject to the certification process for consistency with the State CCCMP (approved by NOAA in 1978) includes the Department of Defense (i.e. Navy Base Ventura County) and the Environmental Protection Agency (i.e. Santa Monica Mountains National Recreation Area). For activities on this list, the Federal agency may not issue the license/permit until the applicant for the license/permit submits a consistency certification to the California Coastal Commission and receives Commission concurrence with that certification. If the California Coastal Commission objects, the Federal agency may not issue the license/permit unless the applicant appeals the objection to the Secretary of Commerce, and the Secretary overrides the Commission's objection.

The County is responsible for reviewing and commenting, in an advisory capacity, on federal activities which affect the coastal zone. Policies are provided in this CAP to assist the County in this advisory role and to advise the Coastal Commission and federal agencies of the County's policy positions. Examples of such activities for which the County may review and comment upon any consistency determinations include the following:

- Purchases or disposition of land
- New development which could significantly increase the amount of water usage or the disposal of waste water
- Changes in use of the Mugu Lagoon
- Major flood control measures

- Institution of dual civilian/military use of the Point Mugu airport
- Recreational development in the Santa Monica Mountains (e.g., development of a General Management Plan for the Santa Monica Mountains National Recreation Area)
- Major changes in Natural Resources Conservation Service programs.

1.3 Relationship to Other County General Plan Documents

The Ventura County General Plan is the general land use plan by which the unincorporated portions of Ventura County may develop in the future.

The Ventura County General Plan consists of:

- (a) Countywide Goals, Policies and Programs
- (b) Technical appendices which contain background information and data in support of the Countywide Goals, Policies and Programs, and
- (c) Area Plans, including the CAP, which contain Goals, Policies and Programs for specific geographic areas of the County.

The Coastal Area Management Act requires that the 61 cities and 15 counties in coastal California have a certified local land use plan in accordance with Chapter 3 of the Coastal Act and guidelines established by the California Coastal Commission. The County's CAP is a collection of Goals, Policies, and Programs that focus on the coastal zone within unincorporated Ventura County. The CAP also includes land use maps that define the type and intensity of allowable development within the coastal zone. It is therefore amended, by resolution of the Board of Supervisors, as an amendment to the Ventura County General Plan. All Objectives, Policies and Programs set forth in the Coastal Area Plan must be consistent with the Ventura County General Plan.

General Statements

- 1 Development within environmentally sensitive areas is discouraged. Existing County procedures and ordinances are not adequate to protect environmentally sensitive habitats to the extent required by the Coastal Act. In particular, uses allowed in buffer areas will be more limited than those allowed in the "C-O-S" (Coastal Open Space) zone, and feasible mitigation measures will be required consistent with Sections 30230 and 30231 of the Act.
2. New development in buffer zones shall be limited to access paths, fences necessary to protect environmentally sensitive areas, and similar uses which have either beneficial effects on wildlife or no significant adverse effects.

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Chapter 2

SUMMARY OF COASTAL ACT POLICIES

Integrating the Coastal Act policies with County needs is an important aspect of developing the Coastal Area Plan (CAP). County policies must be aligned with mandated State policies so the course of coastal development is clear, balanced, and in concert with the intent of the Act as stated below.

In order to ensure that policies in the CAP are interpreted in a manner consistent with the Coastal Act, the policies of the Coastal Act (Sections 30200 through 30265.5) are incorporated herein by this reference as policies of the CAP. Relevant sections of the Coastal Act, as may be amended from time to time by the State, are provided on the following pages for informational purposes. Note that, in many instances, Coastal Act policies apply to more than one coastal issue area, and all applicable policies should be taken into consideration during the review of a proposed development. For purposes of this CAP, the definitions found in the Coastal Act and/or the CZO apply. In this regard, terms stated below that are italicized are specifically defined in the CZO; these definitions can be found in Article 2 of the CZO.

The California legislature recognized that there is a potential for conflicts between the Coastal Act policies. Section 30007.5 states that when conflicts do arise, they will be resolved by taking a balanced direction that is most protective of significant coastal resources.

2.1 Locating and Planning New Development

§ 30001.5 Legislative Findings and Declarations; Goals

The Legislature further finds and declares that the basic goals of the state for the coastal zone are to:

- (a) Protect, maintain, and where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources.
- (b) Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state.
- (c) Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners.
- (d) Assure priority for coastal-dependent and coastal-related development over other development on the coast.
- (e) Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.

§ 30250 Location; Existing Developed Area

- (a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas

are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

- (b) Where feasible, new hazardous industrial development shall be located away from existing developed areas.
- (c) Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.

§ 30251 Scenic and Visual Qualities

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 land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

§ 30255 Priority of Coastal-Dependent Developments

Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.

2.2 Environmentally Sensitive Habitats

§ 30230 Marine Resources; Maintenance

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

§ 30231 Biological Productivity; Water Quality

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

§ 30233 Diking, Filling, or Dredging; Continued Movement of Sediment and Nutrients

- (a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:
- (1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.
 - (2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.
 - (3) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.
 - (4) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.
 - (5) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.
 - (6) Restoration purposes.
 - (7) Nature study, aquaculture, or similar resource dependent activities.
- (b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for these purposes to appropriate beaches or into suitable longshore current systems.
- (c) In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary. Any alteration of coastal wetlands identified by the Department of Fish and Game, including, but not limited to, the 19 coastal wetlands identified in its report entitled, "Acquisition Priorities for the Coastal Wetlands of California", shall be limited to very minor incidental public facilities, restorative measures, nature study, commercial fishing facilities in Bodega Bay, and development in already developed parts of south San Diego Bay, if otherwise in accordance with this division.

For the purposes of this section, "commercial fishing facilities in Bodega Bay" means that not less than 80 percent of all boating facilities proposed to be developed or improved, where the improvement would create additional berths in Bodega Bay, shall be designed and used for commercial fishing activities.

- (d) Erosion control and flood control facilities constructed on watercourses can impede the movement of sediment and nutrients that would otherwise be carried by storm runoff into coastal waters. To facilitate the continued delivery of these sediments to the littoral zone, whenever feasible, the material removed from these facilities may be placed at appropriate points on the shoreline in accordance with other applicable provisions of this division, where feasible mitigation measures have been provided to minimize adverse environmental effects. Aspects that shall be considered before

issuing a coastal development permit for these purposes are the method of placement, time of year of placement, and sensitivity of the placement area.

§ 30236 Water Supply and Flood Control

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

§ 30240 Environmentally Sensitive Habitat Areas, Adjacent Developments

- (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.

§ 30607.1 Wetlands Dike and Fill Development; Mitigation Measures

Where any dike and fill development is permitted in wetlands in conformity with Section 30233 or other applicable policies set forth in this division, mitigation measures shall include, at a minimum, either acquisition of equivalent areas of equal or greater biological productivity or opening up equivalent areas to tidal action; provided, however, that if no appropriate restoration site is available, an in-lieu fee sufficient to provide an area of equivalent productive value or surface areas shall be dedicated to an appropriate public agency, or the replacement site shall be purchased before the dike or fill development may proceed. The mitigation measures shall not be required for temporary or short-term fill or diking if a bond or other evidence of financial responsibility is provided to assure that restoration will be accomplished in the shortest feasible time.

2.3 Archaeological and Paleontological Resources

§ 30244 Archaeological and Paleontological Resources

Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.

2.4 Shoreline Access

§ 30210 Access, Recreational Opportunities; Posting

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

§ 30211 Development Shall Not Interfere with Coastal Access

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

§ 30212 New Development Projects

- (a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where: (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or, (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.
- (b) For purposes of this section, "new development" does not include:
- (1) Replacement of any structure pursuant to the provisions of subdivision (g) of Section 30610.
 - (2) The demolition and reconstruction of a single-family residence; provided, that the reconstructed residence shall not exceed either the floor area, height or bulk of the former structure by more than 10 percent, and that the reconstructed residence shall be sited in the same location on the affected property as the former structure.
 - (3) Improvements to any structure which do not change the intensity of its use, which do not increase either the floor area, height, or bulk of the structure by more than 10 percent, which do not block or impede public access, and which do not result in a seaward encroachment by the structure.
 - (4) The reconstruction or repair of any seawall; provided, however, that the reconstructed or repaired seawall is not a seaward of the location of the former structure.
 - (5) Any repair or maintenance activity for which the commission has determined, pursuant to Section 30610, that a coastal development permit will be required unless the commission determines that the activity will have an adverse impact on lateral public access along the beach.

As used in this subdivision "bulk" means total interior cubic volume as measured from the exterior surface of the structure.

- (c) Nothing in this division shall restrict public access nor shall it excuse the performance of duties and responsibilities of public agencies which are required by Sections 66478.1 to 66478.14, inclusive, of the Government Code and by Section 4 of Article X of the California Constitution.

§ 30212.5 Public Facilities; Distribution

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

§ 30213 Lower Cost Visitor and Recreational Facilities; Encouragement and Provision; Overnight Room Rentals

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

The commission shall not: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.

§ 30214 Implementation of Public Access Policies, Legislative Intent

- (a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following:
 - (1) Topographic and geologic site characteristics.
 - (2) The capacity of the site to sustain use and at what level of intensity.
 - (3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses.
 - (4) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter.
- (b) It is the intent of the Legislature that the public access policies of this article be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California Constitution. Nothing in this section or any amendment thereto shall be construed as a limitation on the rights guaranteed to the public under Section 4 of Article X of the California Constitution.
- (c) In carrying out the public access policies of this article, the commission and any other responsible public agency shall consider and encourage the utilization of innovative access management techniques, including, but not limited to, agreements with private organizations which would minimize management costs and encourage the use of volunteer programs.

§ 30252 Maintenance and Enhancement of Public Access

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, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition

and development plans with the provision of onsite recreational facilities to serve the new development.

§ 30530 Legislative Intent

It is the intent of the Legislature, consistent with the provisions of Chapter 9 (commencing with Section 31400) of Division 21, that a program to maximize public access to and along the coastline be prepared and implemented in a manner that ensures coordination among and the most efficient use of limited fiscal resources by federal, state, and local agencies responsible for acquisition, development, and maintenance of public coastal accessways. There is a need to coordinate public access programs so as to minimize costly duplication and conflicts and to assure that, to the extent practicable, different access programs complement one another and are incorporated within an integrated system of public accessways to and along the state's coastline. The Legislature recognizes that different public agencies are currently implementing public access programs and encourages such agencies to strengthen those programs in order to provide yet greater public benefits.

2.5 Recreation

§ 30220 Protection of Certain Water-Oriented Activities

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

§ 30221 Oceanfront Land; Protection for Recreational Use and Development

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

§ 30222 Private Lands; Priority of Development Purposes

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

§ 30223 Upland Areas

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

§ 30234.5 Economic, Commercial, and Recreational Importance of Fishing

The economic, commercial, and recreational importance of fishing activities shall be recognized and protected.

2.6 Agriculture

§ 30222.5 Oceanfront Lands; Aquaculture Facilities; Priority

Oceanfront land that is suitable for coastal dependent aquaculture shall be protected for that use, and proposals for aquaculture facilities located on those sites shall be given priority, except over other coastal dependent developments or uses.

§ 30241 Prime Agricultural Land; Maintenance in Agricultural Production

The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the areas' agricultural economy, and conflicts shall be minimized between agricultural and urban land uses through all of the following:

- (a) By establishing stable boundaries separating urban and rural areas, including, where necessary, clearly defined buffer areas to minimize conflicts between agricultural and urban land uses.
- (b) By limiting conversions of agricultural lands around the periphery of urban areas to the lands where the viability of existing agricultural use is already severely limited by conflicts with urban uses or where the conversion of the lands would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development.
- (c) By permitting the conversion of agricultural land surrounded by urban uses where the conversion of the land would be consistent with Section 30250.
- (d) By developing available lands not suited for agriculture prior to the conversion of agricultural lands.
- (e) By assuring that public service and facility expansions and nonagricultural development do not impair agricultural viability, either through increased assessment costs or degraded air and water quality.
- (f) By assuring that all divisions of prime agricultural lands, except those conversions approved pursuant to subdivision (b), and all development adjacent to prime agricultural lands shall not diminish the productivity of such prime agricultural lands.

§ 30241.5 Agricultural Land; Determination of Viability of Uses; Economic Feasibility Evaluation

- (a) If the viability of existing agricultural uses is an issue pursuant to subdivision (b) of Section 30241 as to any local coastal program or amendment to any certified local coastal program submitted for review and approval under this division, the determination of "viability" shall include, but not be limited to, consideration of an economic feasibility evaluation containing at least both of the following elements:
 - (1) An analysis of the gross revenue from the agricultural products grown in the area for the five years immediately preceding the date of the filing of a proposed local coastal program or an amendment to any local coastal program.
 - (2) An analysis of the operational expenses, excluding the cost of land, associated with the production of the agricultural products grown in the area for the five years immediately preceding the date of the filing of a proposed local coastal program or an amendment to any local coastal program.

For purposes of this subdivision, "area" means a geographic area of sufficient size to provide an accurate evaluation of the economic feasibility of agricultural

uses for those lands included in the local coastal program or in the proposed amendment to a certified local coastal program.

- (b) The economic feasibility evaluation required by subdivision (a) shall be submitted to the commission, by the local government, as part of its submittal of a local coastal program or an amendment to any local coastal program. If the local government determines that it does not have the staff with the necessary expertise to conduct the economic feasibility evaluation, the evaluation may be conducted under agreement with the local government by a consultant selected jointly by local government and the executive director of the commission.

§ 30242 Lands Suitable for Agricultural Use; Conversion

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

§ 30411 Wildlife Fishery and Management Programs; Wetlands; Aquaculture

- (a) The Department of Fish and Game and the Fish and Game Commission are the principal state agencies responsible for the establishment and control of wildlife and fishery management programs and the commission shall not establish or impose any controls with respect thereto that duplicate or exceed regulatory controls established by these agencies pursuant to specific statutory requirements or authorization.
- (b) The Department of Fish and Game, in consultation with the commission and the Department of Boating and Waterways, may study degraded wetlands and identify those which can most feasibly be restored in conjunction with development of a boating facility as provided in subdivision (a) of Section 30233. Any such study shall include consideration of all of the following:
 - (1) Whether the wetland is so severely degraded and its natural processes so substantially impaired that it is not capable of recovering and maintaining a high level of biological productivity without major restoration activities.
 - (2) Whether a substantial portion of the degraded wetland, but in no event less than 75 percent, can be restored and maintained as a highly productive wetland in conjunction with a boating facilities project.
 - (3) Whether restoration of the wetland's natural values, including its biological productivity and wildlife habitat features, can most feasibly be achieved and maintained in conjunction with a boating facility or whether there are other feasible ways to achieve such values.
- (c) The Legislature finds and declares that salt water or brackish water aquaculture is a coastal-dependent use which should be encouraged to augment food supplies and to further the policies set forth in Chapter 4 (commencing with Section 825) of Division 1. The Department of Fish and Game may identify coastal sites it determines to be appropriate for aquaculture facilities. If the department identifies such sites to the commission, it shall do so by October 1, 1980, and shall by the same date transmit information identifying such sites to the commission and the relevant local government agency. The commission, and where appropriate, local governments shall, consistent with the coastal planning requirements of this division, provide for as many coastal sites identified by the Department of Fish and Game for any uses

that are consistent with the policies of Chapter 3 (commencing with Section 30200) of this division.

- (d) Any agency of the state owning or managing land in the coastal zone for public purposes shall be an active participant in the selection of suitable sites for aquaculture facilities and shall make the land available for use in aquaculture when feasible and consistent with other policies of this division and other provision of law.

2.7 Hazards

§ 30232 Oil and Hazardous Substance Spills

"Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur."

§ 30253 Minimization of Adverse Impacts

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.
- (c) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Board as to each particular development.
- (d) Minimize energy consumption and vehicle miles traveled.
- (e) Where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses.

2.8 Energy

§ 30001.2 Legislative Findings and Declarations; Economic Development

The Legislature further finds and declares that, notwithstanding the fact electrical generating facilities, refineries, and coastal-dependent developments, including ports and commercial fishing facilities, offshore petroleum and gas development, and liquefied natural gas facilities, may have significant adverse effects on coastal resources or coastal access, it may be necessary to locate such developments in the coastal zone in order to ensure that inland as well as coastal resources are preserved and that orderly economic development proceeds within the state.

§ 30260 Location or Expansion

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

if (1) alternative locations are infeasible or more environmentally damaging; (2) to do otherwise would adversely affect the public welfare; and (3) adverse environmental effects are mitigated to the maximum extent feasible.

2.9 Oil and Gas Development

§ 30232 Oil and Hazardous Substance Spills – See Hazards section.

§ 30262 Oil and Gas Development

- a) Oil and gas development shall be permitted in accordance with Section 30260, if the following conditions are met:
- (1) The development is performed safely and consistent with the geologic conditions of the well site.
 - (2) New or expanded facilities related to that development are consolidated, to the maximum extent feasible and legally permissible, unless consolidation will have adverse environmental consequences and will not significantly reduce the number of producing wells, support facilities, or sites required to produce the reservoir economically and with minimal environmental impacts.
 - (3) Environmentally safe and feasible subsea [sic] completions are used when drilling platforms or islands would substantially degrade coastal visual qualities unless use of those structures will result in substantially less environmental risks.
 - (4) Platforms or islands will not be sited where a substantial hazard to vessel traffic might result from the facility or related operations, as determined in consultation with the United States Coast Guard and the Army Corps of Engineers.
 - (5) Such development will not cause or contribute to subsidence hazards unless it is determined that adequate measures will be undertaken to prevent damage from such subsidence.
 - (6) With respect to new facilities, all oilfield brines are reinjected into oil-producing zones unless the Division of Oil and Gas of the Department of Conservation determines to do so would adversely affect production of the reservoirs and unless injection into other subsurface zones will reduce environmental risks. Exceptions to reinjections will be granted consistent with the Ocean Waters Discharge Plan of the State Water Resources Control Board and where adequate provision is made for the elimination of petroleum odors and water quality problems.
 - (7)
 - (A) All oil produced offshore California shall be transported onshore by pipeline only. The pipelines used to transport this oil shall utilize the best achievable technology to ensure maximum protection of public health and safety and of the integrity and productivity of terrestrial and marine ecosystems.
 - (B) Once oil produced offshore California is onshore, it shall be transported to processing and refining facilities by pipeline.
 - (C) The following guidelines shall be used when applying subparagraphs (A) and (B):

- (i) "Best achievable technology," means the technology that provides the greatest degree of protection taking into consideration both of the following:
 - Processes that are being developed, or could feasibly be developed, anywhere in the world, given overall reasonable expenditures on research and development.
 - Processes that are currently in use anywhere in the world. This clause is not intended to create any conflicting or duplicative regulation of pipelines, including those governing the transportation of oil produced from onshore reserves.
 - (ii) "Oil" refers to crude oil before it is refined into products, including gasoline, bunker fuel, lubricants, and asphalt. Crude oil that is upgraded in quality through residue reduction or other means shall be transported as provided in subparagraphs (A) and (B).
 - (iii) Subparagraphs (A) and (B) shall apply only to new or expanded oil extraction operations. "New extraction operations" means production of offshore oil from leases that did not exist or had never produced oil, as of January 1, 2003, or from platforms, drilling island, subsea completions, or onshore drilling sites, that did not exist as of January 1, 2003. "Expanded oil extraction" means an increase in the geographic extent of existing leases or units, including lease boundary adjustments, or an increase in the number of well heads, on or after January 1, 2003.
 - (iv) For new or expanded oil extraction operations subject to clause (iii), if the crude oil is so highly viscous that pipelining is determined to be an infeasible mode of transportation, or where there is no feasible access to a pipeline, shipment of crude oil may be permitted over land by other modes of transportation, including trains or trucks, which meet all applicable rules and regulations, excluding any waterborne mode of transport.
- (8) If a state of emergency is declared by the Governor for an emergency that disrupts the transportation of oil by pipeline, oil may be transported by a waterborne vessel, if authorized by permit, in the same manner as required by emergency permits that are issued pursuant to Section 30624.
- (9) In addition to all other measures that will maximize the protection of marine habitat and environmental quality, when an offshore well is abandoned, the best achievable technology shall be used.
- b) Where appropriate, monitoring programs to record land surface and near-shore ocean floor movements shall be initiated in locations of new large-scale fluid extraction on land or near shore before operations begin and shall continue until surface conditions have stabilized. Costs of monitoring and mitigation programs shall be borne by liquid and gas extraction operators.
 - c) Nothing in this section shall affect the activities of any state agency that is responsible for regulating the extraction, production, or transport of oil and gas.

§ 30265 Legislative Findings and Declarations; Offshore Oil Transportation

The Legislature finds and declares all of the following:

- (a) Transportation studies have concluded that pipeline transport of oil is generally both economically feasible and environmentally preferable to other forms of crude oil transport.
- (b) Oil companies have proposed to build a pipeline to transport offshore crude oil from central California to southern California refineries, and to transport offshore oil to out-of-state refiners.
- (c) California refineries would need to be retrofitted if California offshore crude oil were to be used directly as a major feedstock. Refinery modifications may delay achievement of air quality goals in the southern California air basin and other regions of the state.
- (d) The County of Santa Barbara has issued an Oil Transportation Plan which assesses the environmental and economic differences among various methods for transporting crude oil from offshore California to refineries.
- (e) The Governor should help coordinate decisions concerning the transport and refining of offshore oil in a manner that considers state and local studies undertaken to date, that fully addresses the concerns of all affected regions, and that promotes the greatest benefits to the people of the state.

§ 30265.5 Coordination of Activities Concerning Offshore Oil Transport and Refining

- (a) The Governor, or the Governor's designee, shall coordinate activities concerning the transport and refining of offshore oil. Coordination efforts shall consider public health risks, the ability to achieve short- and long-term air emission reduction goals, the potential for reducing California's vulnerability and dependence on oil imports, economic development and jobs, and other factors deemed important by the Governor, or the Governor's designees.
- (b) The Governor, or the Governor's designee, shall work with state and local agencies, and the public, to facilitate the transport and refining of offshore oil in a manner which will promote the greatest public health and environmental and economic benefits to the people of the state.
- (c) The Governor, or the Governor's designee, shall consult with any individual or organization having knowledge in this area, including, but not limited to, representatives from the following:
 - (1) State Energy Resources Conservation and Development Commission
 - (2) State Air Resources Board
 - (3) California Coastal Commission
 - (4) Department of Fish and Game
 - (5) State Lands Commission
 - (6) Public Utilities Commission
 - (7) Santa Barbara County
 - (8) Santa Barbara County Air Pollution Control District
 - (9) Southern California Association of Governments
 - (10) South Coast Air Quality Management Districts
 - (11) Oil industry
 - (12) Public interest groups
 - (13) United States Department of the Interior

- (14) United States Department of Energy
- (15) United States Environmental Protection Agency
- (16) National Oceanic and Atmospheric Administration
- (17) United States Coast Guard

(d) This act is not intended, and shall not be construed, to decrease, duplicate, or supersede the jurisdiction, authority, or responsibilities of any local government, or any state agency or commission, to discharge its responsibilities concerning the transportation and refining of oil.

2.9 Tanker Facilities

§ 30261 Tanker Facilities; Use and Design

Multicompany use of existing and new tanker facilities shall be encouraged to the maximum extent feasible and legally permissible, except where to do so would result in increased tanker operations and associated onshore development incompatible with the land use and environmental goals for the area. New tanker terminals outside of existing terminal areas shall be situated as to avoid risk to environmentally sensitive areas and shall use a monobuoy system, unless an alternative type of system can be shown to be environmentally preferable for a specific site. Tanker facilities shall be designed to (1) minimize the total volume of oil spilled, (2) minimize the risk of collision from movement of other vessels, (3) have ready access to the most effective feasible containment and recovery equipment for oil spills, and (4) have onshore deballasting facilities to receive any fouled ballast water from tankers where operationally or legally required.

2.10 Refineries and Petrochemical Facilities

§ 30263 Refineries or Petrochemical Facilities

- (a) New or expanded refineries or petrochemical facilities not otherwise consistent with the provisions of this division shall be permitted if (1) alternative locations are not feasible or are more environmentally damaging; (2) adverse environmental effects are mitigated to the maximum extent feasible; (3) it is found that not permitting such development would adversely affect the public welfare; (4) the facility is not located in a highly scenic or seismically hazardous area, on any of the Channel Islands, or within or contiguous to environmentally sensitive areas; and (5) the facility is sited so as to provide a sufficient buffer area to minimize adverse impacts on surrounding property.
- (b) New or expanded refineries or petrochemical facilities shall minimize the need for once-through cooling by using air cooling to the maximum extent feasible and by using treated waste waters from in plant processes where feasible.

2.11 Beach Erosion and Shoreline Structures

§ 30235 Construction Altering Natural Shoreline

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

stagnation contributing to pollution problems and fishkills should be phased out or upgraded where feasible.

2.12 Public Works

§ 30254 Public Works Facilities

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

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Chapter 3

LAND USE PLAN

The County's land use plan for the coastal zone reflects the goals, policies and programs outlined in Chapter 4. Information within this chapter includes a description of land use classifications ("designations"), followed by a table that describes which zones are compatible with each land use designation. This chapter also contains land use information for the three subareas that form the coastal zone (i.e. North, Central and South Coast) – namely, a brief description of the subarea, land use maps, and a summary table of building intensity / population density.

3.1 Land Use Designations

The land use designations in the Coastal Area Plan are designed to reflect the policies, existing and proposed land uses, existing General Plan land use designations, and zoning categories. This was done to preclude a significant amount of changes to the General Plan and Zoning Code. In some cases only one or two zoning categories are consistent with a land use designation. All existing zoning categories applied to the coastal zone have been modified as necessary to meet the policies in the Plan.

The land use categories listed below describe the type and intensity of land use permitted within each category. Summary Tables ([Figures 3-1, 3-5 & 3-7](#)) list each land use designation and its total area, building intensity, population and employment capacity, and population and employment density. The purpose of each of the land use categories is described below.

The following are descriptions of each land use designation, and including the principal permitted uses for each designation.

- **Open Space** - The purpose of this designation is to provide for the preservation and enhancement of valuable natural and environmental resources while allowing reasonable and compatible uses of the land. Another purpose is to protect public safety through the management of hazardous areas such as flood plains, fire prone areas, or landslide prone areas. Principal permitted uses are one dwelling unit per parcel, agricultural uses as listed as principal permitted uses in "Agricultural" designation and passive recreational uses that do not alter physical features beyond a minimal degree and do not involve structures. Minimum lot size in the "Open Space" designation is 10 acres.
- **Agriculture** - The purpose of this designation is to identify and preserve agricultural land for the cultivation of plant crops and the raising of animals. Lands placed in this designation include those in existing agricultural use, existing agricultural preserves (Land Conservation Act Contracts), and land with prime soils. Principal permitted uses are: crops for food and fiber; orchards and vineyards; field or row crops; drying and storage of crops, hay, straw, and seed; growing and harvesting of flowers, ornamentals, and turf; and animal breeding, pasturing, or ranching. Minimum lot size in the "Agriculture" designation is 40 acres.
- **Recreation** - This designation identifies those facilities in the Coastal Zone that provide recreational opportunities or access to the shoreline. Principal permitted uses are active and passive recreation including parks with facilities for picnicking,

camping, riding, and hiking, on a day use or longer use basis. Structures or other facilities are limited to those necessary to support the recreational uses.

- **Residential Designations** - The building intensities listed below indicate the maximum number of dwelling units allowed on a given parcel of land. These intensities are reflective of existing lot sizes and zoning categories. Principal permitted uses in all residential areas, in addition to those listed below, are churches, fire stations, public parks and playgrounds, and home occupations.

Rural Intensity - The lowest intensity residential designation with one dwelling unit per two acres. Principal permitted uses are a single-family dwelling and those uses listed under "Agriculture" except animal breeding, pasturing, or ranching.

Low Intensity - Principal permitted use is single-family dwelling. The intensity is 1 - 2 dwelling units per acre.

Medium Intensity - Again, the principal permitted use is a single-family dwelling. The intensity is 2.1 to 6 dwelling units per acre.

High Intensity - The majority of residential development in the unincorporated Coastal Zone is within this intensity. Principal permitted uses are one- and two-family dwellings per parcel. The intensity is 6.1 to 36 dwelling units per acre.

- **Commercial** - Mainly used for neighborhood commercial uses, but because of certain locations close to beach or other recreational areas this land use designation may also serve visitor needs. Generally property under this designation contains small lots suitable only for small neighborhood-serving uses. Principal permitted uses are grocery stores, delicatessens, meat markets, bakeries, drug stores, fruit and vegetable stores, hardware stores, restaurants and cafes, shoe repair shops, and other uses normally considered as neighborhood serving. Also, dwelling units above the stores occupied only by the proprietor are permitted if the entire ground floor is retail business.
- **Industrial** - The main intent of this designation is to recognize industrial uses found in the unincorporated Coastal Zone or areas where expansion of existing industrial uses is logical. Most of the uses now found in this designation are coastal-dependent such as the Rincon and La Conchita oil and gas processing facilities that service offshore oil. Any vacant parcels shown as "Industrial" should be annexed prior to any development. Principal permitted uses are oil processing facilities or expansion of said facilities, associated administrative or executive offices, and oil and gas exploration, production, and temporary storage.
- **Stable Urban Boundary Line** - This line on the land use maps generally separates areas intended for agricultural use from areas intended for uses more urban in nature. In 1995, 1998 and 2001, the Save Open Space and Agricultural Resources (SOAR) ordinance/initiative was adopted by the County of Ventura, the cities of San Buenaventura and Oxnard. The SOAR ordinances and initiatives establish "City Urban Restriction Boundary" (CURB) lines around each city and require city voter approval before any land located outside the CURB lines can be developed under the city's jurisdiction for urban purposes. Voter approval is also required for certain changes to the CAP involving the "Agricultural," "Open Space" or "Rural" land use map designations, or any change to a CAP goal or policy related to those land use designations. The SOAR Ordinance for Ventura County remains in effect until December 31, 2020 unless extended by a vote of the people.

3.2 Zoning Compatibility

The specific land use regulations are established by zoning. The Zoning Compatibility Matrix (see Figure 3-1) identifies which zones are compatible with the various General Plan and Coastal Area Plan Land Use Designations. The Zoning Compatibility Matrix is located on the following page.

**Figure 3-1
Zoning Compatibility Matrix**

PLAN MAP LAND USE DESIGNATIONS		ZONES										
		COS (10 AC. Min.)	CA (40 AC. Min.)	CR (1 AC. Min.)	CRE (10,000 S.F. Min.)	CR-1 (7,000 S.F. Min.)	CR-2 (3,500 S.F./DU)	RB (3,000 S.F. Min.)	RBH**	CRPD	CC	CM
General Plan	Coastal Area Plan											
Open Space	Open Space (10 Ac. Min.)	○	○									
Agriculture/ Open Space	Agriculture (40 Ac. Min.)		○									
Open Space	Recreation	○										
Rural	Rural (Residential 2 Ac. Min.)			○ 2 AC	○ 2 AC							
Existing Community or Urban	Low (Residential 1-2 DU/Ac.)			○	○							
	Medium (Residential 2.1-6 DU/Ac.)					○				○ 6 U		
	High (Residential 6.1-36 DU/Ac.)							○	○	○	○ 36 U	
	Commercial										○	
	Industrial											○
State/ Federal Facility	Open Space (40 Ac. Min.)	○										

-  Not compatible with Plan
-  Compatible with Plan
-  Compatible only with zone suffix equal to or more restrictive than that shown in circle.
-  = X acre minimum lot size
-  = X thousand square feet minimum lot size
-  = X units per acre maximum

Footnotes:

* 1,750 S.F. per single-family dwelling / 3,000 S.F. per two-family dwelling.

3.3 Land Use Maps

3.3.1 The North Coast

Area Summary



The North Coast spans 12 miles from the northern County line at Rincon Point southward to the Ventura River. It encompasses coastal cliffs, formed by eroding marine terraces, a portion of the Santa Inez Mountains, narrow sandy beaches, rocky tidepools, and a perennial *stream*.

Approximately 90 percent of the area inland of Highway 101 is open space or *agriculture*. Most of the land is owned in large *parcels* of 20 to 40 acres, or more. Oil wells and related facilities are scattered throughout the area. U.S. Highway 101 and the tracks of the Southern Pacific Railroad wind along the narrow strip of land at the base of the mountains.

Six residential (1-6 below) and two (7 and 8 below) industrial "Existing Communities," as designated by the County in 1978, are located on the North Coast (Figures 4.2-11- 4.2-16). The purpose of the "Existing

Community" designation is to recognize the existing urban *development* along the coast, and to allow those specific areas to infill using prevailing zoning categories. The communities are:

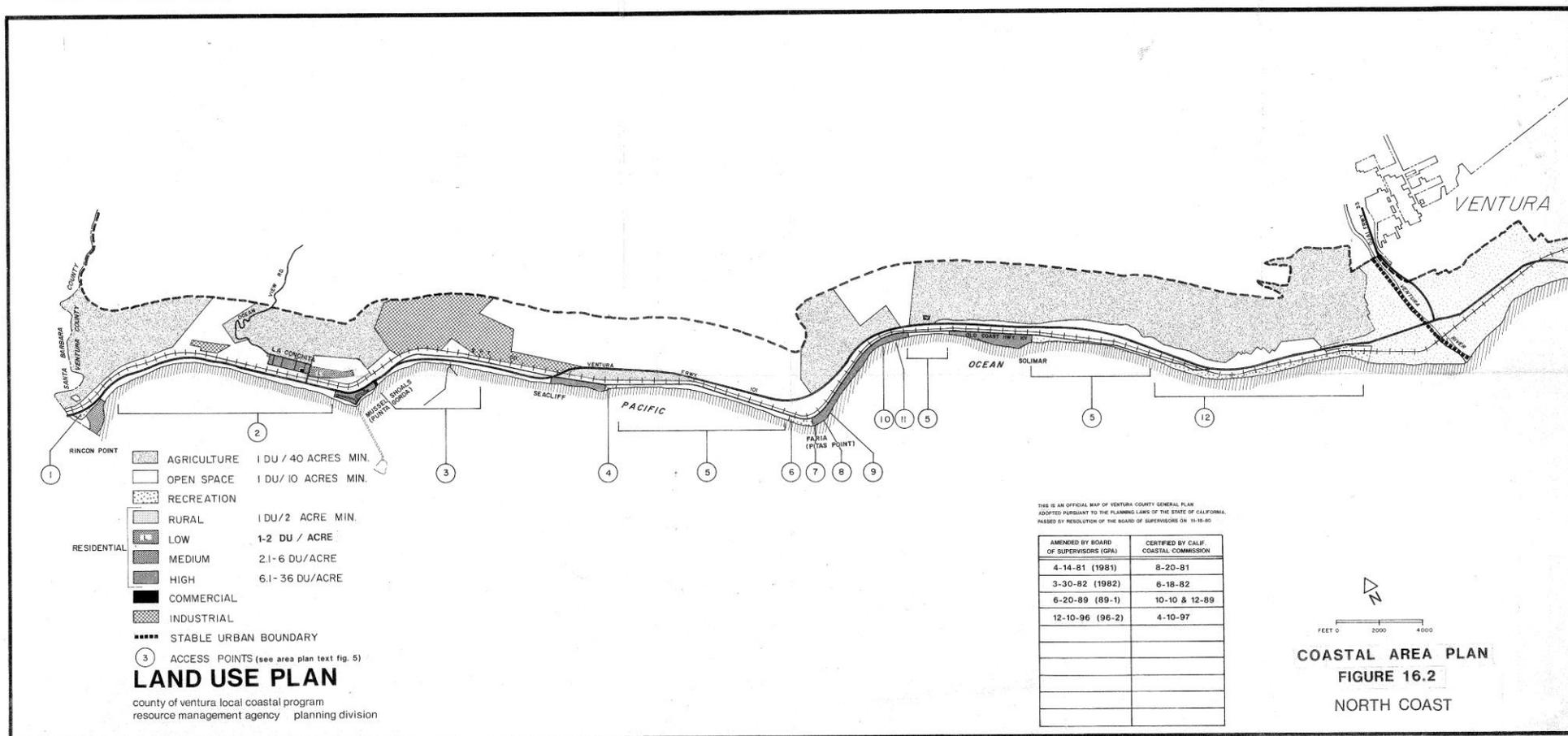
1. Rincon Point - A 9.4-acre residential area with controlled *access*. It is zoned "C-R-1" (Coastal *One-Family* Residential, 7,000 square foot minimum *lot* size).
2. La Conchita - An older residential community, about two miles south of the Santa Barbara-Ventura County Line, east of U.S. Highway 101, that encompasses 19.0 acres and is zones "R-B" (Residential-Beach) and "C-C" (Coastal Commercial).
3. Mussel Shoals - A 5.6 acre mixed-density residential area. It is located west of U.S. Highway 101 and the Old Coast Highway, and is zoned "R-B" (Residential-Beach) and "C-C" (Coastal Commercial).
4. Seacliff - An area of 11.34 acres bounded on the north by freeway right-of-way, east by the Old Coast Highway, and to the south by Hobson County Park. The homes are *single-family* and zoning is "R-B".
5. Faria - A residential area west of U.S. Highway 101 and about 5.5 miles north of the City of San Buenaventura. It encompasses 20.7 acres. The area is zoned "R-B".
6. Solimar - Also zoned "R-B", this residential community is located between Old Coast Highway and the beach, approximately 3.75 miles north of the City of San Buenaventura.
7. Rincon - One of two industrial communities on the North Coast, it is approximately 395 acres in size, with 158 acres still potentially developable. It contains two processing facilities: the Rincon oil and gas processing facility and, what has been historically called, the Chanslor-Western/Coline facility. The major portion of *development* is inland of the freeway, and is zoned "C-M" (Coastal Industrial).

8. La Conchita - The oil and gas processing plant at La Conchita is the second industrial community. It encompasses 9.8 acres that are fully developed under "C-M" (Coastal Industrial) zoning.

Portions of the North Coast are set aside for recreation. Emma Wood State Beach, about seven miles south of Solimar, has 150 overnight campsites and also includes the popular surfing area at Rincon Point, Hobson County Park, Faria County Park, and the Rincon Parkway have additional opportunities for camping and beach access. A fire station is located north of, and immediately adjacent to, the community of Seacliff.

(The land use map for the North Coast is located on the following page.)

**Figure 3-2
Local Coastal Area Plan – Land Use Map: North Coast**



**Figure 3-3
Summary Table Building Intensity/Population Density Standards (North Coast Area)**

Open Space/Agriculture/Recreation

Designation	Acres	Max. Bldg. Coverage (% Of Lot Area)	Maximum Intensity (DU/Ac) ¹	Dwelling Units	Average Pop/DU ²	Population	Average Population Density (Persons/Acre)
Open Space	1,590.1	5% ³	0.100	159	1.68	267	0.168
Agriculture	2,620.4	5% ³	0.025	65	1.68	109	0.042
Recreation	112.2	5%	N/A	N/A	N/A	N/A	N/A
TOTALS	4,322.7			224		376	

Residential

Designation	Acres	Max. Bldg. Coverage (% Of Lot Area)	Maximum Intensity (DU/Ac) ¹	Dwelling Units	Average Pop/DU ²	Population	Average Population Density (Persons/Acre)
Low	12.6	29%	2.00	25	1.68	42	3.33
Medium	10.2	42%	6.00	61	1.68	102	10.00
High	79.5	65%	36.00	2,862	1.68	4,808	60.48
TOTALS	102.3			2,948		4,952	

Commercial/Industrial

Designation	Acres	Max. Bldg. Coverage (% Of Lot Area)	Projected Floor Area (X 1,000 SF)	Average Number Of Employees Per 1,000 SF	Employees	Average Employees/Acre
Commercial	0.6	40%	13.1	1.0	13	21.67
Industrial	361.2	40%	238.3	2.0	476	1.32
TOTALS	361.8		251.4		489	

Footnotes:

¹ Excludes *second dwelling* units per Section 65852.2 of the State Government Code.

² Year 2000 Forecast for Ventura Nongrowth Area.

³ Excludes greenhouses, hothouses, and the like. For nonconforming *lots*, maximum *building* coverage shall be 2,500 square feet, plus 1 square foot for each 22.3 square feet of *lot area* over 5,000 square feet.

N/A - Not Applicable.

3.3.2 The Central Coast

Area Summary



The Central Coast is the sandy edge of the extensive Oxnard Plain. The cities of San Buenaventura, Oxnard and Port Hueneme share 16.5 miles of coast with *agriculture*, sand dune, fresh and saltwater marsh ecosystems, Southern California Edison's Mandalay and Ormond Beach power plants, wastewater treatment plants, harbors, and a variety of heavy industry and oil operations.

Unincorporated lands within the Central Coast are varied. Several *parcels* are surrounded by the City of San Buenaventura just north of the Santa Clara River. Further south (down Harbor Boulevard), inland from McGrath Lake and Mandalay Beach are approximately 1,400 acres of unincorporated land used for *agriculture* and/or oil production. Edison Canal, which separates the agricultural land, supplies water to the Edison Mandalay generating station.

Further south is Hollywood Beach, an unincorporated beach residential area zoned "R-B-H" (Residential Beach Harbor - minimum *lot* size 1,750 square feet) with some "C-C" (Coastal Commercial) development. The City of Oxnard borders the beach community on three sides. The adjacent sandy beach has been designated Hollywood Beach County Park.

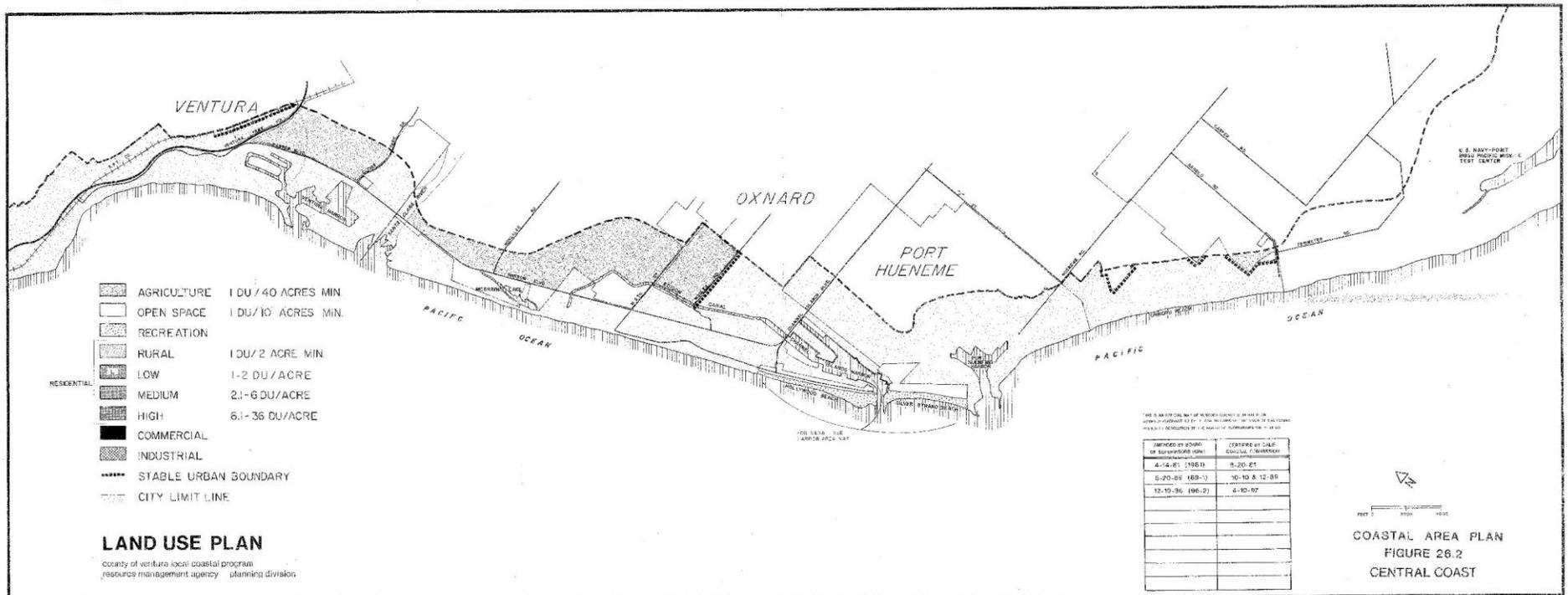
Interposed between Hollywood Beach and Silver Strand is Channel Islands Harbor. Jurisdiction over the harbor is shared between the County and the City of Oxnard. Silver Strand, including Hollywood-by-the-Sea, is another unincorporated beach residential area. On the north side of Silver Strand is the City of Oxnard, while on the south and east is the U.S. Naval Construction Battalion Center, which is within the City of Port Hueneme. Zoning is also primarily "R-B-H" with a limited amount of "C-C". The County's Silver Strand Beach Park extends the length of the shoreline and has public parking facilities at each end.

Remaining unincorporated segments of the Central Coast are found at Ormond Beach east of Perkins Road, south of Hueneme Road, and near the southernmost boundary of Oxnard's city limits. While some heavy and light industrial *development* has occurred within the City of Oxnard, the unincorporated land remains open and is used for *agriculture*.

Much of the unincorporated lands in Ormond Beach contain portions of coastal *wetlands* that include saltmarsh and freshwater ponds. Endangered species closely identified with saltmarshes have been verified in the vicinity by the U.S. Fish and Wildlife Service and the California Department of Fish and Game. Further south are two waterfowl ponds. One of the ponds, the privately-owned Ventura County Game Preserve, zoned "COS" (Coastal Open Space), is partially within the County's coastal zone. The Point Mugu Game Preserve, also privately owned, is outside the coastal zone. The Point Mugu Ponds are recognized by the U.S. Fish and Wildlife Service as a highly valuable waterfowl wintering *habitat* (USFWS 1979).

(The land use map for the Central Coast is located on the following page.)

**Figure 3-4
Local Coastal Area Plan – Land Use Map: Central Coast**



**Figure 3-5
Summary Table Building Intensity/Population Density Standards (Central Coast Area)**

Open Space/Agriculture/Recreation

Designation	Acres	Max. Bldg. Coverage (% Of Lot Area)	Maximum Intensity (DU/Ac)¹	Dwelling Units	Average Pop/DU²	Population	Average Population Density (Persons/Acre)
Open Space	266.0	5% ³	0.100	26	2.76	71	0.267
Agriculture	1,486.3	5% ³	0.025	37	2.76	102	0.069
Recreation	28.0	5% ³	N/A	N/A	N/A	N/A	N/A
TOTALS	1,780.3			63		173	

Residential

Designation	Acres	Max. Bldg. Coverage (% Of Lot Area)	Maximum Intensity (DU/Ac)¹	Dwelling Units	Average Pop/DU²	Population	Average Population Density (Persons/Acre)
High	97.2	65%	36.00	3,499	2.76	9,657	99.35

Commercial

Designation	Acres	Max. Bldg. Coverage (% Of Lot Area)	Projected Floor Area (X 1,000 SF)	Average Number Of Employees Per 1,000 SF	Employees	Average Employees/Acre
Commercial	3.1	40%	69.5	1.0	69	22.26

Footnotes:

¹ Excludes *second dwelling* units per Section 65852.2 of the State Government Code.

² Year 2000 Forecast for Oxnard Growth Area.

³ Excludes greenhouses, hothouses, and the like. For nonconforming *lots*, maximum *building* coverage shall be 2,500 square feet, plus 1 square foot for each 22.3 square feet of *lot area* over 5,000 square feet.

N/A - Not Applicable.

3.3.3 The South Coast

Area Summary



The South Coast encompasses about 18,600 acres of some of the most striking and diverse coastal terrain in the County. Included along its 13.1-mile length (only eight miles are under State or local jurisdiction) are Mugu Lagoon and surrounding coastal marshes, and approximately seven miles of the coastal Santa Monica Mountains. The sub-area's northern boundary is the Point Mugu Pacific Missile Test Center, with the Los Angeles County line as the sub-area's southern end point.

Most of the federally-owned land in the County *coastal zone* is located in the South Coast; however, it is excluded from Coastal Commission or County jurisdiction. The U.S. Navy Pacific Missile Test Center at Point Mugu is adjacent to Oxnard at Arnold Road. Mugu Lagoon, one of the largest and most important estuaries and tidal marshes in California, is within base boundaries.

A small community area is located immediately north of the Ventura - Los Angeles County line along a narrow coastal terrace. The area is designated "Existing Community" in the General Plan, allowing it to be developed to prevailing zoning.

A significant portion of the Santa Monica Mountains are within Ventura County's coastal zone, which extends up to five miles inland in this sub-area. While much of the area is undeveloped, there are two segments that are developed: one at Deals Flat, and another along branches of the Deals Flat *access road*. The latter *development* includes one to five acre ranchettes. Increased density in the area is controlled by this Coastal Area Plan which allows one *dwelling* per 10+ acres (subject to Hazards Section *Policy 7: i.e., slope/density formula*).

The Santa Monica Mountains are becoming significant for their recreation potential. Point Mugu State Park, about 7,400 acres of which are in the coastal zone, is the South Coast's major recreation and preserve area. The park stretches from the sandy beach to the inland mountains. A portion of Leo Carrillo Beach extends into Ventura County near the Malibu Bay Club. The California Department of Parks and Recreation has acquired an additional 12.5 acres of beach between Yerba Buena Road and Whaler's Village. Both Leo Carrillo and Point Mugu are included in the potential Point Mugu State Seashore (Resources Code Section 5001.6).

Another federal facility will be located in the South Coast: the National Park Service is in the process of consolidating a Santa Monica Mountains National Recreation Area. Land acquisition is in its incipient stages; however, the coastal property between Point Mugu State Park and Leo Carrillo State Beach Park has been identified for priority acquisition. Several other South Coast properties are slated for probable fee or less than fee acquisition, or some other recreational arrangement.

Private youth camps, totaling 1,788 acres, are located near Yerba Buena Road and Little Sycamore Canyon.

(See land use map for the South Coast on the next page.)

Figure 3-6 Local Coastal Area Plan – Land Use Map: South Coast

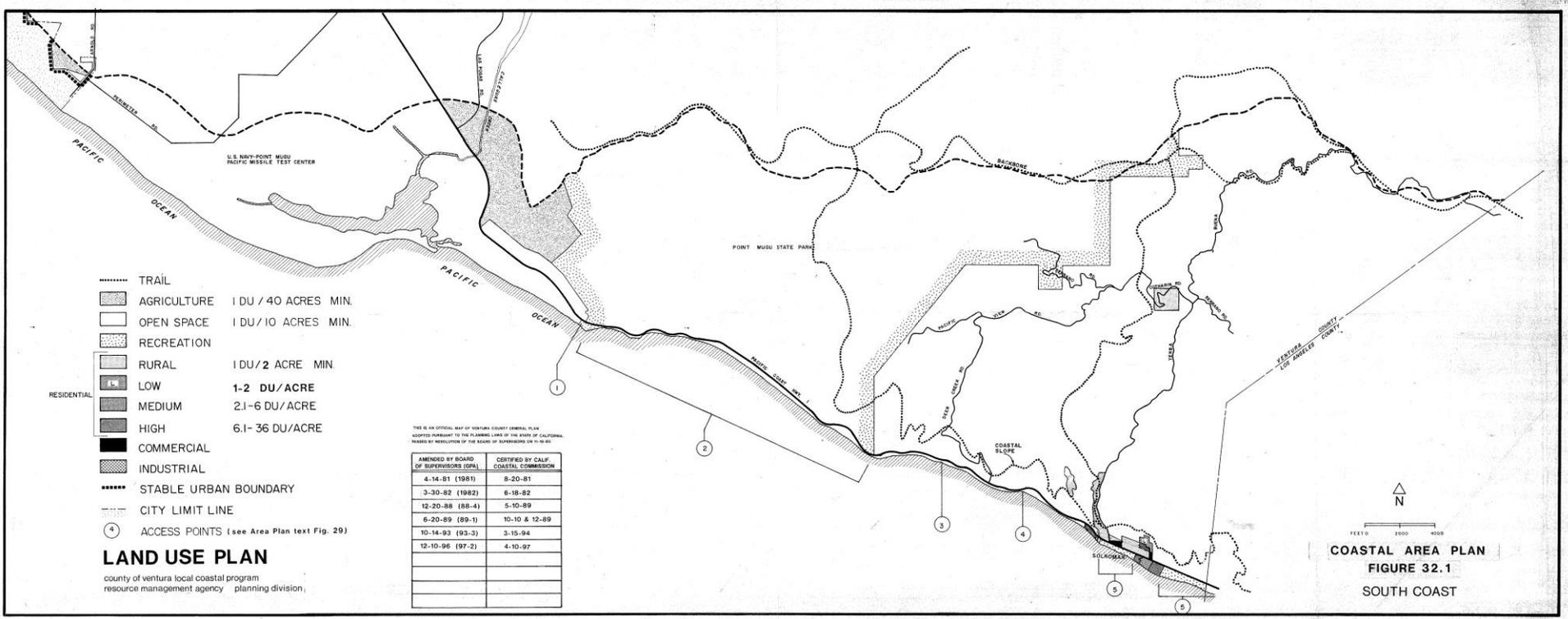


Figure 3-7
Summary Table Building Intensity/Population Density Standards (South Coast Area)
Open Space/Agriculture/Recreation

Designation	Acres	Max. Bldg. Coverage (% Of Lot Area)	Maximum Intensity (DU/Ac) ¹	Dwelling Units	Average Pop/DU ²	Population	Average Population Density (Persons/Acre)
Open Space	10,142.7	5% ³	0.100	1,014	1.82	1,845	0.182
Agriculture	649.8	5%	0.025	16	1.82	29	0.045
Recreation	6,999.8	5%	N/A	N/A	N/A	N/A	N/A
TOTALS	17,792.3			1,030		1,874	

Residential

Designation	Acres	Max. Bldg. Coverage (% Of Lot Area)	Maximum Intensity (DU/Ac)	Dwelling Units	Average Pop/DU	Population	Average Population Density (Persons/Acre)
Rural	102.2	25% ⁴	0.50	51	1.82	92	0.90
Low	6.7	29%	2.00	13	1.82	23	3.43
Medium	7.5	42%	6.00	45	1.82	81	10.80
High	25.2	65%	36.00	907	1.82	1,650	65.48
TOTALS	141.6			1,016		1,846	

Commercial/Industrial

Designation	Acres	Max. Bldg. Coverage (% Of Lot Area)	Projected Floor Area (X 1,000 SF)	Average Number Of Employees Per 1,000 SF	Employees	Average Employees/Acre
Commercial	3.7	40%	80.6	1.0	80	21.62

Footnotes:

¹ Excludes *second dwelling* units per Section 65852.2 of the State Government Code.

² Year 2000 Forecast for Thousand Oaks Nongrowth Area.

³ Excludes greenhouses, hothouses, and the like. For nonconforming *lots*, maximum *building* coverage shall be 2,500 square feet, plus 1 square foot for each 22.3 square feet of *lot area* over 5,000 square feet.

⁴ Excludes greenhouses, hothouses, and the like. For nonconforming *lots*, maximum *building* coverage shall be 2,500 square feet, plus 1 square foot for each 4.6 square feet of *lot area* over 5,000 square feet.

N/A - Not Applicable.

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Chapter 4

Goals, Policies and Programs

4.1 THE COASTAL ZONE

The section below, titled “Coastal Zone – Goals, Policies and Programs”, was added to the Coastal Area Plan (CAP) in 2016. This section contains information organized by topic, and the coastal-resource based topics contained within this section include:

- Archaeological and Paleontological Resources
- Coastal Trail
- Coastal Tree Protection
- Visual Resources
- Water Efficient Landscaping
- Wireless Communication Facilities.

The original CAP, adopted in 1980, was organized by geographic area (north, central and south) rather than by topic. However, that organizational structure frequently resulted in the same objectives, policies and programs repeated within each of the three geographic areas. The format established within the “Coastal Zone Objectives, Policies and Programs” section will therefore serve as a model for future CAP amendments.

“Coastal Zone Objectives, Policies and Programs” is a new section in the CAP. Currently the Coastal Area Plan (CAP) is organized by geographic areas, specifically the north, central and south coasts. The abstracts, objectives and policies developed for coastal resources are repeated in each geographic area creating redundancy to the plan. The 2017 LCP amendments initiate a new format for the CAP, consolidating the abstracts, objectives and policies by coastal resource instead of by geographic area. Archaeological and Paleontological Resources introduces this new format under the heading Coastal Resource Policies. Coastal Tree Protection, Visual Resources, and Water Efficient Landscaping, have been added under this new section. As funds become available, the remaining coastal resources will be consolidated following the new format that will improve the Plan’s readability.

4.1.1 Archaeological Resources

The Ventura County coast is archaeologically and culturally significant to a variety of different groups. Earlier, it was the site of one of the densest Native American populations in North America. The native people of the Central Coast from Malibu to just west of Ventura were the Ventureño Chumash (Grant 1978a; King 1984; Landberg 1965). The archaeological record in Chumash territory reflects cultural continuity over a long span of time, possibly indicating that people ancestral to the Chumash arrived in the area as early as 13,000-10,000 years ago.

Chumash subsistence relied primarily on fishing, hunting, and gathering vegetal foods, notably acorns. In the spring, groups harvested grasses, roots, tubers, and bulbs. Hunting marine mammals became important during the times when seals and sea lions congregated at their rookeries. In late summer, coastal groups harvested large schooling fish such as tuna. During the fall, acorns were harvested and pine nuts were collected in the mountains. Winter months were spent in villages, where residents relied primarily on stored foodstuffs as well as occasional fresh fish (Landberg 1965:102-104; Grant 1978b,

1978c, 1978d; Hudson and Blackburn 1982, 1983).

Later came active maritime and mission periods. Contact with early Spanish and Portuguese explorers began with the expedition of Cabrillo and Ferrelo in A.D. 1542-1543. Old World diseases such as small pox, measles, typhoid fever, malaria, dysentery, and many others, ravaged native populations in Southern California during two centuries or more before Spanish occupation began in the 1770s (Erlandson and Bartoy, 1995, 1996; Preston, 1996). Drastic changes to Chumash lifeways resulted from the Spanish occupation that began with the Sacred Expedition, led by Gasper de Portolà and Junípero Serra, in A.D. 1769-1770. Mission history was established between 1772 through 1804 with nearly the entire Chumash population incorporated into the mission system (Grant 1978c). Beginning in 1782, coastal Ventureño Chumash from Malibu to Carpinteria were removed from their traditional settlements and relocated to the San Buenaventura mission facilities. In 1821, the Mexican Revolution brought an end to Spanish rule and the emerging government moved immediately to establish control in the provinces, including the modern American states of California, Nevada, Arizona, Utah, western Colorado and southwestern Wyoming. The territory passed to American control after the Mexican-American War and ceased to exist with the creation of the State of California in 1850.

In the 21st century, Native American communities exhibited continual growth and revival, playing a larger role in the American economy. Tribal cultural resources are an important part of the lives of Native Americans. The County recognizes that tribes that are traditionally and culturally affiliated with Ventura County have expertise with regard to their tribal history and practices. Early consultation on discretionary projects with Native American representatives should occur with regard to scope of required environmental review, the status of tribal cultural resources, the potential of a project to impact tribal cultural resources, and the identification of project alternatives and mitigation measures that may be recommended by the tribe.

Much of the County's coastal zone, while archaeologically sensitive, has not been well surveyed (S. Callison, pers. comm.). Research indicates that knowledge of the distribution and location of earlier human habitation sites will add yet another dimension to our understanding of climatic and environmental cycles (Euler et al. 1979) since villages throughout the southwest were closely associated with water sources, many of which are now dry (Euler et al. 1979).

Archaeological Resource Goal 1

To recognize archaeological sites in the County's *coastal zone* as important to an understanding of human history and prehistoric societies and to protect archaeological resources from disturbance by human activities.

Policies

1. Discretionary *development* shall be reviewed to identify potential locations for sensitive archaeological resources.
2. New *development* shall be sited and designed to avoid adverse impacts to archaeological resources to the maximum extent *feasible*. If there is no *feasible* alternative that can eliminate all impacts to archaeological resources, then the alternative that would result in the fewest or least significant impacts to resources shall be selected. Impacts to archaeological resources that cannot be avoided through siting and design alternatives shall be mitigated. When impacts to archaeological resources cannot be avoided, mitigation shall be required and shall be

designed in accordance with established federal, state and/or County standards and shall be consistent with the policies and provisions of the LCP.

3. Archaeological, historical and ethnographic interpretation of native peoples in Ventura County should be incorporated into existing interpretive programs at public recreation facilities as *feasible* and into future interpretive programs as funds become available.
4. The location of all *coastal zone* archaeological sites shall be kept confidential to avert disturbance or destruction of the resource.
5. Native American tribal groups approved by the Native American Heritage Commission for the area shall be consulted when *development* has the potential to adversely impact archeological resources.
6. Protect and preserve archaeological resources from destruction, and avoid impacts to such resources where *feasible*.
7. The unauthorized collection of archaeological artifacts is prohibited.

4.1.2 Paleontology

The geological and biological history of the Ventura County coast is significant. The *coastal zone* contains areas of marine fossils that are among the best in Southern California (Bruce J. Welton, personal communication, then Assistant Curator of Vertebrate Paleontology, Los Angeles County Museum of Natural History, 1980). Records in the Los Angeles County Museum of Natural History show extensive fossil sites in Ventura County. The *coastal zone* has yielded many "type" specimens, which are used as the example specimens against which all other finds of the same animal are compared. Groups of fossils in the marine terraces are used by geologists to unravel patterns of seismic and sea level movement in the area (J. Valentine, personal communication).

Except for geologic formations that are visible at the surface, paleontological resources typically are buried beneath the surficial deposits of the Quaternary Period (11,500 years to the present). However, fossil productivity of most Quaternary units should still be evaluated for each project, based on grain size, fossil record from the surrounding region, and proposed depth of earthwork. Many quaternary units, even those regarded as Holocene in age, were demonstrated to be highly productive elsewhere, especially at comparatively shallow depths, where many such units are of Pleistocene age (Bruce Lander, Paleontologist, 2014).

Unlike archaeological sites that can be destroyed by grading and construction, grading can uncover subterranean formations with the potential to reveal additional rock layers and increase the potential for new finds.

Paleontology Goal 1

To recognize the importance of coastal fossils and prehistoric organism evolution, to protect *important paleontological resources* from human activities, to preserve significant paleontological sites to the fullest extent possible, and to take steps to preserve the information a site may yield.

Policies

1. Discretionary *development* shall be reviewed to determine the geologic unit(s) to be impacted and paleontological significance of the geologic rock units containing them.

2. New *development* shall be sited and designed to avoid adverse impacts to paleontological resources to the maximum extent *feasible*. If there is no *feasible* alternative that can eliminate all impacts to paleontological resources, then the alternative that would result in the fewest or least significant impacts to resources shall be selected. Impacts to paleontological resources that cannot be avoided through siting and design alternatives shall be mitigated. When impacts to paleontological resources cannot be avoided, mitigation shall be required that includes procedures for monitoring grading and handling fossil discoveries that may occur during development.
3. Protect and preserve paleontological resources from destruction, and avoid impacts to such resources where *feasible*.
4. The unauthorized collection of paleontological artifacts is prohibited.

4.1.3 Environmentally Sensitive Habitat Areas (ESHA)

(Reserved section for updated ESHA goals, policies and programs.)

4.1.4 Coastal Trail

A. Introduction

The California Coastal Trail (Coastal Trail) is envisioned as a continuous, interconnected trail system that generally lies along the shoreline or is within sight or sound of the Pacific Ocean. It is designed for pedestrians, bicyclists and a variety of other coastal users (e.g., equestrians and the mobility impaired). The Coastal Trail encompasses multiple terrains – such as the beach, blufftops, and hillsides – which provide scenic vantage points. While the Coastal Trail includes a continuous route aligned primarily within existing public rights-of-way (e.g. the Pacific Coast Highway), multiple segments of the Coastal Trail provide hikers/walkers with opportunities for a different type of trail experience and direct access to the Ventura County coastline.

While travel along the Coastal Trail is, on its own merits, a form of recreation, the Coastal Trail will also provide continuous access to the coastline and its multitude of resources and recreational opportunities. The Coastal Trail defined herein is a multi-modal trail system that accommodates pedestrians (hikers/walkers) and bicyclists who either intend to pass through the entire Ventura County coastline or use limited trail segments with access to parking facilities or public transportation.

The California Coastal Act, and Public Resources Code sections 31408¹¹ and 31409, require planning for access and development of the California Coastal Trail along the entire California coastline. This section of the Coastal Area Plan (CAP) is a response to the statewide call for a coastal trail, and it builds-upon the recommendations of a report titled “Completing the California Coastal Trail”, which was prepared by the California Coastal Conservancy in January 2003 (“Coastal Trail Report”). The report includes recommendations for action for the unincorporated Ventura County portion of the trail.

This section includes three key components: Coastal Trail Classifications; Coastal Trail Maps and Implementation; and Goals, Policies and Programs. The set of Coastal Trail maps following section 4.1-4-C identify a continuous, multi-modal trail route as well as additional, single-mode routes which are generally walking/hiking trails (e.g. beach trails, Footnotes:

¹¹ Public Resources Code section 31408 also requires the Coastal Conservancy, in consultation with the Department of Parks and Recreation and the California Coastal Commission, to coordinate the development of the California Coastal Trail.

mountain hiking trails). The Goals, Policies and Programs sections in 4.1-4-E and 4.1-4-F provide a framework for the improvement and development of the Coastal Trail within unincorporated Ventura County. The Coastal Trail is consistent with and governed by other sections of the CAP, including the Recreation and Access sections. For related policies, please see the Recreation and Access policies in sections 4.2.5, 4.3.2, and 4.4.2 (North Coast, Central Coast and South Coast).

B. Coastal Trail Classifications

In Ventura County, the Coastal Trail will accommodate hikers/walkers and bicyclists within trail facilities designed exclusively for non-motorized user groups. Over time, limited segments of the Coastal Trail could also be designed to accommodate a wider variety of user groups – such as equestrians, mountain bikers, and individuals with disabilities. Coastal Trail routes are classified as multi-modal routes (“Multi-Modal Routes”) or single-mode routes (“Single-Mode Routes”) as follows:

Type A - Multi-Modal Route: A Multi-Modal Route is one that accommodates more than one user group. There are two types of Multi-Modal Routes:

- **Type A-1: Shared Routes:** This type of trail segment accommodates, at a minimum, hikers/walkers and bicyclists in one trail facility. Shared, multi-modal facilities may be located within a public easement, public park, or near the outer edge of a public right-of-way. When located within a public right-of-way, the route should be horizontally separate from the paved portion of the road (i.e. travel-way, parking, and shoulder). The standard term used to describe such facilities is a *Class 1 Pathway*. Shared routes also may be located on public trails, which typically will be located in public parks or public beaches. Shared trail routes in high demand should include some type of physical separation between bicyclists and hikers/walkers to avoid potential conflicts between those user groups. Also, trail segments located on flat or gently sloping terrain should be designed to accommodate individuals with disabilities when the trail segment is located near coastal access parking or transit stops.

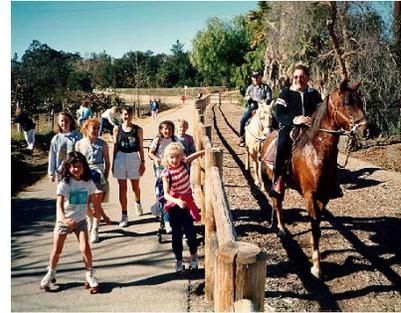


- **Type A-2: Separate Routes within a Public Right-of-Way:** This type of trail segment also accommodates, at a minimum, hikers/walkers and bicyclists. However, separate facilities are provided for bicyclists and other user groups within a public right-of-way. Similar to Type A-1 routes, hikers/walkers are provided a *Class 1 Pathway*, walking trail, or sidewalk at/near the outer edge of a public right-of-way. A separate and paved, striped lane is reserved for bicyclists (see Type B, Class 2 bicycle facility description below). Although hikers/walkers and bicyclists are provided separate trail routes, both types of trails are located within the public right-of-way and, when combined, form a multi-modal trail segment.



- **Type A-3: Equestrian and Mountain Bike Routes:** Portions of the Coastal Trail will be designed for use by equestrians and mountain bikers. In most cases, this type of shared-use trail will be unpaved and designed to accommodate both user groups. For other multi-modal trail segments, equestrian or mountain bike use could be combined

with a walking/hiking trail. Typically, trail routes for equestrians and mountain bikers will be located away from public roads, but such trail routes could be incorporated into the outer edge of a public right-of-way with low vehicular traffic. Each user group requires detailed planning for specific safety considerations. For instance, equestrians require a minimum 6-foot wide firm tread surface, and engineered structures (such as bridges and decks) should be designed to support a 1,000 pound plus horse. Mountain-bikers require additional line of sight distance (100-foot average site distance), depending on anticipated speed and reaction time.



Type B – Single-Mode Routes: A Single-Mode Route is one that accommodates one user group. There are two types of Single-Mode Routes:

- **Type B-1 - Walking/Hiking Routes:** These trail segments are designed to accommodate walkers or experienced hikers and may be paved or unpaved. This type of route may also be an ADA accessible route that accommodates the physically challenged. Walking/hiking facilities can be located in a variety of locations. For example, a walking/hiking trail route can be a *Class 1 Pathway* located within a public right-of-way (e.g. a sidewalk), a wide beach with a walkable surface at low tide, or a hiking trail. A natural surface trail, as shown in the image above, would be one of the least expensive options for trail construction and maintenance. When public trails are located in state parks with steep terrain, such as Point Mugu State Park, most of the trail segments will only accommodate hikers. However, trail segments located on flat or gently sloping terrain can accommodate walkers and, when located near coastal access parking or transit stops, such trail segments should also be designed to accommodate individuals with disabilities.



- **Type B-2 Bicycle Routes:** Bicycle-only facilities can be a *Class 1 Pathway* or a *Class 2 bike lane*, which is a paved, striped lane reserved for bicycles. Bike lanes are typically 5 feet wide and located outside and adjacent to the vehicular travel-way. Used in urban or rural areas, *Class 2 bike lanes* are identified by a solid stripe and "Bike Lane" signage. In order to provide a multi-modal trail segment, a bicycle-only facility may be combined with a walking/hiking facility (see image on the right), or it may stand alone if there is a parallel secondary route for walkers/hikers. In limited circumstances, bicycle facilities may rely on a Class 3 bike route (i.e. bicyclists share the road with vehicles) for short trail segments where the roadway has low traffic volumes.



When located in an urban area, Coastal Trail routes classified as a *Class 1 Pathway* will have a hardscape surface. When located in a rural area, the trail will typically be unpaved and designed for compatibility with the rural context. Although a *Class 1 Pathway* can be located on both sides of the public right-of-way, when located in rural areas such pathways will typically be located on one side of the public right-of-way. For the Coastal Trail, *Class 1 Pathways* should be at least 10 feet wide, and 12 feet when feasible, and may be slightly higher or lower than the travel-way/road shoulder.

C. Coastal Trail Maps

Maps for the Coastal Trail are shown on Figures 4.1-1 through 4.1-7. An overview map of the existing Multi-Modal Route in Ventura County is provided in Figure 4.1-1. This map also serves as a guide for the detailed maps of the North, Central and South Coast segments of the trail, which are provided in Figures 4.1-2 through 4.1-7. The Coastal trail map tables provide more detailed information on each segment of the Coastal Trail – such as access points, existing trail conditions, and areas where trail improvements are needed. The Coastal Trail maps and tables describe the general condition of each trail segment as of 2017. The degree to which improvements are required to officially designate and open each segment of the Coastal Trail will vary considerably. For example, signage may be the only improvement required for an existing *Class 1 Pathway* identified as a multi-modal segment of the Coastal Trail. For a different Coastal Trail segment, required trail improvements may include a *Class 2 Bike Lane* and a separate pedestrian trail route.

The network of Coastal Trail routes generally consists of a continuous, Multi-Modal Route combined with alternative, Single-Mode Routes. These routes, described below, form an interconnected and complementary Coastal Trail network within Ventura County's coastal zone. The continuous Multi-Modal Route is primarily located within public rights-of-way due to the unique conditions and physical constraints described below:

- Access to the coastline within the North Coast subarea is limited by the close proximity of U.S. Route 101 and the Union Pacific rail line to the ocean. Intermittent strips of land lie between U.S. Route 101 and the coastline, but that land is occupied by existing residential development, small County beach parks, and short intermittent segments of the Pacific Coast Highway. A steep cliff abuts the narrow strip of coastline that is highly susceptible to landslides.
- The central portion of Ventura County's coastline is generally occupied by the cities of Ventura, Oxnard, and Port Hueneme. Unincorporated areas within the Central Coast subarea primarily consist of active agricultural fields located away from the coastline. Unincorporated areas adjacent to the shoreline is limited to a state beach park, two existing residential neighborhoods, and a secure naval base.
- The South Coast subarea consists of mountainous terrain (the Santa Monica Mountains). A narrow strip of land lies between the Santa Monica Mountains and the ocean, land that is primarily occupied by the Pacific Coast Highway.

Due in large part to these physical constraints, currently identified trail routes are limited to publicly owned lands (e.g. public parks, public beaches), land with an existing public access easement, and public rights-of-way.

Multi-Modal Route

The Multi-Modal Route accommodates hikers/walkers and bicyclists. When all multi-modal segments are combined, they traverse the entire coastal zone of unincorporated Ventura County and form the backbone of the Coastal Trail. The Multi-Modal Route also provides key connections to Single-Mode Routes to ensure a continuous, interconnected trail system for pedestrian use. In addition, the Multi-Modal Route is designed to provide connections to coastal access points, such as bus stops or parking lots. Although the Multi-Modal trail route is typically a shared route for both walkers/hikers and bicyclists, two separate but parallel Single-Mode Routes may, when combined, be used to form a multi-modal segment of the Coastal Trail.

As shown in Figure 4.1-1, the Multi-Modal Route is divided into eight segments located within the North, Central and South Coast subareas. Each segment is unique and is illustrated within the following illustrative maps:

- North Coast (N): Figures 4.1-2 through 4.1-3
- Central Coast (C): Figures 4.1-4 through 4.1-6
- South Coast (S): Figure 4.1-7.

In order to enhance the trail experience for hikers and walkers on shared trail routes (Multi-Modal Route, Type A-1), several segments of the Multi-Modal Route should be upgraded to more clearly and safely accommodate hikers/walkers. For instance, in the Central and South Coast subareas, roadway enhancements are planned for bicyclists (bike lane striping and signage projects) and additional improvements are needed to accommodate hikers/walkers of the Coastal Trail.

Single-Mode Routes

Figures 4.1-2 through 4.1-7 illustrate the location of all Single-Mode Routes. These routes are limited in length and include a connection to the continuous, Multi-Modal Route. Ultimately, Single-Mode Routes may be the preferred route for persons hiking or walking the Coastal Trail because they provide views of or access to the ocean and a more pleasant trail experience. However, as described previously, Coastal Trail maps do not include a Single-Mode Route for walkers/hikers that traverses the entire coastal zone due to physical constraints.

Single-Mode Routes typically include trail alignments for hikers/walkers along beaches or public hiking trails (e.g. La Conchita Beach, public trails in Point Mugu State Park). The location of Single-Mode Routes are designed to emphasize ocean views and access to beaches, bluffs, or other coastal open spaces and habitats. Single-Mode Routes run parallel to the Multi-Modal Route, are connected to it, and provide a through route or a return to source-of-origin route for designated segments of the Coastal Trail. The accessibility of some shoreline Single-Mode routes will vary with seasonal fluctuations in beach sand. Single-Mode Routes may also provide specialized trail facilities and access to public parking, transportation, and recreation.

Coastal Trail Maps

Detailed Coastal Trail maps for unincorporated Ventura County (Figures 4.1-2 – 4.1-7) depict seven segments of the trail located in the North Coast, Central Coast, and Southern Coast geographic subareas.

North Coast Subarea: The Multi-Modal Route through this subarea (Figures 4.1-1, 4.1-2, and 4.1-3) is approximately 12 miles in length. It extends from Rincon Point on the north (at the Santa Barbara County line) to Emma Wood State Beach on the south (at the City of Ventura boundary). Half of this trail segment is a stand-alone bike path (Segments N1 and N3), and the remainder (Segment N2) is located within the public right-of-way for Old Pacific Coast Highway. This subarea includes Single-Mode Routes for hikers and walkers along La Conchita Beach, Punta Gorda Beach, and the path on the rock revetment at Seacliff Beach (a return to source-of-origin route). Additional Single-Mode Routes would provide a more suitable and enjoyable trail experience for walkers and hikers than is provided by the Multi-Modal Route.

The Multi-Modal Routes in the North Coast Subarea (see Figures 4.1-1, 4.1-2, and 4.1-3) are labeled N1, N2 and N3 as follows:

- **N1** - Segment N1 is a 4.0-mile-long improved, multi-modal pathway constructed by Caltrans as part of the Ventura to Santa Barbara Highway 101 HOV Lane project (see

illustration above). This trail segment is a stand-alone bike path that can accommodate hikers/walkers. No needed improvements were identified for this segment of the Coastal Trail as of 2017. Existing or planned walking/hiking routes for this trail segment include La Conchita Beach and Punta Gorda Beach.

- **N2** - Segment N2 is currently limited to a 7.1-mile-long Class 2 striped bike lane along Old Pacific Coast Highway, which is maintained by Caltrans. Because the existing bike lane is not ideal for hikers/walkers, a parallel trail route better suited for hikers/walkers should be constructed for this trail segment. (Also see Program 1 for an optional N2 Primary Route along Hobson Road and Frontage Road). Existing Single-Mode Routes for walking/hiking include the return to source-of-origin route on the rock revetment at Seacliff Beach and seasonally accessible beaches such as Faria Beach and Solimar Beach.
- **N3** - Segment N3 is a 1.0-mile-long improved multi-modal pathway operated by the California State Department of Parks and Recreation. Maintenance may be needed for this trail segment but no substantial improvements were identified as of 2016. The only Single-Mode Route along this trail segment is the seasonally accessible shoreline at Emma Wood State Beach



This Multi-Modal Route (N1) includes a path constructed by Caltrans as part of the Ventura to Santa Barbara Highway 101 HOV project.

Central Coast Subarea: The Multi-Modal Route through this subarea is nearly 9 miles in length. It includes three trail segments (C1, C2 and C3), shown on Figures 4.1-4, 4.1-5 and 4.1-6. Central Coast trail segments will connect to trails in the cities of Ventura, Oxnard and Port Hueneme. Existing roadways within these urban areas are used to provide Multi-Modal Route linkages that circumvent a military installation and traverse existing development, rivers, and harbors. As a result, a portion of the Coastal Trail lies outside the coastal zone. However, broad beaches are common in the Central Coast Subarea, and existing or potential Single-Mode Routes are available so that hikers/walkers can utilize beaches within the County (e.g. Hollywood Beach, Silverstrand Beach) or near jurisdictional boundaries (e.g. McGrath State Beach, Mandalay Beach).



Hollywood Beach, shown here, and other broad beaches provide excellent opportunities for Coastal Trail routes within the Central Coast Subarea.

Coastal Trail segments in the Central Coast Subarea are described below:

- **C1** - Segment C1 (see Figure 4.1-4) is a 3.1-mile-long, partially completed Class 2 striped bike lane along Harbor Boulevard that can accommodate hikers/walkers, which is maintained by the County. A Single-Mode Route is also available for hikers/walkers along McGrath State Beach. Future trail planning efforts (see Program 1) should include a more detailed analysis of the feasibility of pedestrian improvements along Harbor Boulevard, as McGrath State Beach may provide a reasonable option for providing facilities for walkers/hikers on segment C1.
- **C2** - Segment C2 (see Figure 4.1-5) is a 3.1-mile-long multi-modal segment along Hueneme Road, which is maintained by the County. Future plans for this roadway include widening to four lanes with *Class 2 bike lanes*. Limited areas in Ormond Beach are publicly accessible from Arnold Road and Perkins Road. Access to Ormond Beach is restricted from the southeast by the Naval Base Ventura County - Point Mugu (NBVC-Point Mugu). However, a Single Use Route for hikers/walkers will be included in the final restoration and access plans for the Ormond Beach Restoration Area. Until that route is accessible, a through pathway designed for long-distance hikers is planned along Hueneme Road.
- **C3** - Segment C3 (see Figure 4.1-6) is a 2.1 mile-long multi-modal segment along Naval Air Road. It includes a *Class 2 bike lane* on Naval Air Road, a frontage road owned and used by the U.S. Navy that lies outside of, and parallel to, the NBVC - Point Mugu fenceline.¹² However, the bike lane ends where Naval Air Road intersects with Main Road Gate, and an existing pedestrian bridge at Main Road Gate provides access from Naval Air Road to the north side of the Pacific Coast Highway. At this point, the Coastal Trail alignment shifts from Naval Air Road to Pacific Coast Highway (see Segment C4).
- **C4** - Segment C4 (see Figure 4.1-6) is a 0.5 mile-long trail segment with substantial trail planning challenges. It could provide a shared, multi-modal trail route next to Pacific Coast Highway, which functions as a four-lane freeway in this location. Alternatively, it could be located further from the freeway, along the boundary of privately-owned land used for agriculture (row crops). While locating this particular trail segment away from Pacific Coast Highway would provide a more pleasant trail experience, it would also require a voluntary public access easement on private land and may not be feasible. Additional trail planning challenges occur at the highway interchange at Las Posas Road and Pacific Coast Highway, where improvements to

Footnotes:

¹² The proposed Coastal Trail route along Naval Air Road is permissible within the existing striped bike lane in its current configuration and usage. However, the U.S. Navy's long-range plans may require usage and reconfiguration of Naval Air Road to achieve compliance with Antiterrorism/Force Protection Standards.

the bridge over Calleguas Creek will be required. Determining the alignment for trail Segment C4 will therefore be subject to a more extensive, future trail planning effort (see Program 1).

South Coast Subarea: The Multi-Modal Route in this subarea is approximately 10.7 miles long. It includes one trail segment (S1) that follows the Pacific Coast Highway from Las Posas Road to the Los Angeles County line. Within the South Coast Subarea, the Pacific Coast Highway is primarily a two-lane roadway that runs parallel to the Pacific Ocean and provides shoreline views. This Coastal Trail segment includes a connection to the Coastal Slope Trail, an existing hiking trail that traverses portions of the Santa Monica Mountains and provides scenic views of the ocean as well as a nature-based trail experience within the Santa Monica Mountains National Recreation Area. Additional Single-Mode Routes for Walker/Hikers are provided along local beaches - including Thornhill Broome Beach, Sycamore Canyon Beach, and Yerba Buena Beach. Other beaches along this trail segment are seasonally accessible.



The Pacific Coast Highway should be upgraded to provide a multimodal trail route for bicyclists and walkers/hikers.



This trail route through Point Mugu State Park, which constitutes a portion of the planned Coastal Slope Trail, provides an excellent trail experience for experienced hikers.

The Coastal Trail segment in the South Coast Subarea (see Figure 4.1-7) is described below:

- **S1** –Segment S1 (see Figure 4.1-7) is a planned, multi-modal trail segment, approximately 10.3 miles long, along Pacific Coast Highway, which is maintained by Caltrans. This trail segment will include *Class 2 bike lanes* and a *Class 1 pathway* or natural surface trail for hikers/walkers. Due to the high anticipated demand for most of this segment of the Coastal Trail, future planning efforts (see Program 1) should consider accommodations for the broad range of user groups who visit this area. For example, ADA access improvements could be provided at coastal access points to popular beaches and at scenic resources, such as Point Mugu Rock. Segment S1 also includes several Walking/Hiking Routes, such as an existing hiking trail in Point Mugu State Park and beaches located within the South Coast Subarea.

Coastal Trail Access and Destination Points

The Coastal Trail maps in Figures 4.1-2 through 4.1-7 identify existing coastal access points, coastal access parking locations, and prominent destinations that would be accessible from either the Multi-Modal or Single-Mode Routes. Accessibility to and along the coastline is required by the California Coastal Act, and the various shoreline connections shown on these maps will encourage trail usage by visitors and local

residents. Coastal Trail maps also illustrate the location of existing trails and depict how the Coastal Trail network could connect to other trails or to shoreline beaches. In particular, the maps illustrate connections between the Coastal Trail and hiking trails in local state parks, bike paths in the Countywide Bicycle Master Plan, and connections to shoreline access points.

Listed below are notable access points and connections to the Coastal Trail:

- **Campsites:** Hobson County Beach Park, Faria County Beach Park, the Rincon Parkway, McGrath State Beach, and Point Mugu State Park provide overnight accommodations along the Coastal Trail for campers;
- **Rincon Point:** The City of Carpinteria plans to connect a segment of its Coastal Trail located at the North end of Rincon Point to Segment N1. At the south end of Rincon Point, State Parks is the process of redesigning the beach access trail to improve ADA access;
- **Shoreline Beaches:** Ten beaches, which are generally accessible year-round, include two or more points of access that allow these beaches to function as a pass-through walking/hiking trail rather than a return to source-of-origin trail route;
- **Nature Viewing Areas:** McGrath State Beach, Ormond Beach, and the Santa Monica Mountains National Recreation Area all provide nature viewing areas;
- **Bicycle and Pedestrian Paths:** The Coastal Trail is connected to existing bike and pedestrian paths in the cities of Ventura, Oxnard, and Port Hueneme – which in turn include connections to inland extensions of the bicycle trails and sidewalks;
- **Inland Hiking Trails:** The Coastal Trail is connected to existing hiking trails and pathways within inland areas, such as the Ventura River Trail (which extends to the Ojai Valley) and the Santa Monica Mountains Backbone Trail (which extends from inland areas and into the City of Los Angeles); and
- **Harbors:** The Coastal Trail includes a connection to Channel Islands Harbor, which provides parking, restaurants, and recreational resources such as beaches, and a waterfront promenade.

D. Coastal Trail Implementation

Coastal Trail maps will periodically be updated (through a Local Coastal Program amendment) to reflect changes or improvements to the Multi-Modal Route or the addition of new Single-Mode Routes. In addition, a more definitive trail alignment, implementation procedures, trail funding or management strategies, and development standards will be established for the Coastal Trail as part of a future trail planning effort (see Program 1). That planning effort should also include an evaluation of the following routes and trail connections:

1. **North Coast Subarea:** Currently, only Multi-Modal Route segments N1 and N3 (Figures 4.1-2 and 4.1-3) are complete *Class 1 Pathways*. Future efforts should consider the use of underutilized Hobson Road and Frontage Road as a *Class 1 Pathway* that would replace segment N2 along Old Pacific Coast Highway and provide a seamless, shared pathway through the North Coast Subarea.
2. **Central Coast Subarea:** Routes which accommodate physically disabled persons should be considered for McGrath State Beach (see segment C1 in Figure 4.1-4) and the restoration of Ormond Beach (see segment C2 in Figure 4.1-6). These routes would increase access for disabled individuals to the shoreline and nature preserves. Also, a Single-Mode Route for hikers/walkers should be evaluated for segment C-3,

along with all trail connections that occur between segment C3 and S1 at the intersection of Los Posas Road and Pacific Coast Highway.

3. **South Coast Subarea:** The completion of a missing connection should be considered within the Coastal Slope Trail between Point Mugu State Park and Leo Carrillo State Park (see segment S1 and "Yellow Hill Trail" on Figure 4.1-7). The Coastal Slope Trail is shown on existing land use maps, is addressed by existing CAP policies, and included in National Park Service plans. The Coastal Slope Trail could potentially serve a broad range of users groups – including hikers, equestrians, and mountain bikers. Also, a more detailed look at the location and design of segment S1 of the Coastal Trail, which is aligned along Pacific Coast Highway, is warranted (see Figure 4.1-6 and Program 1).

The potential Coastal Trail modifications identified above would provide an improved trail experience for walkers/hikers on certain segments of the Coastal Trail.

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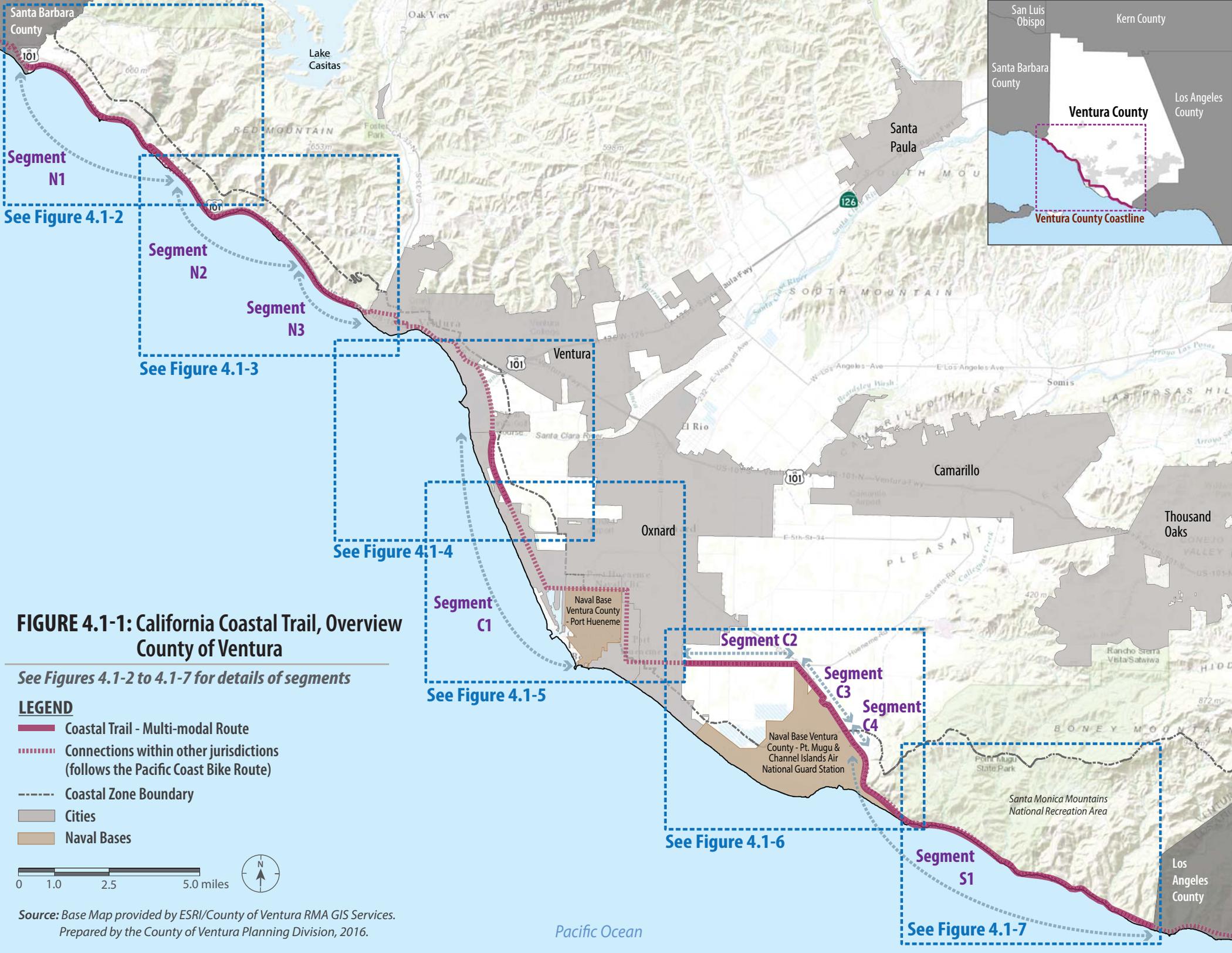


FIGURE 4.1-1: California Coastal Trail, Overview County of Ventura

See Figures 4.1-2 to 4.1-7 for details of segments

- LEGEND**
- Coastal Trail - Multi-modal Route
 - - - - Connections within other jurisdictions (follows the Pacific Coast Bike Route)
 - - - - Coastal Zone Boundary
 - Cities
 - Naval Bases



Source: Base Map provided by ESRI/County of Ventura RMA GIS Services. Prepared by the County of Ventura Planning Division, 2016.

Pacific Ocean

Santa Barbara County

Multi-modal Path next to Highway 101

Note: The mapped Coastal Trail serves as a planning tool and may be modified based on a more detailed alignment study, such as through implementation of Coastal Trail Program 1



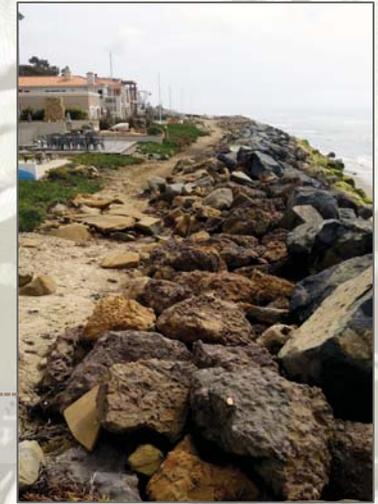
Beginning of Segment N1
(Ventura - Santa Barbara Hwy. 101 HOV Project)



Highway 101 undercrossing to Parking Lot at Punta Gorda



Return to source-of-origin trail route at Seacliff Beach



Beginning of Segment N2
(Old Pacific Coast Highway)

FIGURE 4.1-2: NORTH COAST Segments N1 and N2 (partial) of the Coastal Trail

For details of segments, see Table below

LEGEND

Existing Coastal Trail Components	XX-X Multi-modal Route segment
Planned Coastal Trail Components	XX-X Single-mode Route segment
Multi-modal	Coastal Zone Boundary
Bicycle Serving	Cities/Neighboring Counties
Hiking/Walking	Naval Bases
Seasonal/Tidal Walking	Existing Hiking/Biking Trails
	Shoreline Access Points
	Parking Lots

Segment N2 continues

Tabular Summary for North Coast Subarea Trail (Figure 4.1-2)

SEGMENT NUMBER	TYPE OF ROUTE	TRAVEL MODE ¹	LENGTH (MILES)	NAME AND LOCATION OF TRAIL SEGMENT	EXISTING CONDITIONS ^{2,3}	PRELIMINARY LIST OF IMPROVEMENTS NEEDED	NOTES
N1	Multi-Modal (Type A-1)		3.5	Ventura-Santa Barbara Highway 101 HOV Project <i>Location: Rincon Beach Parking Lot to Mobile Pier Rd.</i>	Class 1 pathway is shielded from Highway 101. Accessible.	None – accommodates hikers, walkers, and bicyclists.	Additional future secondary routes should be considered.
N1-A	<i>Single-Use</i> (Type B-1)		0.8	La Conchita Beach	Shoreline beach access for walkers/hikers. Through-Access. ⁴	No additional improvements identified. Beach is generally suitable for walkers/hikers.	
N1-B	<i>Single-Use</i> (Type B-1)		0.3	Beacon's Beach	Shoreline beach access for walkers/hikers. Through-Access. ⁴	Trail improvements are needed to improve beach access from Mobile Pier Road.	
N2	Multi-Modal (Type A-2)		7.1	Old Pacific Coast Highway <i>Location: Ventura-Santa Barbara Highway 101 HOV Project to the Omar Rains Trail</i>	Class 2 bike lane. Accessible.	Trail improvements are needed to accommodate walkers/hikers.	Specific improvements, and potential replacement route for walkers/hikers, to be determined during future planning process (see Program 1).
N2-A	<i>Single-Use</i> (Type B-1)		0.4	Existing public access is a return to source-of-origin pathway on a rock revetment at Seacliff Beach <i>Location: Highway 101 Southbound Seacliff off-ramp</i>	Walkway is located on a rock revetment accessible from the north through a parcel owned by Caltrans, Through access to Hobson County Beach Park is periodically available by stairs leading to a seasonally accessible beach (at low tide).	Trail improvements are needed to extend the trail on the south end of the rock revetment.	

¹ ADA accessible trails and equestrian trails will be defined during future planning process.

² All trails listed in this column are accessible (i.e. open to the public).

³ Class 1 pathways and Class 2 bike lanes may not meet all Caltrans specifications. Class 1 pathways are multi-modal unless otherwise noted. Class 2 is a striped and signed/stenciled bike lane.

⁴ Coastal Trail segments listed as “through-access” are Single-Mode Routes which provide access to or from the Multi-Modal Route at both ends of the trail segment.



Tabular Summary for North Coast Subarea Trail (Figure 4.1-3)

SEGMENT NUMBER	TYPE OF ROUTE	TRAVEL MODE ⁵	LENGTH (MILES)	NAME AND LOCATION OF TRAIL SEGMENT	EXISTING CONDITIONS ^{6,7}	PRELIMINARY LIST OF IMPROVEMENTS NEEDED	NOTES
N2	Multi-Modal (Type A-2)		7.1	Old Pacific Coast Highway <i>Location: Ventura-Santa Barbara Highway 101 HOV Project to the Omar Rains Trail</i>	Class 2 bike lane. Accessible.	Trail improvements are needed to accommodate walkers/hikers.	Specific improvements, and potential replacement route for walkers/hikers, to be determined during future planning process (see Program 1).
N3	Multi-Modal (Type A-1)		1.0	Omar Rains Trail <i>Location: Terminus of Pacific Coast Highway at State Beaches Ramp to City of Ventura</i>	Class 1 pathway. Accessible.	Minor improvements needed, such as resurfacing, striping, and signage.	Additional future alternate routes should be considered.

⁵ ADA accessible trails and equestrian trails will be defined during future planning process (see Program 1).

⁶ All trails listed in this column are accessible (i.e. open to the public).

⁷ Class 1 pathways and Class 2 bike lanes may not meet all Caltrans specifications. Class 1 pathways are multi-modal unless otherwise noted. Class 2 is a striped and signed/stenciled bike lane.

Pacific Ocean

Note: The mapped Coastal Trail serves as a planning tool and may be modified based on a more detailed alignment study, such as through implementation of Coastal Trail Program 1

The Coastal Trail is included in the redesign and planning of McGrath State Beach (not yet open)

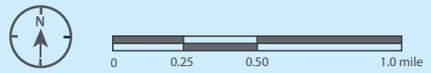


FIGURE 4.1-4: CENTRAL COAST Segment C1 of the Coastal Trail (partial)

For details of segments, see Table below

LEGEND	
Existing Coastal Trail Components	
	Multi-modal
	Bicycle Serving
	Hiking/Walking
	Seasonal/Tidal Walking
Planned Coastal Trail Components	
	Multi-modal
	Bicycle Serving
	Hiking/Walking
	Multi-modal Route segment
	Single-mode Route segment
	Coastal Zone Boundary
	Cities/Neighboring Counties
	Naval Bases
	Existing Hiking/Biking Trails
	Shoreline Access Points
	Parking Lots

Source: Base Map provided by ESRI/County of Ventura RMA GIS Services.
Prepared by the County of Ventura Planning Division, 2016.



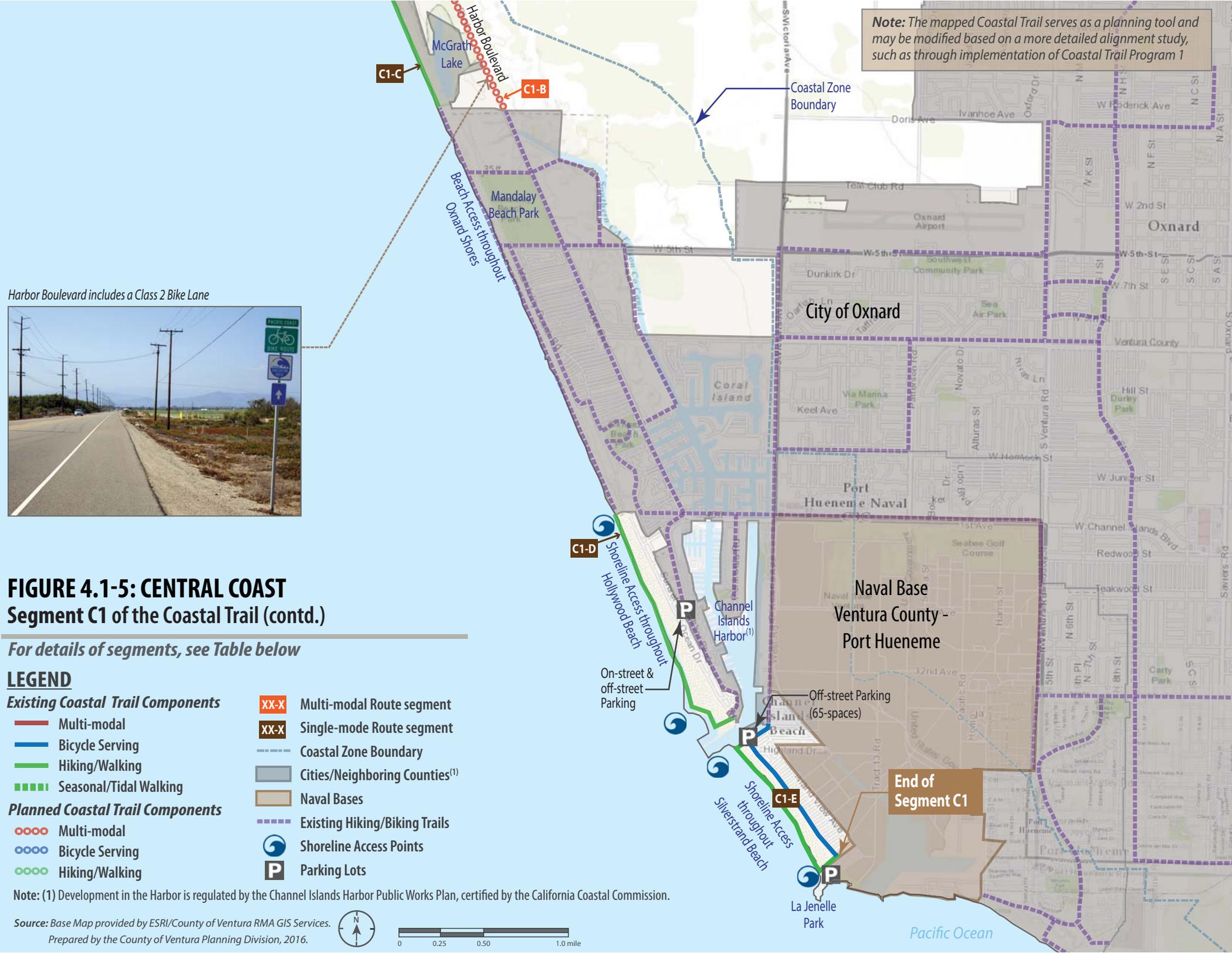
Tabular Summary for Central Coast Subarea Trail (Figure 4.1-4)

SEGMENT NUMBER	TYPE OF ROUTE	TRAVEL MODE ⁸	LENGTH (MILES)	NAME AND LOCATION OF TRAIL SEGMENT	EXISTING CONDITIONS ⁹	PRELIMINARY LIST OF IMPROVEMENTS NEEDED	NOTES
C1	Multi-Modal (Type A-2)		2.0	Harbor Boulevard <i>Location: Santa Clara River Bridge to the Reliant Energy Plant</i>	Class 2 and 3 bicycle facilities. Accessible.	Varies (see below)	Each segment shares an interjurisdictional boundary with the Cities of Ventura and Oxnard.
C1-A	Multi-Modal (Type A-1)		0.4	Santa Clara River Bridge <i>Location: Harbor Boulevard, straddling the cities of Oxnard and Ventura</i>	Class 1 Pathway. Accessible.	Minor improvements may be needed, such as resurfacing and signage.	Pathways are provided on both sides of the bridge.
C1-B	Multi-Modal (Type A-2)		1.6	Harbor Boulevard <i>Location: South Side of Santa Clara River Bridge McGrath State Beach to the Reliant Energy Plant</i>	Class 2 and 3 bicycle facilities. Accessible. Potentially locate hiking / walking portion within McGrath State Beach Park. This is a County-maintained road.	Additional Class 2 bike lane improvements and sidewalks or pathways for walkers/hikers are needed.	Pedestrians can use McGrath State Beach to access alternative shoreline route trail segment C-1C.
C1-C	Single-Use (Type B-1)		1.8	McGrath State Beach Park	Shoreline beach access for walkers/hikers. Not currently accessible. Potentially combine with bike lane (segment C1-B) to form a multi-modal trail segment.	McGrath State Beach is closed and is currently being redesigned.	Beach path through McGrath State Beach continues through Mandalay Beach, in Oxnard, to Hollywood Beach.

⁸ ADA accessible trails and equestrian trails will be defined during future planning process.

⁹ Class 1 pathways and Class 2 bike lanes may not meet all Caltrans specifications. Class 1 pathways are multi-modal unless otherwise noted. Class 2 is a striped and signed/stenciled bike lane.

Note: The mapped Coastal Trail serves as a planning tool and may be modified based on a more detailed alignment study, such as through implementation of Coastal Trail Program 1



Harbor Boulevard includes a Class 2 Bike Lane



FIGURE 4.1-5: CENTRAL COAST Segment C1 of the Coastal Trail (contd.)

For details of segments, see Table below

LEGEND

Existing Coastal Trail Components

- Multi-modal
- Bicycle Serving
- Hiking/Walking
- - - Seasonal/Tidal Walking

Planned Coastal Trail Components

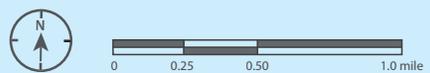
- o o o o Multi-modal
- o o o o Bicycle Serving
- o o o o Hiking/Walking

- XX-X Multi-modal Route segment
- XX-X Single-mode Route segment
- - - Coastal Zone Boundary
- Cities/Neighboring Counties⁽¹⁾
- Naval Bases
- - - Existing Hiking/Biking Trails
- 🌀 Shoreline Access Points
- P Parking Lots

Note: (1) Development in the Harbor is regulated by the Channel Islands Harbor Public Works Plan, certified by the California Coastal Commission.

Source: Base Map provided by ESRI/County of Ventura RMA GIS Services.

Prepared by the County of Ventura Planning Division, 2016.



Tabular Summary for Central Coast Subarea Trail (Figure 4.1-5)

SEGMENT NUMBER	TYPE OF ROUTE	TRAVEL MODE ¹⁰	LENGTH (MILES)	NAME AND LOCATION OF TRAIL SEGMENT	EXISTING CONDITIONS ^{11,12}	PRELIMINARY LIST OF IMPROVEMENTS NEEDED	NOTES
C1-D	Single-Use (Type B-1)		1.3	Hollywood Beach	Shoreline beach and harbor access for walkers/hikers. Accessible.	No additional improvements identified. Generally suitable for walkers/hikers.	Not a through route, but provides access to Channel Islands Harbor. In northerly direction, could provide access through Mandalay Beach to McGrath State Beach.
C1-E	Single-Use (Type B-1)		1.0	Silverstrand Beach and Ocean Drive	Shoreline beach access for walkers/hikers. Ocean Drive includes a Class 2 bike lane and partial sidewalks. Accessible. Ocean Drive is a County-maintained road.	No additional improvements identified. Generally suitable for walkers/hikers and bicyclists.	Not a through route, but provides access to Silverstrand Beach, a swimming area in the harbor known as Kiddie Beach Park, and other beach/harbor-related uses.

¹⁰ ADA accessible trails and equestrian trails will be defined during future planning process (see Program 1).

¹¹ All trails listed in this column are accessible (i.e. open to the public).

¹² Class 1 pathways and Class 2 bike lanes may not meet all Caltrans specifications. Class 1 pathways are multi-modal unless otherwise noted. Class 2 is a striped and signed/stenciled bike lane.



Note: The mapped Coastal Trail serves as a planning tool and may be modified based on a more detailed alignment study, such as through implementation of Coastal Trail Program 1

Beginning of Segment C2

(Hueneme Road)

C2

Hueneme Road

Beginning of Segment C3

(Naval Air Road)

C3

Beginning of Segment C4

(Pacific Coast Highway)

The C4 trail alignment is subject to change based on a detailed trail alignment study.

End of Segment C4/ Beginning of Segment S1

(Pacific Coast Highway)

City of Oxnard

Existing trail at Ormond Beach



C2-A

Arnold Road

On-street Parking

Restricted Area

Agricultural Land

Ormond Beach Restoration Plan Area

Naval Base Ventura County - Point Mugu & Channel Islands Air National Guard Station

Mugu Lagoon

Santa Monica Mountains National Recreation Area

Off-street Parking

Off-street Parking Lot

Trail location, alignment and design in the Ormond Beach area (including Arnold Road) will be subject to a restoration and public access plan. See Segment C2-A in the table below.

FIGURE 4.1-6: CENTRAL COAST Segments C2, C3, C4 and S1 (partial) of the Coastal Trail

For details of segments, see Tables below

LEGEND

Existing Coastal Trail Components

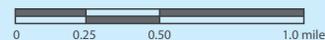
- Multi-modal
- Bicycle Serving
- Hiking/Walking
- - - Seasonal/Tidal Walking

Planned Coastal Trail Components

- o o o o Multi-modal
- o o o o Bicycle Serving
- o o o o Hiking/Walking

- XX-X Multi-modal Route segment
- XX-X Single-mode Route segment
- - - Coastal Zone Boundary
- Cities/Neighboring Counties
- Naval Bases
- - - Existing Hiking/Biking Trails
- 🌊 Shoreline Access Points
- P Parking Lots

Source: Base Map provided by ESRI/County of Ventura RMA GIS Services. Prepared by the County of Ventura Planning Division, 2016.



Uneven terrain at this access point

Segment S1 continues

Pt. Mugu Rock

Tabular Summary for Central Coast Subarea Trail (Figure 4.1-6)

SEGMENT NUMBER	TYPE OF ROUTE	TRAVEL MODE ¹³	LENGTH (MILES)	NAME AND LOCATION OF TRAIL SEGMENT	EXISTING CONDITIONS ^{14,15}	PRELIMINARY LIST OF IMPROVEMENTS NEEDED	NOTES
C2	Multi-Modal (Type A-2)		3.1	Hueneme Road <i>Location: Edison Drive to Pacific Coast Highway</i>	Partially complete Class 2 bike lanes. Accessible.	Class 2 bike lane and pedestrian pathway improvements needed.	Primarily a through route for hikers, with low expected demand by walkers.
C2-A	Single-Use (Type B-1)		1.7	Ormond Beach Restoration Area. ¹⁶ <i>Location: Trail would connect Ormond Beach to Hueneme Road</i>	Limited areas of Ormond Beach are publicly accessible. No pedestrian connection exists from Ormond Beach to Arnold Road.	Walking/hiking pathway or trail should connect Ormond Beach with Coastal Trail Segment C2 on Hueneme Road. Trail connection would generally run parallel to Arnold Road.	The Coastal Trail will be integrated into the Ormond Beach restoration and public access plan in a manner that minimizes adverse impacts to sensitive habitat areas.
C3	Multi-Modal (Type A-2, modified)		2.1	Naval Air Road <i>Location: Hueneme Road to Main Road Gate/Pedestrian Bridge at NBVC-Point Mugu</i>	Class 2 bike lane for 2.1 miles to Main Road Gate. Accessible. Portions of road are County-maintained.	Class 2 bike lane improvements needed. If feasible, establish pedestrian pathway for hikers.	Accessibility of Naval Air Road subject to future changes by U.S. Navy. Alternative routes should be considered during future planning efforts (Program 1).
C4	Multi-Modal (Type A-2)		0.5	Pacific Coast Highway <i>Location: Main Road Gate/Pedestrian Bridge at NBVC-Point Mugu to Bridge over Calleguas Creek</i>	Highway. Pedestrians and cyclists are not permitted on the Highway under existing conditions.	Provide Class 1, multi-modal pathway adjacent to Pacific Coast Highway or provide alternate alignment on private land through a voluntary public access easement.	Trail alignment, and connection between trail segments C3 and S1, requires future, detailed evaluation (Program 1).
S1	Multi-Modal (Type A-1 or A-2)		9.9	Pacific Coast Highway <i>Location: Bridge over Calleguas Creek to Los Angeles County Line</i>	No existing bicycle facilities (Class 1, 2). No existing pedestrian trail.	Provide Class 2 bike lanes along PCH. Also provide a Class 1 walking / hiking pathway along one side of PCH. (Type A-2)	Alternatively, construct a shared, Class 1 trail facility (Type A-1) on one side of PCH to accommodate all user groups (similar to Segment N-1).
S-1A	Single-Use (Type B-1)		0.3	Point Mugu Beach	Shoreline beach for walkers/hikers. Through-access. ¹⁷	Stairways, and other access improvements needed for walkers/hikers at SE end.	Requires coordination with State Parks.

¹³ ADA accessible trails and equestrian trails will be defined during future planning process (see Program 1).

¹⁴ All trails listed in this column are accessible (i.e. open to the public).

¹⁵ Class 1 pathways and Class 2 bike lanes may not meet all Caltrans specifications. Class 1 pathways are multi-modal unless otherwise noted. Class 2 is a striped and signed/stenciled bike lane.

¹⁶ The Coastal Trail segment that connects Ormond Beach to Hueneme Road (Segment C2-A) will be subject to a restoration and public access plan. This plan will require a coordinated effort between Ventura County, the California Coastal Conservancy, The Nature Conservancy, and the City of Oxnard.

¹⁷ Coastal Trail segments listed as “through-access” are Single-Mode Routes which provide access to or from the Multi-Modal Route at both ends of the trail segment.



Tabular Summary for South Coast Subarea Trail (Figure 4.1-7)

SEGMENT NUMBER	TYPE OF ROUTE	TRAVEL MODE ¹⁸	LENGTH (MILES)	NAME AND LOCATION OF TRAIL SEGMENT	EXISTING CONDITIONS ¹⁹	PRELIMINARY LIST OF IMPROVEMENTS NEEDED	NOTES
S-1B	Single-Use (Type B-1) and Multi-Modal (Type A-3)	  	9.5	Coastal Slope Trail <i>Location: Existing Trails in Point Mugu State Park extend from Chumash Trailhead to Sycamore Canyon Campground</i>	Walking/hiking is allowed on most portions of this trail segment. Equestrians and mountain bikers are allowed on specific segments of the trail. This trail provides through-access. ²⁰	La Jolla Canyon Trail is currently closed due to unsafe conditions. No additional improvements identified for the existing segment of the Coastal Slope Trail.	Substantially higher degree of difficulty for hikers due to length and terrain than the planned trail route along Pacific Coast Highway. Requires coordination with State Parks.
S-1C	Single-Use (Type B-1)		1.0	Thornhill Broome Beach	Shoreline beach for walkers/hikers. Through-access. ²⁰	Stairways, and other access improvements needed for walkers/hikers at SE end.	Requires coordination with State Parks.
S-1D	Single-Use (Type B-1)		0.3	Sycamore Cove Beach	Shoreline beach for walkers/hikers. Through-access. ²⁰	Stairways, and other access improvements needed for walkers/hikers at SE end.	Requires coordination with State Parks.
S-1E	Single-Use (Type B-1)		0.4	Yerba Buena Beach	Shoreline beach for walkers/hikers. Through-access. ²⁰	Stairways, and other access improvements needed for walkers/hikers at NW end of trail segment.	Requires coordination with State Parks.

¹⁸ ADA accessible trails and equestrian trails will be defined during future planning process (see Program 1).

¹⁹ All trails listed in this column are accessible (i.e. open to the public).

²⁰ Hiking only is allowed on the Chumash Trail, Mugu Peak Trail, and La Jolla Canyon Trail. Hikers and equestrians are allowed on the Ray Miller Trailhead, the Backbone Trail, Overlook Trail and the Fireline Trail. Mountain Bikes are allowed on the Overlook Trail and in Sycamore Canyon. Coastal Trail segments listed as “through-access” are Single-Mode Routes which provide access to or from the Multi-Modal Route at both ends of the trail segment.

E. Coastal Trail Goals and Policies

Coastal Trail Goal 1 – Trail Alignment and Access

To provide a continuous trail route along coastal areas of Ventura County that forms a part of the statewide California Coastal Trail system and provides access to other trails, the shoreline, public recreational opportunities, and coastal points of interest.

Policies

- 1.1 The California Coastal Trail (Coastal Trail) shall be provided through unincorporated Ventura County, and shall be located as close to the ocean as feasible, preferably along the shoreline or within sight or sound of the sea.
- 1.2 The County's Coastal Trail includes both Multi-Modal and Single-Mode Routes, and the Multi-Modal Route (Figure 4.1-1) shall connect to Coastal Trails segments in Santa Barbara County, Los Angeles County, and the cities of Ventura, Oxnard and Port Hueneme. Additional routes may be identified that are parallel to specific segments of the Multi-Modal Route to improve access and connectivity.
- 1.3 The Coastal Trail maps (Figures 4.1-1 – 4.1-7) shall be used to determine the general alignment of the Coastal Trail through unincorporated Ventura County. However, the provision of additional trail routes shall not be precluded on the basis that the trail route is not shown on the Coastal Trail maps. In addition to the Coastal Trail routes shown on Figures 4.1-1 – 4.1-7, the Coastal Trail may include, but is not limited to, the following:
 - Alternative alignments established through public trail easements acquired through voluntary conveyance, acquisition, conveyance to satisfy conditions of approval of a coastal development permit, or other means; and
 - Historic use trails where prescriptive rights exist, that provide a new or alternate Coastal Trail segment, or easements that provide a link between the mapped Coastal Trail and shoreline beaches or recreation areas – such as recorded vertical access easements, easements established via prescriptive rights, and public access rights reserved as offers to dedicate.
- 1.4 Mapped Coastal Trail routes shall be located on public land or within existing or acquired easements authorizing public use.
- 1.5 The Coastal Trail shall provide access to the County's recreational, natural, scenic, and historic resources or sites. Wherever feasible, ensure that trail segments are accessible to all members of the public, including citizens with disabilities.
- 1.6 Wherever possible, provide connections between the mapped Coastal Trail (Multi-Modal and Single-Mode Routes) and other existing or planned trail systems, vertical shoreline access points, transit stops, and coastal access parking or trail staging areas. (See Figures 4.1-1 – 4.1-7).
- 1.7 Sea level rise shall be considered when establishing the alignment of, and design standards for, the Coastal Trail.
- 1.8 Additional routes may be located further from the ocean where such routes provide ocean views, offer recreational opportunities, serve specific user groups,

connect to other trail networks or public lands, or allow the trail to be moved landward in response to sea level rise.

- 1.9 Coastal Trail routes shall avoid Environmentally Sensitive Habitats (ESHA) to the maximum extent feasible. However, routes for hikers/walkers are considered a resource dependent use and may be located in ESHA and ESHA buffer zones where sited and designed to protect ESHA against any significant disruption of habitat values.
- 1.10 Coastal Trail routes should provide specialized trail segments for specific user groups or an alternative trail experience and enhanced access to the County's coastal beaches, coastal upland areas, public parks, or natural and scenic features.
- 1.11 Coastal Trail routes shall remain free from impediments such as gates, guardhouses, and other structures that block access to or along the Coastal Trail.
- 1.12 Organized group events, such as a bicycle race, on segment C-3 (Naval Air Road) shall not restrict NBVC-Point Mugu gate access or otherwise impede military training and operational missions. Such events require prior authorization from the U.S. Navy.

Coastal Trail Goal 2 – Trail Design

To ensure the design and construction of a Coastal Trail that provides a safe, pleasant and memorable user experience and that allows recreational travel to occur by various modes of non-motorized transportation.

Policies

- 2.1 The Coastal Trail shall be designed to maximize ocean views and scenic coastal vistas.
- 2.2 The Multi-Modal Route shall be designed, at a minimum, to provide access to both hikers/walkers and bicyclists, unless equivalent replacement segments are established that, at a minimum, provide the following:
 - A Single-Mode trail segment for hikers/walkers that includes a walkable surface at all times of the day/year as well as a trail alignment that provides a more pleasant trail experience;¹ and
 - A Single-Mode trail segment for bicyclists that is a *Class 1 Pathway* or a *Class 2 bike lane*.
- 2.3 Segregated Multi-Modal Routes (Type A-2) shall be provided, whenever feasible, but where there are siting and design constraints, a shared Multi-Modal Route (Type A-1) may be provided.
- 2.4 Coastal Trail segments located in areas with high user demand (e.g. near public parking lots, staging areas, popular beaches, or nature viewing areas) should be designed for both active and passive use (e.g. casual walkers, beach cruiser bikes, long-distance hikers or bicyclists) and, where feasible, shall be compliant with the requirements of the Americans with Disabilities Act of 1990 (ADA).
- 2.5 Coastal Trail routes may be designed to accommodate specific user groups such as hikers, equestrians, and mountain bikers. The design of such routes should be

Footnotes:

¹ Unless a boardwalk is provided, beaches are not considered walkable at all times of the day/year.

- tailored to suit the terrain or natural features of the area in which the trail is located as well as the needs of each targeted user group.
- 2.6 Trail classifications illustrated in Figures 4.1-1 through 4.1-7 shall be utilized during the preparation of detailed design and construction plans for the Coastal Trail. (See Program 1.)
 - 2.7 All segments of the Coastal Trail shall be designed for user safety, including but not limited to the following standards:
 - a. Coastal Trail segments planned for Multi-Modal use that currently provide existing, Class 2 bike lanes shall be enhanced to provide a *Class 1 Pathway* or a separate walking/hiking trail. An exception to this policy may be provided for the trail segment C3 and C4 located on Naval Air Road, where a separate, natural surface trail for walkers/hikers may not be feasible due to its location on a federal military installation.
 - b. Trees, landscaping, benches, restrooms, trash cans, lighting and/or other amenities shall be used, where appropriate, as design features to improve the safety and comfort of individuals using the Coastal Trail.
 - 2.8 When the Multi-Modal Route is located within a public road right-of-way, its design features should include the following:
 - a. *Walkers/Hikers*: Coastal Trail facilities for hikers/walkers should be *Class 1 Pathways*, sidewalks, or natural surface trails that are separated from vehicular traffic. In areas with high user demand (e.g. near public parking areas, popular beaches, or nature viewing areas), hiking/walking trails should be physically separated from bicycle traffic where feasible. In areas with limited user demand, trail facilities may be limited to the side of the roadway closest to the ocean.
 - b. *Bicyclists*: Coastal Trail facilities for bicyclists should be a trail segment located outside the road travel way on one (or both) sides or the roadway (i.e. a *Class 1 Pathway*) or should be a dedicated bicycle lane (*Class 2 bike lane*), located on both sides of the roadway with striping and signage. Facilities located on only one side of the roadway shall be located on the side of the roadway closest to the ocean whenever feasible.
 - 2.9 Provide directional and educational signage along Coastal Trail Routes. At a minimum, directional signs shall be located where the Coastal Trail connects to other trails, public recreation areas, and coastal access points. Educational and access signs should be located at historical sites, within ESHA, and at visual vantage points as needed.
 - 2.10 Where the Coastal Trail traverses ESHA, raised trail segments, wildlife permeable fencing, and other design methods to keep walkers/hikers on the pathway and minimize impacts on ESHA may be required.
 - 2.11 When appropriate or when required, utilize permeable surfaces that minimize impacts on the environment due to storm-water runoff and erosion.
 - 2.12 Coastal Trail alignments and designs shall minimize changes in existing natural landforms and blend into the natural environment.
 - 2.13 Coastal Trail segments should be designed to accommodate the travel modes allowed on adjoining trails in neighboring jurisdictions.

- 2.14 When private land is located next to the Coastal Trail, low-profile trail design features – such as rocks, low fencing, or a low landscape hedge – should be employed to identify the trail boundary and minimize conflicts between private property owners and trail users. However, such features shall not adversely impact coastal resources, public views to and along the shoreline, or other scenic resources, and shall be consistent with the policies and provisions of the LCP.
- 2.15 Single-Mode Routes – such as shorter trail loops that traverse public parks or coastal beaches – should be designed to provide a variety of linear distances and elevation changes for trail users with different activity levels, except where the Single-Mode Route serves as a replacement segment for the hiking/walking portion of a Multi-Modal Route (see Policy 2.2).
- 2.16 Coastal Trail routes located outside urbanized areas shall either exclude artificial lighting or use the minimum amount necessary for wayfinding or to ensure public safety at coastal access parking locations. When such lighting is required, artificial light shall be directed away from ESHA and neighboring development.
- 2.17 Coastal Trail improvements shall be designed to minimize adverse impacts on views of *scenic resources* (e.g. coastline, mountains) from *public viewing areas*.
- 2.18 The Coastal Trail shall be located, designed, and maintained in a manner that will avoid or minimize impacts to Native American cultural resources.

Goal 3 - Coastal Trail Implementation and Management

Construct and maintain the Coastal Trail in a manner consistent with all policies and provisions of this LCP while maintaining respect for public rights and the rights of private landowners.

Policies

- 3.1 Segments of the Coastal Trail shall be acquired and developed as follows:
 - a. Whenever feasible, the Coastal Trail will be located on public land or land with a public access easement acquired through voluntary transactions with willing landowners.
 - b. Where existing public roads or public easements must be widened to accommodate improvements associated with the Coastal Trail, the lead agency should utilize methods at its disposal (e.g. purchase easements, discretionary permit approvals, etc.) to expand an existing public corridor.
 - c. When necessary, Coastal Trail easements may be established through the discretionary development process when the easement dedication is voluntary or when a legal basis exists to require the easement dedication as a condition of approval. Dedicated easements may be used to implement a mapped segment of the Coastal Trail (see Figures 4.1-1 through 4.1-7), an alternate trail segment, or a link between the mapped Coastal Trail and a public beach, park or recreation area. If no responsible agency is available to accept the grant of easement at the time of recordation, then an offer to dedicate an easement shall be recorded. (See Coastal Zoning Ordinance Sec. 8181-12.)
- 3.2 When an existing (i.e. express or adjudicated) implied dedication or prescriptive easement provides public access that may provide new segments that support or connect to the Coastal Trail network, such as vertical access between the Coastal Trail and the shoreline, the discretionary permitting process shall be used to provide, maintain or protect public access. For any area that may provide new

segments that support or connect to the Coastal Trail network, new *development* shall be sited and designed to not interfere with the public's right of access to and along the shoreline where there is substantial evidence provided that implied dedication or prescriptive rights may exist, unless it is not feasible and adequate mitigation is provided.

- 3.3 Individual trails segments may be developed, constructed, and opened without concurrently amending the Coastal Trail Map.
- 3.4 In order to minimize costs associated with the Coastal Trail, utilize private and non-profit organizations and volunteers, whenever possible, to assist with trail acquisition, construction, maintenance and operation.
- 3.5 The Coastal Trail is a permitted use in all zones, and land mapped as a Coastal Trail Route shall be protected from conflicting development or uses that would adversely impact or preclude its future development and use as an operational segment of the Coastal Trail. An exception to this policy may be permitted when a replacement Coastal Trail alignment is established that is deemed equivalent to the originally planned trail alignment and that meets all other policies and provisions of the LCP.
- 3.6 The County shall evaluate and, where appropriate, pursue the following opportunities to extend Coastal Trail routes or provide new access points to the Coastal Trail: (a) abandoned roadways and (b) unaccepted offers to dedicate an easement. In addition, the County should not permanently close, abandon, or render unusable by the public any existing public road which would improve Coastal Trail access or provide an alternate Coastal Trail alignment. When pursued, such opportunities shall be carried out in compliance with Policy 3.1. All new trail segments shall be subsequently added to the Coastal Trail map.
- 3.7 The County shall not approve a coastal development permit to close, abandon, or render unusable by the public any existing coastal accessway that serves as or supports connections to the Coastal Trail network, except where there is no feasible alternative to protect public safety. Where feasible, the closure shall be temporary, alternate access provided in the interim period, and the accessway reopened once the public safety issue is resolved. Should the closure become permanent, the impact to coastal access shall be mitigated.

F. Coastal Trail Programs

The following programs identify actions that are required to more fully design and implement the Coastal Trail in Ventura County. The timing for all Coastal Trail programs is dependent upon available staff resources and funding.

1. **Program 1 - Coastal Trail Master Plan:** The RMA/Planning Division will seek grant funding and Board of Supervisors authorization for the preparation of a Coastal Trail Master Plan, and an associated LCP amendments package, which would include the following components and activities:
 - a. **Public Outreach Program and Interagency Coordination:** Conduct a public outreach and interagency coordination effort to discuss optional trail routes, trail design, trail access (e.g. parking, transit), and trail implementation. Public outreach would include coastal residents and businesses as well as key stakeholder groups (e.g. Surfrider Foundation, Sierra Club, and equestrians). Interagency coordination would include appropriate Ventura County agencies; the cities of Oxnard, Ventura, and Port Hueneme; the Channel Islands Harbor Department;

Caltrans; the U.S. Navy; the California Department of Parks and Recreation; the California Coastal Conservancy; and the Ventura County Transportation Commission.

- b. **Existing Conditions Inventory:** An existing conditions assessment and inventory that addresses specific user groups, physical suitability and constraints analysis, opportunities for connectivity, and a GIS-based field inventory. This inventory should also include the identification of abandoned roadways, existing or planned Coastal Trail access parking, and opportunities for new or alternate Coastal Trail alignments.
- c. **Master Plan Document:** This document should include the following components:
 - Purpose and vision statement;
 - Updated Coastal Trail map(s), including potential changes or additions identified for the North, Central, and South Coast subareas (see Section C - Coastal Trail Implementation);
 - Design guidelines or standards for trail classifications (multi-modal, single-use) and user groups (e.g. walkers, hikers, equestrians, persons with disabilities, etc.);
 - Recommendations for Coastal Trail access (e.g. transit stops, parking lots, signage, and parking regulations).
 - Public outreach and inter-agency coordination summary; and
 - Implementation Plan that includes cost estimates, potential funding sources for trail design/construction, implementation strategies, a maintenance plan, and recommended agency roles needed for trail coordination and management.
- d. **LCP Amendments.** In order to incorporate the Coastal Trail Master Plan into the County's LCP, the Planning Division will process necessary updates to the Coastal Trail section of the CAP (i.e. Coastal Trail maps, trail classifications, and goals, policies and programs). The LCP amendments will include a new section of the CZO that addresses development standards, permitting procedures or requirements, and other measures necessary measures needed to implement the Coastal Trail.
- e. **Public Hearings.** Adoption of the Coastal Trail Master Plan and its associated LCP amendments will require Planning Commission, Board of Supervisors, and Coastal Commission hearings.

Responsible Agency: RMA/Planning Division

Timeline: Years 0 through 5 following certification of LCP amendments for the Coastal Trail. Project timing is dependent on available funds/grant awards.

2. **Program 2 – Discretionary Project Reviews:** As discretionary projects are reviewed, the RMA/Planning Division will request that all mapped portions of the Coastal Trail be incorporated into projects subject to discretionary permits. For example, the Coastal Trail will be reviewed with the following projects:
 - a. State beach park upgrades: Work with State Parks to help ensure that the Coastal Trail is incorporated into the redesign of McGrath State Beach;
 - b. Road improvement projects: Ensure that pedestrian routes and bicycle facilities described the Coastal Trail map tables are implemented during road improvement projects. For example, road improvement projects for the Pacific Coast Highway within the South Coast Subarea should include Coastal Trail improvements (e.g. a shared, *Class 1 Pathway*) on the ocean-side of the roadway, as well as marked

crosswalks and pedestrian traffic controls at intersections between the Coastal Trail and landside trail heads or coastal access parking lots;

Responsible Agency: RMA/Planning Division

Timeline: Ongoing

3. **Program 3 – Coastal Trail Distribution and Interagency Coordination.** Prepare and distribute a cover letter and copy of the certified Coastal Trail maps and policies to relevant federal, state or local agencies and request that agency planning documents be updated to include mapped portions of the Coastal Trail. Meet with agency personnel to explain the Coastal Trail and discuss how it may fit into their physical development plans or agency mission. Examples of relevant inter-jurisdictional agency documents, or potential locations for the Coastal Trail, include the following:
 - a. *State Parks:* Integrate Coastal Trail into plans for McGrath State Beach and Point Mugu State Park; integrate Coastal Trail into Santa Monica Mountains Interagency Trail Management Plan (SMMNRA) and updates to the General Management Plan.
 - b. *Ventura County Cities:* Identify potential trail connections to segments of the Coastal Trail located in unincorporated Ventura County.
 - c. *Ventura County Transportation Commission (VCTC):* Integrate mapped segments of the trail into the Comprehensive Transportation Plan, Countywide Bicycle Master Plan, and future transportation corridor plans for the Coastal Zone;
 - d. *SCAG/Caltrans:* Integrate Coastal Trail into the next Regional Transportation Plan (SCAG);
 - e. *Caltrans:* Integrate Coastal Trail improvements into Transportation Concept Reports and the District System Management Plans.
 - f. *City of Oxnard:* in the Central Coast Subarea, there is potential to develop a shoreline trail extending from the Santa Clara River to Channel Islands Harbor; but only a few parcels adjacent to the shoreline are within the county's jurisdiction. The City of Oxnard is currently updating its LCP, which could identify a walking/hiking route that extends along the beach between McGrath State Beach and Channel Islands Harbor (see Figures 4.1-4 and 4.1-5.) A Coastal Trail route will also be incorporated into the restoration and public access plan for Ormond Beach. The restoration plan will require a coordinated effort between Ventura County, the Coastal Conservancy, The Nature Conservancy, and the City of Oxnard.
 - g. *Ventura County Public Works / Transportation Division:* Seek direction from the Board of Supervisors to integrate Coastal Trail improvements into the Strategic Master Plan and/or upcoming CIP project plans.

Responsible Agencies: RMA/Planning Division (all); PWA/Transportation (Item g)

Timeline: FY2017-18 (Post-certification)

4.1.5 Tree Protection

Trees are an important component of coastal biological *habitats*. *Trees* also contribute to the visual beauty of coastal areas, serve as windscreens to reduce erosion within agricultural areas, and provide historic landmarks that recall important eras or events in Ventura County's history. *Trees* are part of our living heritage and provide multiple

benefits. They can sooth and relax us and help us connect to nature and our surroundings. They provide color, flowers, fruit, and interesting shapes and visual forms. They also play a crucial role in life. *Trees* absorb carbon dioxide and release oxygen, provide a canopy and *habitat* for wildlife, and reduce *runoff* and erosion. *Trees* increase real property values by preserving and enhancing the aesthetic qualities of residential or commercial areas. They screen unattractive views and provide shade that breaks up urban "heat islands" and glare. Flowering *trees* announce the arrival of different seasons or help define the character of a particular residential area.

The multiple benefits provided by *trees* are lost when unnecessary *tree removal* takes place or when we fail to plant new replacement *trees*. For example, *tree* reductions can result in an increase in carbon dioxide release. As *tree* coverage declines and impervious surfaces increases, average temperatures rise. Taken together, the loss of *trees* in Ventura County can influence global warming and extreme weather events.

Conversely, *invasive trees* displace *native vegetation* thus reducing native wildlife *habitat* and altering ecosystem processes. *Invasive trees* owe their success by being able to tolerate a variety of adverse *habitat* conditions, reproduce via multiple pathways, release chemicals that inhibit the growth or kill surrounding native plants, and outcompete native plants for water and sunlight. Only in instances where an *invasive tree* is historic, provides a butterfly, colonial bird roosting or *raptor* nesting site and/or provides *habitat* for other sensitive wildlife species, would it require protection.

Goals and policies within the CAP are designed to retain the important functions of *trees* and avoid adverse effects that result from *tree removal*, certain types of *tree alteration*, and the planting of *invasive trees*. More specifically, policies within the CAP identify when existing *trees* must be preserved and when *tree removal* or alteration must be mitigated through the planting of replacement *trees* or through another form of mitigation.

Tree Protection Goal 1

Protect *trees* that function as important biological, watershed, visual and *historic resources* within coastal areas of Ventura County.

Policies

All Trees

1. With the exception of *emergency tree removal*, the *alteration* or *removal* of any *tree* in the *coastal zone* shall not be conducted during the designated bird *breeding and nesting season* (i.e. January 1 through September 15), unless the County receives a bird survey prepared by a *qualified biologist* or *ornithologist* indicating that no breeding or nesting birds were found within the *tree* to be *altered* or *removed*, that no *raptor* breeding or nesting activities are present within 500 feet of the subject *tree*, and that no breeding or nesting behaviors are present within 300 feet of the subject *tree* for all other types of birds.

Protected Trees

2. The following types of *trees* shall be classified as *protected trees* when located within the *coastal zone* of Ventura County:
 - *Trees* that contribute to the function and *habitat* value of an *Environmentally Sensitive Habitat Area* (referred to as *ESHA*);
 - *Native trees*;
 - *Historical trees*; and

- *Heritage trees.*

Unless a *tree* is classified as one of the groups listed above, *non-native trees* shall not be classified as a *protected tree*.

3. The *removal* of a *protected tree* that is *ESHA*, or *tree alteration* that damages *ESHA*, shall be prohibited except where:
 - a. The *tree* poses an imminent hazard to life, health, existing *structures*, or essential public services and where approved through an Emergency Permit; or
 - b. *Removal* or *alteration* of the *tree* is necessary to allow for a principal use or structure, and its associated *fuel modification*, where no feasible alternative exists to provide a reasonable economic use of the property, as evidenced by the alternatives analysis; or
 - c. *Removal* or *alteration* of the *tree* is a necessary component of an approved habitat restoration plan.
4. For *protected trees* not classified as *ESHA*, new *development* shall be sited and designed to avoid the *removal* of the *protected tree* or *alteration* that damages a *protected tree*. If there is no *feasible* project alternative that avoids such impacts to *protected trees*, then the project alternative shall be selected that would minimize damage to *protected trees* in the following order of priority: *native trees*, *historical trees*, and *heritage trees*. *Protected tree removal* or *alteration* shall be undertaken in the following manner:
 - i. *Principal Permitted Use/Structure*. *Protected tree removal* or damage may be permitted where no *feasible* alternative exists to provide a reasonable economic use of the property, as evidenced by the alternatives analysis; and
 - ii. *Accessory Uses/Structures*: With the exception of *non-native heritage trees*, removal of a *protected tree* shall be prohibited to increase the footprint of an existing *use/structure* or the placement of a new *use/structure* not previously approved with the original discretionary permit. Any approved *development* (e.g. paving, *fence posts*), including grading or excavation, that *encroaches* into the *tree's protected zone* shall be the minimum necessary to provide access, utility service, security, or privacy to the property.
5. Fire Clearance: With the exception of *non-native heritage trees*, new *development* shall be located and designed to minimize fire clearance and *fuel modification* maintenance that requires the *removal* of a *protected tree*, or *alterations/protected zone encroachments* that damage a *protected tree*. New *accessory buildings* or *uses* that extend fire clearance and *fuel modification* maintenance in a manner that requires the *removal* of a *protected tree* shall be prohibited.
6. Pruning: Pruning of a *protected tree* may be conducted in accordance with the Tree Ordinance Appendix T-1, provided that such actions are taken to protect public safety, maintain access, or maintain the health of the *tree*.
7. Mitigation Measures: When new *development* will result in the loss or degraded health of a *protected tree*, mitigation measures shall be required that include (but are not limited to) the planting of replacement *native trees* in the following manner:
 - Replacement *tree* planting shall occur within suitable, onsite areas at ratios that ensure success of the planted species; and
 - A monitoring program shall be implemented to ensure the successful establishment of replacement *trees*.

Offsite mitigation, or contribution to an established in-lieu fee program, may be permitted when on-site mitigation is not *feasible*.

8. Discretionary *development* shall be conditioned to ensure *tree* protection during construction, including but not limited to measures such as protective fencing, flagging, *use* of hand tools, and biological monitors to avoid damage to the *protected zone* of *protected trees*.

Non-Native Invasive Trees

9. The planting of *invasive trees* shall be prohibited.
10. During the discretionary *development* process, encourage the removal of existing, *non-native invasive trees* except when such *trees* are classified as a *protected tree*.

Tree Protection Programs

1. Prepare regulations within the CZO that implement *tree* protection provisions for offsite mitigation and in-lieu fees to ensure compensatory *native tree* mitigation on a project-by-project basis. Implementation standards shall be treated as an LCP amendment and shall be subject to the approval of the Coastal Commission.
2. Periodically review and update existing regulations or standards related to *protected trees* in order to bring them into alignment with new advances in *tree* protection and management, pursuant to a LCP amendment.

4.1.6 Sea Level Rise

(Placeholder for future section only)

4.1.7 Visual Resources

The Ventura County *coastal zone* contains *scenic resources* of regional and national importance.

Visual Resource Goal 1

Maintain and enhance the County's scenic and visual resources for the current and future enjoyment of its residents and visitors.

Policies

Signs:

1. *Signs* shall be designed and located to minimize impacts to *scenic resources*, including views to and along the ocean and other scenic coastal areas.
2. *Signs* shall be visually compatible with surrounding areas.
3. Off-site commercial advertising signs are prohibited.

Wireless Communication Facilities:

1. *Wireless communication facilities* shall be sited and designed to minimize alteration of natural land forms and to blend with the surrounding area in a manner that is consistent with community character, the natural environment, and existing development.

2. *Wireless communication facilities* shall be sited and designed to protect views from *public viewing areas* to the ocean or to *scenic resources*.
3. *Wireless communication facilities* – including accessory equipment, lighting, utility lines, security measures and access roads – shall be sited and designed to minimize adverse impacts on *public access, ESHA and ESHA buffer zones*.

4.1.8 Water Efficient Landscaping

Waters of the state of California are of limited supply and are subject to ever increasing demands. On average, approximately 53 percent of urban water is used to irrigate landscaped areas in California.

¹ While landscapes are essential to the quality of life in California by providing areas for active and passive recreation and as an enhancement to the environment by cleaning air and water, preventing erosion, offering fire protection, and replacing ecosystems lost to development, water conservation through landscaping offers the greatest single opportunity for water savings in the urban area.

The Water Conservation in Landscaping Act of 2006 (AB 1881) requires the Department of Water Resources (DWR) to adopt the State model water efficient landscape ordinance (State WELO). Local agencies may either adopt the State WELO or adopt a local water efficient landscape ordinance that is as effective at conserving water as the State WELO. The State WELO is set forth at California Code of Regulations at Chapter 2.7, Division 2 of Title 23. Section 8178-8 of the County's Coastal Zoning Ordinance incorporates the substantive requirements of the State WELO, and represents the County's local water efficiency landscape ordinance for the coastal zone that is as effective at conserving water as the State WELO.

Water-efficient landscaping, which must be designed, installed and maintained in accordance with an approved landscape plan, is required in new development and modification of existing development, as specified in Section 8178-8 of the CZO. The landscape plans must incorporate water conservation measures including the use of drought-tolerant native plants, irrigation systems that incorporate low water usage plumbing fixtures, proper soil preparation, maintenance, and watering schedule.

Water Efficient Landscaping Goal 1

Require landscape design, installation, maintenance and management to be water efficient.

Policies

1. Landscaping shall be sited and designed to protect *coastal resources*, including *environmentally sensitive habitat areas (ESHA)*, *scenic resources*, water quality, and water supply.
2. Landscaping shall be used to screen views of utilities, *trash enclosures*, large blank walls or *building facades*, and parking areas as seen from *public viewing areas*. Screening shall not be used as a substitute for project alternatives such as re-siting or reducing *height* or bulk of *structures*.

Footnotes:

¹ California Single-Family Water Use Efficiency Study, California Department of Water resources, Irvine Ranch Water District, 2011.

3. Residential projects that include a model home(s) shall provide at least one model home with landscaping and irrigation that demonstrates the principles of water conservation.
4. Landscaping adjacent to ESHA, designated open space and parkland areas shall preserve, protect and, where *feasible*, enhance such areas.
5. Landscape design shall be compatible with the character of the surrounding rural, urban, and environmental setting. Compatibility shall be established by minimizing landform alterations and by utilizing new vegetation that is similar in type, size and scale to the surrounding environment.
6. Landscaping visible from *public viewing areas*, including eligible or designated *scenic highways* shall not obstruct public views of *scenic resources* and shall not detract from the area's scenic value.
7. Landscaping shall not encroach or block *coastal access* or *access* to roads, water supplies, or *emergency* facilities.
8. When a *landscape plan* is required for a discretionary project, the plant palette shall be limited to native, drought-tolerant vegetation except as follows:
 - Non-native, non-invasive vegetation may be used when located within the approved *building envelope*.
 - Drought tolerant and *fire resistant non-native plants*, as approved by the Ventura County Fire Protection District, may be used in the *fuel modification zone*, except when the *fuel modification zone* is within an ESHA buffer.
 - When located in areas not conducive to native plant establishment.
9. Irrigation for landscaping shall incorporate water conservation measures such as low water usage plumbing fixtures, emitters, *micro-spray*, and other measures designed to reduce water usage.
10. When a *landscape plan* is required for a discretionary project, no *invasive plant* shall be included in the *landscape plan*.
11. Temporary vegetation, seeding, *mulching*, or other suitable stabilization methods shall be used to protect soils subject to erosion that were disturbed during grading or development. Any plants or seeds used in these stabilization efforts shall be non-invasive.
12. Projects that include large areas of landscaping, such as maintained parks, shall use recycled/*reclaimed water* for irrigation when such systems are available.
13. In order to protect the *scenic resources* in the coastal zone, landscaping, when mature, shall not impede public views of *scenic resources*. Existing natural features shall remain undisturbed to the maximum extent *feasible*.

Water-Efficient Landscaping Programs

1. Every five years, the Planning Division will review and, if needed, update existing regulations or standards within the Local Coastal Program (LCP) related to water efficient landscaping in order to incorporate new advances in water conservation and climate-appropriate plants. The primary purpose of regulatory updates is to ensure that the County's water efficient landscape regulations comply with State requirements, including the Water Conservation in Landscaping Act (Government Code §§ 65591 et seq.) and its implementing regulations and requirements such as the model Water Efficient Landscape Ordinance (see Cal. Code Regs. tit. 23, §§ 490 et seq.).

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4.2 THE NORTH COAST

4.2.1 North Coast Subarea Policies

1. All zoning and *development* shall be in conformance with the Land Use Plan map (Figure 3-2), which has been designed to reflect these goals and policies. The Zoning Compatibility Matrix (Figure 3-1) indicates the zones which are consistent with the various land *use* categories.
2. In case of reasonable doubt as to the precise alignment of land *use* boundaries on the Land Use Plan Maps, the *Planning Director* is authorized to determine the precise boundary locations. Such determinations must comply with the goals and policies which are set forth in the written text of the Coastal Area Plan. Determinations shall be graphically portrayed on the adopted Land Use Plan Map. In granting the *Planning Director* such powers, it is understood that any interested party may appeal the Director's decision to the Planning Commission and subsequently to the Board of Supervisors (Ventura County Ordinance Code, Division 8, Chapter 1.1, Article 11) and, upon exhaustion of these local appeals, as follows:
 - a. The dispute or question of determination may be appealed to the Executive Director of the Coastal Commission. The Executive Director shall expediently transmit to the interested parties his or her determination as to the precise boundary location.
 - b. Where the Executive Director's determination is not in accordance with the local government determination, the Commission shall hold a hearing for purposes of determining the appropriate boundaries for the area. The Commission shall schedule the hearing on the determination for the next Commission meeting consistent with its Administrative Regulations Section 13569.

4.2.2 Recreation and Access

A. Recreation

There are several developed, accessible recreation areas on the North Coast. Figure 4.2-3 is a chart depicting both developed and undeveloped recreation and parking facilities, and Figure 4.2-4 is a map showing the location of these facilities. A parking lot and broad accessway, maintained as an extension of Emma Wood State Beach, is located at Rincon Point. The area's waves attract a large number of surfers. Excellent rocky tidepools are another of the Point's attractive resources. The major segment of Emma Wood State Beach is found between Solimar and the Ventura River. The County maintains two park areas, Hobson and Faria County Parks. Both Hobson and Faria parks provide sewer and water hookups for overnight recreational vehicles. Other popular North Coast recreation sites include the Highway 101 bike path between Rincon Point and the Mobile Pier Road undercrossing, and beaches along Mussel Shoals, Faria, and Solimar. Parking along the U.S. 101 right-of-way at Mussel Shoals was replaced by a 210-space parking lot with bike racks at Punta Gorda (located between Mussel Shoals and Mobil Pier Road) as a result of the Highway 101 HOV lane project. Illegal camping, restrooms, litter, and parking continue to be challenging issues.

Parking and camping facilities are available for 12 shoreline miles. Day use facilities, both marked and unmarked, are sufficient to accommodate over 850 vehicles. Also, nearly 500 camping spaces are available within or adjacent to the North Coast subarea.

with approximately 40 percent located in the unincorporated area and the remainder are located within the City of Ventura.

Over 70 percent of the shoreline (8.6 miles) is now owned and controlled by either the state (8.3 miles) or the County (0.3 miles). All the developed facilities shown on [Figure 4.2-3](#) have adopted development plans which have already been carried out or are being carried out. The state should augment existing facilities as deemed necessary and provide new facilities when and where appropriate.

Recreation Goal 1

To provide direction to the state, and local agencies as appropriate, for improving and increasing public recreational opportunities on the North Coast consistent with public health and safety, and the protection of private property rights.

Policies

General

1. Any state plans to augment existing facilities or develop new recreational facilities in unincorporated territory must first be submitted to the County for review and approval.

U.S. Highway 101

2. Camping should be restricted to areas where proper facilities are available.
3. Caltrans should provide trash cans where needed, and increase the frequency of trash pick-up along areas of the highway being used for recreational access to the beach.
4. Caltrans should provide at least one portable toilet along the segment of the highway that extends from Rincon Point to Punta Gorda.

Rincon Point Access

5. Encourage the California Department of Fish and Wildlife to work with the California Department of Parks and Recreation to place a modest interpretive tidepool exhibit and collection prohibition sign in the parking lot or along the accessway at Rincon Point.

Punta Gorda, Hobson County Beach Park, and Faria County Beach Park Public Restrooms

6. Punta Gorda, Hobson County Beach Park, and Faria County Beach Park are in County Service Area 29. Both County parks have sewer service. The 210-space parking lot at Punta Gorda does not have restrooms, but Caltrans is required to provide a restroom in this area as a condition of the Highway 101 HOV lane project. Future consideration should be given to connecting a new restroom at the Punta Gorda parking lot to the sewer system.

Old Coast Highway (Rincon Parkway)

7. The County should continue to manage the Rincon Parkway under the Rincon Parkway Plan, a Memorandum of Agreement between the County and Caltrans that allows the County to manage the Rincon Parkway as a 24-hour metered parking zone with stays up to five days in duration.

Emma Wood State Beach

8. The California Department of Parks and Recreation should construct additional camping spaces as planned in the Emma Wood State Beach General Plan.

B. Access

The narrowness of the North Coast shoreline, its vulnerability to coastal processes, plus consideration of private rights, constrain public access opportunities in the area. People make their way to the beach primarily through Hobson and Faria County Parks, Emma Wood State Beach, the state-managed parking lot and accessway at Rincon Point, and the Rincon Parkway. Pedestrian undercrossings for Highway 101 are located at La Conchita and at Punta Gorda.

Public shoreline access is available on the North Coast. [Figure 4.2-5](#) is an inventory of access. Again, over 70 percent of the shoreline (8.6 miles) is now accessible via state or County-owned land. Additionally, good vertical access (within 1/2 mile) exists to the shoreline in front of all residential areas. These residential areas have very tight boundaries and cannot be expanded without an amendment to this Plan.

Improved accessways are located at Rincon, La Conchita, Punta Gorda, Solimar, and Emma Wood beaches. Unimproved access points exist throughout the North Coast. Over the years, public access has improved at County parks and along Old Pacific Coast Highway due to the installation of ladders, stairways and ramps. Funding sources for these improvements include grants from the Coastal Conservancy Accessway Program. As other necessary improvements to existing accessways are identified, the County will seek funding to complete those improvements.

Access Goals

1. To maximize public access to coastal recreational areas in the North Coast sub-area consistent with private property rights, natural resource protection and processes, and the Coastal Act. Also, to maintain and improve existing access, as funds become available.
2. To maintain or increase public *access to coastal resources* through increased parking capacity for vehicles and bicycles within the coastal zone.

Policies

Vertical

1. For all new development between the first public road and the ocean, granting of an easement to allow vertical access to the mean high tide line shall be mandatory unless:
 - a. Adequate public access is already available within a reasonable distance of the site measured along the shoreline, or
 - b. Access at the site would result in unmitigable adverse impacts on areas designated as sensitive habitats or tidepools by the land use plan, or
 - c. Findings are made, consistent with Section 30212 of the Act, that access is inconsistent with public safety, military security needs, or that agriculture would be adversely affected, or
 - d. The parcel is too narrow to allow for an adequate vertical access corridor without adversely affecting the privacy of the property owner, or

Lateral

2. For all new development between the first public road and the ocean, granting of lateral easements to allow for public access along the shoreline shall be mandatory unless subsection (a) below is found. In coastal areas, where the bluffs exceed five feet in height, all beach seaward of the base of the bluff shall be dedicated. In coastal areas where the bluffs are less than five feet, the area to be dedicated shall be determined by the County. At a minimum, the dedicated easement shall be adequate to allow for lateral access during periods of high tide. In no case shall the dedicated easement be required to be closer than 10 feet to a residential structure. In addition, all fences, no trespassing signs, and other obstructions that may limit public lateral access shall be removed as a condition of development approval.
 - a. Findings are made, consistent with Section 30212 of the Act that access is inconsistent with public safety, military security needs, or that agriculture would be adversely affected.

Access to Environmentally Sensitive Habitats:

3. The applicant of a proposed recreational facility in, or adjacent to, areas designated "*environmentally sensitive habitats*" shall develop a management program to control the kinds, intensities, and locations of *uses* to preserve the *habitat* resources to the maximum extent *feasible*. This program shall be part of *development* approval.

Rincon Point State Surfer Access:

4. While the parking lot provided by the California Department of Parks and Recreation is adequate at this time, it is full at peak surfing times. The California Department of Parks and Recreation should anticipate the additional parking burden on the area as recreational demands increase, and make appropriate accommodations. Long-range potential for the extension of bus service from Ventura and Oxnard along the Rincon Parkway to Rincon Point should also be explored by the California Department of Parks and Recreation and Gold Coast Transit.

U.S. Highway 101:

5. Caltrans should provide trash containers and sufficient pick-up, and at least one toilet for day-use.

Mussel Shoals Access:

6. As new funds are available for continuing maintenance, the County will assume responsibility for the lateral accessway dedications that are currently being held by the State Coastal Conservancy and the State Lands Commission.

Emma Wood State Beach Access:

7. Access to Emma Wood State Beach should be maintained for the maximum number of people.

General Access:

8. In accordance with section 30214(a) of the Coastal Act, the time, place, and manner of access will depend on individual facts and circumstances; including topographic and site characteristics, the capacity of the site to sustain use at the intensity proposed, management of the access areas to protect the privacy of adjacent owners, and the feasibility to provide for litter collection.

9. In accordance with section 30214(b) of the Coastal Act, the requirement of access shall be reasonable and equitable, balancing the rights of the individual property owner with the public's right of access.

Access for Film Production, Temporary:

10. Impacts to *coastal resources*, including but not limited to, public recreation facilities, scenic and visual resources, and public coastal beach access shall be minimized during *temporary film production* activities.
11. During the peak summer season (Memorial Day through Labor Day weekend), *temporary film production activities*:
- Shall not preclude the general public from use of a public beach; and
 - Shall not occupy public parking spaces to the extent the general public is restricted from using such spaces to access a public beach or public recreation facilities.
12. No new permanent *structures* shall be erected for *temporary film production activities*, and the *film permit area* shall be returned to pre-permit conditions following *film production striking*.

Parking and Loading Access:

13. New development, and intensifications in *use*, shall be designed to include the number of off-street parking spaces necessary to satisfy any new parking demand.
14. In order to support the preservation of existing, neighborhood-serving commercial areas within the coastal zone, exceptions to off-street parking requirements may be allowed, provided that the project applicant contribute to a program aimed at increasing *coastal access parking*.
- No additions or expansion to the structure are proposed and all existing on-site parking is retained;
 - Business hours of operation are in the evening when beach recreational uses are low or non-existent;
 - The primary customer base is nearby residents or beachgoers that do not generate additional parking demand;
 - Shared parking, pursuant to Sec. 8176-4.6, is not available to meet parking requirements; and
 - Other transportation incentives programs listed in Sec. 8176-4.8.1(b), are not feasible, or will not lessen the number of parking spaces required.
15. To promote the efficient *use* of parking areas and reduce the amount of paved or impervious surfaces, shared parking may be allowed for commercial or *mixed-use developments* that accommodate multiple *uses* at different peak parking periods. Where *feasible*, such *parking lots* should accommodate public *coastal access parking*.
16. Restrictions on public parking that would impede public *coastal access* shall be prohibited except where such restrictions are demonstrated to be necessary for the provision of public safety, and there is no other feasible alternative.
17. New *development* that requires the removal of existing public parking shall provide an equivalent number of replacement public parking spaces in the immediate vicinity

except where the provision of such parking is infeasible or alternatives are identified that offset the need for additional parking facilities.

18. Where *feasible*, new commercial, *multi-family* residential, or *mixed-use development* shall minimize the demand for public parking by providing on-site bus stops, bicycle storage, sidewalks, or other facilities or programs that support alternative modes of transportation.

Signs and Coastal Access:

The primary purpose of the *sign* policies in this section is to utilize *signs* to protect and improve *access* to the coastline or other *coastal resources*.

19. *Coastal access* signage shall be posted in conspicuous areas and located so that *access* is maintained and visitors are directed to publicly available *coastal access* parking, beach *access* points, and public trails.
20. For the California Coastal Trail, *coastal access* signage should include distinctive *signs* incorporating the California Coastal Commission *coastal access* logo (foot and wave) or markers, consistent with visual resources.
21. *Signs* that adversely impact public access shall be prohibited except where there is no *feasible* alternative to protect public safety. In such cases, the impact to *coastal access* shall be mitigated and, where *feasible*, the *sign* shall be temporary and removed once the public safety issue is resolved.
22. With the exception of *road* or *informational signs*, placement of *signs* within the public right-of-way shall be prohibited.
23. No *signs* shall be posted on a beach unless authorized by a coastal *development* permit. *Signs* on a beach which purport to identify the boundary between State *tidelands* and private property, or which indicate that public *access* to State *tidelands* or public *lateral access* easement areas is restricted, shall not be permitted.

C. Recreation and Access Programs

Parking and Loading

1. The Public Works Agency, in coordination with the Planning Division, will prepare a parking study that evaluates existing parking facilities and parking *use* where *coastal access parking* concurrently serves visitor-serving coastal recreation, commercial development, and residential neighborhoods. The parking study will also identify strategies aimed at the following: (1) increasing the amount of available *coastal access parking* (for example, by identifying potential locations for additional public parking or by restriping existing parking areas to increase the number of spaces), (2) more efficiently using available parking (for example, by establishing a time restricted parking program), and (3) reducing parking demand (for example, by extending bus or shuttle services to coastal beach areas). The study areas for this program include Hollywood Beach (Los Altos Street and Ocean Drive), and Silverstrand (Roosevelt Boulevard and Panama Drive). (Pending available funding.)

4.2.3 Agriculture

The Coastal Act states that a maximum of *prime agricultural land*, as originally defined by the California Land Conservation Act of 1965, will be preserved in the coastal zone.

According to the U.S. Soil and Conservation Service, there are approximately 1,130 acres of prime soils on the North Coast (Figure 4.2-6).

Much of the sub-area is agricultural. According to the County Assessor's 1978 land use data and a site survey by staff, there are approximately 3,350 acres of agricultural land. Because many of the *parcels* are split by the *coastal zone* boundary, this figure is an estimate of the acres falling within the boundary. Agricultural *uses* include orchards and avocados, flowers, row crops, and pasture and range.

About 70 percent, or 2,300 acres, of the North coast agricultural lands are in four agricultural preserves under the California Land Conservation Act (a.k.a., the Williamson Act). The four preserves are:

- Rincon Del Mar Preserve - Consists of three preserves, 409 acres of which are in the zone. The steep *slopes* have been *graded* to accommodate avocado orchards. The area is zoned "C-A" (Coastal Agricultural, 40 acre minimum *lot* size).
- La Conchita Preserve - Immediately inland from the community of La Conchita, 342 acres of this preserve are in the coastal zone. The property has steep *slopes*, and avocado production is the primary agricultural *use*. The zoning for the 342 acres is "C-A".
- Faria Family Partnership - Consists of a single *parcel* of 249.76 acres almost entirely within the coastal zone. A portion of the land is used for nursery and field crops, with the rest open field and hilly terrain. The zoning for the portion of the property within the *coastal zone* is "C-A".
- Claeyssen (Taylor) Ranch Preserve - Seven *parcels* with *coastal zone* portions ranging in size from 15 to 290 acres, totaling about 1,320 acres. Grazing and row crops near the Ventura River are the primary agricultural *uses*. The zoning for the lands within the *coastal zone* is "C-A". On its southern boundaries, the Claeyssen Ranch is adjacent to the City of San Buenaventura. Both the City and the County have agreed to maintain a stable urban boundary at the Ventura River levee.

There is approximately 1,000 acres of non-preserve agricultural lands located in the North Coast area. Prime soils occur on about 130 of the 1,000 acres (Figure 4.2-6). Most of the 130 acres is zones "C-A" (Coastal Agricultural, 40 acre minimum). The rest of the non-preserve agricultural acreage is primarily zoned "COS" (Coastal Open Space, 10 acre minimum). These other agricultural lands occur in *parcel* sizes of seven to 65 acres.

Agriculture Goal 1

To preserve agricultural lands on the North Coast to the maximum extent *feasible*.

Policies

1. Soils will be conserved and erosion minimized by the *use* of best grading management practices as set forth by the Soil Conservation Service.
2. Land divisions in, or adjacent to, agricultural areas, will not be allowed to affect agricultural productivity.
3. The Local Agency Formation Commission (LAFCO) should exclude agricultural lands outside of the Coastal Area Plan's "stable urban boundary" line (see Figure 4.2-6), from any new or expanded service districts that could negatively impact agricultural viability.

4. New or expanded *public works facilities* will be sited or designed to mitigate environmental impacts on agricultural lands.
5. As *aquaculture* develops it will be considered as a potential agricultural *use* in appropriate areas.
6. *Non-prime agricultural land* defined as agricultural land, other than *prime agricultural lands* (as defined in Public Resources Section 30113), used or suitable for crops or grazing shall be designated as *Agriculture* with a minimum acreage size of 200 acres (1 DU/200 acres).

4.2.4 Hazards

A. General Hazards

The North Coast skirts the edge of a geologically complex and active area. Within *coastal zone* boundaries is a portion of the Santa Ynez Mountains, formed by thrust faulting and east-west fold. Sedimentary Miocene marine terraces reach from the mountains to the ocean, where they have been eroded to prominent sea cliffs.

Underlying the area is the Red Mountain Thrust Fault and its branches, including the Padre Juan Fault (Figure 4.2-7). There has been seismic activity in this fault zone within the past 20,000 years. Under the Alquist-Priolo Act of 1972, the California Division of Mines and Geology designated the Red Mountain Fault as a "special studies zone" (Figure 4.2-8). This means that engineering geology reports may be required for some new *coastal zone development* within the designated area. Included within the special studies zone is a portion of the La Conchita Community, the La Conchita oil and gas processing facility, and the Rincon oil and gas processing facility. Ventura County has adopted an ordinance that implements the Act.

Short periods of low to moderate groundshaking are a potential North Coast hazard. Low coastal terraces could be subject to liquefaction where groundwater is less than 15 feet from the surface. Tsunamis could occur along the North Coast where elevations are less than 30 feet above mean sea level. Landslides and mass earth movement pose severe hazard potential where *slopes* are greater than 25 percent (Figure 4.2-7). Construction, grading, seismicity, irrigation, septic tanks and intense rainfall all contribute to erosion and *slope* failure. Moderate to highly expansive soils interlaced throughout the area also contribute to *slope* instability. Slides closed the North Coast northbound segment of Highway 101 during the winter storms of 1978 and 1980.

Five creeks wind through the steep canyons and empty into the ocean on the North Coast. Rincon Creek is the only perennial *stream*. Madriano, Javon, Padre Juan and Line Creeks are intermittent. The flood plain of the Ventura River forms the eastern boundary of the area. The Ventura County Flood Control District does not have any proposals for flood control projects in this portion of the coastal zone.

Nevertheless, the drainages present some hazards, including erosion and *slope* failure along *stream* banks, rapid *runoff* and sheet flooding, and seepage along lower coastal terraces.

Also of concern as a hazard is the fire-adapted chaparral vegetation of some steep *slopes*. Particularly during the summer droughts, many of the plants dry out and become dormant. If the dead plant material is allowed to accumulate over a number of years the stage is set for explosive wild fire (Barbour and Major 1977). *Emergency access* to the more mountainous areas is extremely limited. A major portion of the area around the

North Coast's Rincon and Red Mountains is recognized as an "extreme" fire hazard area in the County's General Plan Hazards Appendix.

The General Plan Hazards Appendix provides extensive information on various hazards, including fault zones, fire hazard areas, landslides, and flood plains. It is one of the principal documents consulted by Planning and the Public Works Agency when formulating an Initial Study on a proposed project to determine the need for an EIR. Should an EIR be required, the General Plan Goals, Policies and Programs (Chapter 2) and Hazards Appendix are used in evaluating the various impacts of the projects.

Hazards Goal 1

To protect public safety and property from naturally-occurring and human-induced hazards as provided in County ordinances.

Policies

1. The County's existing General Plan Goals, Policies and Programs (Chapter 2) and Hazards Appendix provides direction for geologic, seismic, flood and fire hazard.
2. New *development* shall be sited and designed to minimize risks to life and property in areas of high geologic, flood, and fire hazards.
3. All new *development* will be evaluated for its impacts to, and from, geologic hazards (including seismic safety, landslides, expansive soils, subsidence, etc.), flood hazards, and fire hazards. *Feasible* mitigation measures shall be required where necessary.
4. The County may require the preparation of a geologic report at the applicant's expense. Such report shall include *feasible* mitigation measures which will be used in the proposed development.
5. *Structures* for human habitation (regularly, habitually, or primarily occupied by humans) shall be set back a minimum of 50 feet from an active fault. This *setback* may be increased when geologic conditions warrant.
6. New *development* shall be sited and designed so as not to cause or contribute to flood hazards, or lead to the expenditure of public funds for flood control works.
7. The North Coast portion of the Santa Ynez Mountains requires special attention, and the following formula and minimum *lot* sizes will be utilized as new land divisions are proposed in the "Open Space" or "Agricultural" designations:

- a. The following *slope/density formula* will be used to compute the *average slope* of property proposed to be subdivided:

$$S = \frac{(100)(I)(L)}{A}$$

where:

- S = *average slope* (%)
I = contour interval (ft.)
L = total length of all contour lines (ft.)
A = total area of the *lot* (sq. ft.)

- b. Once the *average slope* has been computed, the following table will be used to determine a minimum *lot* size for newly proposed *lots*:

0% - 15%	=	10 acres
15.1% - 20%	=	20 acres
20.1% - 25%	=	30 acres
25.1% - 35%	=	40 acres
35.1% & above	=	100 acres

8. A landscaping plan for fire and erosion control will be submitted for any new *development* located in *high fire hazard areas*. As many native plants as *feasible* should be used. Information on kinds and sources of these plants are available through the County.

B. Beach Erosion

The North Coast beaches are highly vulnerable to erosion and wave damage. Dredging operations in Santa Barbara Harbor alter sand transport down coast. Without adequate replacement sand, high tides and waves erode the beaches. Beachside designated "Existing Communities" are losing beach front during these times, and seawalls are being undermined, critically endangering residences. Affected areas are:

- Mussel Shoals: Exhibits seasonal fluctuations in the amount of sand. A seawall had to be constructed during the 1978 winter storms. Erosion is gradual now, but may accelerate later. The California Department of Navigation and Ocean Development (DNOD) has noted the area to be "Present Use Critical," which means that existing shoreline facilities are subject to erosion from wave action (Appendix 5).
- Seacliff: Homes flood during storms and high tides. Construction of the U.S. Highway 101 overpass north of the colony obstructed sand transport and beach replenishment. To retard erosion at Seacliff and Hobson County Park, Caltrans built a seawall that is now deteriorating. Current zoning allows for the construction of further beach residential units. However, unless the seawall is reviewed for structural adequacy, more flooding may occur.
- Hobson County Park: Severe *beach erosion* prompted Caltrans to build a revetment. The intensity of wave action in the area has led to concerns about the wall's structural adequacy - it may need additional improvements.
- Faria Beach Park: Has been severely damaged by erosion at the rate of about 1.3 feet of shoreline per year and the park has been closed several times because of storm debris (U.S. Army Corps of Engineers 1978). The Department of Navigation and Ocean Development has also classified this area as "Present Use Critical". At the current rate of erosion, protective *structures* will be needed to preserve the recreation area. The County's Property Administration Agency is in the process of initiating these improvements.
- Faria Beach Colony: Erosion and flooding at high tide are continuing problems. Seawalls are being undermined. The Department of Navigation and Ocean Development sees this area as "Future Use Critical".
- Solimar Beach Colony: Erosion is weakening the existing seawalls. If homes are to be protected, then improvements will have to be made. This area is "Present Use Critical".
- Old Coast Highway: Waves top the revetment and create intermittent hazards for motorists.

- Emma Wood State Beach: The beach is eroding 0.6 feet annually, and recent winter storms have caused extensive damage and led to closure. The Department of Navigation and Ocean Development recognizes a portion of the park as "Future Use Critical" and another segment as "Present Use Critical".

Hazards Goal 2

To protect public safety and property from *beach erosion* as provided in existing ordinances, and within the constraints of natural coastal processes.

Policies

1. Proposed *shoreline protective devices* will only be approved and/or located in conformance with Coastal Act Sections 30235 and 30253.
2. All shoreline protective *structures* which alter natural shoreline processes will be designed to eliminate or mitigate adverse impacts on local shoreline sand supply.
3. A *building* permit will be required for any construction and maintenance of protective shoreline *structures*, such as seawalls, jetties, revetment, groins, breakwaters and related arrangements.
4. The County's Building and Safety Department will routinely refer all permits for seawalls, revetments, groins, retaining walls, pipelines and outfalls to the Flood Control and Water Resources Division of the Public Works Agency to be evaluated not only for structural soundness, but environmental soundness as well whenever necessary. This includes a survey of potential environmental impacts, including (but not limited to) the project's effects on adjacent and downstream *structures*, net *littoral drift*, and downcoast beach profiles.
5. If the potential environmental impacts of the proposed *structure* are considered significant by the Public Works Agency, the applicant will then be required to obtain an engineering report that specifies how those impacts will be mitigated.
6. Permitted shoreline *structures* will not interfere with public rights of *access* to the shoreline.

4.2.5 Energy and Industrial Facilities

A. Oil and Gas Facilities:

Three onshore oil fields in production on the North Coast of Ventura County are either within or very close to the *coastal zone* (Figure 4.2-9):

- Rincon Field - Located north of Pitas Point, with both onshore and offshore portions. The onshore portion comprises about 75 percent of the proven acreage of the field. While the Rincon Field is one of the largest producing fields in the County, its production has declined in recent years, as has the production of all County fields.
- San Miguelito Field - Located south of Pitas Point, and extending into the mountainous area outside the coastal zone. There have been various operators in this field over time. Only a portion of this lease is within the coastal zone. There is a seawater treatment facility within this field, south of Pitas Point adjacent to the 101 Freeway which is in the coastal zone.

- Ventura Field - The Ventura Field is entirely outside the *coastal zone* boundary, but nevertheless close to the sub-area.

Ventura County has issued several Conditional Use Permits for oil drilling and related activities on the North Coast (Figure 4.2-10). Existing and anticipated future onshore oil drilling/production activities within the *coastal zone* are confined to the known limits of the above oil fields. It is not the intention of the Plan to preclude *oil and gas exploration* and *development* outside the limits of these fields, except as otherwise noted in the energy policies.

There are six separation and treatment facilities on the North Coast, one of which is outside the coastal zone. Two, the Rincon Oil and Gas Processing Facility and the La Conchita Oil and Gas Processing Facility, are used exclusively to process production from Outer Continental Shelf (OCS) leases. These facilities are within the North Coast "Existing Community" designation, which allows expansion of the facilities per the existing zoning on the sites (Figures 4.2-9 and 4.2-10).

- Rincon Oil and Gas Processing Facility - This separation treatment facility has a net design capacity of 110,000 barrels of oil per day (BOPD) and 15 million cubic feet of natural gas per day (MMCF/D). Currently, there is about 98,000 BOPD and 7 MMDF/D of unused capacity. Approximately 15 acres adjacent to the existing 32-acre facility could be utilized for plant expansion with a minimum of grading. The site is zoned "C-M" (Coastal Industrial). Also located on the site is a 268,000 barrel storage tank.
- La Conchita Oil and Gas Processing Facility - Also a separation treatment facility, it covers a total of 16 acres, 11 of which are developed. The site is zoned "C-M" (Coastal Industrial). Net design capacity is 27,000 BOPD and 22 MMCF/D. Currently, there are about 3,000 BOPD and 20 MMCD/D of unused capacity. About five acres of the site can be used for expansion.

The other separation treatment facilities on the North Coast are located at the base of the mountains below the Rincon Oil and Gas Processing Facility, inland of the U.S. Highway 101. Historically, these facilities have been called the Mobil-Ferguson, Cabot-Rincon, and Chanslor/Coline facilities. These facilities' expansion possibilities are extremely limited due to the size of the sites and the marginal amount of usable land.

The coastal onshore oil and gas fields have been experiencing declining production in recent years, thus there is sufficient capacity within existing separation/treatment facilities to handle onshore production. Additionally, the current unused capacity of the Rincon and La Conchita oil and gas processing facilities is projected to be sufficient to accommodate all anticipated future production from known reserves in the eastern Santa Barbara Channel. Furthermore, the Rincon facility has enough available land to expand its throughput to accommodate all projected future production in the Channel. Therefore, no new separation/treatment facilities are necessary on the North Coast.

B. Pipelines

There are two offshore pipelines and landfall sites on the North Coast. These are the Dos Cuadros Pipeline that transports OCS oil and gas to the Rincon facility. The landfall site is just north of the Seacliff Community in the Rincon area. The other offshore pipeline is the Carpinteria OCS Pipeline with a landfall site about 0.25 miles northwest of the community of La Conchita.

In addition to the two offshore pipelines there are six onshore pipelines. Five of these are "private carriers" while the sixth is a "common carrier" and subject to regulation by

the PUC. The "common carrier" is a pipeline that connects the La Conchita oil and gas processing facility with the Rincon oil and gas processing facility.

The Ventura County Coastal Zoning Ordinance sets forth the regulations for pipelines and facilities in the Coastal Zone.

C. Other Facilities

During the exploratory drilling phase of offshore oil development, temporary service bases, known as staging areas, are needed areas for shipping equipment, supplies, and personnel to offshore sites. All are small operations that require limited acreage and are leased on a short-term basis. Staging areas should be allowed in all areas subject to industrial zoning and a CUP to ensure compliance with this Plan. No existing industrial or energy facilities, except pipelines, are located between the U.S. Highway 101 and the shoreline. In addition, no electrical facilities are sited on the North Coast. Southern California Edison Company identified a potential need back in the early 1980's for an electrical generating substation, near La Conchita. There is a relatively flat *parcel* of sufficient size for a substation just northerly of La Conchita.

D. Industrial Facilities

The Coastal Act offers only limited guidance in siting coastal-dependent industrial facilities in "Urban" versus "Rural/Open Space" areas. For purposes of this Plan, new industrial *development* requiring a "Coastal Industrial" (C-M) zone, will be considered urban development. Oil drilling activities have not been considered "Urban" in nature, and are therefore allowed in most County areas by Conditional Use Permit. Additionally, industrial facilities are permitted in unincorporated areas if they are within "Existing Community" areas designated by the Board of Supervisors. The only industrial facilities on the North Coast are those energy-related facilities previously described.

Energy and Industrial Facilities Goal 1

To allow continued exploration and production of oil and gas in most of the North Coast sub-area, and to allow the necessary expansion of major, existing processing facilities while meeting Coastal Act and County objectives and maintaining environmental quality.

Policies

1. All land between U.S. Highway 101 (Ventura Freeway) and the shoreline; or land designated "Residential," "Recreational," or shown as "*Environmentally Sensitive Habitat*," will be considered as unacceptable for new energy and industrial facilities of any kind. Pre-existing facilities and oil/gas/communication pipelines, and repair of such will be considered acceptable.
2. Within the land area between U.S. Highway 101 (Ventura Freeway) and the landward *coastal zone* boundary, oil drilling and directly related facilities are permitted by Conditional Use Permit consistent with Section 30260 of the Coastal Act. No new major facilities, which require a "Coastal Industrial" (C-M) zone, or expansion of existing facilities will be permitted, unless located in an area designated "Industrial."
3. All surface activities, including those regulated by the Division of Oil, Gas and Geothermal Resources related to the *development* of onshore oil and gas resources in the *coastal zone* are considered to be projects that require a Conditional Use Permit (CUP) and a Coastal Development Permit. Both permits will be issued simultaneously through one CUP process. See the Coastal Zoning Ordinance (including, but not limited to Section 8175-8.7) for a list of standard oil *development* design and

operational criteria applied to all new permits for expanded or new oil activities. Additional conditions may be required depending on the specific request and the location.

4. A Development Plan shall accompany the application for a CUP for those activities stated in Policy 3, and shall include:
 - a. The location of drilling and/or production sites, storage tanks, pipelines and access roads.
 - b. Plans for the consolidation, to the maximum extent *feasible*, of drilling and/or production facilities, as well as accessory facilities.
 - c. A phasing plan for the staging of *development* that indicates the approximate anticipated timetable for project installation, completion and decommissioning.
 - d. A plan for eliminating or substantially mitigating adverse impacts on *habitat* areas, *prime agricultural lands*, *recreational areas*, *scenic resources* and archaeological sites due to siting, construction, or operation of facilities.
 - e. Grading plans for all facilities requiring the movement of greater than 50 cubic yards of dirt. For any *development* requiring a grading permit, either (1) a Storm Water Pollution Control Plan (SWPCP) shall be prepared and submitted in accordance with the Ventura County Municipal Storm Water Permit, Order No. 00-108, Part 4 - Special Provisions, D. Programs for Construction Sites, or (2) a Stormwater Pollution Prevention Plan (SWPPP) shall be prepared and submitted in accordance with the State General Permit for Stormwater Discharges Associated with Construction Activity, whichever is applicable.
 - f. A description of means by which all oil and gas will be transported off-site to a marketing point. Pursuant to Policy 7 (below), transshipment of crude oil and gas shall be through on-shore pipeline.
 - g. A description of the procedures for the transport and disposal of all solid and liquid wastes.
 - h. Oil spill prevention and control measures.
 - i. Fire prevention procedures.
 - j. Emission control equipment.
 - k. Procedures for the abandonment and restoration of the site, including a timeline, and clarification as to whether or not the abandonment will be in place or the infrastructure will be removed.
 - l. Compliance with any other requirement of the Ventura County Zoning Ordinance for the Coastal Zone related to oil and gas development.
 - m. All facilities supporting oil and gas *development* must comply with the terms and requirements of the State General Industrial Activities Storm Water Permit, including the *development* and submittal of a Storm Water Pollution Prevention Plan.
5. All energy and industrial facilities in the Plan shall be so sited and designed to eliminate or reduce, to the maximum extent *feasible*, impacts to biological, geological, archaeological, agricultural, visual and recreational resources.
6. All anticipated future offshore oil and gas production in the eastern Santa Barbara Channel to be processed in Ventura County shall utilize the Rincon or La Conchita oil

and gas processing facilities for onshore separation/treatment, unless it is not technically or economically *feasible*.

7. Transshipment of crude oil through an onshore pipeline for refining shall be a condition of approval for expansion of existing processing facilities or construction of new facilities.
8. When *feasible*, pipelines shall be routed to avoid important *coastal resources*, including recreation, *environmentally sensitive habitats* and archaeological areas. Unavoidable routing through recreation, *habitat*, or archaeological areas, or other areas of significant *coastal resource* value, shall be done in a manner that minimizes the impacts of a spill, should it occur, by considering spill volumes, duration, and projected path. Where new liquid pipeline segments pass through sensitive resource areas, recreation areas or archaeological areas, the segment shall be isolated, in the case of a break, by automatic shutoff valves.
9. The County shall determine whether spacing of automatic shutoff valves at intervals less than the maximum set by the U.S. Department of Transportation - Office of Pipeline Safety (DOT-OPS), or the California State Fire Marshall is required to protect sensitive *coastal resources*, and if so, shall require spacing at intervals which provide appropriate protection.
10. In sensitive resource areas the extent of construction and ground surface disturbance shall be reduced to a minimum by restricting construction activities and equipment within narrow, limited and staked work corridors and storage areas.
11. All offshore to onshore pipelines shall, where *feasible*, be located at existing pipeline landfall sites, and shall be buried from a point offshore commencing where wave action first causes significant bottom disturbance. In addition, landfall sites are prohibited from areas designated as "Residential" or shown as "*Environmentally Sensitive Habitat*."
12. Except for pipelines exempted from coastal *development* permits under Section 30610 of the Coastal Act as defined by the State Coastal Commission's Interpretive Guidelines, a survey shall be conducted along the route of any pipeline in the *coastal zone* to determine what, if any, *coastal resources* may be impacted by construction and operation of a pipeline and any *feasible* mitigation measures. The costs of this survey shall be borne by the applicant, and may be conducted as part of environmental review if an Environmental Impact Report or Mitigated Negative Declaration is required for a particular project.
13. Owners/operators shall notify both the County of Ventura Planning Division and any other designated affected State agencies (e.g. DOGGR, CSFM, SLC, LARWQCB) of any intent to decommission and/or remove any pipelines and/or facilities. Upon completion of pipeline construction or removal of pipelines and/or facilities, the site shall be restored to the approximate previous *grade* and condition. Upon removal or decommissioning of pipelines and/or facilities, an assessment of the surrounding soils shall be conducted by a qualified licensed expert, e.g. a licensed geologist or registered professional civil engineer, to determine whether or not those soils are contaminated. If the soils are found to be contaminated, a soil remediation plan delineating the method and timing of remediation shall be prepared and submitted to the County Planning Division and the Los Angeles Regional Water Quality Control Board for their review and approval. All excavated materials shall be replaced in reverse order with topsoil replaced at *grade* level and compacted if necessary. All sites previously covered with *native vegetation* shall be re-seeded with the same or recovered with the previously removed vegetation materials and shall include other

measures as deemed necessary to prevent erosion until the vegetation can become established.

14. Geologic investigations shall be performed by a qualified geologist or engineering geologist where a proposed petroleum pipeline route crosses potential fault zones, seismically active areas, or moderately high to high risk landslide areas. This report shall investigate the potential risk and recommend such mitigation measures as pipeline route changes and/or engineering measures to help assure the integrity of the pipeline and minimize erosion, geologic instability, and substantial alterations of the natural topography. New pipeline corridors shall be consolidated with existing pipeline or electrical transmission corridors where *feasible*, unless there are overriding technical constraints or significant social, aesthetic, environmental, or economic concerns.
15. Transmission line rights-of-way shall be routed to minimize impacts on the viewshed in the coastal zone, especially in scenic rural areas, and to avoid locations which are on or near *habitat*, recreational, or archaeological resources, whenever *feasible*. Scarring, grading, or other vegetative removal shall be repaired, and the affected areas re-vegetated with plants similar to those in the area to the extent safety and economic considerations allow.
16. In important scenic areas, where above-ground transmission line placement would unavoidably affect views, under grounding shall be required where it is technically and economically *feasible* unless it can be shown that other alternatives are less environmentally damaging. When above-ground facilities are necessary, design and color of the support towers shall be compatible with the surroundings to the extent safety and economic considerations allow.
17. Pursuant to section 307(f) of the Coastal Zone Management Act of 1972 (16 USC § 1456(f)), the adopted Ventura County Air Quality Management Plan shall be used as a criterion in determining consistency of federal actions on the Outer Continental Shelf (OCS) with the California Coastal Management Program (CCMP). Pursuant to Section 328 of the Federal Clean Air Act (42 USC § 7627), all activities on the OCS must comply with the Outer Continental Shelf Air Regulations as specified in 40 CFR Part 55.
18. Experimental *uses* that provide energy from alternative sources, such as wind or solar, may be permitted by Conditional Use Permit in areas designated "Open Space."
19. Upon decommissioning of off-shore facilities that contain on-shore facilities and/or pipelines (or "components"), a phasing plan shall be submitted delineating the timeline for disposition of the on-shore facilities.
20. Coastal Act sections 30101, 30101.3, 30255, and 30260, will be used as the criteria by the County to determine, on a case-by-case basis, whether onshore or offshore oil and gas *development* and an energy-related industrial facility supporting such *development* is defined as "*coastal-dependent development*" or "*coastal-related development*", based on the specific geographic, technological, and economic characteristics of the project being proposed.

4.2.6 Public Works

The North Coast has a variety of service constraints. While the Casitas Municipal Water District can provide water to the area for at least the next 20 years, sanitation is a significant problem. Subsurface sewage disposal at Faria Beach, Seacliff, Solimar, and Mussel Shoals is limited by soils, inadequate *lot* sizes for leach field expansion, out-dated

facilities that do not meet current septic tank design standards, high groundwater, high rate septic tank failure, and increased pumping rates. The Board of Supervisors has authorized the formation of County Service Area No. 29, and a sewer system is being designed for those portions of the North Coast.

Transportation issues include providing adequate, safe *access* to and from U.S. Highway 101 for the communities of La Conchita and Mussel Shoals, and road construction or improvement that does not adversely impact agricultural lands. Ocean View Road is the only public *access* to agricultural lands along the bluff tops. It is a County road, but does not meet design and fire standards. On July 12, 1979, the Board of Supervisors approved a Public Works Agency recommendation to develop an assessment district to finance proposed improvements, and a County Service Area for road maintenance.

If traffic continues to increase on U.S. Highway 101 as projected in the Los Angeles Regional Transportation Study, then some of the North Coast communities will have even more restricted *access*, particularly where the Southern Pacific Railroad tracks have to be crossed at La Conchita. Additionally, U.S. Highway 101 has been proposed as a State Scenic Highway from its junction with Highway 1, near the City of Ventura, to the Santa Barbara County Line.

Public Works Goal 1

To maintain current service levels for existing developments.

Policies

1. New or expanded *public works facilities* (including roads, flood control measures, water and sanitation) will be designed to serve the potential population within the subarea's boundaries, and to mitigate impacts on agricultural, open space lands, or *environmentally sensitive habitats*.
2. Services are limited to existing areas defined in the Coastal Commission permit for the North Coast sewer (Regional Application 208-03). Any changes or extension of services will require a new permit.
3. When funds become available the State should improve the potentially dangerous highway crossings at Mussel Shoals and La Conchita.
4. New service extensions required beyond the stable urban boundary will be designed to mitigate any effects on agricultural viability.

4.2.7 Locating and Planning New Development

A. Residential

Residential *development* in the North Coast sub-area will occur mainly within the "Existing Communities" as approved by the Board of Supervisors in 1978. Those communities are: Rincon Point, La Conchita, Mussel Shoals, Seacliff, Faria, and Solimar.

Under the "Existing Community" designation, the areas are allowed to build out to the *building* intensity permitted under the prevailing zoning.

Presently, all *development* utilizes individual septic tank systems; however, the Ventura Regional County Sanitation District (VRCSD) has received a federal grant to develop a sewage system consisting of: 1) a low pressure sewer line to serve the areas of Mussel Shoals, Seacliff, Faria, and Solimar; and 2) an On-Site Wastewater Management Zone (OSWMZ) for Rincon Point and La Conchita. In December 1978, County Service Area

(CSA) 29 was formed and on July 3, 1979, the Board of Supervisors approved the Environmental Impact Report and authorized the filing of a Step II grant for the facilities design. The low pressure sewer line would connect with the City of San Buenaventura's sewage treatment plant.

B. Commercial

Commercial *development* in the North Coast sub-area occurs in the La Conchita "Existing Community." Four *parcels* in La Conchita are zoned "C-C" (Coastal Commercial). These *parcels* are located north of the Southern Pacific Railroad tracks at Santa Barbara Avenue.

Within the Mussel Shoals "Existing Community" area is "Cliff House," an 18-unit *multi-family* residential *dwelling* facility. This *parcel* is zoned "C-C" (Coastal Commercial).

Future commercial *development* in La Conchita or Mussel Shoals could impact traffic and left turn movements on Highway 101. For this reason and because of the limited amount of new residential *development* anticipated, more commercial *development* is not necessary.

Commercial Goal 1

To allow the continued build-out of the "Existing Community" areas consistent with the County's General Plan and regional goals within the AQMP and "208" Plan.

Policies

1. The six residential "Existing Communities" of Rincon Point, La Conchita, Mussel Shoals, Seacliff, Faria, and Solimar will be allowed to build-out according to their land use designations and prevailing base zoning. [Figures 4.2-11- 4.2-16](#) depict these areas.
2. Any new *development* in "Open Space" or "Agriculture" designated areas on *slopes* greater than 15 percent will conform with the policies and *slope/density formula* developed in the Hazards Section of this Coastal (Area) Plan.
3. The Cliff House property in Mussel Shoals (APN 060-0-090-195) shall be restricted to visitor-serving commercial *uses*, including overnight accommodations.

4.2.8 Potential Conflicts

Unincorporated Lands in City Area of Interest:

The extension of the City of San Buenaventura's urban boundary northwesterly into the Taylor Ranch, an unincorporated agricultural preserve northerly from Hwy. 101, has historically been a potential source of conflict. Section 30241 of the Coastal Act is most specific about maintaining a maximum amount of *prime agricultural land* and delineating stable urban-rural boundaries. Further expansion of the City Sphere of Influence could induce *development* not only on the ranch, but on adjacent agricultural lands as well.

The potential land *use* conflicts in this instance have been averted. Both the City and the County have recognized the Ventura River levee and the city's westerly city limits as a logical, stable urban boundary in their *Local Coastal Programs*, and the Local Agency Formation Commission (LAFCO) has designed the Sphere of Influence boundaries to conform to those boundaries indicated in both the City's and County's Coastal Plans.

4.2.9 Environmentally Sensitive Habitats (ESHA)

A. Tidepools and Beaches

Tidepools occur at Faria, Mussel Shoals, Seacliff and Emma Wood State Beach (Figure 4.2-1). Subtidal rock outcrops provide anchorage for kelp, which in turn provides *habitat* for a multitude of organisms. Intertidal and subtidal diversity creates feeding *habitat* for a variety of water birds. The sandy beach adjacent to the rocky areas serves as resting *habitat* for shorebirds, and is important for shellfish and as grunion spawning grounds.

Tidepools and Beaches Goal 1

The protection of tidepools.

Policies

1. Shoreline interpretive programs will be coordinated by all appropriate agencies for existing recreation sites, including Hobson and Faria County Parks, and Emma Wood State Beach. Coastal ecology should be included into interpretive programs as they are developed for new State recreation areas and parks.
2. Provisions will be made for the proper disposal of recreation generated wastewater effluent and solid waste at public sites along the North Coast. County Service Area (CSA) 29 will help provide an acceptable wastewater disposal system for portions of the North Coast.
3. Shoreline protection *structures*, such as revetments, seawalls, groins, or breakwaters, are allowed when they are necessary to protect existing developments, coastal-dependent land *uses*, and public beaches. Any *structures* built under these conditions will incorporate mitigation measures that reduce intertidal or nearshore *habitat* losses and impacts on local shoreline and sand supply.
4. Placement of any *fill* or dredged material along the North Coast beach intertidal area shall be carried out in consultation with the State Department of Fish and Game, in order to ensure that the timing and location of such activities does not disrupt the life cycles of intertidal or sandy beach species.
5. An applicant for any coastal project, including *shoreline protective devices*, will show that their proposal will not cause long-term adverse impacts on beach or intertidal areas. Impacts include, but are not limited to, destruction of the rocky substrate, smothering of organisms, contamination from improperly treated waste water or oil, and *runoff* from streets and parking areas. Findings to be made will include, but not be limited to, proper waste water disposal.
6. Policies 2 through 5 are also applicable to projects involving alterations to existing shoreline protection *structures*.
7. The adopted State "Guidelines for Wetlands and Other Wet, *Environmentally Sensitive Habitats*" will be used when analyzing any projects that may impact or alter tidepools.

B. Creek Corridors

Rincon Creek is the only perennial riparian corridor on the North Coast (Figure 4.2-2). However, other *stream* or creek corridors are considered to be watercourses, either perennial or intermittent, as shown on USGS quadrangle maps, as measured between the high water mark, or the break in each bank. Maintenance of *native vegetation* will help diffuse floods and *runoff*, minimize soil erosion, and retard sedimentation.

Creek Corridors Goal 1

To maintain creek corridors in as natural a state as possible while still accommodating the needs of public health and safety.

Policies

1. All projects on land either in a *stream* or creek corridor or within 100 feet of such corridor (buffer area), shall be sited and designed to prevent impacts which would significantly degrade *riparian habitats*, and shall be compatible with the continuance of such *habitats*.
2. Substantial alterations (channelizations, dams, etc.) to river, *stream*, or creek corridors are limited to:
 - a. necessary water supply projects;
 - b. flood control projects where no other method for protecting existing *structures* in the flood plan is *feasible*, and where such protection is necessary for public safety or to protect existing development; or
 - c. developments where the primary function is the improvement of fish and wildlife *habitat*.
3. Projects allowed per the above policies will incorporate the best mitigation measures *feasible*.
4. Criteria set forth in the adopted Coastal Commission's "Statewide Interpretive Guidelines for Wetlands and Other *Environmentally Sensitive Wet Habitats*" will be used in evaluating projects proposed within the Rincon Creek corridor.

C. Miscellaneous

Policies

Film Production, Temporary

1. *Temporary film production activities* shall not result in adverse impacts to wetland, *ESHA*, or *ESHA* buffer, including indirect effects from outdoor lighting or noise.

Signs

1. *Signs* are prohibited within *ESHA* except for resource protection or interpretative and educational signage, or signage necessary to ensure public safety. Signage within *ESHA* or its buffer shall be sited and designed to minimize impacts on the resource to the maximum extent *feasible*.

**Figure 4.2-2
Rincon Creek**

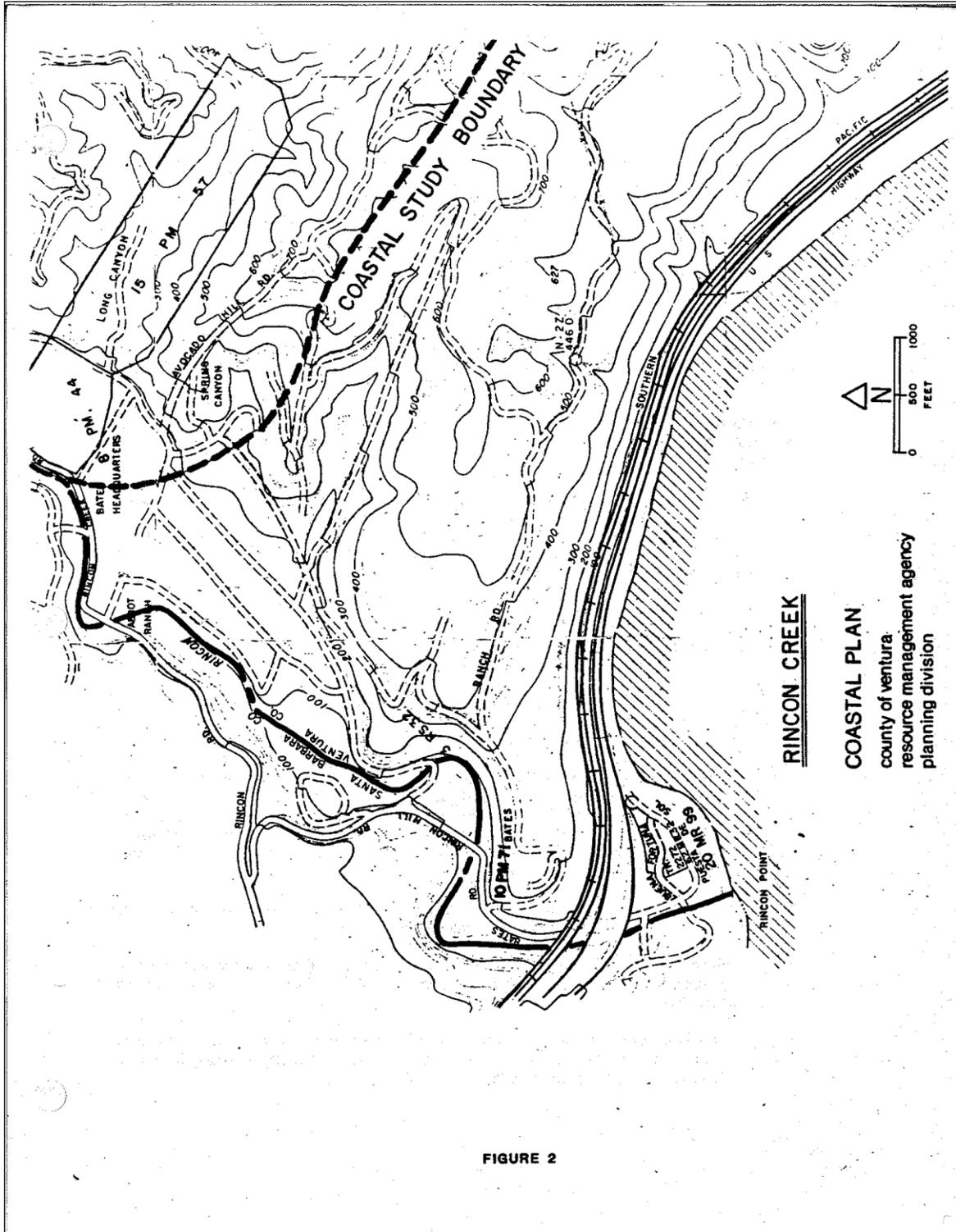


FIGURE 2

**Figure 4.2-3
North Coast Recreation and Parking Facilities**

Facilities	Total Acreage	Linear Frontage (Ft.)	Number Of Parking Spaces	Number Of Camping Spaces
Developed Facilities				
Rincon Point State Surfer Access	2.67	75	67	-
Hobson County Park	1.17	679	-	29
Faria County Park	2.4	684	-	45
Rincon Parkway	-	11,700	180	289
Emma Wood State Beach	100.94	16,000	100 (within City of San Buenaventura)	150
Undeveloped Facilities				
Highway 1 - Rincon Point to Punta Gorda	-	8,200	270*	
Highway 1 - Punta Gorda to Seacliff	-	8,000	260*	
TOTALS	45,338 linear ft. (8.6 miles)	877	513	

Source: Recreation and Access LCP Issue Paper, Ventura County Resource Management Agency, 1980

Footnotes:

* Unmarked spaces - assumed 30 ft. per space

**Figure 4.2-4
Recreational Areas on the North Coast**

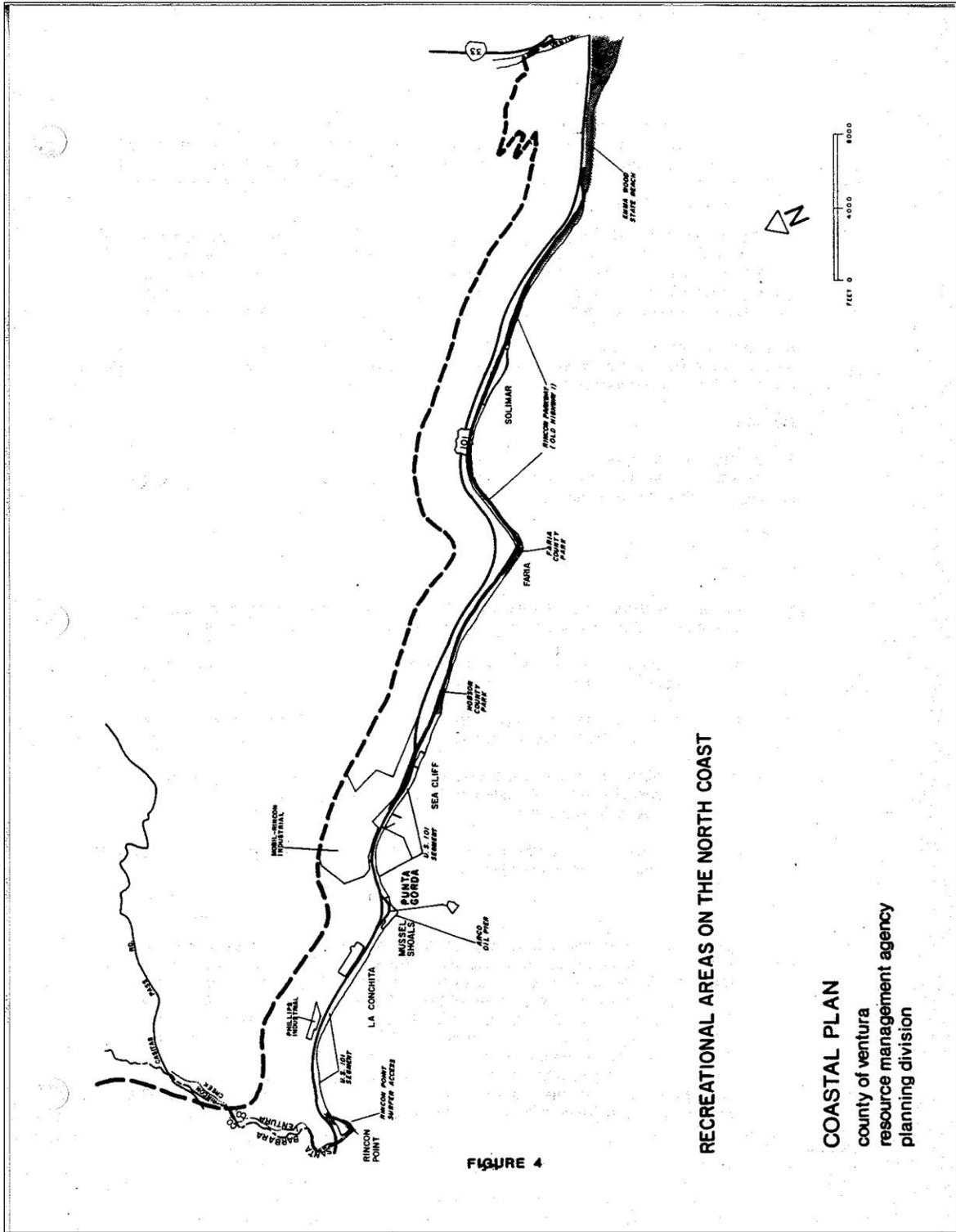


FIGURE 4

RECREATIONAL AREAS ON THE NORTH COAST

COASTAL PLAN
 county of ventura
 resource management agency
 planning division

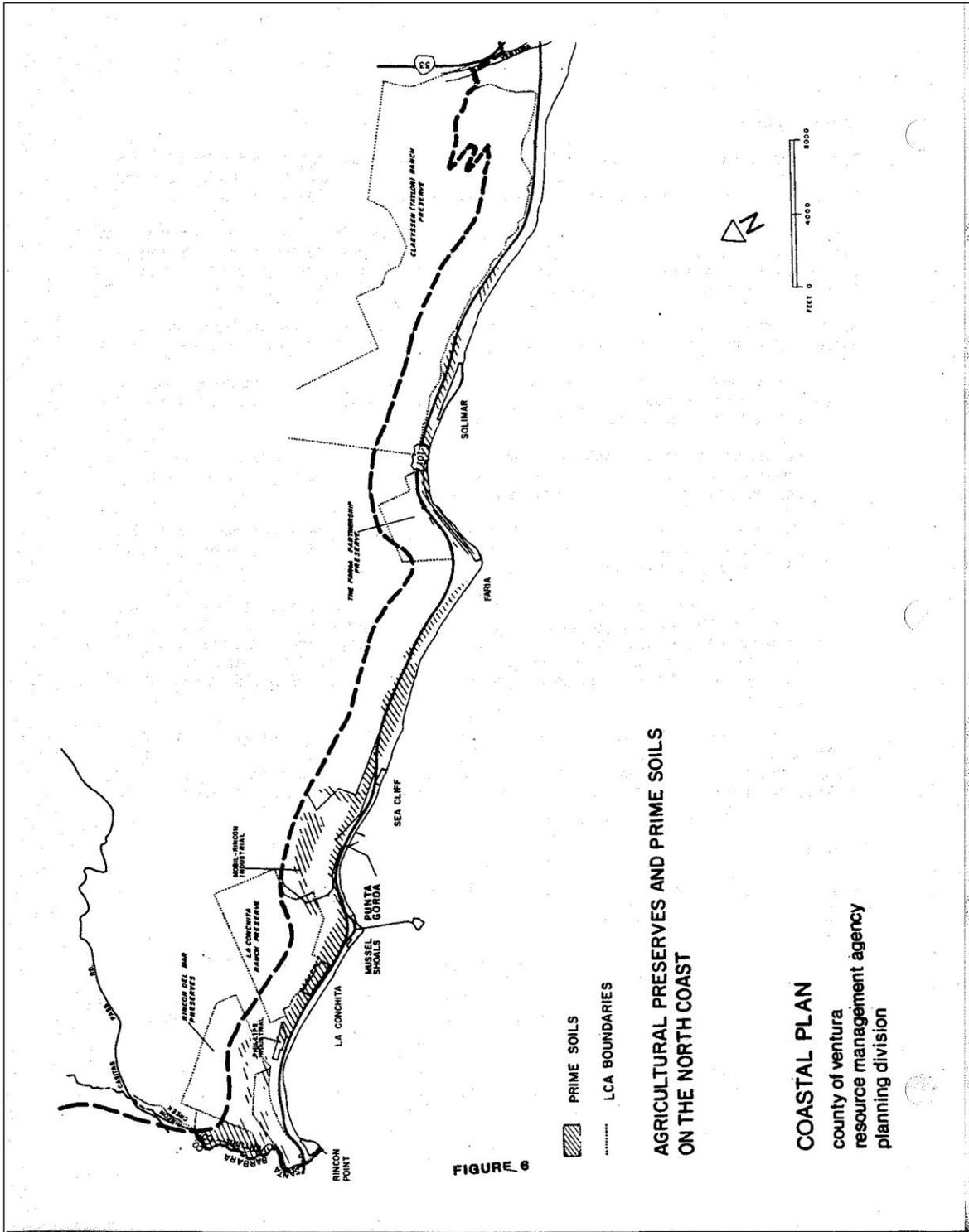
**Figure 4.2-5
North Coast Access Inventory**

NO.*	Name & Location	Access Type	Size	Frontage	Open	Signed	Owned By	Managed By	Remarks
1.	Rincon Point State Surfer Park, West of 101 at County Line	Park	2.67 ac.	75 ft.	Yes	---	State Parks	State Parks	
2.	Highway 1 Rincon Point to Punta Gorda	Parking Lateral Vertical	---	8,200 ft.	Yes	No	Caltrans	Caltrans	Undeveloped facility - consists of unmarked parking along Old Coast Highway.
3.	Highway 1 Punta Gorda to Seacliff	Parking Lateral Vertical	---	8,000 ft.	Yes	No	Caltrans	Caltrans	Same as above.
4.	Hobson County Park West of 101, South of Seacliff	Park	1.7 ac	679 ft.	Yes	Yes	County	County	
5.	Rincon Parkway	Parking Lateral Vertical	---	11,700 ft.	Yes	Yes	Caltrans	Caltrans	Includes two improvements to beach seawall to construct ladders to improve <i>vertical access</i> . Ladders maintained by Ventura Co.
6.	Faria Co. Park South of 101, 5.5 miles west of Ventura	Park	2.4 ac.	684 ft.	Yes	Yes	County	County	
7.	4270 Faria Road Faria Tract	Lateral	To Seawall	43 ft.	Yes	No	Private	Owner	Pass and Repass only.
8.	3912-3024 Pacific Coast Highway, Faria Tract	Lateral	To Seawall	150 ft.	Yes	No	Private	Owner	Pass and Repass only.
9.	3488 Pacific Coast Highway, Faria Tract	Lateral	To Seawall	27 ft.	Yes	No	Private	Owner	Pass and Repass only.
10.	3438 Pacific Coast Highway, Faria Tract	Lateral	To Seawall	35 ft.	Yes	No	Private	Owner	Pass and Repass only.
11.	3974 Pacific Coast Highway, Faria Tract	Lateral	To Seawall	50 ft.	Yes	No	Private	Owner	Pass and Repass only.
12.	Emma Wood State Beach West of 101, 3 miles north of Ventura	Park	100 ac.	16,000 ft.	Yes	Yes	State Parks	State Parks	

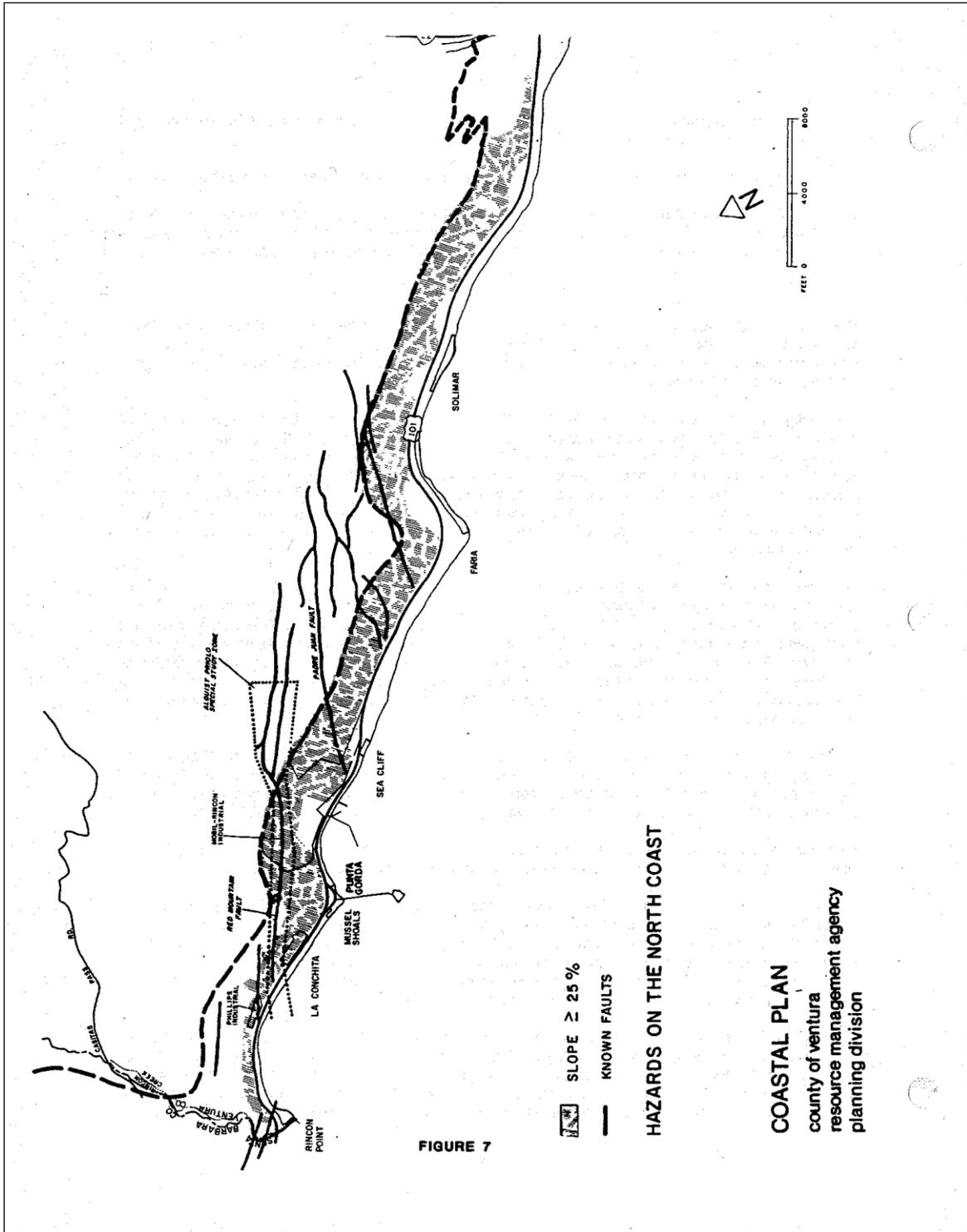
Footnotes:

* Keyed to Local Coastal Area Plan Land Use Map for the North Coast, Figure 46-2 3-2 (Separate Map) 6/20/89

**Figure 4.2-6
Agricultural Preserves and Prime Soils on the North Coast**



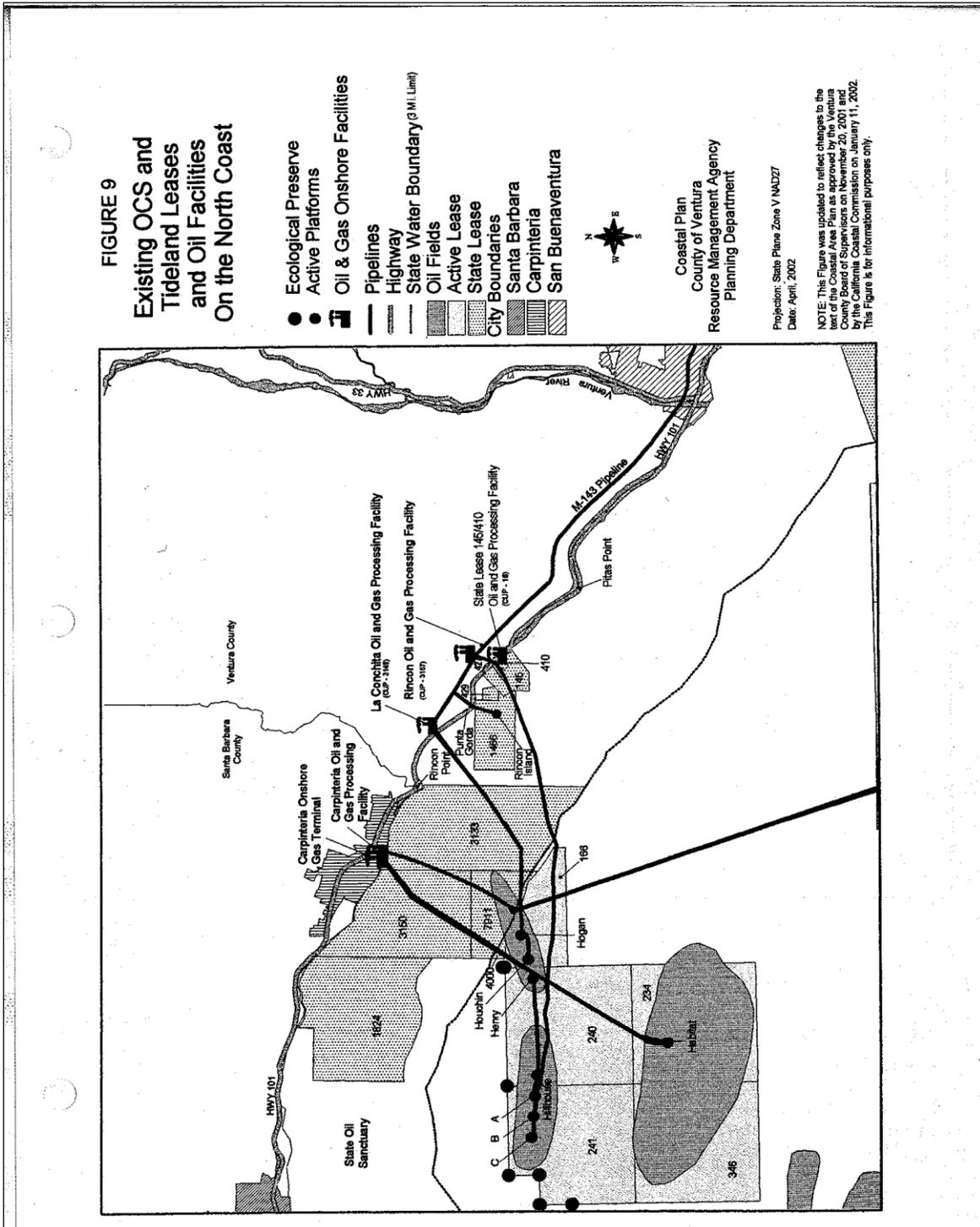
**Figure 4.2-7
Hazards on the North Coast**



**Figure 4.2-8
Pitas Point Quadrangle (Portion) Special Studies Zones**



**Figure 4.2-9
Existing OCS and Tideland Leases and Oil Facilities
on the North Coast**



**Figure 4.2-10
Energy Facilities on the North Coast**

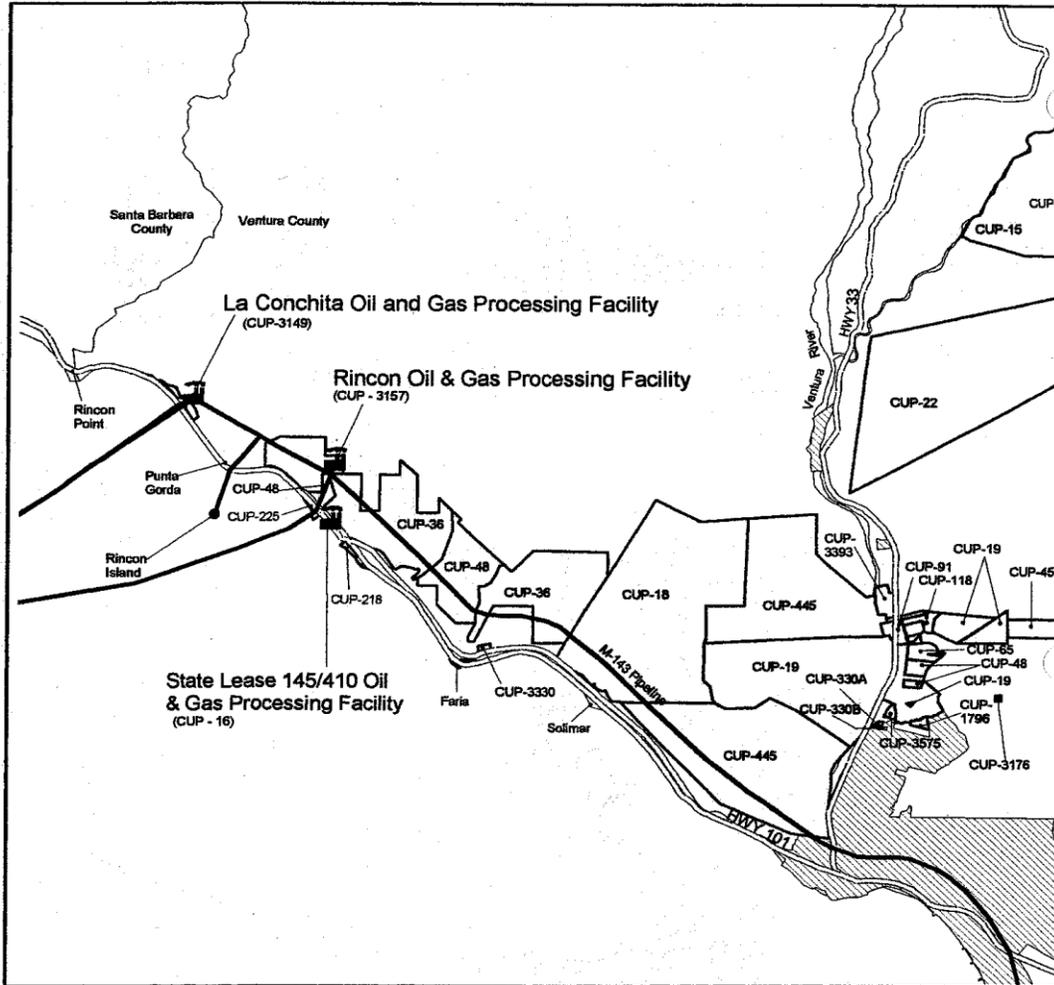


FIGURE 10

ENERGY FACILITIES ON THE NORTH COAST

-  Oil & Gas Onshore Facilities
-  Pipelines
-  Highway
-  CUP Boundaries
-  City Boundary
-  San Buenaventura

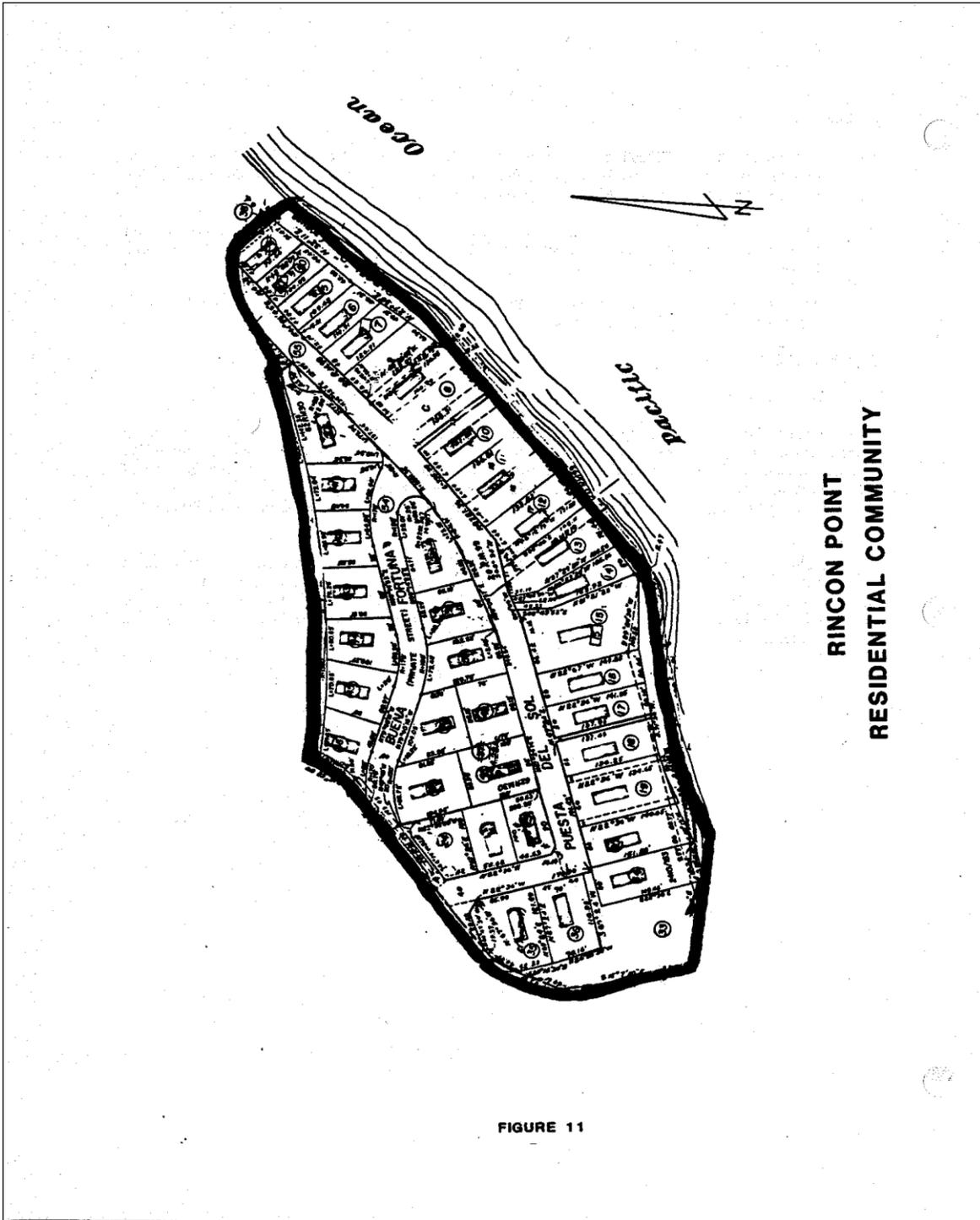


COASTAL PLAN
COUNTY OF VENTURA
RESOURCE MANAGEMENT AGENCY
PLANNING DIVISION

Projection: State Plane Zone V NAD
Date: April, 2002

NOTE: This Figure was updated to reflect changes to the text of the Coastal Area Plan as approved by the Ventura County Board of Supervisors on November 20, 2001 and by the California Coastal Commission on January 11, 2002.
This Figure is for informational purposes only.

**Figure 4.2-11
Rincon Point Residential Community**



**RINCON POINT
RESIDENTIAL COMMUNITY**

FIGURE 11

Figure 4.2-12
La Conchita Residential Community

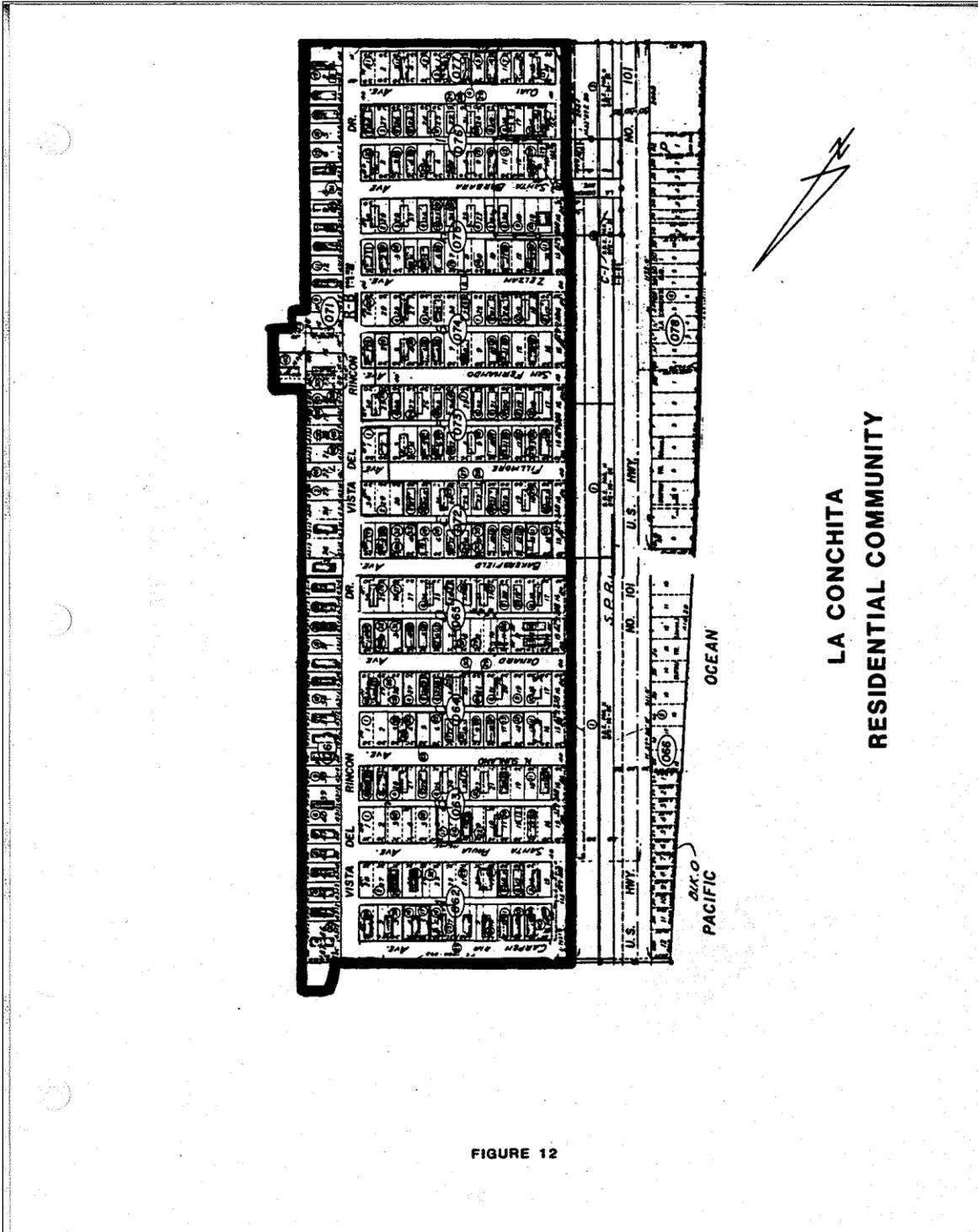
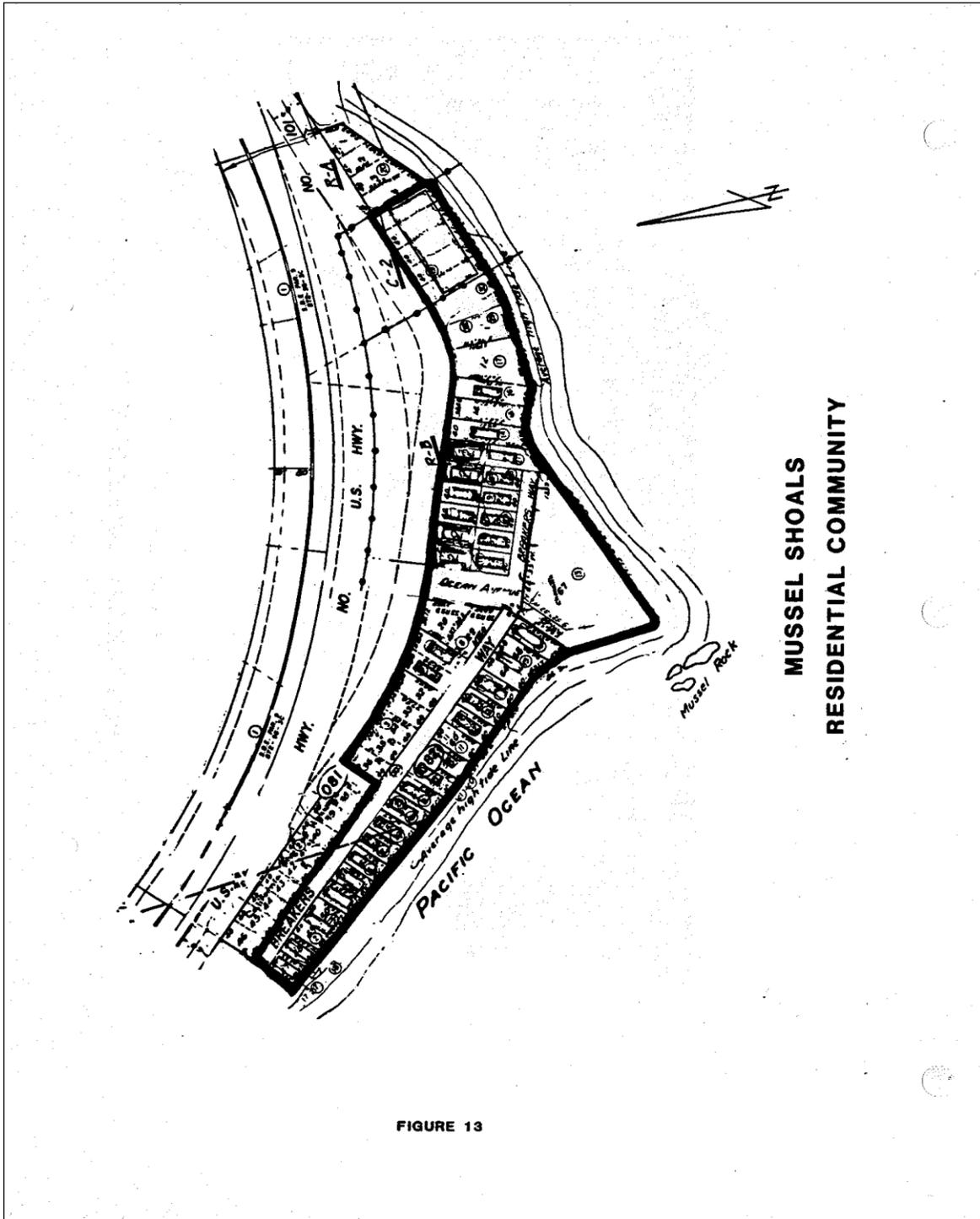


FIGURE 12

**Figure 4.2-13
Mussel Shoals Residential Community**



**Figure 4.2-14
Sea Cliff Residential Community**

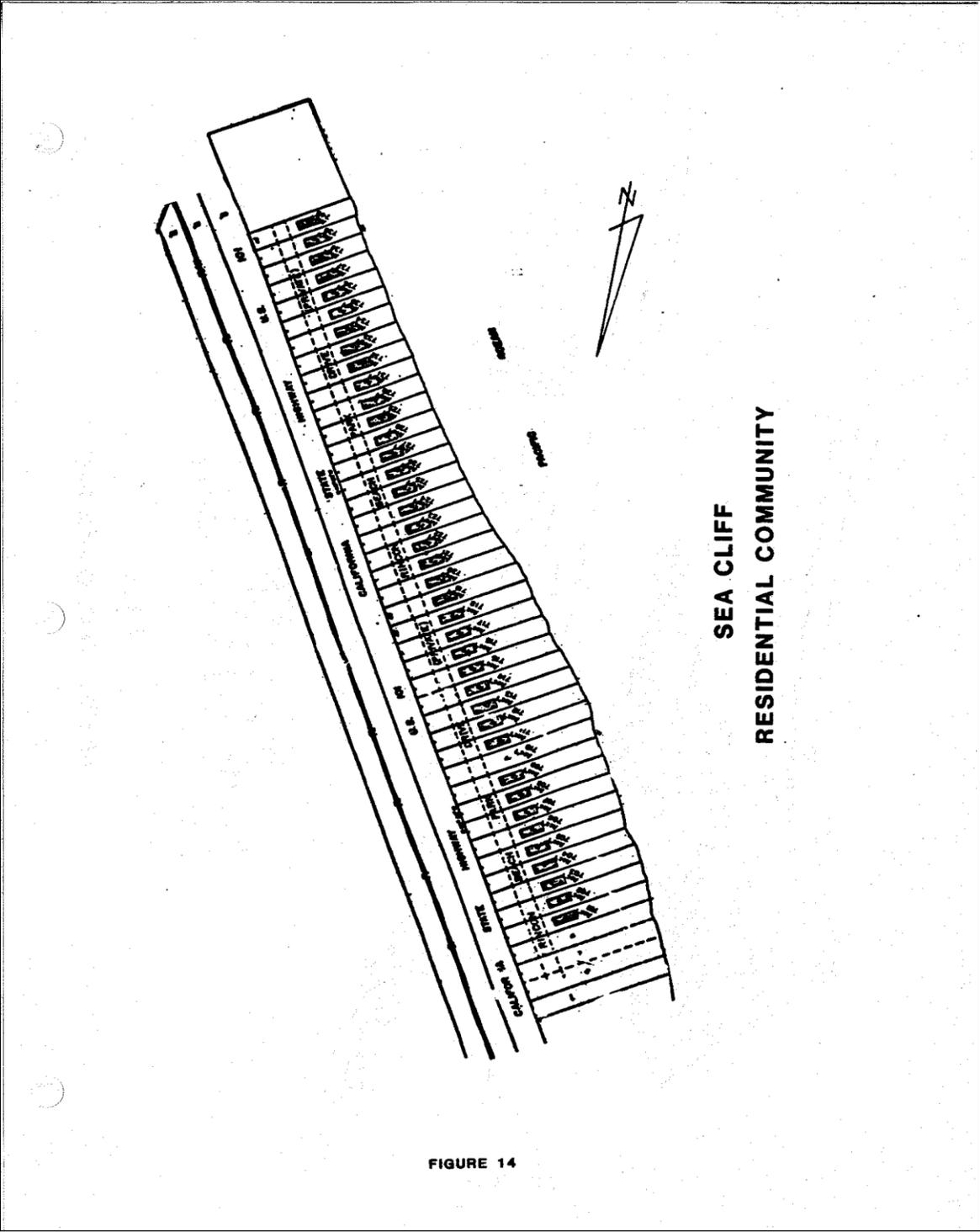


FIGURE 14

Figure 4.2-15
Faria Residential Community

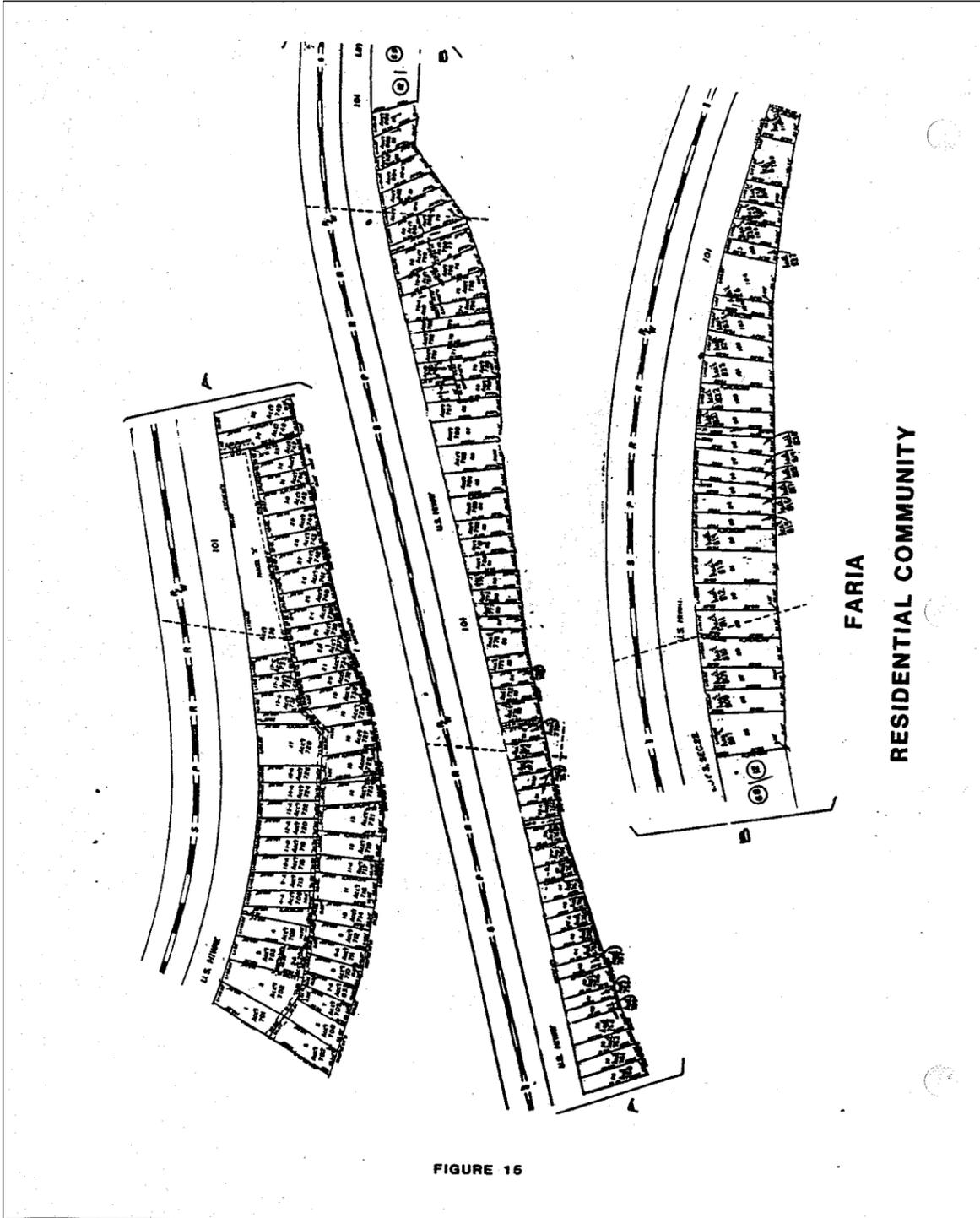
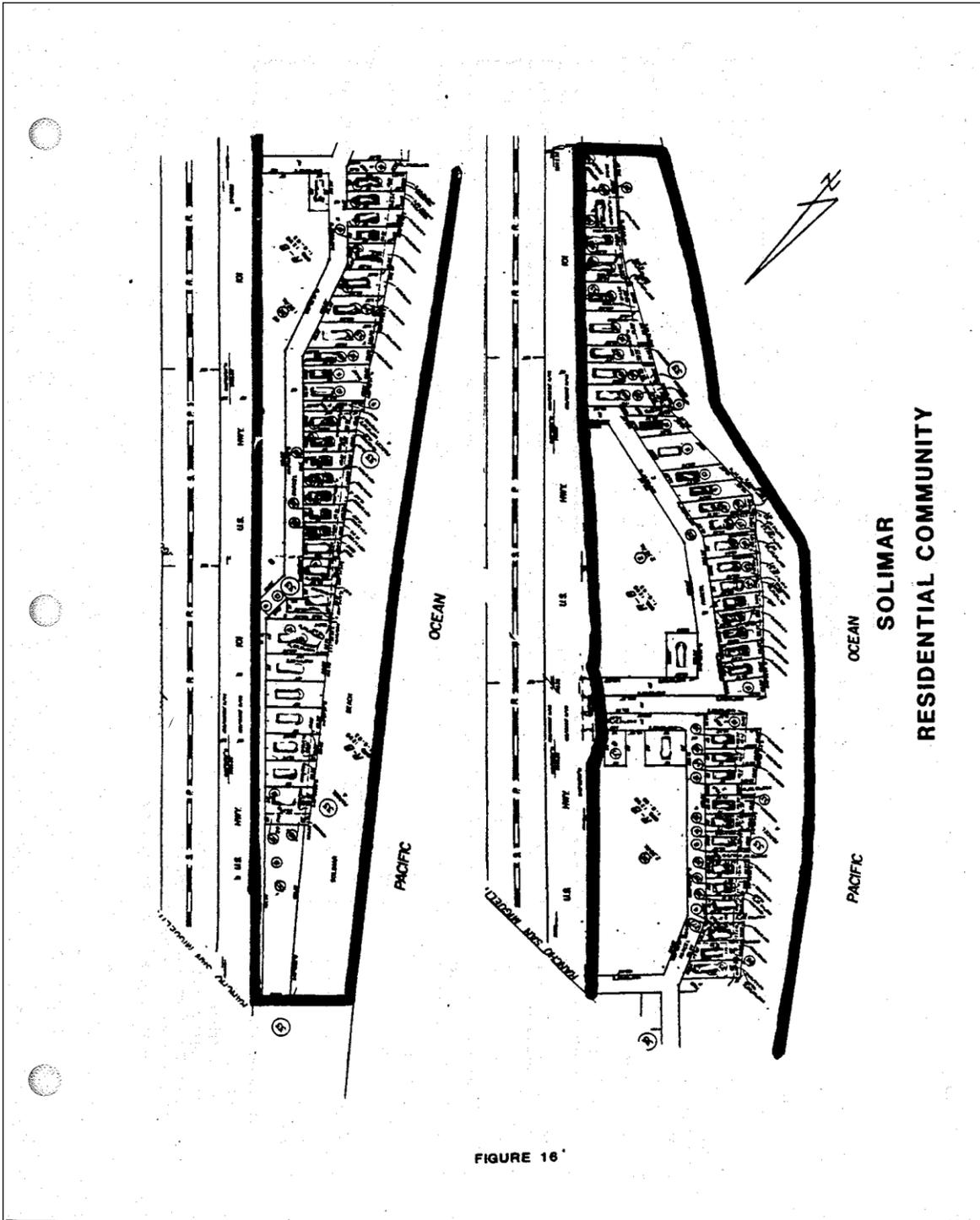


Figure 4.2-16
Solimar Residential Community



4.3 THE CENTRAL COAST

4.3.1 Central Coast Subarea Policies

1. All zoning and *development* shall be in conformance with the Land Use maps (Figure 3-4), which has been designed to reflect these goals and policies. The Zoning Compatibility Matrix (Figure 3-1) indicates the zones which are consistent with the various land *use* categories.
2. In case of reasonable doubt as to the precise alignment of land *use* boundaries on the Land Use Plan Maps, the *Planning Director* is authorized to determine the precise boundary locations. Such determinations must comply with the goals and policies which are set forth in the written text of the Coastal Area Plan. Determinations shall be graphically portrayed on the adopted Land Use Plan Map. In granting the *Planning Director* such powers, it is understood that any interested party may appeal the Director's decision to the Planning Commission and subsequently to the Board of Supervisors (Ventura County Ordinance Code, Division 8, Chapter 1.1, Article 11) and, upon exhaustion of these local appeals, as follows:
 - a. The dispute or question of determination may be appealed to the Executive Director of the Coastal Commission. The Executive Director shall expediently transmit to the interested parties his or her determination as to the precise boundary location.
 - b. Where the Executive Director's determination is not in accordance with the local government determination, the Commission shall hold a hearing for purposes of determining the appropriate boundaries for the area. The Commission shall schedule the hearing on the determination for the next Commission meeting consistent with its Administrative Regulations Section 13569.

4.3.2 Recreation and Access

A. Recreation

The Central Coast is interspersed with a variety of developed, accessible recreation areas and has potential for more. Figure 4.3-4 shows these areas. Beach parks have been developed in the cities of San Buenaventura, Oxnard and Port Hueneme. In 2005, the City of Oxnard was conveyed a 28-acre parcel of real property located just north of the Mandalay Generating Station. This parcel will be restored to conserve coastal resources, but access will be included in the undeveloped 80 acre Mandalay State Beach Park north of West Fifth Street (Mandalay State Beach Park is within the City of Oxnard). Mandalay State Beach will provide access to a scenic secondary bicycle/hiking Coastal Trail route along the beach.

The two County parks near Channel Islands Harbor, Hollywood Beach and Silver Strand Beach are for day use. Silver Strand is 41 acres in size and has parking lots at both ends. Hollywood Beach includes 50 acres with limited off-street parking. Current recreational opportunities on the Central Coast are plentiful, and will expand as McGrath State Beach grows and plans are fully implemented for Mandalay Beach Park, Ventura Harbor, Channel Islands Harbor and Oxnard Shores.

Recreation Goal 1

To provide direction to the state, and to local agencies as appropriate, for improving and increasing public recreational opportunities on the Central Coast consistent with public health and safety, and the protection of private rights.

Policies

McGrath State Beach Park

1. The County will:
 - a. Support the California Department of Parks and Recreation's efforts to develop a master plan that is consistent with Ventura County's Local Coastal Program.
 - b. Support logical extensions of McGrath State Beach.
 - c. Encourage the development of well-designed facilities for camping that protect ESHA and wetlands consistent with the policies and provisions of the LCP.
 - d. Encourage the designation of McGrath Lake and the surrounding dunes as a state preserve.
 - e. Work with California Department of Parks and Recreation to plan a segment of the California Coastal Trail that connects the Santa Clara River Trail with Hollywood Beach.

Hollywood Beach and Silver Strand Beach

2. The County will coordinate with the cities of Oxnard, Port Hueneme, and, as necessary, the U.S. Navy in an attempt to help alleviate the traffic problems.
3. Maintain the natural state of the beaches by limiting development to public restrooms, lifeguard stations, and the California Coastal Trail.

Ormond Beach

4. The County will work with the City of Oxnard, California State Coastal Conservancy, The Nature Conservancy, the California Department of Parks and Recreation, and other organizations regarding efforts to acquire and restore the wetlands, improve public access, develop linkages to the Coastal Trail and provide low-impact recreational activities such as nature viewing.

B. Access

The only unincorporated areas in the Central Coast sub-area actually on the shoreline are Silver Strand Beach and Hollywood Beach, a total of about 7,400 linear feet of beach frontage. Both beach parks are owned by Ventura County and are about 90 acres in size. There is adequate pedestrian access to the beaches via numerous stub-end public streets. Lateral access along the beach is also not a problem since the property is County owned. [Figure 4.3-5](#) is an access inventory of the Central Coast.

The major problems are a lack of off-street public parking, and the inability to accommodate visitor traffic in the residential areas. The streets are generally narrow with very limited on-street public parking and no public transportation is available to these areas. In addition to these physical constraints, there are financial and jurisdictional constraints. The only areas where the Silver Strand community could expand are owned by the federal government (U.S. Navy). Attempts to purchase or lease Navy property have proven generally too costly. There is also an incomplete

system of pedestrian walkways linking the beach areas with the Channel Islands Harbor.

Access Goals

1. To maximize public access to coastal recreation areas in the Central Coast sub-area consistent with private property rights, natural resources and processes, and the Coastal Act; to maintain existing access, and seek new access as funds become available.
2. To maintain or increase public *access* to *coastal resources* through increased parking capacity for vehicles and bicycles within the coastal zone.

Policies

Vertical

1. For all new development-between the first public road and the ocean, granting of an easement to allow *vertical access* to the mean high tide line shall be mandatory unless:
 - a. Adequate public access is already available within a reasonable distance of the site measured along the shoreline,
 - b. Access at the site would result in unmitigable adverse impacts on areas designated as "*sensitive habitats*" or tidepools by the land use plan,
 - c. Findings are made, consistent with Section 30212 of the Coastal Act, that access is inconsistent with public safety, military security needs, or that agriculture would be adversely affected, or
 - d. The parcel is too narrow to allow for an adequate *vertical access* corridor without adversely affecting the privacy of the property owner.

Lateral

2. For all new development between the first public road and the ocean, granting of lateral easements to allow for public access along the shoreline shall be mandatory unless subsection (a) below is found. In coastal areas, where the bluffs exceed five feet in height, all beach seaward of the base of the bluff shall be dedicated. In coastal areas where the bluffs are less than five feet, the area to be dedicated shall be determined by the County. At a minimum, the dedicated easement shall be adequate to allow for lateral access during periods of high tide. In no case shall the dedicated easement be required to be closer than 10 feet to a residential structure. In addition, all fences, no trespassing signs, and other obstructions that may limit public lateral access shall be removed as a condition of development approval.
 - a. Findings are made, consistent with Section 30212 of the Coastal Act that access is inconsistent with public safety, military security needs, or that agriculture would be adversely affected.

Environmentally Sensitive Habitats

3. The applicant of a proposed recreational facility in, or adjacent to, areas designated "*environmentally sensitive habitats*" shall develop a management program to control the kinds, intensities, and locations of *uses* to preserve the *habitat* resources to maximum extent *feasible*. This program shall be part of *development* approval.

General

4. In accordance with section 30214(a) of the Coastal Act, the time, place, and manner of access will depend on individual facts and circumstances, including topographic and site characteristics, the capacity of the site to sustain use at the intensity proposed, management of the access areas to protect the privacy of adjacent owners, and the feasibility to provide for litter collection.
5. In accordance with section 30214(b) of the Coastal Act, the requirement of access shall be reasonable and equitable, balancing the rights of the individual property owner with the public's right of access.

McGrath State Beach

6. Support redesign of the entrance to McGrath State Beach to augment access and to improve traffic flow within the park.
7. Support access limitations to certain areas as appropriate to maintain ecosystem viability.

Hollywood Beach/Silver Strand Beach

8. Coordinate with the appropriate agencies to help alleviate traffic and circulation problems, and provide additional public parking. New public parking facilities should be located outside residential areas due to the narrowness of existing roadways and conflicts with residential circulation.
9. Coordinate with the Harbor Department and the City of Oxnard to provide pedestrian walkways and bikeways around Channel Islands Harbor to link Hollywood and Silver Strand Beaches.

Film Production, Temporary

10. Impacts to *coastal resources*, including but not limited to, public recreation facilities, scenic and visual resources, and public coastal beach access shall be minimized during *temporary film production* activities.
11. During the peak summer season (Memorial Day through Labor Day weekend), *temporary film production activities*:
 - Shall not preclude the general public from use of a public beach; and
 - Shall not occupy public parking spaces to the extent the general public is restricted from using such spaces to access a public beach or public recreation facilities.
12. No new permanent *structures* shall be erected for *temporary film production activities*, and the *film permit area* shall be returned to pre-permit conditions following *film production striking*.

Parking and Loading

13. New development, and intensifications in use, shall be designed to include the number of off-street parking spaces necessary to satisfy any new parking demand.
14. In order to support the preservation of existing, neighborhood-serving commercial areas within the coastal zone, exceptions to off-street parking requirements may be allowed, provided that the project applicant contribute to a program aimed at increasing *coastal access parking*. The following factors must be considered in determining whether a requested exception to off-street parking requirements should be granted:

- No additions or expansion to the structure are proposed and all existing on-site parking is retained;
 - Business hours of operation are in the evening when beach recreational uses are low or non-existent;
 - The primary customer base is nearby residents or beachgoers that do not generate additional parking demand;
 - Shared parking, pursuant to Sec. 8176-4.6, is not available to meet parking requirements; and
 - Other transportation incentives programs listed in Sec. 8176-4.8.1(b), are not feasible, or will not lessen the number of parking spaces required.
15. To promote the efficient *use* of parking areas and reduce the amount of paved or impervious surfaces, shared parking may be allowed for commercial or *mixed-use developments* that accommodate multiple *uses* at different peak parking periods. Where *feasible*, such *parking lots* should accommodate public *coastal access* parking.
 16. Restrictions on public parking that would impede public *coastal access* shall be prohibited except where such restrictions are demonstrated to be necessary for the provision of public safety, and there is no other feasible alternative.
 17. New *development* that requires the removal of existing public parking shall provide an equivalent number of replacement public parking spaces in the immediate vicinity except where the provision of such parking is infeasible or alternatives are identified that offset the need for additional parking facilities.
 18. Where *feasible*, new commercial, *multi-family* residential, or *mixed-use development* shall minimize the demand for public parking by providing on-site bus stops, bicycle storage, sidewalks, or other facilities or programs that support alternative modes of transportation.

Signs

The primary purpose of the *sign* policies in this section is to utilize *signs* to protect and improve *access* to the coastline or other *coastal resources*.

19. *Coastal access* signage shall be posted in conspicuous areas and located so that *access* is maintained and visitors are directed to publicly available *coastal access* parking, beach *access* points, and public trails.
20. For the California Coastal Trail, *coastal access* signage should include distinctive *signs* incorporating the California Coastal Commission *coastal access* logo (foot and wave) or markers, consistent with visual resources.
21. *Signs* that adversely impact public access shall be prohibited except where there is no *feasible* alternative to protect public safety. In such cases, the impact to *coastal access* shall be mitigated and, where *feasible*, the sign shall be temporary and removed once the public safety issue is resolved.
22. With the exception of *road* or *informational signs*, placement of *signs* within the public right-of-way shall be prohibited.
23. No *signs* shall be posted on a beach unless authorized by a coastal *development* permit. *Signs* on a beach which purport to identify the boundary between State *tidelands* and private property, or which indicate that public *access* to State *tidelands* or public *lateral access* easement areas is restricted, shall not be permitted.

C. Recreation and Access Programs

Parking and Loading

1. The Public Works Agency, in coordination with the Planning Division, will prepare a parking study that evaluates existing parking facilities and parking *use* where *coastal access parking* concurrently serves visitor-serving coastal recreation, commercial development, and residential neighborhoods. The parking study will also identify strategies aimed at the following: (1) increasing the amount of available *coastal access parking* (for example, by identifying potential locations for additional public parking or by restriping existing parking areas to increase the number of spaces), (2) more efficiently using available parking (for example, by establishing a time restricted parking program), and (3) reducing parking demand (for example, by extending bus or shuttle services to coastal beach areas). The study areas for this program include La Conchita (Surfside Street), Hollywood Beach (Los Altos Street and Ocean Drive), and Silverstrand (Roosevelt Boulevard and Panama Drive). (Pending available funding).

4.2.3 Agriculture

There are five major agricultural areas wholly or partially within the Central Coast. According to the 1978 Assessor's land *use* data and an on-site survey, they total approximately 1,500 acres. Some of the *parcels* are split by the *coastal zone* boundary. Only those areas estimated to be in the *coastal zone* are included in this discussion (Figure 4.3-6).

Most of the Central Coast agricultural lands contain Class I and Class II soils as identified by the U.S. Soil Conservation Survey. Cultivation of row crops is the predominant agricultural *use*, although some greenhouse and dry crop farming takes place. Approximately 350 acres, or 23 percent of the agricultural land, have been placed in agricultural preserves under Land Conservation Act contracts. Area descriptions from north to south follow:

A. Preble Lands (Non-Preserve)

The Preble sub-area includes 62 acres of row and truck crops, located immediately north of the 101 Freeway and bounded on the west and north by the corporate limits of the City of San Buenaventura. This area is broken into four *parcels*; 44 acres, 13 acres, 3 acres, and 2 acres in size, respectively. All *parcels* contain prime soils.

This area is zoned "C-A" (Coastal Agricultural). The Preble area is within the San Buenaventura Area of Interest and is designated "Agricultural" on the County's General (Plan) Land Use Map as well as in this Coastal Plan. The City of San Buenaventura Land Use Element designates the site for "Planned Mixed Use Development" for Phase I - first priority development. Poor *access* to the area is the major *development* constraint at this time.

B. Olivas Lands

Immediately south of the Preble area, extending to the Olivas Golf Course, are the Olivas agricultural lands. The area consists of six *parcels* (25, 32, 15, 35, 130 and 120 acres in size). U.S. Highway 101 separates the Preble area from the Olivas area.

Prior to construction of the freeway, *parcels* in these two areas were merged, forming a continuous stretch of *prime agricultural land*. The Olivas sub-area includes

approximately 355 acres of row and truck crops. Approximately 120 acres of this area are in agricultural preserve.

The County General Plan designates this area as "Agricultural". The City of San Buenaventura General Plan designates the area as "*Agriculture*" through 2010.

C. McGrath Agricultural Lands

The unincorporated McGrath agricultural lands extend from the Santa Clara River on the north, to Wooley Road on the south, east of Harbor Boulevard. Approximately 883 acres are in the coastal zone. Of these, approximately 228 acres are in agricultural preserve under the Land Conservation Act. Zoning for the McGrath agricultural land includes:

- "COS" = Coastal Open Space, 10 acre minimum *lot* size,
- "COS-40Ac" = Coastal Open Space, 40 acre minimum *lot* size, and
- "CA" = Coastal Agricultural, 40 acre minimum *lot* size.

All agricultural lands in the McGrath area are designated "Open Space" in the General Plan and in this Coastal Area Plan.

Between Fifth Street and Wooley Road is a 219-acre *parcel* of row and truck crops that is designated "Agricultural" in the County General Plan. This *parcel* is within the City of Oxnard Area of Interest, and is phased for *development* after 1990 by the City's General Plan.

D. Other Ownerships

Located between Teal Club Road and Doris Avenue, west of Victoria Avenue, and adjoining the McGrath agricultural lands are two *parcels* partially within the coastal zone. The two *parcels* (107 acres total) have been 19 acres within the *coastal zone* that are zoned "CA" (Coastal Agricultural) and are designated "Open Space" in this Coastal Area Plan. The balance of the *parcels'* acreage is designated "Agricultural" in the County's General Plan and the acreage is zoned "A-E" (Agricultural Exclusive).

E. Ormond Beach

There are two areas of unincorporated lands within the *coastal zone* in the vicinity of Ormond Beach, totaling approximately 65 acres. The *parcels* have prime soils and some are currently in agricultural *use*. The 65 unincorporated acres are designated "Agricultural" (51 acres) and "Open Space" (14 acres) in this Coastal Area Plan. All other (55 acres) of Ormond Beach agricultural lands are within the jurisdiction of the City of Oxnard.

The California Legislature passed the California Aquaculture Development Act which amends Section 30411 of the Coastal Act by finding and declaring that "salt water or brackish water *aquaculture* is a coastal *development use* which should be encouraged to augment food supplies." Since *aquaculture* research and *development* is in its infancy, the potential for this kind of *agriculture* in the *coastal zone* should be recognized. The unincorporated areas of Ormond Beach may be suitable for *aquaculture*.

Minimum *lot* size in the "*Agriculture*" land *use* designation is 40 acres per *single family dwelling*. This 40 acre minimum is sufficient to maintain economic viability for various agricultural *uses* (irrigated cropping). Non-irrigated activities may require a larger acreage. Studies as to what constitutes a viable farm unit have been done by Ventura County Agricultural Committee (Appendix 4), Ventura County Assessor's Office and Ventura County Farm Bureau.

Agriculture Goal 1

To preserve agricultural lands on the Central Coast to the maximum extent *feasible*.

Policies

1. The stable urban boundaries are:
 - a. The Southern Pacific Railroad right-of-way north of U.S. Highway 101, in the Preble area, which divides the unincorporated County agricultural lands and the City of San Buenaventura's urban development.
 - b. Conterminous with the City of Oxnard's present city limit at Wooley Road and the Ormond Beach area.
2. Land divisions in, or adjacent to, agricultural areas, will not be allowed to affect agricultural productivity.
3. The Local Agency Foundation Commission should exclude lands designated "*Agriculture*" from any new or expanded service districts that could negatively impact agricultural viability.
4. New or expanded *public works facilities* will be sited or designed to mitigate environmental impacts on agricultural viability and open space lands.
5. As *aquaculture* develops it will be considered as a potential agricultural *use* in appropriate areas.

4.3.4 Hazards

The Central Coast *coastal zone* is part of the Oxnard Plain, an alluvial fan created by the disposition of the sediments from the Ventura River to the north, the Santa Clara River and Calleguas Creek to the south.

The Oak Ridge Fault System extends beneath the Central Coast's unincorporated lands. The Oak Ridge Fault is a steep reverse, or thrust, fault with a trace that extends westward along the Santa Susana Mountains, and toward the ocean on the southern side of the Santa Clara River.

The Fault System probably contains many branching faults and is believed to be associated with one or more faults of similar trend present in the Santa Barbara Channel west of the Oxnard Plain. The System is over 50 miles long on the mainland and may extend for an equal or greater distance offshore. It is considered active.

The McGrath Fault branches off the Oak Ridge Fault zone to extend westward into the ocean near the McGrath lands south of the Santa Clara River.

The *coastal zone* area of the Oxnard Plain may be particularly prone to liquefaction. A special study completed after the February 21, 1978 Point Mugu earthquake indicates that the areas south of the Ventura River, generally between Gonzales Road and Oxnard Shores, have a moderate to low liquefaction potential, while the Preble and Olivas communities, the Santa Clara River area, and Channel Islands Harbor, extending southward to Arnold Road, have a moderate to high liquefaction potential.

The Central Coast is the most heavily populated area of the Ventura coastal zone. Several large industries and utilities are located there, including Southern California Edison Company's Mandalay and Ormond Beach power plants, Oxnard and San Buenaventura wastewater treatment plants, and three harbors. Liquefaction from severe ground shaking could cause major damage and disruption of services.

According to the County General Plan's Hazards Appendix, the area in the Central Coast *coastal zone* has a subsidence rate of between 0.01 and 0.05 feet per year. A single point located at Hueneme Road and Highway 1 has dropped about one and a half feet in twenty-one years. Records up until 1968 show a dozen bench marks that have settled a foot in a fifteen to twenty-year period.

The Santa Clara River is a flood hazard to some human activities in the Central Coast. Major floods occurred along the Santa Clara River in 1938, 1943, 1958, 1965, 1969, 1978 and 1980. Floods could inundate the Olivas Golf Course, portions of the City of Ventura Sanitation Plant, McGrath State Beach, Harbor Boulevard, and a major portion of the McGrath agricultural lands.

The Coastal Act specified that new *development* is to be located away from hazardous areas. New flood control projects shall be limited to those necessary to protect existing *development* or for public safety (Section 30236). Flood plain management, rather than structural solutions alone in this sub-area may be required.

Existing *uses* in the *coastal zone* portion of the Santa Clara River conform to the "Open Space" designation of the County's General Plan and this Coastal Area Plan. No *structures* are located on the coastal portion of the flood plain, with the exception of the City of San Buenaventura Sanitation Plant facilities, and recreational *structures* at McGrath State Beach. The California Department of Parks and Recreation General Development Plan for McGrath State Department of Parks and Recreation General Development Plan for McGrath State Beach recommends relocating the State Beach *structures* to avoid flood impacts.

Maintenance of *agriculture* and open space (parks, recreation and *habitat* preservation) would promote proper flood plain management, and would further reduce potential flood damage to structural development.

The General Plan Hazards Appendix provides extensive information on various hazards, including fault zones, fire hazard areas, landslides, and flood plains. It is one of the principal documents consulted by Planning and the Public Works Agency when formulating an initial study on a proposed project to determine the need for an EIR. Should an EIR be required, the General Plan Goals, Policies and Programs (Chapter 2) and Hazards Appendix are used in evaluating the various impacts of projects.

In addition to the environmental hazards on the Central Coast there is another unique hazard associated with *development* adjacent to certain areas of the Point Mugu Naval Air Station. Bunkers are located at certain areas on the base where magazines store explosive materials. Depending on the quantity of material, the Navy has computed a hazardous distance (QD radius) around the magazine where no *development* should take place. In addition, the runways contain "overrun areas" where no *development* should take place. [Figure 4.3-7](#) depicts this area, found within the Ventura County Game Preserve property.

Hazards Goal 1

To protect public safety and property from natural and human hazards as provided in County ordinances.

Policies

1. The County's General Plan Goals, Policies and Programs (Chapter 2) and Hazards Appendix provide direction for geologic, seismic, flood and fire hazard avoidance.

2. The flood plain of the Santa Clara River will be limited to open space of agricultural *uses* to minimize flood hazard risk.
3. New *development* shall be sited and designed to minimize risks to life and property in areas of high geologic, flood, and fire hazards.
4. All new *development* will be evaluated for its impacts to, and from, geologic hazards (including seismic safety, landslides, expansive soils, subsidence, etc.), flood hazards, and fire hazards. *Feasible* mitigation measures shall be required where necessary.
5. The County may require the preparation of a geologic report at the applicant's expense. Such report shall include *feasible* mitigation measures which will be used in the proposed development.
6. *Structures* for human habitation (regularly, habitually, or primarily occupied by humans) shall be setback a minimum of 50 feet from an active fault. This *setback* may be increased when geologic conditions warrant.
7. New *development* shall be sited and designed so as not to cause or contribute to flood hazards, or lead to the expenditure of public funds for flood control works.

4.3.5 Beach Erosion

Unincorporated areas of the Central Coast with beaches include Hollywood Beach and Silver Strand. According to the Department of Navigation and Ocean Development (1979), erosion at Hollywood Beach is significantly minimized by the jetty at the north entrance of Channel Islands Harbor (Appendix 5).

Erosion at Silver Strand is also slight. While the middle section of the beach is subject to erosion during periods of high tides and wave action, homes on the shoreline are protected from damage by bulldozed sand dikes.

Beach sections that become eroded are stabilized with sand replenishment by the Army Corps of Engineers as requested by the Ventura County Flood Control District as funds are available.

Beach Erosion Goal 1

To protect public safety and property from *beach erosion* as provided for in existing ordinances, and within the constraints of natural coastal processes.

Policies

1. Proposed *shoreline protective devices* will only be approved and/or located in conformance with Coastal Act Sections 30235 and 30253.
2. All shoreline protective *structures* which alter natural shoreline processes will be designed to eliminate or mitigate adverse impacts on local shoreline sand supply.
3. A *building* permit will be required for any construction and maintenance of protective shoreline *structures*, such as seawalls, jetties, revetment, groins, breakwaters and related arrangements.
4. The County's Building and Safety Division will routinely refer all permits for seawalls, revetments, groins, retaining walls, and pipeline outfalls to the Flood Control and Water Resources Division of the Public Works Agency to be evaluated not only for structural soundness, but environmental soundness as well whenever necessary. This includes a survey of potential environmental impacts, including (but not limited to)

the project's effects on adjacent and downstream *structures*, net *littoral drift*, and downcoast beach profiles.

5. If the potential environmental impacts of the proposed *structure* are considered significant by the Public Works Agency, the applicant may be required to obtain an engineering report that indicates how those impacts will be mitigated.
6. Permitted *structures* under policies 1 through 4 will not interfere with public *access* to the shoreline.
7. During their scheduled dredging of Channel Islands Harbor, the Army Corps of Engineers is encouraged to replenish beaches with severe erosional losses consistent with environmental restraints on the deposition of dredge spoils.

4.3.6 Energy and Industrial Facilities

Several industrial facilities for energy production are located on the Central Coast: 1) oil and gas and processing and distribution facilities; 2) electrical generating plants; and 3) marine terminals and storage tanks. Proposals have been made for expanding *development* of offshore oil and gas fields, related onshore facilities, and new electrical generating plants (Figures 4.3-8 and 4.3-9).

I. Oil and Gas Facilities

The West Montalvo oil field is located on the Oxnard Plain immediately south of the Santa Clara River. It extends into the State Tidelands. Most of the West Montalvo field lies within the unincorporated areas of the County; however, portions in the vicinity of McGrath State Park and Mandalay Beach are in the corporate boundaries of the City of Oxnard. The onshore portion comprises approximately 80 percent of the proven acreage of the field. There are some directionally drilled wells in this field that produce from offshore by drilling under the ocean.

The onshore portion of the West Montalvo field consists of four leases: McGrath #4 lease; McGrath #5 lease; Patterson Ranch lease, Parcel 1 and Parcel 2. These leases are only partially within the *coastal zone* (Figure 4.3-9). There have been several Conditional Use Permits and modifications on these leases issued by the County over a period of many years.

There are currently three processing facilities within the coastal zone: one west of Harbor Boulevard near its intersection with Gonzales Road, and two east of Harbor Boulevard, south of the Santa Clara River. A compressor pump station is located south of Fifth Street, adjacent to the Edison Canal in Oxnard.

In September of 1978, there were 18 producing onshore wells, and one producing offshore well, in the West Montalvo oil field. These wells are located on both the east and west sides of Harbor Boulevard.

II. Pipelines

One major oil pipeline is located in the Central Coast. It is made up of three segments routed from the Rincon pump station to the Ventura Pump Station (which includes storage tanks) at Ventura Harbor and on to Los Angeles. Only the first segment crosses the coastal zone. It consists of an 8-inch line from the Ventura Pump Station to the Santa Paula Pump Station.

III. Electrical Generation and Transmission Facilities

The California Public Utilities Commission and California Energy Commission are the agencies responsible in the area of electric transmission lines which includes technical and safety performance and environmental concerns. All electrical transmission lines proposed for the *coastal zone* are developments under the Coastal Act, thus the County has permit review over them. However, the Warren-Alquist Energy Resources Conservation and Development Act of 1975 exempts new power plants with capacity greater than 50 megawatts and electric transmission lines connecting such plants to the existing transmission system from local government permit authority.

While impacts from erosion, grading, and the operation of equipment may occur during construction and result in damage to coastal land resources and *habitat* areas, the primary concerns are associated with overhead electric transmission lines and their long-term impacts on views and visual resources. Visual impacts are particularly severe in undeveloped areas, especially the foothills and upland areas, and along the coastal terrace. Mitigation measures are limited at this time to alternate routine locations and undergrounding of lines, which is expensive.

Reliant Energy operates two major electric generating stations on the Central Coast: Mandalay Beach, located on the coast within the City of Oxnard, seaward of Harbor Boulevard and approximately a half mile north of West Fifth Street; and Ormond Beach, also in the City of Oxnard on the beach, northwest of Arnold Road and approximately a half mile south of McWane Boulevard. The combined generating capacity of these two power plants is 2,010 megawatts (MW) or three times the total electrical requirements of Ventura County. Transmission lines from both generating stations cross the coastal zone.

Reliant Energy maintains four electrical distribution substations within the coastal zone. Only one of these is located in the County *coastal zone* - the 66KW distribution substation at Silver Strand Beach.

During a 1979 Notice of Intent proceeding (79-NOI-3), the County, Coastal Commission, Energy Commission, Department of Fish and Game, and (at that time) Southern California Edison Company agreed to some significant stipulations regarding the siting of new power plants in the Ormond Beach site. Briefly, these stipulations eliminate the construction of power plants from dunes, *wetlands*, or beach areas.

IV. Offshore Oil and Gas Development

Offshore oil and gas *development* occurs both in state *tidelands* and the federal Outer Continental Shelf (O.C.S.). Facilities in the Central Coast are used to support O.C.S. activities ([Figure 4.3-8](#)).

A. State Tidelands - Currently, all production from the West Montalvo offshore field is from State Tidelands, lease PRC 735. Production is accomplished from a series of directionally drilled wells from the onshore McGrath #4 Lease (Montalvo Field), seaward of Harbor Boulevard. A *tidelands* lease, PRC 3314, surrounds the McGrath #4 lease.

B. Federal Outer Continental Shelf:

1. Hueneme Field - The Hueneme Unit consists of Tracts P-0202 and P-0203, which are located approximately three to five miles southwest of Port Hueneme. There are two offshore oil platforms that were constructed since 1980, one of which is within this unit (Gina), while the other (Gilda) is in the Santa Clara unit. There is a small onshore treatment facility in the City of

Oxnard immediately south of Reliant Energy's Mandalay Beach Generating Station. Called the "Mandalay Onshore Separation Facility," this facility sells gas to the Generating Station.

2. Santa Clara Unit - There are eight OCS (Outer Continental Shelf) tracts located five miles southwest of Ventura and six miles west of Port Hueneme. Platform Grace was installed on OCS Tract P-0217.

V. Other Facilities:

A. Refineries - There are two operating refineries and one inactive refinery in the County. None are located within the coastal zone, but all are important to *coastal zone* planning. One, the Oxnard Refinery, is in the Central Coastal Area. The small Oxnard refinery is adjacent to Fifth Street in an unincorporated area, just east of the City of Oxnard. Feed stock for the refinery comes primarily from the Oxnard and West Montalvo fields. It has a capacity of approximately 2,500 B/D with an existing throughput of approximately 1,500 B/D.

B. Marine Terminals and Storage Tanks - The Ventura Marine Terminal, which is idle, is located on land just south of the Ventura Marina. The property is now annexed to the City of San Buenaventura. There is a transit storage tank site adjoining the Marine Terminal on the south.

C. Oil Field Waste Disposal Sites - This type of *use* is termed a "soil amendment activity" in the County's Non-coastal Zoning Code, and is allowed in several zoning categories including Open Space by Conditional Use Permit in the non-coastal areas of the County. There are two sites in the Central Coast that formerly handled oil field wastes. They are located at the northeast corner of Fifth Street and Harbor Boulevard. The sites closed operations in 1980.

Energy and Industrial Facilities Goal 1

To allow the continued exploration and production of oil and gas in most of the Central Coast sub-area while meeting Coastal Act and County objectives, and maintaining environmental quality.

Policies

1. All land between Harbor Boulevard and the shoreline; or land designated "Residential," "Recreational," or shown as "*Environmentally Sensitive Habitat*" will be considered as unacceptable for new energy and industrial facilities of any kind. Pre-existing facilities and oil/gas/communication pipelines, and repair of such will be considered acceptable.
2. Within the land area between Harbor Boulevard and the landward *coastal zone* boundary, oil drilling and directly related facilities are permitted by Conditional Use Permit consistent with Section 30260 of the Coastal Act. No new major facilities, which require a "Coastal Industrial" (C-M) zone will be permitted unless located in an area designated "Industrial."
3. All surface activities, including those regulated by the Division of Oil, Gas and Geothermal Resources related to the *development* of onshore oil and gas resources in the *coastal zone* are considered to be projects that require a Conditional Use Permit (CUP) and a Coastal Development Permit. Both permits will be issued simultaneously through one CUP process. See the Coastal Zoning Ordinance (including, but not limited to Section 8175-8.7) for a list of standard oil *development* design and

operational criteria applied to all new permits for expanded or new oil activities. Additional conditions may be required depending on the specific request and location.

4. A Development Plan shall accompany the application for a CUP for those activities stated in Policy 3 above, and shall include:
 - a. The location of drilling and/or production sites, storage tanks, pipelines and access roads.
 - b. Plans for the consolidation, to the maximum extent *feasible*, of drilling and/or production facilities, as well as accessory facilities.
 - c. A phasing plan for the staging of *development* that indicates the approximate anticipated timetable for project installation, completion and decommissioning.
 - d. A plan for eliminating or substantially mitigating adverse impacts on *habitat* areas, *prime agricultural lands*, *recreational areas*, *scenic resources* and archaeological sites due to siting, construction, or operation of facilities.
 - e. Grading plans for all facilities requiring the movement of greater than 50 cubic yards of dirt. For any *development* requiring a grading permit, either (1) a Storm Water Pollution Control Plan (SWPCP) shall be prepared and submitted in accordance with the Ventura County Municipal Storm Water Permit, Order No. 00-108, Part 4 - Special Provisions, D. Programs for Construction Sites, or (2) a Stormwater Pollution Prevention Plan (SWPPP) shall be prepared and submitted in accordance with the State General Permit for Stormwater Discharges Associated with Construction Activity, whichever is applicable.
 - f. A description of means by which all oil and gas will be transported off-site to a marketing point. Pursuant to Policy 7 below, transshipment of crude oil and gas shall be through on-shore pipeline.
 - g. A description of the procedures for the transport and disposal of all solid and liquid wastes.
 - h. Oil spill prevention and control measures.
 - i. Fire prevention procedures.
 - j. Emission control equipment.
 - k. Procedures for the abandonment and restoration of the site, including a timeline, and clarification as to whether or not the abandonment will be in place or the infrastructure will be removed.
 - l. Compliance with any other requirement of the Ventura County Zoning Ordinance for the *Coastal Zone* related to oil and gas development.
 - m. All facilities supporting oil and gas *development* must comply with the terms and requirements of the State General Industrial Activities Storm Water Permit, including the *development* and submittal of a Storm Water Pollution Prevention Plan.
5. All energy and industrial facilities in the Plan shall be so sited and designed to eliminate or reduce, to the maximum extent *feasible*, impacts to biological, geological, archaeological, agricultural, visual and recreational resources.
6. All future offshore oil and gas production coming on-shore in the Central Coast Area shall utilize existing facilities whenever economically and technically *feasible*.

7. Transshipment of crude oil through an onshore pipeline for refining shall be a condition of approval for expansion of existing processing facilities or construction of new facilities.
8. When *feasible*, pipelines shall be routed to avoid important *coastal resources*, including recreation, *environmentally sensitive habitats* and archaeological areas. Unavoidable routing through recreation, *habitat*, or archaeological areas, or other areas of a significant *coastal resource* value, shall be done in a manner that minimizes the impacts of a spill, should it occur, by considering spill volumes, duration, and projected path. Where new liquid pipeline segments pass through sensitive resource areas, recreation areas or archaeological areas, the segment shall be isolated, in the case of a break, by automatic shutoff valves.
9. The County shall determine whether spacing of automatic shutoff valves at intervals less than the maximum set by the U.S. Department of Transportation - Office of Pipeline Safety (DOT-OPS), or the California State Fire Marshall is required to protect sensitive *coastal resources*, and if so, shall require spacing at intervals which provide appropriate protection.
10. In sensitive resource areas the extent of construction and ground surface disturbance shall be reduced to a minimum by restricting construction activities and equipment within narrow, limited and staked work corridors and storage areas.
11. All offshore to onshore pipelines shall, where *feasible*, be located at existing pipeline landfall sites, and shall be buried from a point offshore commencing where wave action first causes significant bottom disturbance. In addition, landfall sites are prohibited from areas designated as "Residential" or shown as "*Environmentally Sensitive Habitat*."
12. Except for pipelines exempted from coastal *development* permits under Section 30610 of the Coastal Act, as defined by the State Coastal Commission's Interpretive Guidelines, a survey shall be conducted along the route of any pipeline in the *coastal zone* to determine what, if any, *coastal resources* may be impacted by construction and operation of a pipeline and any *feasible* mitigation measures. The costs of this survey shall be borne by the applicant. This survey may be conducted as part of an environmental review if an Environmental Impact Report or Mitigated Negative Declaration is required for a particular project.
13. Owners/operators shall notify both the County of Ventura Planning Division and any other designated affected State agencies (e.g. DOGGR, CSFM, SLC, LARWQCB) of any intent to decommission and/or remove any pipelines and/or facilities. Upon completion of pipeline construction or removal of pipelines and/or facilities, the site shall be restored to the approximate previous *grade* and condition. Upon removal or decommissioning of pipelines and/or facilities, an assessment of the surrounding soils shall be conducted by a qualified licensed expert, e.g. a licensed geologist or registered professional civil engineer, to determine whether or not those soils are contaminated. If the soils are found to be contaminated, a soil remediation plan delineating the method and timing of remediation shall be prepared and submitted to the County Planning Division and the Los Angeles Regional Water Quality Control Board for their review and approval. All excavated materials shall be replaced in reverse order with topsoil replaced at *grade* level and compacted if necessary. All sites previously covered with *native vegetation* shall be re-seeded with the same or recovered with the previously removed vegetation materials and shall include other measures as deemed necessary to prevent erosion until the vegetation can become established.

14. Geologic investigations shall be performed by a qualified geologist or engineering geologist where a proposed petroleum pipeline route crosses potential fault zones, seismically active areas, or moderately high to high risk landslide areas. This report shall investigate the potential risk and recommend such mitigation measures as pipeline route changes and/or engineering measures to help assure the integrity of the pipeline and minimize erosion, geologic instability, and substantial alterations of the natural topography. New pipeline corridors shall be consolidated with existing pipeline or electrical transmission corridors where *feasible*, unless there are overriding technical constraints or significant social, aesthetic, environmental, or economic concerns.
15. Transmission lines rights-of-way shall be routed to minimize impacts on the viewshed in the coastal zone, especially in scenic rural areas, and to avoid locations which are on or near *habitat*, recreational, or archaeological resources, whenever *feasible*. Scarring, grading, or other vegetative removal shall be repaired, and the affected areas re-vegetated with plants similar to those in the area to the extent safety and economic considerations allow.
16. In important scenic areas, where above-ground transmission line placement would unavoidably affect views, undergrounding shall be required where it is technically and economically *feasible* unless it can be shown that other alternatives are less environmentally damaging. When above-ground facilities are necessary, design and color of the support towers shall be compatible with the surroundings to the extent safety and economic considerations allow.
17. Pursuant to section 307(f) of the Coastal Zone Management Act of 1972 (16 USC § 1456(f)), the adopted Ventura County Air Quality Management Plan shall be used as a criterion in determining consistency of federal actions on the Outer Continental Shelf (OCS) with the California Coastal Management Program (CCMP). Pursuant to Section 328 of the Federal Clean Air Act (42 USC § 7627, all activities on the OCS must comply with the Outer Continental Shelf Air Regulations as specified in 40 CFR Part 55.
18. As land becomes available, permanent service bases shall be encouraged to locate at the Port of Hueneme where similar *uses* are located and adequate harbor facilities are available.
19. Should crude oil pipelines need to be enlarged in the future, or a new pipeline installed, the route shall follow existing pipeline corridors, if *feasible*.
20. Upon decommissioning of off-shore facilities that contain on-shore facilities and/or pipelines (or "components"), a phasing plan shall be submitted delineating the timeline for disposition of the on-shore facilities.
21. Coastal Act sections 30101, 30101.3, 30255, and 30260, will be used as the criteria by the County to determine, on a case-by-case basis, whether onshore or offshore oil and gas *development* and an energy-related industrial facility supporting such *development* is defined as "*coastal-dependent development*" or "*coastal-related development*", based on the specific geographic, technological, and economic characteristics of the project being proposed.

4.3.7 Public Works

The Central Coast is the most urbanized portion of Ventura County's coastal zone. Hollywood Beach, Silver Strand Beach and Hollywood-by-the-Sea are the only residentially developed, unincorporated areas, zoned "R-B-H" (Residential Beach Harbor,

1,750 square foot minimum). Several small neighborhood serving commercial and neighborhood-planned developments are located within these areas, along with the Hollywood Beach Elementary School.

No major public service capacity problems have been identified for the unincorporated areas of the Central Coast. Build-out in Hollywood Beach/ Silver Strand/Hollywood-by-the-Sea will not impact local water supplies. All their water is drawn from the lower aquifer, while agricultural users obtain water from privately-owned wells. The Preble, Olivas and McGrath agricultural lands are outside the seawater-intruded area, and will not be affected by the well-drilling moratorium. However, agricultural lands in the rest of the Central Coast *coastal zone* are subject to seawater intrusion. Adopted policies and ordinances developed under the "208" Countywide Planning Process will also be applied toward a solution to the problem.

Sewer service allocations for Silver Strand and the Hollywood Beach are sufficient to handle all sewage generated from residential build-out in the area.

Silver Strand and Hollywood Beach will continue to be severely impacted by traffic, especially in the summer months. The completion of Victoria Avenue between Gonzales Road and Silver Strand in 1984 and out-of-area visitation compounded traffic congestion in the Silver Strand and Hollywood Beach areas.

There is a public *parking lot* at both ends of Silver Strand Beach. According to the Ventura County General Services Agency, ways are being explored to improve the Channel Islands southern jetty for pedestrian *use* if funding can be obtained.

During heavy winter storms there is a problem with waver run-up and ponding in residential areas.

Public Works Goal 1

To maintain current service levels to existing developments.

Policies

1. New or expanded *public works facilities* (including roads, flood control measures, water and sanitation) will be designed to serve the potential population of the unincorporated and incorporated areas within the Coastal Zone, and designed to eliminate impacts on *agriculture*, open space lands, and *environmentally sensitive habitats*.
2. New service extensions required beyond the stable urban boundary will be designed to mitigate any effects on agricultural viability.
3. In working toward solutions to circulation problems in the unincorporated beach communities of Hollywood Beach, Hollywood-by-the-Sea and Silver Strand Beach, the County of Ventura should initiate a renewed effort to coordinate with citizens and responsible agencies. Pedestrian walkways and bicycle paths should be considered as part of the solution.
4. Public transportation into Hollywood Beach, Silver Strand, and Hollywood-by-the-Sea will be provided according to needs identified in the data collected by South Coast Area Transit (SCAT).
5. The Public Works Agency will explore the feasibility of a "traffic roundabout" at the southern base of Victoria Avenue in front of the Coast Guard station to help alleviate traffic pressures on the Silver Strand community. This should be done in cooperation with any other affected agency, such as the City of Oxnard.

4.3.8 Locating and Planning New Development

I. Residential

Existing residential *development* in the Central Coast sub-area is confined to Hollywood Beach, Silver Strand Beach and Hollywood-by-the-Sea. These areas have recently been in-filling rapidly. As the only segments of unincorporated land on which urban *development* is allowed, they will continue to in-fill.

The section of Ventura County's General Plan covering Hollywood Beach, Silver Strand and Hollywood-by-the-Sea allows build-out to the prevailing base zoning, mainly "R-B-H" (Residential Beach Harbor), and "C-C" (Coastal Commercial). Some of the property zoned commercial has been converted to residential and homes have been built.

II. Commercial

The existing neighborhood commercial *uses* in the Hollywood Beach, Silver Strand Beach, Hollywood-by-the-Sea and Channel Islands Harbor areas, coupled with the major commercial *uses* nearby in the cities of Port Hueneme and Oxnard, are sufficient to serve the area and any visitors entering the area.

III. Industrial

Other than the energy facilities previously mentioned, there are no industrial developments in the unincorporated areas of the Central Coast.

Locating and Planning New Development Goal 1

To allow build-out of existing urbanized areas to continue, consistent with the County's General Plan, regional goals within the Air Quality Management Plan and "208" (Water Quality) Plan.

Policies

1. The areas of Hollywood Beach, Silver Strand Beach and Hollywood-by-the-Sea will be the only areas where high density residential *development* will be allowed in the Central Coast.
2. No *structures* for human habitation will be allowed within those hazardous areas shown in [Figure 4.3-7](#).

4.3.9 Potential Conflicts

Conflicts could arise between unincorporated County lands presently in *agriculture* and potential *development* plans of adjacent cities. Section 30241 of the Coastal Act states that, 1) the maximum amount of *prime agricultural land* shall be maintained in agricultural production; 2) stable boundaries separating urban and rural areas shall be established; and 3) that clearly defined buffer areas to minimize conflicts between *agriculture* and urban *uses* shall be defined.

I. San Buenaventura Area of Interest

Within the San Buenaventura Area of Interest and within the *coastal zone* are two unincorporated agricultural sub-areas:

- A. Preble Agricultural Lands** - The Preble agricultural lands include 62 acres of row and truck crops, immediately north of the 101 Freeway and bounded on the west and north by the corporate limits of the City of San Buenaventura. All *parcels* contain prime soils. Land *uses* immediately adjacent to this area include:

the Southern Pacific Railroad and mixed urban *development* to the north, the 101 Freeway to the east and south, and a citrus packing plant to the west.

The location of the Preble area may be critical to the designation of stable urban boundaries because it is immediately adjacent to urbanized lands within the City of San Buenaventura.

Local plans and policies reflect *development* pressures from the proximity of urban development. The area is currently designated "Agricultural" on the County's General Plan and zoned "C-A" (Coastal Agricultural). The County's "208" Plan includes the area within the 1977 "Urban Growth" phasing boundary. The City of San Buenaventura's Land Use Element designates the site for "Planned Mixed Development." The area is designated a Phase I (first priority development). It is within the City of San Buenaventura's Sanitation District, and water is available and water pressure adequate. Urban services appear to be readily available. However, *development* may be restricted by the lack of adequate *access* to the site. Although it is adjacent to the freeway, *access* to the area is currently limited to a narrow road off of Seaward Avenue. The Southern Pacific railroad tracks, located along the northern perimeter of the site, pose additional *access* problems.

Two logical urban boundaries exit in the Preble area: 1) the Southern Pacific Railroad tracks on the northern perimeter of the site, and 2) U.S. Highway 101 at the southern perimeter of the site. The City and County concur that the table urban-rural boundary will be the Southern Pacific Railroad right-of-way between the agricultural and urban lands.

B. Olivas Lands - Immediately south of the Preble property are the Olivas agricultural lands. Highway 101 separates the two segments of land. Prior to construction of the freeway, *parcels* in these two areas formed a continuous stretch of *prime agricultural land*. The Olivas land includes 355 acres of row and truck crops. Approximately 120 acres of this area are in agricultural preserve.

Land *uses* adjacent to the sub-area include the 101 Freeway and agricultural activities on the north and east, the Olivas Golf Course on the south, and Harbor Boulevard, the Ventura Marina and the Pierpont/Keys residential *development* to the west.

The County General Plan designates this area as "Agricultural" (40 acre minimum). The City of San Buenaventura's General Plan also designates the area "*Agriculture*" through 2010. Unlike the Preble area, services are not readily available to the Olivas lands. They are not included in the City's sanitation district because of problems with water pressure. Existing plans and policies support maintenance of *agriculture* in this area, in conformance with the Coastal Act.

II. Oxnard Area of Interest

The Santa Clara River is the approximate boundary between the Oxnard and the San Buenaventura Areas of Interest. Within the Oxnard Area of Interest the potential conflict areas include the Edison Canal and a portion of the agricultural land in the Ormond Beach area.

The "Edison Canal" (so called because it was originally associated with holdings of the Southern California Edison Company) traverses the *coastal zone* from Channel Islands Harbor northward to the Generating Plant, currently owned by Reliant Energy, at Mandalay Beach. The canal flows through both unincorporated and City of Oxnard lands. Both recreational and residential *development* has been proposed along the canal.

Conflicts could occur between the different land *uses* proposed in the Edison Canal Land Use Study and the owner of the canal and its right-of-way.

4.3.10 Environmentally Sensitive Habitats Areas (ESHA)

A. Coastal Dunes

Remnants of the once-extensive Mandalay coastal dune complex are scattered throughout the Central Coast. Viable dunes within the County's jurisdiction are found near McGrath Lake. Approximately 80 acres are within the unincorporated area, while the rest of the complex falls within the City of Oxnard's jurisdiction ([Figure 4.3-1](#)).

The dunes surround the lake, effectively sheltering the rare freshwater *habitat* from wind and erosion. The lake is used by numerous water birds, and the area supports a variety of other coastal species.

Some of the unincorporated area has been identified for potential acquisition by the California Department of Parks and Recreation as part of McGrath State Beach. The active West Montalvo oil field extends in part beneath the dunes. Oil wells and a Chevron Oil Company processing plant are next to the proposed acquisition. The unincorporated dune area seaward of Harbor Boulevard is designated "Open Space" in this Coastal Plan. Landward of Harbor Boulevard, the dune area is designated "Agriculture" in this Coastal Plan.

ESHA Goal 1

To protect the County's coastal sand dunes, their communities, and the processes that form them from degradation and erosion.

Policies

1. Coastal sand dunes on County unincorporated land are designated "Open Space" or "Agriculture," in this Coastal Plan as well as "Open Space" or "Agricultural" on the County's General Plan Land Use Map in order to provide for maximum coastal dune protection.
2. Activities leading to degradation, erosion or destruction of coastal dunes will not be allowed. This includes, but is not limited to, use by off-road vehicles, sand mining, *filling*, or dumping.
3. The County encourages acquisition of the McGrath Lake dunes by State Parks, and the designation of the area as a State Preserve.
4. The County supports less-than-fee acquisitions by the State as a means of preservation, such as open space easements and tax incentives.

B. Wetlands

Only small portions of the Central Coast's once-extensive *wetlands* remain today. One of the best remnants is the mouth of the Santa Clara River, which encompasses a variety of *habitats* with coastal flora and fauna including approximately 60 acres of pickleweed (*Salicornia virginica*) marsh. The endangered Belding's savannah sparrow, the rare California black rail, the endangered light-footed clapper rail, and the endangered California least tern have all been observed in the area.

West of Harbor Boulevard, the Santa Clara River is under the jurisdiction of the Cities of San Buenaventura and Oxnard, and the California Department of Parks and Recreation.

The part of the river within McGrath State Beach has been designated State Preserve. East of Harbor Boulevard another portion of the *wetland* is within County jurisdiction (Figure 4.3-2) and it is zoned "COS" (Coastal Open Space, 10 acre minimum).

McGrath Lake is immediately south of McGrath State Beach and west of Harbor Boulevard (Figure 4.3-3). While it is a natural freshwater lake, probably formed in association with the sand dunes, most of its water now comes from agricultural *runoff*. The freshwater marsh around the edge attracts a variety of birds and small animals. The northern end of the lake and the land surrounding it are within the County and zoned "COS". A large portion of the *wetland* is within the City of Oxnard's jurisdiction. Near the southern end of the lake (Figure 4.3-2) is another segment of County land zoned "COS". The area is designated "Open Space" in this Coastal (Area) Plan and in the County's General Plan.

South of Port Hueneme and immediately north of Mugu Lagoon is Ormond Beach, historically the site of some of the most extensive *wetlands* in the County. Today there are approximately 100 acres of saltmarsh remaining. Most of the marsh is within the City of Oxnard's jurisdiction. Historically, the area was part of an extensive tidal marsh. According to saltmarsh experts, the marsh is still in relatively viable condition as characterized by dense stands of pickleweed and the presence of a variety of characteristic Southern California saltmarsh species. Few scientific studies have been done on the area. However, the endangered California least tern and Belding's savannah sparrow have been observed in the marsh. Additionally, this is one of the few areas in Southern California with an intact dune-transition zone-marsh system (R. Vogl, C. Onuf, pers. comm.).

Another *wetland* segment south of the Edison Plant is within the City of Oxnard's jurisdiction. The remnant tidal saltmarsh is also being considered for acquisition and restoration by the California Department of Parks and Recreation. It is used by the off-road vehicles and suffering soil compaction and vegetation damage. In their 1979 study, "A Concept Plan for Waterfowl Wintering Habitat Preservation," the U.S. Fish and Wildlife Service point out that the greatest opportunities for maintaining waterfowl populations along the Pacific Flyway would be in the restoration or enhancement of diked, formerly tidal, marsh. The marsh areas at Ormond Beach may afford such opportunities.

In "Recommended Coastal Properties for Public Acquisition" the California Coastal Commission (1976) placed Ormond Beach *wetlands* in its second priority group for acquisition: "Recreational sites that serve urban populations and environmental resource areas that need protection or restoration.

The privately-owned Ventura County Game Preserve, another freshwater *wetland* now artificially maintained, is partially located in the coastal zone.

ESHA Goal 2

To protect *wetlands* in the Central Coast and encourage their acquisition, restoration or enhancement by the State to perpetuate their value to onshore and nearshore coastal life, and to the people of California.

Policies

1. All projects on land either in a designated *wetland*, or within 100 feet of such designation, shall be sited and designed to prevent impacts which would significantly degrade the viability of the *wetland*. The purposes of such projects shall be limited to those in Section 30233(a) of the Coastal Act.
2. Where any dike or *fill development* is permitted in *wetlands*, mitigation measures will, at a minimum, include those listed in Section 30607.1 of the Coastal Act. Other

reasonable measures will also be required as determined by the County to carry out the provisions of Sections 30233 (b and c) of the Coastal Act.

3. Channelization, dams, and other river or *stream* alterations will be limited to:
 - a. Necessary water supply projects.
 - b. Flood control projects to secure public safety in the flood plain when there are no other *feasible* protection methods.
 - c. Projects necessary for protection and enhancement of *wetlands habitats*.

Such permitted projects will incorporate *feasible* mitigation measures.

4. *Habitat* mitigation will include, but not be limited to, timing of the project to avoid disruption of breeding and/or nesting of birds and fishes, minimal removal of *native vegetation*, reclamation or enhancement as specified in the California Coastal Commission "Interpretive Guidelines for Wetlands" and a plan for spoils consistent with the following policy.
5. Dredge spoils should not be used for beach replenishment unless it can be shown that the process would not adversely impact coastal processes or *habitats*; such as intertidal reefs, grunion spawning grounds, or marsh. The California Department of Fish and Game, as well as other appropriate agencies, will be consulted when spoils deposition on a beach is under consideration.
6. The County supports formal recognition of the value of the Ormond Beach saltmarshes and their enhancement or restoration as such by the landowners, California Department of Fish and Game, the U.S. Fish and Wildlife Service, National Marine Fisheries Service, and other appropriate agencies. Appropriate scientific experts and the current literature should be drawn upon in any reclamation or enhancement attempts.
7. The landowners and appropriate agencies, including the Coastal Commission, the Coastal Conservancy, and State Parks should work to limit off-road vehicle *access* to the Ormond Beach marsh areas, including (but not limited to) fencing of areas.
8. Recreation in the Central Coast saltmarshes will include resource compatible *uses* such as nature observation, scientific study, educational trips, and possibly fishing. Appropriate public agencies will provide the public with off-site, as well as on-site, interpretive opportunities within existing programs as *feasible*. As funds become available, new programs should be developed.
9. The County will work in close cooperation with other agencies and jurisdictions to provide comprehensive and biologically sound management of coastal *wetlands*.

C. Film Production, Temporary

Policies

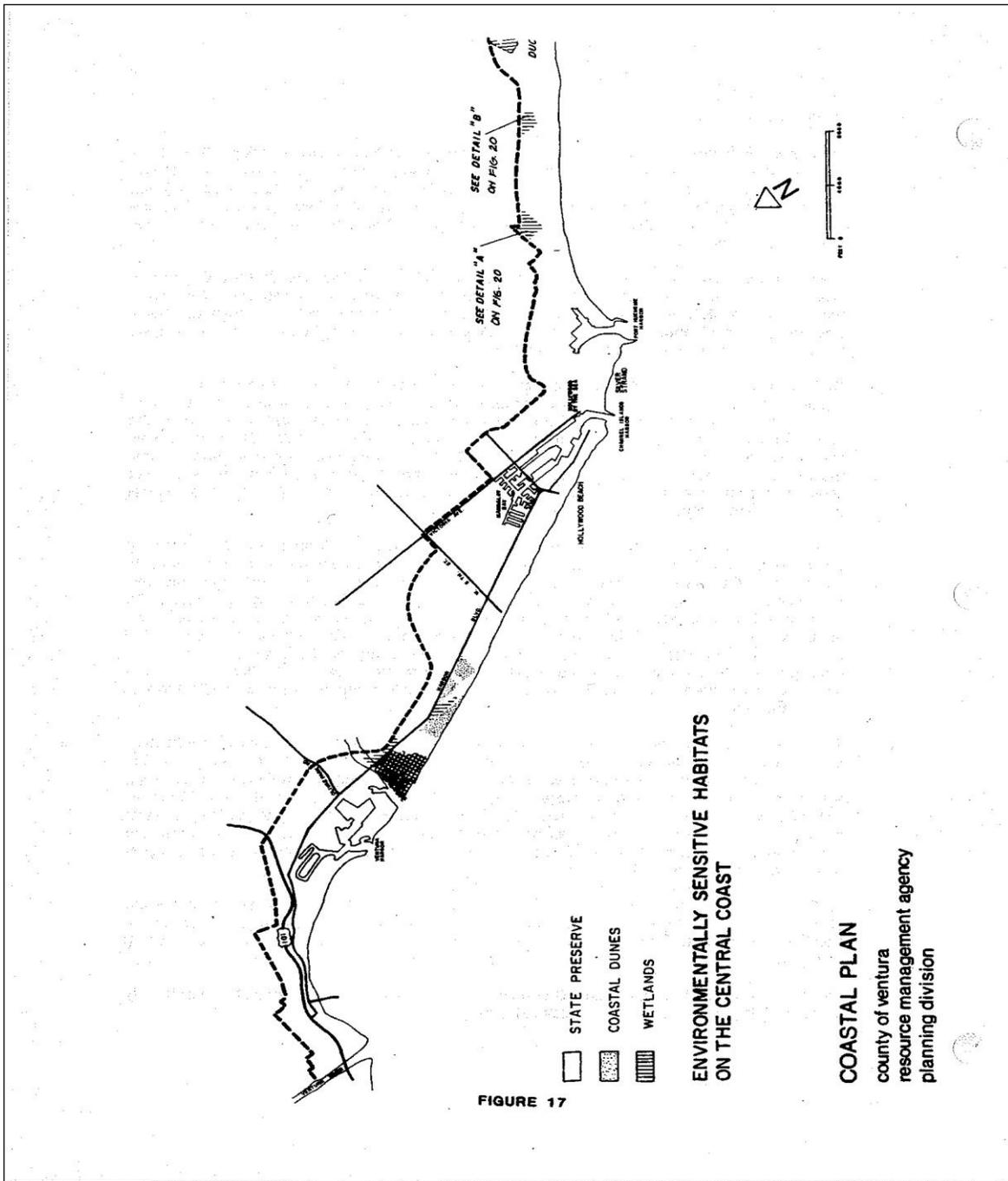
1. *Temporary film production activities* shall not result in adverse impacts to wetland, *ESHA*, or *ESHA* buffer, including indirect effects from outdoor lighting or noise.

D. Signs

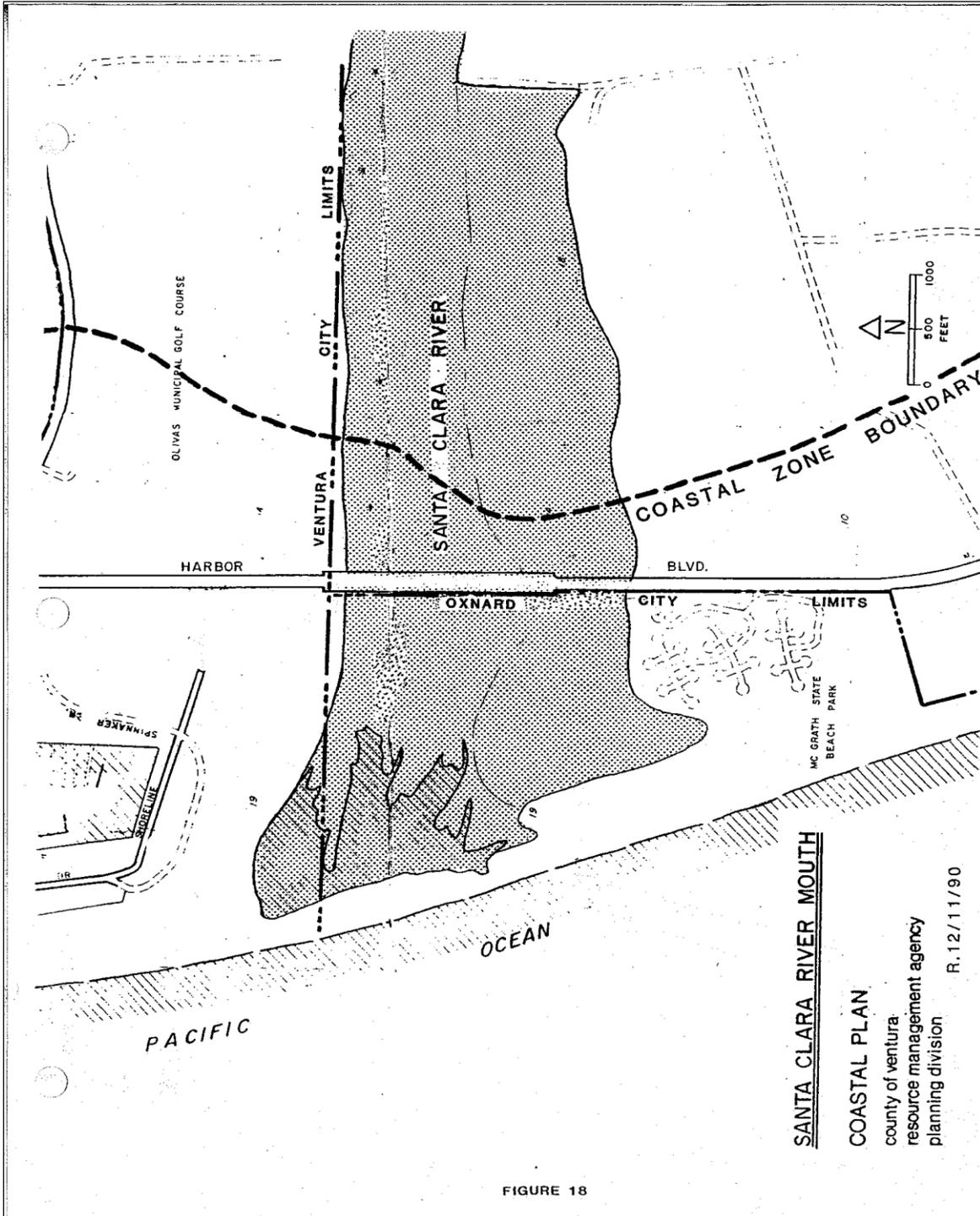
Policies

1. *Signs* are prohibited within ESHA except for resource protection or interpretative and educational signage, or signage necessary to ensure public safety. Signage within ESHA or its buffer shall be sited and designed to minimize impacts on the resource to the maximum extent *feasible*.

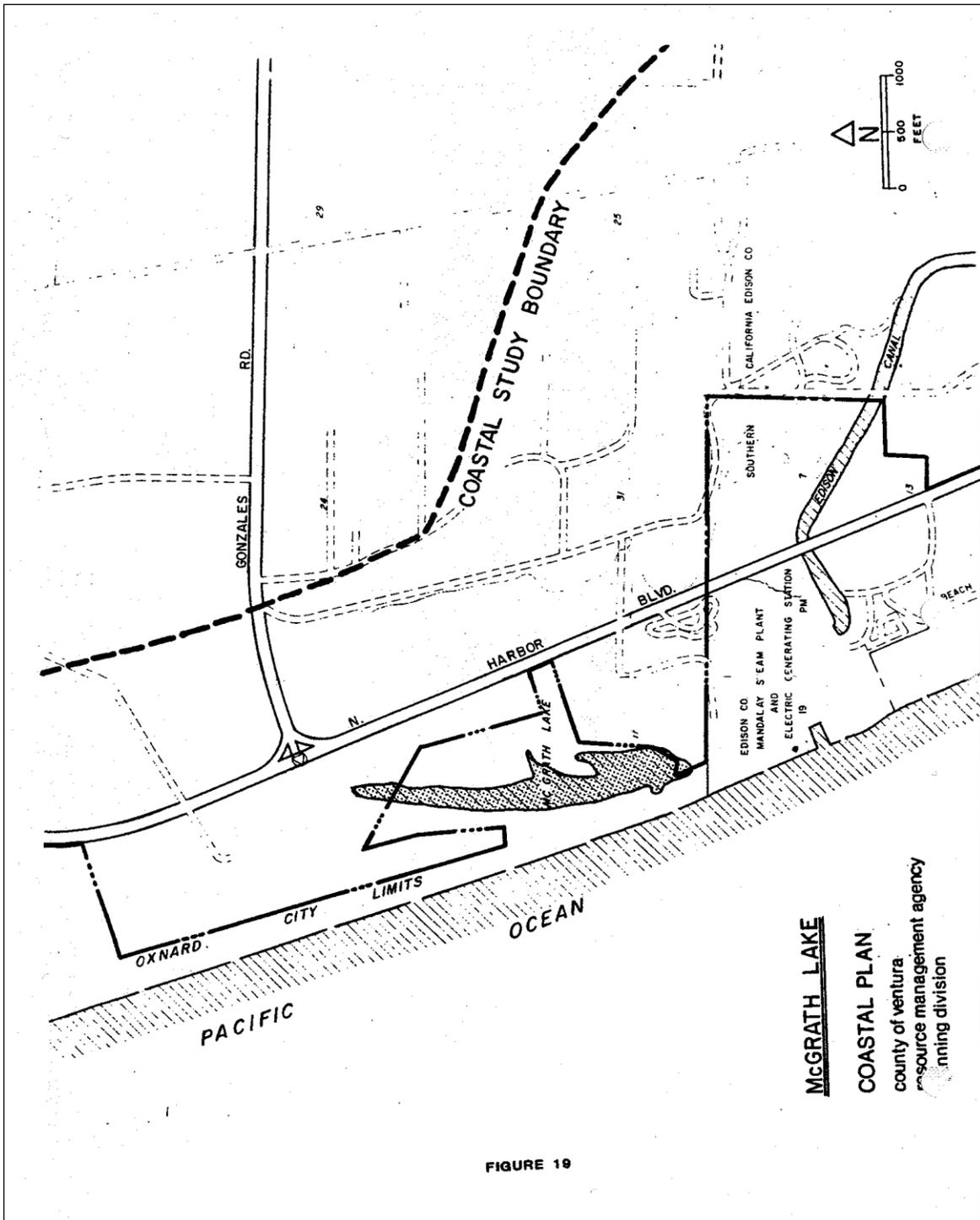
**Figure 4.3-1
Environmentally Sensitive Habitats on the Central Coast**



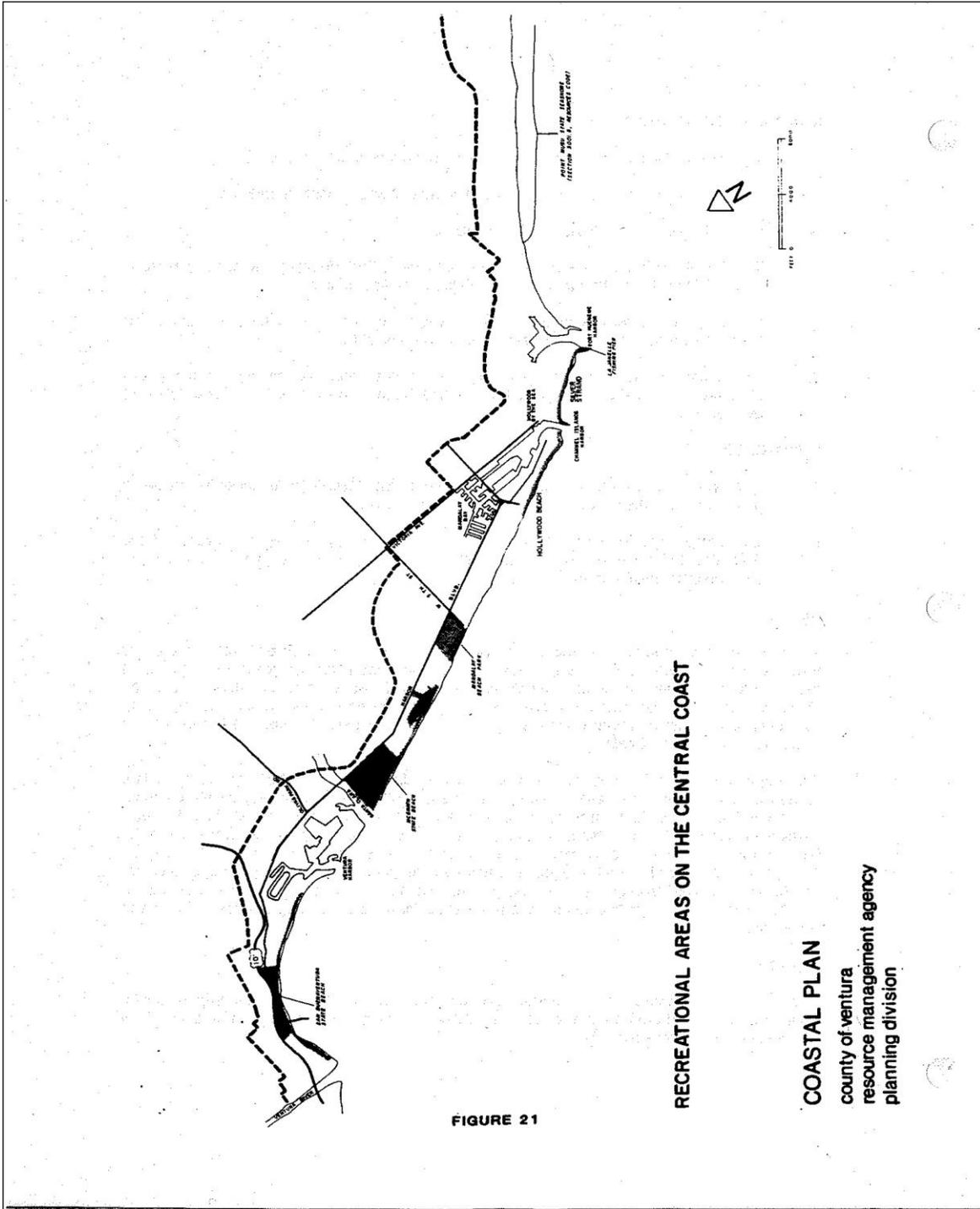
**Figure 4.3-2
Santa Clara River Mouth**



**Figure 4.3-3
McGrath Lake**



**Figure 4.3-4
Recreational Areas on the Central Coast**



**Figure 4.3-5
Central Coast Access Inventory**

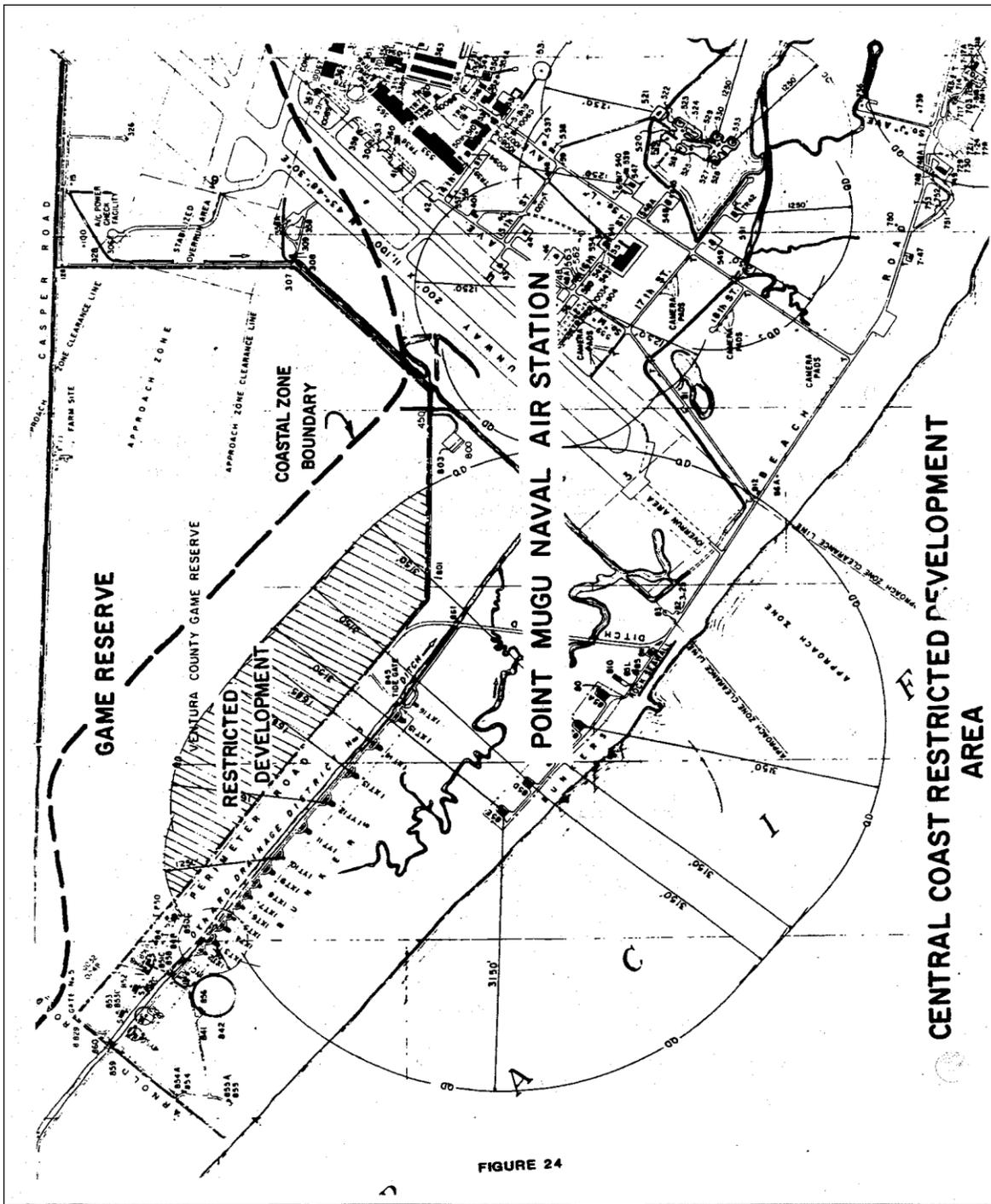
Name and Location	Access Type	Size	Frontage	Open	Signed	Owned By	Managed By
Hollywood Beach*	Park	50 ac.	--	Yes	Yes	County	County
Silver Strand Beach*	Park	41 ac.	--	Yes	Yes	County	County

6/20/89

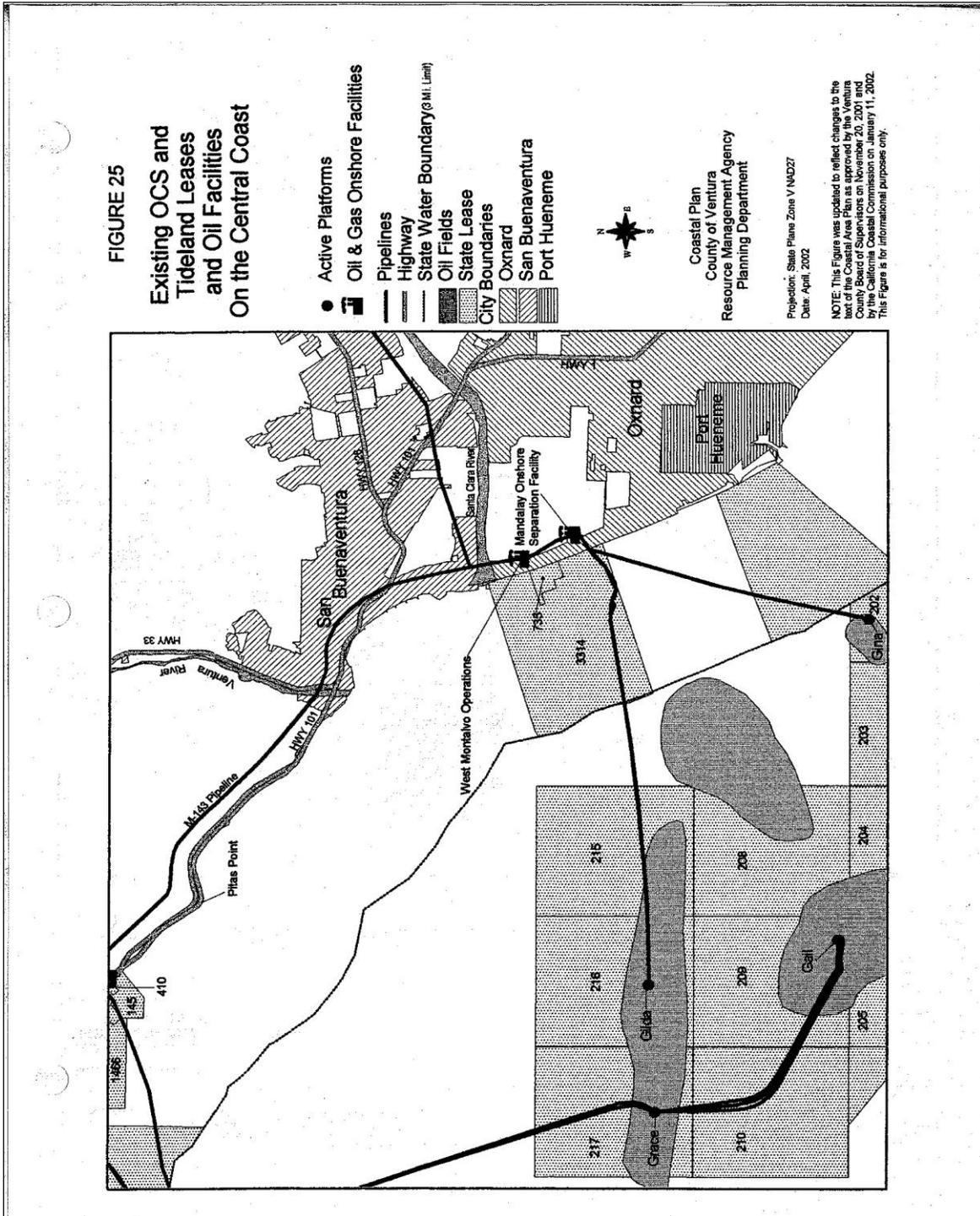
Footnotes:

* See Local Coastal Area Plan Land Use Maps for the Central Coast and Harbor Area, Figures 3-4 and 4.3-10 (separate maps).

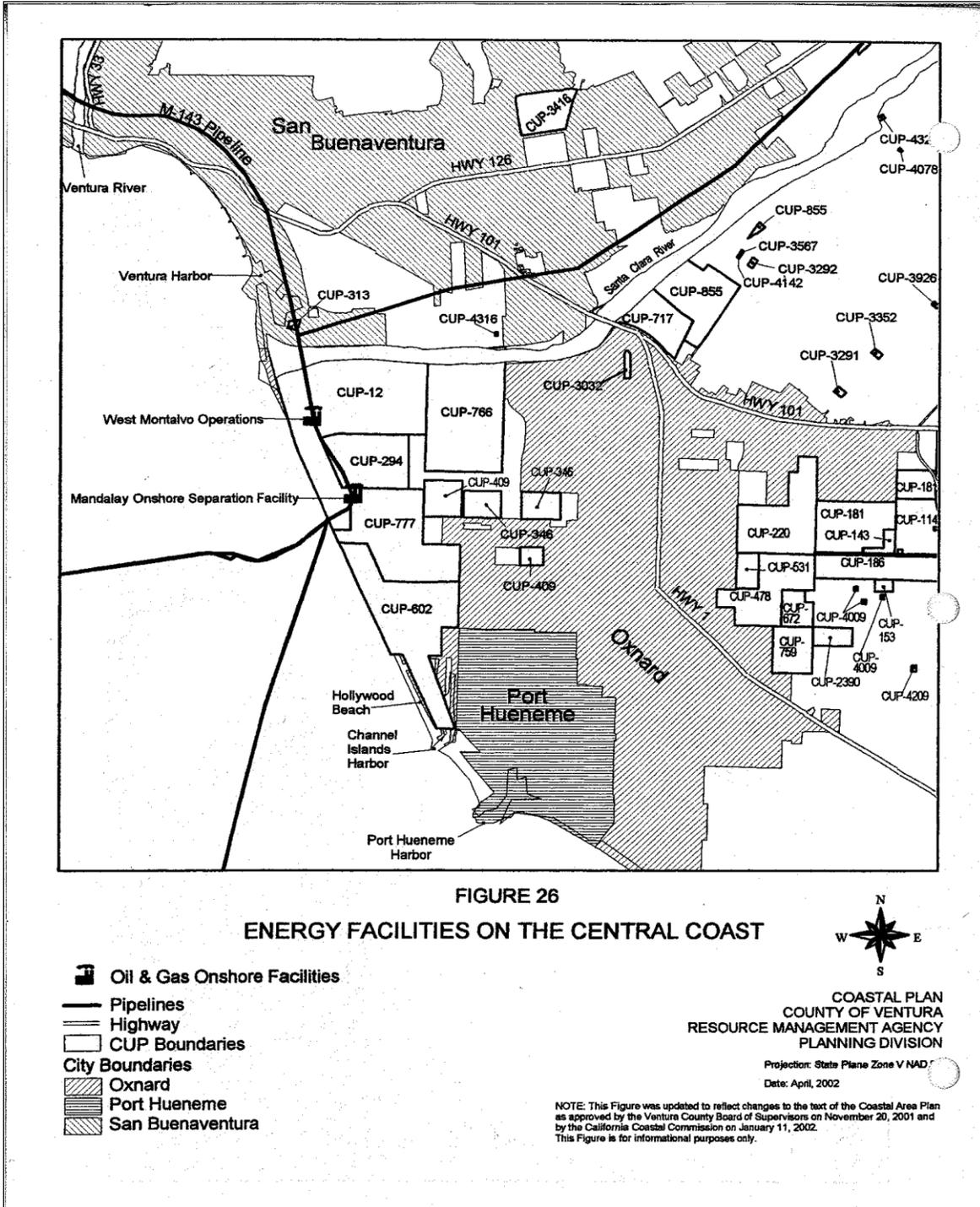
**Figure 4.3-7
Central Coast Restricted Development Area
(Map of Pt. Mugu NAS)**



**Figure 4.3-8
Existing OCS and Tideland Leases and Oil Facilities
on the Central Coast**



**Figure 4.3-9
Energy Facilities on the Central Coast**



4.4 THE SOUTH COAST

4.4.1 South Coast Area Policies

1. All zoning and *development* shall be in conformance with the Land Use Plan map (Figure 3-6), which has been designed to reflect these goals and policies. The Zoning Compatibility Matrix (Figure 3-1) indicates the zones which are consistent with the various land *use* categories.
2. In case of reasonable doubt as to the precise alignment of land *use* boundaries on the Land Use Plan Map, the *Planning Director* is authorized to determine the precise boundary locations. Such determinations must comply with the goals and policies which are set forth in the written text of the Coastal Area Plan. Determinations shall be graphically portrayed on the adopted Land Use Plan Map. In granting the *Planning Director* such powers, it is understood that any interested party may appeal the Director's decision to the Planning Commission and subsequently to the Board of Supervisors (Ventura County Ordinance Code, Division 8, Chapter 1.1, Article 11) and, upon exhaustion of these local appeals, as follows:
 - a. The dispute or question of determination may be appealed to the Executive Director of the Coastal Commission. The Executive Director shall expediently transmit to the interested parties his or her determination as to the precise boundary location.
 - b. Where the Executive Director's determination is not in accordance with the local government determination, the Commission shall hold a hearing for purposes of determining the appropriate boundaries for the area. The Commission shall schedule the hearing on the determination for the next Commission meeting consistent with its Administrative Regulations Sections 13569.

4.4.2 Recreation and Access

A. Recreation

Recreation on the South Coast is available in several areas, many of which have state, as well as national, significance (Figure 4.4-2).

Point Mugu State Park, encompassing 14,000 acres with 19,224 feet of beach front, offers camping, backpacking, day hiking, picnicking, nature study and beach use. Current overnight campsites total 164, parking spaces 285, and there are 40 picnic tables. The Santa Monica Mountains National Recreation Area, Final General Management Plan was completed in 2002 and includes plans for intensification of facilities in the Coastal Zone which include a visitor center at Mugu Lagoon and an overnight education camp at Circle X Ranch.

A portion of another state facility, Leo Carrillo Beach, is partially within Ventura County and partially within Los Angeles County. Over the years, the park size increased to include Yerba Buena Beach and Yellow Hill Trail. A 120-acre private overnight camp with hiking trails, a highway undercrossing, and access to the shoreline lies on either side of Little Sycamore Creek, with access from Yerba Buena Road.

Potential for additional state recreation facilities exists in the 14,000 linear feet of privately-owned beach frontage south of Point Mugu State Park near Deer Creek. The

beach is popular and users may be part of the "turn-away" crowd from the State Park. Unsupervised parking and overnight camping may pose health and sanitation problems. No restrooms or sanitation facilities are currently provided.

Recreation in the Santa Monica Mountains has taken on national significance with the formation of the Santa Monica Mountains National Recreation Area. The rugged, unstable terrain of this geologically young range includes diverse habitats and a number of ecosystems in coastal zone boundaries. Chaparral and coastal sage dominate the landscape. Riparian and oak woodlands, with a wide range of native wildlife, are also present. Much of the watershed is still natural.

The mountains are geologically and biologically closely related to the northern Channel Islands. While certain hazards, such as steep slopes, limited water, and fire danger preclude many kinds of access and recreation, the National Recreation Area will afford a variety of outdoor activities. Beach use and use of inland areas are closely related. The following public and non-profit organizations are actively involved in the acquisition and maintenance of recreational lands in the Santa Monica Mountains: The National Park Service, California Coastal Commission, California Department of Parks and Recreation, California Department of Conservation, California Coastal Conservancy, California Department of Fish and Wildlife, Caltrans, The Nature Conservancy, Santa Monica Mountains Conservancy, and the Mountains Recreation and Conservation Authority.

Recreation Goal 1

In recognition of the scenic beauty, relatively undisturbed natural resources, popularity of recreation, as well as its greater out-of-area significance, to encourage the state and federal governments in broadening recreational opportunities on the South Coast consistent with public health and safety, and the protection of private property rights.

Policies

1. The California Department of Parks and Recreation should continue with protection of the unique and sensitive natural resources in Point Mugu State Park as a major goal of management.
2. The California Department of Parks and Recreation should work closely with the County and the National Park Service as the Santa Monica Mountains National Recreation Area develops to be sure that, within environmental constraints, land uses are consistent with long-range County goals, maximum public recreation and access are achieved, and upland supporting areas are protected.

Leo Carrillo State Beach:

3. As the California Department of Parks and Recreation evolves its plans for these beach segments, care should be taken to conform to the California Coastal Act. Creek corridors, such as Little Sycamore Creek, should remain as natural as possible to maintain watershed, habitat, and upland recreation area.

Deer Creek Beach Frontage:

4. The County supports acquisition of the beach by the California Department of Parks and Recreation or the Santa Monica Mountains National Recreation Area.

Santa Monica Mountains National Recreation Area:

5. Work closely with the National Park Service in the implementation of the National Recreation Area General Management Plan to develop recreational uses in the Santa Monica Mountains and review individual projects in order to determine and encourage consistency with the Ventura County Local Coastal Program.
6. The County supports the "Major Feeder Trail" connecting the Backbone Trail to the Pacific Coast between Yerba Buena and Deer Creek Roads as shown in the Santa Monica Mountains Comprehensive Plan.
7. The County shall incorporate the policies and accompanying maps, including the Trail Systems map found in the Santa Monica Mountains Comprehensive Plan (1979) as part of the Coastal Area Plan.
8. Development shall neither preclude continued use of, or preempt the option of establishing inland recreational trails along identified routes, as indicated in the Santa Monica Mountains Comprehensive Plan (1979) and the Coastal Slope Trail as proposed in the U.S. Department of the Interiors Santa Monica Mountains Draft Environmental Impact Statement and General Management Plan (September 1980), or along routes established by custom to destinations of public recreation significance. An offer-of-dedication, a property dedication, or a grant of easement of a trail right-of-way shall be required as a condition of approval on property crossed by such trail routes. Where feasible, direct grants shall be required except when the accepting agency is not identified at the time of final Zoning Clearance or map recordation.
9. With the exception of the Coastal Trail (Section 1), all new trail corridors shall be designed for a minimum of twenty-five (25) feet in width with a larger corridor width for major feeder trails. Exceptions to this standard may be granted where the minimum trail corridor width is not feasible due to topographic or private property constraints. The routing of trails shall be flexible in order to maintain an adequate buffer from adjacent development. Where feasible, development shall be sited sufficiently distanced from the trail so as not to interfere with the trail route.
10. Among other methods of acquiring trail easements as established by the Santa Monica Mountains Comprehensive Plan (1979), Coastal Trail (Section 1), and other future proposals, the following shall be considered:
 - a. Integrate trail easements with future capital improvement projects.
 - b. Provide incentives through contracts for lower taxes in exchange for allowing public trail rights or credits for required Quimby Act parkland dedication.
 - c. Allow for donations through gifts and acquisition of tax delinquent properties.
 - d. Acquire the trail routes through fee or less than fee acquisition.
11. To implement present and future trail routes, the County shall continue to coordinate with the California Department of Parks and Recreation, the Department of Interior National Recreation Area Staff, Los Angeles County, and trail activists from Los Angeles and Ventura County.
12. Before a permit for development of any shoreline or inland parcel is approved, its suitability for public recreational use shall be evaluated within the specified project review period by the County in consultation with the California Department of Parks and Recreation and the National Park Service. If the County determines that the property may be suitable for such use, the County shall ascertain whether any public agency or non-profit organization, including the National Park Service, Santa Monica

Mountains Conservancy, Coastal Conservancy, California Department of Parks and Recreation, County Recreation Services, and Trust for Public Lands, is planning or contemplating acquisition of any part of the subject property, specifically authorized to acquire any portion of the property which would be affected by the proposed development, and funds for the acquisition are available or could reasonably be expected to be available within one year from the date of application or permit. If a permit has been denied for such reasons and the property has not been acquired by such agency or organization within a reasonable time, a permit may not be denied again on the same ground.

B. Access

Most of the coastal recreation areas along this sub-area are accessible from California Highway 1. Some of the inland areas can be reached via mountain roads. [Figure 4.4-3](#) is an inventory of access on the South Coast.

Constraints to public access are diverse. While Point Mugu State Park is easily reached from Highway 1, much of it is accessible only by moderate to strenuous hiking. Because of the park's high biological and scenic values, it may not be appropriate to augment access more than already planned by the California Department of Parks and Recreation.

The Deer Creek beach frontage, privately owned, is highly accessible, as evidenced by its popularity. However, illegal camping may sometimes inhibit potential users and somewhat block their access to the area.

The popularity of Leo Carrillo State Park and the new California Department of Parks and Recreation acquisitions, along with the overall popularity of Highway 1, has led to problems that include extensive illegal parking and camping, as well as enforcement and sanitation problems. Private parcels interspersed with current and potential state acquisitions block public access along the beach. Bluff erosion poses safety hazards to current and potential vertical accessways.

The only area of the South Coast with significant development is the Solromar "Existing Community." The area has about 2,800 linear feet of shoreline, but it is not continuous frontage. The state has purchased two beach areas adjacent to, and within, the "Existing Community" area. These are the Leo Carrillo State Beach extension and the Yerba Buena Beach. Vertical access is not a major problem in this area, or anywhere along the South Coast, but lateral access should be sought between Leo Carrillo and Yerba Buena State Beaches.

Access Goals

1. To maximize public access to coastal recreational areas in the South Coast sub-area consistent with private property rights, natural resources and processes, and the Coastal Act; to maintain existing access, and seek new access as funds become available.
2. To maintain or increase public *access to coastal resources* through increased parking capacity for vehicles and bicycles within the coastal zone.

Policies

Vertical Access

1. For all new development between the first public road and the ocean, granting of an easement to allow *vertical access* to the mean high tide line shall be mandatory unless:
 - a. Adequate public access is already available within a reasonable distance of the site measured along the shoreline, or
 - b. Access at the site would result in unmitigable adverse impacts on areas designated as "*sensitive habitats*" or tidepools by the plan, or
 - c. Findings are made, consistent with Section 30212 of the Act, that access is inconsistent with public safety, military security needs, or that agriculture would be adversely affected, or
 - d. The parcel is too narrow to allow for an adequate *vertical access* corridor without adversely affecting the privacy of the property owner.

Lateral Access

2. For all new development—between the first public road and the ocean, granting of lateral easements to allow for public access along the shoreline shall be mandatory unless subsection (a) below is found. In coastal areas, where the bluffs exceed five feet in height, all beach seaward of the base of the bluff shall be dedicated. In coastal areas where the bluffs are less than five feet, the area to be dedicated shall be determined by the County. At a minimum, the dedicated easement shall be adequate to allow for lateral access during periods of high tide. In no case shall the dedicated easement be required to be closer than 10 feet to a residential structure. In addition, all fences, no trespassing signs, and other obstructions that may limit public access shall be removed as a condition of development approval.
 - a. Findings are made, consistent with Section 30212 of the Act that access is consistent with public safety, military security needs, or that agriculture would be adversely affected.

Environmentally Sensitive Habitats:

3. The applicant of a proposed recreational facility in, or adjacent to, areas designated "*environmentally sensitive habitats*" shall develop a management program to control the kinds, intensities, and locations of *uses* to preserve the *habitat* resources to the maximum extent *feasible*. This program shall be part of *development* approval.

General:

4. In accordance with section 30214(a) of the Coastal Act, the time, place, and manner of access will depend on individual facts and circumstances; including topographic and site characteristics, the capacity of the site to sustain use at the intensity proposed, management of the access areas to protect the privacy of adjacent owners, and the feasibility to provide for litter collection.
5. In accordance with section 30214(b) of the Coastal Act, the requirement of access shall be reasonable and equitable, balancing the rights of the individual property owner with the public's right of access.

Leo Carrillo State Beach:

6. To augment public access and recreation, provide new parking and extend bus service to the area.
7. Any future vertical accessways must be designed to minimize bluff erosion.
8. Lateral access easements linking Leo Carrillo State Beach and Yerba Buena Beach should be provided.
9. The California Department of Parks and Recreation should acquire private parcels along the beaches where feasible, as well as provide for maximum public access.

Santa Monica Mountains National Recreation Area:

10. South Coast Area Transit, in conjunction with the National Park Service, should fully explore through long-range planning the possibilities of extending service to the area, including (but not limited to) the following: federal funds for extended service, particularly from lower income areas; park-and-ride from central points in Ventura County using smaller, more cost-effective buses; and, service agreements with the Los Angeles County Rapid Transit District, and charter buses.
11. The National Park Service and the California Department of Parks and Recreation should work together to determine the extent of impacts from additional visitation generated by new national parks in the County, particularly impacts on existing park facilities.
12. The County supports the work of the Santa Monica Mountains Conservancy Recreational Transit Program to provide public transportation to the Santa Monica Mountains National Recreation Area.
13. The acquisition of the beach area around Deer Creek is encouraged by either the California Department of Parks and Recreation or the National Park Service.

Film Production, Temporary:

14. Impacts to *coastal resources*, including but not limited to, public recreation facilities, scenic and visual resources, and public beach *access* shall be minimized during *temporary film production* activities.
15. During the peak summer season (Memorial Day through Labor Day weekend), *temporary film production activities*:
 - Shall not preclude the general public from *use* of a public beach; and
 - Shall not occupy public parking spaces to the extent the general public is restricted from using such spaces to *access* a public beach or public recreation facilities.
16. No new permanent *structures* shall be erected for *temporary film production activities*, and the *film permit area* shall be returned to pre-permit conditions following *film production striking*.

Parking and Loading:

17. New *development*, and intensifications in *use*, shall be designed to include the number of off-street parking spaces necessary to satisfy any new parking demand.
18. In order to support the preservation of existing, neighborhood-serving commercial areas within the coastal zone, exceptions to off-street parking requirements may be

allowed, provided that the project applicant contribute to a program aimed at increasing *coastal access parking*.

- No additions or expansion to the structure are proposed and all existing on-site parking is retained;
 - Business hours of operation are in the evening when beach recreational uses are low or non-existent;
 - The primary customer base is nearby residents or beachgoers that do not generate additional parking demand;
 - Shared parking, pursuant to Sec. 8176-4.6, is not available to meet parking requirements; and
 - Other transportation incentives programs listed in Sec. 8176-4.8.1(b), are not feasible, or will not lessen the number of parking spaces required.
19. To promote the efficient *use* of parking areas and reduce the amount of paved or impervious surfaces, shared parking may be allowed for commercial or *mixed-use developments* that accommodate multiple *uses* at different peak parking periods. Where *feasible*, such *parking lots* should accommodate public *coastal access* parking.
 20. Restrictions on public parking that would impede public *coastal access* shall be prohibited except where such restrictions are demonstrated to be necessary for the provision of public safety, and there is no other feasible alternative.
 21. New *development* that requires the removal of existing public parking shall provide an equivalent number of replacement public parking spaces in the immediate vicinity except where the provision of such parking is infeasible or alternatives are identified that offset the need for additional parking facilities.
 22. Where *feasible*, new commercial, *multi-family* residential, or *mixed-use development* shall minimize the demand for public parking by providing on-site bus stops, bicycle storage, sidewalks, or other facilities or programs that support alternative modes of transportation.

Signs

The primary purpose of the *sign* policies in this section is to utilize *signs* to protect and improve *access* to the coastline or other *coastal resources*.

23. *Coastal access* signage shall be posted in conspicuous areas and located so that *access* is maintained and visitors are directed to publicly available *coastal access* parking, beach *access* points, and public trails.
24. For the California Coastal Trail, *coastal access* signage should include distinctive *signs* incorporating the California Coastal Commission *coastal access* logo (foot and wave) or markers, consistent with visual resources.
25. *Signs* that adversely impact public access shall be prohibited except where there is no *feasible* alternative to protect public safety. In such cases, the impact to *coastal access* shall be mitigated and, where *feasible*, the *sign* shall be temporary and removed once the public safety issue is resolved.
26. With the exception of *road* or *informational signs*, placement of *signs* within the public right-of-way shall be prohibited.
27. No *signs* shall be posted on a beach unless authorized by a coastal *development* permit. *Signs* on a public beach which purport to identify the boundary between

State *tidelands* and private property, or which indicate that public *access* to State *tidelands* or public *lateral access* easement areas is restricted, shall not be permitted.

C. Recreation and Access Programs

Parking and Loading

1. The Public Works Agency, in coordination with the Planning Division, will prepare a parking study that evaluates existing parking facilities and parking *use* where *coastal access parking* concurrently serves visitor-serving coastal recreation, commercial development, and residential neighborhoods. The parking study will also identify strategies aimed at the following: (1) increasing the amount of available *coastal access parking* (for example, by identifying potential locations for additional public parking or by restriping existing parking areas to increase the number of spaces), (2) more efficiently using available parking (for example, by establishing a time restricted parking program), and (3) reducing parking demand (for example, by extending bus or shuttle services to coastal beach areas). The study areas for this program include La Conchita (Surfside Street), Hollywood Beach (Los Altos Street and Ocean Drive), and Silverstrand (Roosevelt Boulevard and Panama Drive). (Pending available funding).

4.4.3 Agriculture

Agriculture on the South Coast extends from the farm lands east of Point Mugu Naval Station near Calleguas Creek, to the northernmost foothills of the Santa Monica Mountains. Limited agricultural activities occur in the mountains on flatter terrain ([Figure 4.4-4](#)).

A portion of the Broome Ranch (approximately 690 acres) falls within the coastal zone. All of the ranch's acreage is in three agricultural preserves. A portion is also in the Calleguas Creek flood plain. The agricultural lands are zoned "C-A" (Coastal Agricultural, 40 acre minimum *lot* size) and designated "Open Space" (10 acre minimum *lot* size) by the County's General Plan.

Minimum *lot* size in both this Coastal Plan and the County's General Plan for the "*Agriculture*" land *use* designation is 40 acres per *single-family dwelling*. This 40 acre minimum is sufficient to maintain economic viability for various agricultural *uses* (irrigated crops). Non-irrigated activities may require a larger acreage. Studies as to what constitutes a viable farm unit have been done by Ventura County Agricultural Committee (Appendix 4), Ventura County Assessor's Office and Ventura County Farm Bureau.

Agriculture Goal 1

To preserve agricultural lands on the South Coast to the maximum extent *feasible*.

Policies

1. Soils will be conserved and erosion minimized by the *use* of best grading management practices as set forth by the Soil Conservation Service.
2. Land divisions in, or adjacent to agricultural areas, will not be allowed to affect agricultural productivity.

3. The Local Area Foundation Commission should exclude agricultural lands from any new or expanded service districts that could impact agricultural viability.
4. New service extensions beyond the stable urban boundary will be designed to mitigate any effects on agricultural viability.
5. As *aquaculture* develops it will be considered as a potential agricultural *use* in appropriate areas.

4.4.4 Hazards

The severe and rugged terrain of the Santa Monica Mountains present considerable hazards and constraints to new *development*. A 50-year and 100-year flood hazard area is located along the Calleguas Creek flood plain. Severe *slopes* not only have the potential for instability and erosion, but may also serve as constraints to the proper functioning of water and septic systems. An additional concern in this area is *access*, especially *emergency access* in case of fire or other disasters.

The most important earthquake faults in the Santa Monica Mountains portion of the *coastal zone* are the Bailey Fault near Calleguas Creek, and the Sycamore Canyon, Boney Mountain and Malibu Coastal Faults in the mountainous areas (Figure 4.4-5). Historic records indicate that only six earthquakes larger than 4.0 magnitude on the Richter Scale have originated within 15 miles of the South Coast area since 1934. All were less than 5.3 magnitude and four of the epicenters were located off the coast.

The Bailey Fault marks the boundary between the western Santa Monica Mountains and the Oxnard Plain. It extends from Mugu Lagoon northerly to an intersection with the Camarillo Fault near Calleguas Creek and U.S. Highway 101. The existence of the fault is verified by water well data. The fault is designated as potentially active until more information becomes available for evaluation.

The Sycamore Canyon and Boney Mountain faults are the most prominent of the series of north-east trending breaks extending from Point Mugu to Thousand Oaks. These faults are designated as potentially active until more information is available.

The Malibu Coastal Fault, the Santa Monica and Raymond Hill Faults are thought to be a series of major north-dipping thrust faults that extend along the coast, onshore and offshore for many miles. Faults within this system are considered active. As much as 50 miles of left slip has occurred since Eocene times, about 50 million years ago (Norris and Webb 1976). The 1973 Point Mugu earthquake is believed to have originated on the Malibu Coastal Fault.

The South Coast immediately along the coast shows high potential for liquefaction in the area of Calleguas Creek and Mugu Lagoon.

- **Landslides and Slope Stability** - In general, the Santa Monica Mountains contain highly expansive soils. The soils, together with the steep topography, tend to increase the frequency of *slope* failure and erosion. According to the Ventura County Public Works Agency, grading, increased irrigation or septic *runoff*, and seismic activity may also trigger *slope* movement or erosion.
- **Flood Hazards** - Calleguas Creek is a major flood corridor in the South Coast. It flows along the northern *slopes* of the Santa Monica Mountains to the Mugu Lagoon. Severe flooding has occurred along the *coastal zone* portion of this corridor, resulting in damage to adjacent agricultural crops, transportation facilities and the military base. The lower reaches of the creek are currently unimproved. The Ventura County Flood Control District (VCFCD) is evaluating

flood control solutions to this problem (see full discussion in LCP *Environmentally Sensitive Habitat* Paper).

There are also a number of creek corridors within the Santa Monica Mountains (e.g., Big Sycamore, Little Sycamore, Deer Creek, etc.) that could pose extreme flood and erosion hazards to new *development*.

- **Fire** - Fire is significant natural hazard in the Santa Monica Mountains. The Ventura County Hazards Appendix classifies the entire Santa Monica Mountains area as "extreme" for fire hazard. While many of the *slopes* contain safe coastal vegetation, the fire-adapted chaparral of drier *slopes* along with steepness, moisture and rainfall conditions, and severe *emergency access* constraints can combine to create a dangerous situation. Periodic burns are considered a natural event in chaparral communities, and fires should be anticipated as a regular occurrence. Secondary impacts of fires in this area include mudflows, landslides, and erosion due to loss of ground cover.

The Santa Monica Mountains are currently designated "Open Space" (one *dwelling unit* per 10 acres minimum) and "Recreation" (state park lands). In some areas of the Santa Monica Mountains, however, 40-100 acre minimum *lot* sizes are justified based on water availability, *access, slope*, geologic and fire hazards. For these reasons, it is necessary to maintain the Santa Monica Mountains as "Open Space," and also to investigate the application of 40-100 acre sub-zones where *access* to County-maintained roads is inadequate, and where severe *slopes* increase the potential for geological instability.

The General Plan's Hazards Appendix provides extensive information on various hazards, including fault zones, fire hazard areas, landslides, and flood plains. It is one of the principal documents consulted by Planning and the Public Works Agency when formulating an initial study on a proposed project to determine the need for an EIR. Should an EIR be required, the General Plan Goals, Policies and Programs (Chapter 2) and Hazards Appendix are used in evaluating the various impacts of the projects.

Hazards Goal 1

To protect public safety and property from natural and human-induced hazards as provided for in County ordinances.

Policies

1. The County's existing General Plan Goals, Policies and Programs (Chapter 2) and Hazards Appendix provides direction for geologic, seismic, flood and fire hazard avoidance.
2. New *development* shall be suited and designed to minimize risks to life and property in areas of high geologic, flood, and fire hazards.
3. All new *development* will be evaluated for its impacts to, and from, geologic hazards (including seismic safety, landslides, expansive soils, subsidence, etc.), flood hazards, and fire hazards. *Feasible* mitigation measures shall be required where necessary.
4. The County may require the preparation of a geologic report at the applicant's expense. Such report shall include *feasible* mitigation measures which will be used in the proposed *development*.
5. *Structures* for human habitation (regularly, habitually, or primarily occupied by humans) shall be set back a minimum of 50 feet from an active fault. This *setback* may be increased when geologic conditions warrant.

6. New *development* shall be sited and designed so as not to cause or contribute to flood hazards, or lead to the expenditure of public funds for flood control works.
7. The South Coast portion of the Santa Monica Mountains requires special attention and the following formula and minimum *lot* sizes will be utilized as new land divisions as proposed in the "Open Space" or "Agricultural" designations:

- a. The following *slope/density formula* will be used to compute the *average slope* of property proposed to be subdivided:

$$S = \frac{(100)(I)(L)}{A}$$

where:

S = *average slope* (%)

I = contour interval (ft.)

L = total length of all contour lines (ft.)

A = total area of the *lot* (sq. ft.)

- b. Once the *average slope* has been computed, the following table will be used to determine a minimum *lot* size for newly proposed *lots*:

0% - 15%	=	10 acres
15.1% - 20%	=	20 acres
20.1% - 25%	=	30 acres
25.1% - 35%	=	40 acres
35.1% & above	=	100 acres

8. A landscaping plan for fire and erosion control will be submitted for any new *development* located in extreme fire hazard areas as shown in the County's Hazard Appendix Fire Hazard Map. As many native plants as *feasible* should be used, and information on kinds and sources of these plants are available through the County.
9. The majority of the Santa Monica Mountains are designated "Open Space" or "Recreation" in this Coastal Area Plan. This is consistent with the County General Plan, the Santa Monica Mountains Comprehensive Plan (1979) and the areas U.S. National Park Services National Recreation area designations.

4.4.5 Beach Erosion

Beach erosion on the South Coast occurs at Point Mugu State park along Sycamore Beach and the Beaches in the Solomar "Existing Community" area.

Major erosion occurs during the winter months. The U.S. Army Corps of Engineers indicates a 1.9 foot per year erosion rate for Sycamore Beach, and a 0.9 foot per year erosion rate for Solomar Beach. The problem is severe in these areas.

Construction of new residential units on existing legal *lots* within the "Existing Community" area may require special review to ensure that new *development* does not bring about substantial wave and erosion damage, nor require new shoreline protection *structures*.

Beach Erosion Goal 1

To protect public safety and property from *beach erosion* as provided for in existing ordinances, and within the constraints of natural coastal processes.

Policies

1. Construction or maintenance of shoreline *structures* will be limited to only those projects needed to protect existing *development*, public recreation, and existing roads from beach erosion.
2. Proposed *shoreline protective devices* will only be approved and/or located in conformance with Coastal Act Sections 30235 and 30253.
3. All shore line protective *structures* which alter natural shoreline processes will be designed to eliminate or mitigate adverse impacts on local shoreline and sand supply.
4. A *building* permit will be required for any construction and maintenance of protective shoreline *structures*, such as seawalls, jetties, revetments, groins, breakwater and related arrangements.
5. The County's Building and Safety Division will routinely refer all permits for seawalls, revetments, groins, retaining walls, pipelines and outfalls to the Flood Control and Water Resources Division of the Public Works Agency to be evaluated not only for structural soundness, but environmental soundness as well whenever necessary. This includes a survey of potential environmental impacts, including (but not limited to) the project's effects on adjacent and downstream *structures*, net *littoral drift*, and downcoast beach profiles.
6. If the potential environmental impacts of the proposed *structure* are considered significant by the Public Works Agency, the applicant may be required to obtain an engineering report which indicates how those impacts will be mitigated.
7. Permitted shoreline *structures* will not interfere with public rights of *access* to the shoreline.

4.4.6 Energy and Industrial Facilities

No energy or industrial facilities are located on the South Coast or within the inland areas of the Santa Monica Mountains at this time. It is unlikely any facilities will locate anywhere within the Santa Monica Mountains given their status as a National Recreation Area (NRA). The federal government is developing a management plan for the entire NRA.

Energy and Industrial Facilities Goal 1

To allow exploration and production of oil and gas in most of the South Coast sub-area while meeting Coastal Act and County objectives, and maintaining environmental quality.

Policies

1. All land between State Highway 1 and the shoreline; or land designated "Residential," "Recreational," or shown as "*Environmentally Sensitive Habitat*" will be considered as unacceptable for new energy or industrial facilities of any kind. Pre-existing facilities and oil/gas/communication pipelines, and repair of such will be considered acceptable.

2. Within the land area between State Highway 1 and the landward *coastal zone* boundary, oil drilling and directly related facilities are permitted by Conditional Use Permit consistent with Section 30260 of the Coastal Act. No new major facilities which require a "Coastal Industrial" (C-M) zone will be permitted unless located in an area designated "Industrial".
3. All surface activities, including those regulated by the Division of Oil, Gas and Geothermal Resources related to the *development* of onshore oil and gas resources in the *coastal zone* are considered to be projects that require a Conditional Use Permit (CUP) and a Coastal Development Permit. Both permits will be issued simultaneously through one CUP process. See the Coastal Zoning Ordinance (including, but not limited to Section 8175-5.7.8) for a list of standard oil *development* design and operational criteria applied to all new permits for expanded or new oil activities. Additional conditions may be required depending on the specific request and the location.
4. A Development Plan shall accompany the application for a CUP for those activities stated in Policy 3, and shall include:
 - a. The location of drilling and/or production sites, storage tanks, pipelines and access roads.
 - b. Plans for the consolidation, to the maximum extent *feasible*, of drilling and/or production facilities, as well as accessory facilities.
 - c. A phasing plan for the staging of *development* that indicates the approximate anticipated timetable for project installation, completion and decommissioning.
 - d. A plan for eliminating or substantially mitigating adverse impacts on *habitat* areas, *prime agricultural lands*, *recreational areas*, *scenic resources* and archaeological sites due to siting, construction, or operation of facilities.
 - e. Grading plans for all facilities requiring the movement of greater than 50 cubic yards of dirt. For any *development* requiring a grading permit, either (1) a Storm Water Pollution Control Plan (SWPCP) shall be prepared and submitted in accordance with the Ventura County Municipal Storm Water Permit, Order No. 00-108, Part 4 - Special Provisions, D. Programs for Construction Sites, or (2) a Stormwater Pollution Prevention Plan (SWPPP) shall be prepared and submitted in accordance with the State General Permit for Stormwater Discharges Associated with Construction Activity, whichever is applicable.
 - f. A description of means by which all oil and gas will be transported off-site to a marketing point. Pursuant to Policy 6, transshipment of crude oil and gas shall be through on-shore pipeline.
 - g. A description of the procedures for the transport and disposal of all solid and liquid wastes.
 - h. Oil spill prevention and control measures.
 - i. Fire prevention procedures.
 - j. Emission control equipment.
 - k. Procedures for the abandonment and restoration of the site, including a timeline, and clarification as to whether or not the abandonment will be in place or the infrastructure will be removed.
 - l. Compliance with any other requirement of the Ventura County Zoning Ordinance for the *Coastal Zone* related to oil and gas *development*.

- m. All facilities supporting oil and gas *development* must comply with the terms and requirements of the State General Industrial Activities Storm Water Permit, including the *development* and submittal of a Storm Water Pollution Prevention Plan.
5. All energy and industrial facilities in the Plan shall be so sited and designed to eliminate or reduce, to the maximum extent *feasible*, impacts to biological, geological, archaeological, agricultural, visual and recreational resources.
6. Transshipment of crude oil through an onshore pipeline for refining shall be a condition of approval for expansion of existing processing facilities or construction of new facilities.
7. When *feasible*, pipelines shall be routed to avoid important *coastal resources*, including recreation, *environmentally sensitive habitats* and archaeological areas. Unavoidable routing through recreation, *habitat*, or archaeological areas, or other areas of a significant *coastal resource* value, shall be done in a manner that minimizes the impacts of a spill, should it occur, by considering spill volumes, duration, and projected path. Where new liquid pipeline segments pass through sensitive resource areas, recreation areas or archaeological areas, the segment shall be isolated, in the case of a break, by automatic shutoff valves.
8. The County shall determine whether spacing of automatic shutoff valves at intervals less than the maximum set by the U.S. Department of Transportation - Office of Pipeline Safety (DOT-OPS), or the California State Fire Marshall is required to protect sensitive *coastal resources*, and if so, shall require spacing at intervals which provide appropriate protection.
9. In sensitive resource areas the extent of construction and ground surface disturbance shall be reduced to a minimum by restricting construction activities and equipment within narrow, limited and staked work corridors and storage areas.
10. All offshore and onshore pipelines shall, where *feasible*, be located at existing pipeline landfall sites, and be buried from a point offshore commencing where wave action first causes significant bottom disturbance. In addition, landfall sites shall be prohibited from areas designated as "Residential" or shown as "*Environmentally Sensitive Habitat*."
11. Except for pipelines exempted from coastal *development* permits under Section 30610 of the Coastal Act as defined by the State Coastal Commission's Interpretive Guidelines, a survey shall be conducted along the route of any pipeline in the *coastal zone* to determine what, if any, *coastal resources* may be impacted by construction and operation of a pipeline and any *feasible* mitigation measures. The costs of this survey shall be borne by the applicant. This survey may be conducted as part of an environmental review if an Environmental Impact Report or a Mitigated Negative Declaration is required for a particular project.
12. Owners/operators shall notify both the County of Ventura Planning Division and any other designated affected State agencies (e.g. DOGGR, CSFM, SLC, LARWQCB) of any intent to decommission and/or remove any pipelines and/or facilities. Upon completion of pipeline construction or removal of pipelines and/or facilities, the site shall be restored to the approximate previous *grade* and condition. Upon removal or decommissioning of pipelines and/or facilities, an assessment of the surrounding soils shall be conducted by a qualified licensed expert, e.g. a licensed geologist or registered professional civil engineer, to determine whether or not those soils are contaminated. If the soils are found to be contaminated, a soil remediation plan delineating the method and timing of remediation shall be prepared and submitted to

the County Planning Division and the Los Angeles Regional Water Quality Control Board for their review and approval. All excavated materials shall be replaced in reverse order with topsoil replaced at *grade* level and compacted if necessary. All sites previously covered with *native vegetation* shall be re-seeded with the same or recovered with the previously removed vegetation materials and shall include other measures as deemed necessary to prevent erosion until the vegetation can become established.

13. Geologic investigations shall be performed by a qualified geologist or engineering geologist where a proposed petroleum pipeline route crosses potential fault zones, seismically active areas, or moderately high to high risk landslide areas. This report shall investigate the potential risk and recommend such mitigation measures as pipeline route changes and/or engineering measures to help assure the integrity of the pipeline and minimize erosion, geologic instability, and substantial alterations of the natural topography. New pipeline corridors shall be consolidated with existing pipeline or electrical transmission corridors where *feasible*, unless there are overriding technical constraints or significant social, aesthetic, environmental, or economic concerns.
14. Transmission line rights-of-way shall be routed to minimize impacts on the viewshed in the coastal zone, especially in scenic rural areas, and to avoid locations which are on or near *habitat*, recreational, or archaeological resources, whenever *feasible*. Scarring, grading, or other vegetative removal shall be repaired, and the affected areas re-vegetated with plants similar to those in the area to the extent safety and economic considerations allow.
15. In important scenic areas, where above-ground transmission line placement would unavoidably affect views, undergrounding shall be required where it is technically and economically *feasible* unless it can be shown that other alternatives are less environmentally damaging. When above-ground facilities are necessary, design and color of the support towers shall be compatible with the surroundings to the extent safety and economic considerations allow.
16. Pursuant to section 307(f) of the Coastal Zone Management Act of 1972 (16 USC § 1456(f)), the adopted Ventura County Air Quality Management Plan shall be used as a criterion in determining consistency of federal actions on the Outer Continental Shelf (OCS) with the California Coastal Management Program (CCMP). Pursuant to Section 328 of the Federal Clean Air Act (42 USC § 7627) all activities on the OCS must comply with the Outer Continental Shelf Air Regulations as specified in 40 CFR Part 55.
17. Upon decommissioning of off-shore facilities that contain on-shore facilities and/or pipelines (or "components"), a phasing plan shall be submitted delineating the timeline for disposition of the on-shore facilities.
18. Coastal Act sections 30101, 30101.3, 30255, and 30260, will be used as the criteria by the County to determine, on a case-by-case basis, whether onshore or offshore oil and gas *development* and an energy-related industrial facility supporting such *development* is defined as "*coastal-dependent development*" or "*coastal-related development*", based on the specific geographic, technological, and economic characteristics of the project being proposed.

4.4.7 Public Works

Public service capacities for sewer, water and roads are severely limited in the South Coast sub-area. Two distinct areas are identified: 1) the designated Solromar "Existing Community" area along the coast, and 2) inland areas of the Santa Monica Mountains.

Water for the limited demands of existing *development* is available in the Solromar "Existing Community" area. Water to residents of the Mountains is provided by individually-owned well sites. Adequacy of water supplies for mountain areas is determined by on-site inspection by the Environmental Health Division of the County.

Sewer service in the entire South Coast is provided by individual septic tank systems permitted through the Environmental Health Division. Several septic systems in the "Existing Community" area are located directly on the beach. These areas are classified as having "severe" septic tank limitations. Damage to these systems could occur from erosion of a combination of storm waves and high tides. The Regional Water Quality Control Board now has a policy that prohibits the *use* of walls to protect septic systems on the beach.

The waters offshore of the "Existing Community" area have been designated by the State Regional Water Quality Control Board (RWQCB) as an Area of Special Biological Significance (ASBS). The ASBS extends from Laguna Point in the north to just south of Point Dume in Los Angeles County.

The RWQCB prohibits the direct discharge of wastes into an ASBS or its immediate vicinity with the exception of vessel wastes, dredging or disposal of dredging spoils.

Under the current "208" Areawide Water Treatment Management Plan, a study of septic tank problems in the Santa Monica Mountains was completed in January 1980 by the Environmental Health Division. Several options were proposed that could alleviate present septic tank problems. Included was a recommendation that a septic system management entity be established (or an on-site wastewater management zone) to ensure proper inspection, maintenance and control.

State Highway 1 can handle traffic generated by build-out of the "Existing Community" and mountain areas allowed in the present County General Plan and this Coastal Plan. *Public roads* within the Mountains are substandard, subject to slides and erosion, and restrict *emergency* services. The Public Works Agency will continue to maintain the roads. However, no improvements will be undertaken in the near future because of limited funds and the environmentally sensitive nature of the area.

The County General Plan designates approximately 90 percent of this sub-area as "Open Space" (one unit per 10+ acres). The existing beach residential *development* (Solromar) has been designated "Existing Community" and is allowed to build out to the density of prevailing coastal zoning (this allows *parcels* less than one acre in size). The two private camps on the South Coast are designated "Rural".

With the exception of the "Existing Community" area, the Mountains are zoned "COS(M)" (Coastal Open Space with Santa Monica Mountains Overlay) and "C-R-E-20 Ac. (M)" or "-5 Ac. (M)" (Coastal Rural Exclusive at 20 or 5 Ac. Min. with Santa Monica Mountains Overlay) for the private youth camps.

Public Works Goal 1

Any new or expanded *public works facilities* (including roads, flood control measures, water and sanitation facilities) constructed on the South Coast, will be designed to serve the potential population within limits established by the *Local Coastal Program* (LCP)

consistent with the County's Air Quality Management Plan and "208" (Water Quality) Plan.

Policies

1. The recommendation of the "208" Plan Septic Tank Problem Area-Santa Monica Mountains Study for the establishment of a septic system maintenance district will be supported.
2. That new service district boundaries shall be consistent with the adopted Coastal Area Plan and County General Plan policies.
3. New *development* in the Santa Monica Mountains should be self-sufficient with respect to sanitation and water and should not require the extension of growth inducing services. *Development* outside of the established "Existing Community" area shall not directly or indirectly cause the extension of public services (roads, sewers, water, etc.) into an open space area. The County shall make the finding for each individual *development* requiring sanitary facilities and potable water that said private services will be able to adequately serve the *development* over its normal lifespan.
4. Public utility *use* by the Pacific Missile Test Center (PMTTC) does not create impacts on circulation, sewer and water *use* for the foreseeable future because of stable or declining land *use* intensity at the base. However, any change in intensity of *use*, such as civilian-military shared *use*, should be examined for impacts on Coastal Act and LCP land *use* priorities. Similarly, any future adverse impacts of groundwater extraction for the Navy base should be examined for such impacts.

4.4.8 Locating and Planning New Development

New *development* on the South Coast is constrained by the "Existing Community" designation for the Solomar area and the terrain of the Santa Monica Mountains. Water service is only provided for the "Existing Community" area. Individual wells provide water in the mountain areas. There is no sewer service for either the coastal or mountain areas; septic tank systems are utilized.

Although Highway 1 capacities can accommodate additional traffic from build-out in the mountain areas, *public roads* within the mountains are generally substandard and subject to slides and erosion. Highway 1 is also subject to slides and erosion problems which have caused traffic delays.

Locating and Planning New Development Goal 1

To preserve the South Coast sub-area in as natural a state as possible while maintaining the private property rights and needs for public safety.

Policies

1. The "Existing Community" will be allowed to build out to its existing boundary within zoning and environmental constraints.
2. Consistent with the environmental characteristics and limited service capacities of the Santa Monica Mountains area, only very low density *development* as prescribed by the "Open Space" designation will be allowed in the Santa Monica Mountains. The *slope/density formula* found in the "Hazards" section will be utilized to determine the minimum *lot* size of any proposed land division.

4.4.9 Potential Conflicts

Development conflicts in the Santa Monica Mountains portion of the South *Coastal zone* are diminished, in part, because large areas are already set aside for recreational purposes. Proposed acquisitions by Santa Monica Mountains National Recreation Area will further restrict *development*. Conflicts could arise between land owners wishing to develop their lands and the physical constraints imposed by terrain, hazards, and health and safety problems.

At this time no conflicts exist between agricultural and urban land *uses*.

4.4.10 Environmentally Sensitive Habitats Areas (ESHA)

The South Coast sub-area contains numerous *environmentally sensitive habitat areas* (Figure 4.4-1). Therefore, a special overlay zone classification has been applied to most of the land easterly and southeasterly of the U.S. Navy Pacific Missile Test Center at Point Mugu. The only area that is not covered by the special overlay zone is the land within the Solromar "Existing Community". This special "Santa Monica Mountains" (M) overlay zone was implemented in order to recognize that Santa Monica Mountains are a *coastal resource* of statewide and national significance. The mountains provide *habitats* for several unique, rare or endangered plant and animal species. Such *habitats* may be easily damaged by human activities. Therefore, *development* in the overlay zone area requires case-by-case consideration, and, where applicable, shall be consistent with Sections 30230 and 30231 of the Coastal Act.

A. Coastal Dunes

La Jolla Beach, 40 acres of sandy beach and dunes with a prominent climbing, wind-formed dune, is part of Point Mugu State Park. While public ownership provides some protection of this dune area, its *access* and *use* should be reviewed by the State. The "Resource Management Plan for Point Mugu State Park" points out that the hillside dune needs protection from off-road vehicle *use*, and suggests that the area be included in the La Jolla Valley Nature Preserve. While the County does not have jurisdiction over these dunes, it is nevertheless concerned with their preservation (Figure 4.4-1).

The quality of dune *habitats* may be preserved by measures such as restricted vehicular *access*, clearly defined pathways, revegetation with native plants, interpretive centers and public education.

ESHA Goal 1

To encourage the State to adequately control *access* to the sand dunes and protect them against degradation.

Policies

1. The County encourages State Parks to control those activities that lead to dune degradation, including *use* of off-road vehicles, or dumping.

B. Tidepools

Tidepools are located near Point Mugu Rock, and between Big Sycamore Canyon and Deer Creek Canyon. Although not actually within the County's jurisdiction, it is significant to note that the offshore area between Laguna Point and Point Dume in Los Angeles County has been designated an "Area of Special Biological Significance" by the

Regional Water Quality Control Board (see *Public Works* section), and that nearshore, intertidal and terrestrial coastal areas are ecologically closely interrelated.

ESHA Goal 2

To support the State in the protection of the tidepools.

Policies

1. The State should include interpretive programs regarding coastal ecology in any future *development* of recreational facilities.
2. Wastewater effluent and solid waste at public sites along the South Coast are to be properly disposed of.
3. Ventura County Environmental Health Division and the Ventura Regional County Sanitation District coordinate with the State to find acceptable alternatives for wastewater effluent disposal on the South Coast.
4. Shoreline protection *structures* such as revetments, seawalls, groins, or breakwaters are allowed when they are necessary to protect existing *developments*, coastal dependent land *uses* and public beaches. Any *structures* built under these conditions that affect tidepools will incorporate mitigation measures that reduce intertidal or nearshore *habitat* loss as *feasible*.
5. An applicant for any new coastal project, including *shoreline protective devices*, will demonstrate that their proposal will not cause long-term adverse impact on the beach or intertidal areas. Impacts include, but are not limited to, destruction of the rocky substrate, smothering of organisms, contamination from improperly treated wastewater and findings to be made will include, but not be limited to, proper wastewater disposal.
6. The Statewide "Guidelines for Wetlands and Other *Environmentally Sensitive Wet Habitats*" will be used in analyzing any projects with the potential to impact tidepools.

C. Creek Corridors

Major creek corridors on the South Coast include Calleguas Creek, La Jolla Canyon, Big Sycamore Canyon, Serrano Canyon, Deer Creek Canyon and Little Sycamore Canyon ([Figure 4.4-1](#)).

Calleguas Creek watershed includes over 343 square miles of land and empties into the ocean via Mugu Lagoon south of Point Mugu Naval Air Station, north of the Santa Monica Mountains. The flood plain and agricultural lands along the creek are subject to extreme flooding during heavy rains.

The riparian corridors in the Santa Monica Mountains (Big Sycamore, Serrano, Deer Creek, and Little Sycamore) are important watershed areas. Maintenance of their compliment of *native vegetation* will help diffuse floods and *runoff*, minimize soil erosion, and diminish sedimentation.

ESHA Goal 3

To maintain creek corridors in as natural a state as possible while still accommodating needs for public health and safety.

Policies

1. *Stream* or creek corridors are considered to be watercourses, either perennial or intermittent, as shown on USGS quadrangle maps, as measured between the high water mark, or the break in each bank.
2. All projects on land either in a *stream* or creek corridor or within 100 feet of such corridor, shall be sited and designed to prevent impacts which would significantly degrade *riparian habitats*, and shall be compatible with the continuance of such *habitats*.
3. Substantial alterations (channelizations, dams, etc.) to river, *stream*, or creek corridors are limited to:
 - a. Necessary water supply projects;
 - b. Flood control projects where no other method for protecting existing *structures* in the flood plain is *feasible*, and where such protection is necessary for public safety or to be protect existing *development*; or
 - c. *Developments* where the primary function is the improvement of fish and wildlife *habitat*.
4. Projects allowed per the above policies will incorporate the best mitigation measures *feasible*.
5. The Coastal Commission's adopted "Statewide Interpretive Guidelines for Wetlands and Other *Environmentally Sensitive Habitats*" will be used when evaluating new projects in creek corridors.
6. The County supports the policies found in the Santa Monica Mountains Comprehensive Plan and has adopted a resolution agreeing to incorporate that Plan when analyzing any *development* request in the Mountains. In addition, the County will routinely submit *development* proposals to the Santa Monica Mountains National Recreation Area for review.

D. Film Production, Temporary

Policies

1. *Temporary film production activities* shall not result in adverse impacts to wetland, *ESHA*, or *ESHA* buffer, including indirect effects from outdoor lighting or noise.

E. Signs

Policies

1. *Signs* are prohibited within *ESHA* except for resource protection or interpretative and educational signage, or signage necessary to ensure public safety. Signage within *ESHA* or its buffer shall be sited and designed to minimize impacts on the resource to the maximum extent *feasible*.

F. Santa Monica Mountains

The Santa Monica Mountains contain some of the most significant inland *habitats* in the County's coastal zone. Many creeks and *streams* with their riparian corridors, coastal

dunes, and rare native bunchgrass and giant coreopsis can be found in the mountains. In addition, grasslands, chaparral, and oak woodlands are found.

Some of these *environmentally sensitive habitats* are mapped, but others occur in several small areas throughout the mountains, making them impractical to accurately map.

ESHA Goal 4

To preserve and protect the upland *habitats* of the Santa Monica Mountains.

Policies

1. New *development*, including all private and public recreational *uses*, shall preserve all unique *native vegetation*, such as Giant Coreopsis and *Dudleya cymosa* ssp. *marcescens*.
2. The County shall update its inventory of upland *habitats*, wildlife travel networks, nesting sites, and appropriate buffer areas as part of the Implementation Phase of the *Local Coastal Program* (LCP). This update may use existing information and shall involve consultation with appropriate environmentalists, scientists and government agencies dealing with the Santa Monica Mountains as a whole. A map focusing on *sensitive environmental habitats* and their buffers shall be prepared and included in the LCP and shall be continually updated as additional information becomes available. *Environmentally sensitive habitats* shall conform to the definition in the Act, PRC Section 30107.5.
3. All new *upland development* shall be sited and designed to avoid adverse impacts on *sensitive environmental habitats*.
 - In cases where *sensitive environmental habitats* are located on a project site where the impacts of *development* are mitigated consistent with the Plan, the County shall assure that all *habitat* areas are permanently maintained in open space through an easement or other appropriate means.
 - When such impacts of *development* would be unavoidable, the County shall ascertain within the specific project review period whether any public agency or non-profit organization, including the National Park Service, Coastal Conservancy, the Santa Monica Mountains Conservancy, State Department of Parks and Recreation, County Recreation Services, and Trust for Public Lands, is planning or contemplating acquisition of any portion of the subject property to preserve it in open space. The permit may not be approved if such agency or organization has been specifically authorized to acquire any portion of the property which would be affected by the proposed *development*, and funds for the acquisition are available or could reasonably be expected to be available within one year of the date of application for the permit. If the permit has been denied for such reasons and the property has not been acquired by such agency or organization within a reasonable time, a permit may not be denied again on the same ground.
4. Where possible for subdivision and undeveloped contiguous *lots*, construction and/or improvements of driveways/accessways which would increase *access* to the subject area or adjacent areas shall be permitted only when it has been determined that environmental resources in the area will not be adversely impacted by the increased *access*. Grading cuts shall be minimized by combining the accessways of adjacent property owners to a single road where possible. The intent is to reduce the number of direct ingress-egress points off public routes and to reduce grading. At *stream*

crossings, driveway *access* for nearby residences shall be combined. Hillside roads and driveways shall be as narrow as *feasible* and follow natural contours.

5. *Development* dependent upon a water well shall be approved only if such well would not either individually or cumulatively cause adverse impacts on affected riparian areas or other *coastal resources*. This policy shall be implemented as data becomes available through the County CEQA process and other review procedures.
6. All proposals for land divisions in the Santa Monica Mountains shall be evaluated to assure that any future *development* will be consistent with the *development* policies contained in this Plan. Where potential *development* cannot occur consistent with the *development* policies contained in this plan, the request for division shall be denied. Environmental assessments shall accompany tentative map applications and shall evaluate the ecological resources within and adjacent to the site and the consistency of the proposed division and *development* with the standards of the *Local Coastal Program*.
 - All applications shall identify future *building* envelopes and shall be identified on the final map. Building envelope is defined as:

The one area of a proposed *parcel* which shall contain all *structures*, including but not limited to: the primary residential *structure*, other accessory residential *structures*, barns, garages, swimming pools, and storage sheds. Specifically excluded are *fences* and walls which may be placed along property lines.
 - All identified *environmentally sensitive habitat areas* and/or *slopes* over 30% shall be permanently maintained in their natural state through an easement or other appropriate means and shall be recorded on the final tract or *parcel* map or on a grant deed as a deed restriction submitted with the final map. *Development* shall not be permitted in areas over 30% *slope*.
 - All offers-to-dedicate trail easements consistent with recreation policy #8 below, shall be recorded on the final map. Trail easements established by deed restriction shall be recorded on the deed no later than final map recordation.

Scenic and Visual Qualities:

7. New *development* shall be sited and designed to protect public views to and from the shoreline and public *recreational areas*. Where *feasible*, *development* on sloped terrain shall be set below road *grade*.
8. *Development* shall not be sited on ridgelines or hilltops when alternative sites on the *parcel* are available and shall not be sited on the crest of major ridgelines.
9. Except within the Solromar "Existing Community", all *development* proposals located within 1,000 feet of publicly owned park lands shall be sited and designed to mitigate potential adverse visual impacts upon park lands. Appropriate mitigation measures include additional landscaping, *use* of natural materials, low *building* profile, earth tone colors, and the like. *Development* shall not be sited within 500 feet of a park boundary unless no alternative siting on the property is possible consistent with the policies of this Coastal Area Plan.

G. Mugu Lagoon and San Nicholas Island

Although completely on Federal land and thus not in the coastal zone, Mugu Lagoon deserves discussion in this Plan because of its important *habitat* values and its

relationship biologically to intertidal and offshore waters, both State and Federal, and its related importance for commercial and sport fisheries.

Mugu Lagoon is the last Southern California estuary to remain in its approximate natural site. Numerous sociological research programs indicate its importance. A number of species found in the Lagoon have been exterminated in other estuaries. The Lagoon serves as a nursery for offshore species. A variety of marine mammals feed and rest in the Lagoon.

Much of the credit for preservation of the Lagoon goes to the U.S. Navy. Protection of fish and wildlife is assured through, among other sources, the 1967 Fish and Wildlife Plan for Point Mugu and San Nicholas Island, jointly subscribed by the State and Federal governments. Although the Lagoon is within the Pacific Missile Test Center (PMTTC) and therefore on federal land, it is impacted by activities in the unincorporated, non-federal surrounding lands, particularly those along Calleguas Creek and Revlon Slough. A small portion of this tributary area is in the *Coastal Zone* where *development* activities will be reviewed for consistency with the policies of this Coastal Area Plan.

However, many upstream activities affecting Mugu Lagoon may involve Federal participation or Federal assistance, and these will be subject to Coastal Commission review for consistency with the California Coastal Management Program.

The Calleguas Creek watershed includes over 343 square miles, including the major urbanized areas of Simi Valley, Thousand Oaks, Moorpark and Camarillo, and as well, major agricultural lands in the Oxnard Plain. A portion (approximately 400-500 feet) within the *Coastal zone* of Calleguas Creek drains into the Lagoon. Rapid urbanization and increased agricultural irrigation has resulted in increased *runoff* and sedimentation in the Lagoon.

According to the State Department of Fish and Game and the U.S. Fish and Wildlife Service (June 1976), sedimentation from Calleguas Creek may elevate the Mugu Lagoon *wetland* above the tidal prism (ocean tide flooding) and thereby change the water quality and environmental characteristics of the *wetland*. Urbanization in the upstream watershed increase *runoff*, both in total volume and in the magnitude of the peak flow. Further, conversion of native watershed to urban and agricultural land increases summer flows (low flows) to the proximity of Mugu Lagoon. Increased flows lead to potentially lowered salinity in the Lagoon, increased pollution and increased erosion in unprotected areas along the unimproved channel reaches which ultimately may deliver more sediments to the Lagoon. The result is damage to both flora and fauna in the Lagoon (California Department of Fish and Game, 1976).

An important concern regarding any alterations of Calleguas Creek is the impact on endangered species in the Lagoon area. According to the U.S. Fish and Wildlife Service (USFWS), the endangered light-footed clapper rail, Belding's savannah sparrow and California least tern utilize the Lagoon.

Some flood control improvements (such as those that decrease sedimentation) along Calleguas Creek may be necessary for the maintenance or enhancement of the *wetland*. According to the Ventura County Flood Control District (Ventura County Coastal Planning Study, Flood Control Planning, Surface and Groundwater Hydrology, 1972), without improvements to reduce sedimentation and to maintain an optimum exchange of tidal and fresh waters, the Mugu *wetland* may ultimately cease to exist or become severely degraded as a *wetland* area.

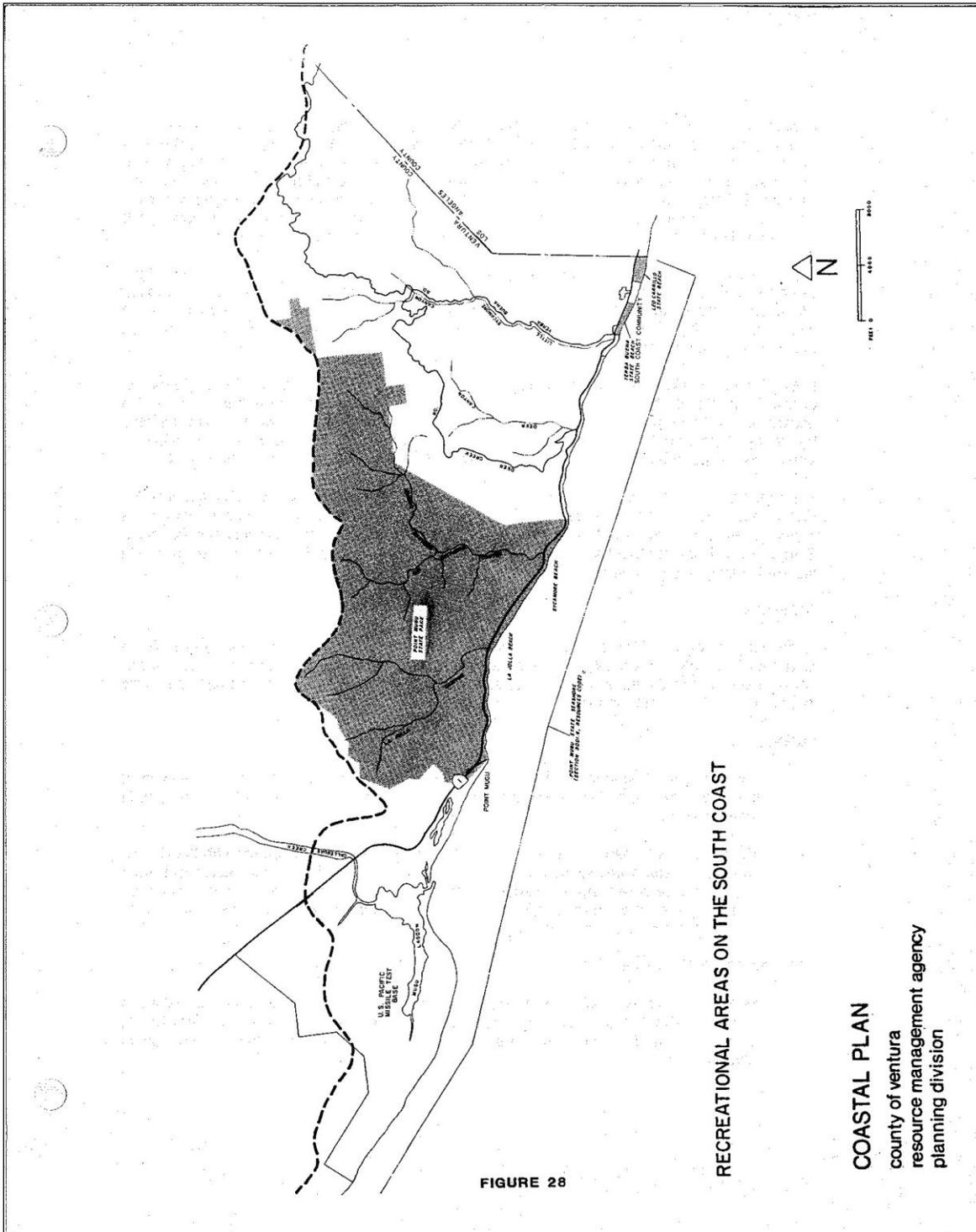
ESHA Goal 5

To maintain Mugu Lagoon, including the main estuary and the entire *wetland* system within the Pacific Missile Test Center, in as natural a state as possible, to the extent consistent with national security needs.

Policies

1. Upstream *development* and activities subject to Federal consistency review, including solid waste disposal, soil management practices, flood control, water reclamation, sewage treatment, *use* of pesticides and fertilizers, etc. should not impair the biological productivity of Mugu Lagoon nor its value for scientific and educational purposes, nor the offshore fisheries with which it is linked.
2. Flood control projects should avoid intrusion into Mugu Lagoon, be sited and designed to prevent degradation of the *wetland*, and incorporate *feasible* mitigation measures. Channelization, dams, and other river or *stream* alterations should be limited to necessary water supply projects, flood control projects necessary for public safety, and projects necessary to protect and enhance *wetlands habitats* and to reduce sedimentation in Mugu Lagoon.
3. Projects which adversely impact *habitat* should include mitigation measures such as timing of the project to avoid disruption of breeding and/or nesting of birds and fishes, minimal removal of *native vegetation*, reclamation or enhancement programs.
4. Dredging, diking or *filling* of Mugu Lagoon should be limited to restoration and nature study purposes or projects required for national security. Any *fill* or degradation of *wetlands* should be accompanied, where *feasible*, by creation or enhancement of equivalent *wetlands* area.
5. The County supports the work already done, and any future plans the Navy may propose to maintain and enhance the productivity of the Mugu Lagoon consistent with the *Local Coastal Program*.
6. The County supports continued and future reliance on joint Federal-State plans such as the 1967 Fish and Wildlife Management Plan for Point Mugu and San Nicholas Island. Marine mammal populations should be protected or, in the case of sea otters, re-established where *feasible* consistent with national security needs.

**Figure 4.4-2
Recreational Areas on the South Coast**



**Figure 4.4-3
South Coast Access Inventory**

NO.*	Name & Location	Access Type	Size	Frontage	Open	Signed	Owned By	Managed By	Remarks
1.	Vista Point - Mugu Rock West of Hwy. 1, 9 miles South of Oxnard	View	---	---	Yes	Yes	Caltrans	Caltrans	
2.	Point Mugu State Park East and West of Hwy. 1, 10 miles south of Oxnard	Park	15,200 ac.	3.6 miles	Yes	Yes	State Parks	State Parks	
3.	Bass Rock Point Lookout West of Hwy. 1, 11 miles south of Oxnard	View	---	---	Yes	Yes	Caltrans	Caltrans	
4.	Vista Point West of Hwy. 1, 12 miles south of Oxnard	View	---	---	Yes	Yes	Caltrans	Caltrans	
5	Leo Carrillo State Beach	Park	32 ac.	1.1 miles	Yes	Yes	State Parks	State Parks	Ventura County portions of park are undeveloped at this time.

6/20/89

Footnotes:

* Keyed to the Local Coastal Area Plan Land Use Map for the South Coast, Figure 3-6 (separate map).

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