

LAND USE AND INFRASTRUCTURE PLAN

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LAND USE AND INFRASTRUCTURE PLAN

EXECUTIVE SUMMARY

Channel Islands Harbor is the “Gateway to the Channel Islands”, providing direct access to the islands, and one of the most convenient, accessible and pleasant small boat harbors in Southern California. It is also one of the most popular visitor destinations in Ventura County.

The Channel Islands Harbor Master Plan proposes the building up of these assets, implementing the following objectives, which were developed with input from community members:

1. Create multiple activity centers;
2. Enhance the quality of the Harbor and maintain a compatible scale with the surrounding community;
3. Create connections among the activity centers and to the surrounding community;
4. Infill between existing developments to create a “critical mass” at each activity center and to make connections;
5. Create attractive edges and gateways;
6. Improve circulation and parking;
7. Give priority to boating;
8. Improve infrastructure.

Channel Islands Harbor will have five interconnected activity centers in a more parklike setting. Each center will have a different focus and will complement the other centers. The centers will be connected by a water taxi, as well as by a waterfront promenade and bicycle paths.

East Side Activity Centers

- A **one-stop boating center** will include the public launch ramp, fuel dock, sportfishing and excursion services, and related activities.
- **Community-oriented and marine-related uses**, oriented along the waterfront at an expanded Fisherman’s Wharf, will include such uses as boat sales, dive and surf shop, kayak and other recreational equipment rentals, theater, family restaurant, coffee shop, bakery, ice cream, fast foods, and services, such as a cleaners, real estate office and post office.

West Side Activity Centers

- A **marine education and research center**, together with a youth and group center, a possible

NPS satellite visitor center, and public event space will be located on the Harbor Green - a more garden-like and usable version of the existing waterfront open space.

- **Visitor-serving shops and services** will include and connect the existing Marine Emporium and Harbor Landing. Mostly one-story buildings will be oriented along a waterfront promenade, providing continuous visual interest - display windows, outdoor dining and other activities, making it enjoyable to walk from one shop to another and from the marine education/NPS center. There may be one or more plazas at which public events could occur. Potential uses along the waterfront promenade include: restaurants and food service; specialty retail with a marine or environmental orientation; bookstore/café; water oriented activities and services; and island and whale-watching tours.

Peninsula Activity Center

- With renovated rooms and grounds and limited expansion at the same scale as the existing hotel, a **renovated resort hotel** at the geographic center of the Harbor will begin to realize its potential as a vacation resort. Some existing buildings may be removed and replaced by new ones in better locations along the waterfront, and open space may be consolidated to create attractive, usable gardens where weddings and other outdoor events could occur and which visitors could enjoy on a regular basis.

The character of and uses at each activity center will complement, rather than compete with, the others. The activity centers will be connected to one another by water taxi and by pedestrian and bicycle paths. The Harbor will incorporate recreational elements on both water and land, making it a recreational attraction for walking, jogging, bicycling and rollerblading, as well as for sailing, boating, kayaking, and windsurfing.

Utilities are proposed to be undergrounded on Victoria Avenue; and both Victoria Avenue and Harbor Boulevard are planned to be landscaped (jointly by all responsible jurisdictions) and parking lots will be restriped to minimize the amount of asphalt and landscaped to provide shade a visual relief.

1. BACKGROUND

This Section summarizes the objectives of the Master Plan, developed based on input from community members, as well as the analyses of existing land uses, local plans, development pattern, parking, potential relocations and potential new uses. The objectives, background analyses and economic considerations were combined with input from community members and economic considerations to provide the foundation for the Channel Islands Harbor Master Plan.

1.1 MASTER PLAN OBJECTIVES

Section 3 describes in more detail the process by which community members have and continue to provide input into the master plan process. Based on that input, a series of objectives for the Master Plan were formulated. In summary, the Master Plan objectives are to:

1. Create multiple activity centers;
2. Enhance quality and maintain compatible scale with the surrounding community;
3. Create connections among centers and to the surrounding community;
4. Infill between existing developments to create centers and connections;
5. Create attractive edges and gateways;
6. Improve circulation and parking;
7. Give priority to boating;
8. Improve infrastructure.

1.2 EXISTING LAND USES

The Channel Islands Harbor contains approximately 166 acres of water, surrounded by 126 acres of land. As summarized in **Table 1** and illustrated in **Figure 1**, the land area is distributed among the following uses:

- 20 percent residential;
- 11 percent boat storage and service;
- 27 percent visitor-serving boating-oriented uses such as yacht clubs, sportfishing, boat ramp and harbor department and coast guard offices;
- 34 percent to visitor-serving harbor-oriented uses including shops and services, restaurants, hotel, lawns and parking.

The east side of the Harbor consists largely of boating-related industry and services, including, from south to north: the Coast Guard and Harbor Department, fuel dock, Cisco's Sportfishing, dry dock and boat storage, County-owned and operated small boat marina and public boat launch. At the northern end is the Fisherman's Wharf specialty shopping center. The east side is lined with over 250 boat slips.

The peninsula's land area is largely residential, with marina-support facilities intermixed. At the end of the peninsula, with views to the Harbor entrance and surrounding harbor is Casa Sirena, a 272-room hotel, and the Lobster Trap restaurant. The peninsula is lined with approximately 900 recreational boat slips, with the majority on the west side of the peninsula.

The west side of the Harbor is occupied by two small commercial centers (Harbor Landing and the Marine Emporium) and two freestanding restaurants (the Whale's Tail and Port Royal), and two yacht clubs. The restaurants are flanked by linear parks – 1.3 acres to the south (approximately 500 feet long and 120 feet wide) and 2.4 acres to the north (approximately 1,100 feet long and 120 feet wide).

1.3 LOCAL LAND USE PLANS

There are two local plans that regulate land use at the Channel Islands Harbor: one prepared by the County and one by the City of Oxnard. The two plans were prepared at about the same time in the late 1980s and are similar in their designation of residential and industrial land uses. However, they differ in their designations of boating versus broader visitor-serving uses. Both of these plans were approved by the California Coastal Commission.

The County's plan designates about 16 percent of the Harbor's land area (and all of the water area) for visitor-serving boating uses and 54 percent for visitor-serving harbor uses, which is an inclusive designation that contains most of the uses found at the Harbor today: passive recreation, lodging, dining, fast food and shopping in chandleries, gift shops and boutiques, motels, restaurants, convenience stores, gas stations, fire stations, community centers/meeting places, yacht clubs, park areas marine museums and marine oriented research facilities. Currently about 33 percent of the Harbor's land area is devoted to such visitor-serving harbor-oriented uses.

The City's plan designates 54 percent of the Harbor's land area for boating-oriented uses, limited to commercial and sport fishing facilities such as launching, dry storage, fish receiving and transfer, preparation for retail sales, net drying and repair, and icing and recreational boating facilities such as launching, dry storage, washing, boat and equipment sales and rental, and minor repair. Land area designated for such uses includes the existing lawn areas on the west side. It also allows incidental visitor-serving uses that are clearly subordinate in their physical character, and incidental

to, principally permitted uses. This plan designation is implemented by the HCI (Harbor Channel Islands) zoning designation.

The City's plan designates only 11 percent of the Harbor's land area for visitor-serving commercial uses, limited to Casa Sirena and the Lobster Trap, the vacant Harbor Lights site, and a small corner of Fishermen's Wharf, even though more than 30 percent is already devoted to such uses.

The two plans are described in greater detail on the following pages.

Table 1 Existing Land Uses

Note: Excludes 3.7 acres of internal roads.

	LAND			WATER	
	Square Feet	Acres	% of Total	Acres	% of Total
Commercial Fishing	49,931	1.1	0.9%	4.1	2%
Boat Storage/Service	602,428	13.8	11.3%		
Swimming Beach	121,833	2.8	2.3%	2.5	1%
Fire Station	18,223	0.4	0.3%		
Residential	1,108,735	25.5	20.8%		
Vacant	163,337	3.7	3.1%	0.4	0%
Visitor-Serving Boating Oriented					
Waterways				76.3	46%
Recreational Boat Slips				81.9	49%
Marinas/Yacht Clubs*	732,905	16.8	13.7%		
Sportfishing	114,778	2.6	2.2%		
Public Boat Ramp	481,469	11.1	9.0%	0.8	0%
Harbor Dept/Coast Guard	113,727	2.6	2.1%		
Subtotal - Visitor-Serving Boating	1,442,879	33.1	27.1%		
Visitor-Serving Harbor Oriented					
Commercial Center	501,890	11.5	9.4%		
(Restaurants, retail, services)					
Restaurants	70,847	1.6	1.3%		
Hotel	443,339	10.2	8.3%		
Lawns and Parking	807,684	18.5	15.2%		
Subtotal - Visitor-Serving Harbor	1,823,760	41.9	34.2%		
TOTAL	5,331,126	122.4	100.0%	166.0	100%

* Includes parking for Parcels C, D and E boat slips in public lots at City code (0.6 space/slip).

County Public Work Plan

As summarized in **Table 2** and illustrated in **Figure 2**, the County Public Works Plan, certified by the Coastal Commission on September 19, 1986, addresses uses on both the land and the water. It designated the harbor's land areas as follows:

- ❑ 0.4% Commercial Fishing corresponding to parcel X-1B (see Exhibit I in Section I for parcel designations).
- ❑ 2.3% Visitor Serving Non-Boating consisting of the swimming beach.
- ❑ 7.2% Boating Dependent Industry corresponding to parcels N, N-1 and the Harbor Department maintenance yard between them.
- ❑ 15.7% Visitor Serving Boating including parcels T (fuel dock adjacent), Q and the area south of it (former public launch ramp), P (boat yard), and F7 (Anacapa Isle Marina).
- ❑ 20.8% Residential consisting of all existing residential uses (parcels C, F-4, F-5, LM-1, LM-2 and LM-3).
- ❑ 53.7% Visitor-Serving Harbor-Oriented which includes all other parcels and areas.

Of the water area, it designates approximately 1% Visitor Serving Non-Boating (the swimming beach), 3% Commercial Fishing, 41% Visitor Serving Boating, and 55% Waterways.

Permitted uses in the above designated areas are as follows:

- ❑ Commercial Fishing for the water and landside support areas which serve the commercial fishing fleet along the west channel and in a small area of the east channel, permits fish receiving and transferring facilities including storage, packaging, wholesale and retail fish sales and related offices, hoist facilities, et drying and repair areas, commercial fishing boat slips, icing facilities and other support facilities such as restrooms, showers and meeting rooms which are subordinate to, but necessary or helpful to the maintenance of the commercial fishing industry.
- ❑ Visitor Serving Boating for the water land landside areas of the inner harbor permit on-water boat storage, boat and boating equipment rental, sales, display, brokerage and minor repair services and on land dry storage of boats, the parking of vehicles

and boat trailers and, where launching facilities exist, the washing of boats and flushing of salt-water engine cooling systems, boat and boat equipment sales, rentals, display, brokerage, storage and minor repair and packaged (carry-out) food or beverage sales.

- ❑ Visitor Serving Harbor Oriented for the landside areas which abut and provide physical or visual access to the water areas permit picnicking and other passive recreation, lodging, dining, fast food and shopping in chandleries, gift shops and boutiques, motels, restaurants, convenience stores, gas stations, fire stations, community centers/meeting places, yacht clubs, park areas marine museums and marine-oriented research facilities. All uses shall have parking facilities adequate to meet average week-end peak demands.
- ❑ Boating Dependent Industrial for the land area beside the east channel where major boat repair and construction activity occurs permits boat haul-out, building, maintenance, repair, inspection, and storage and Harbor maintenance operations.

The County Public Works Plan calls for an evaluation of the viability of a traffic circle at the south end of Victoria Avenue.

City of Oxnard Local Coastal Plan

As summarized in **Table 3** and illustrated in **Figure 3**, the City of Oxnard's Local Coastal Plan (LCP), dated October, 1986, most recently updated July, 1988, addresses only uses on the land side of the Harbor. It designates the harbor's land areas as follows:

- ❑ 0.3% Public Facility corresponding to the existing fire station on the peninsula.
- ❑ 4.8% Recreation consisting of parcel F-2 (County-owned park between the Casa Sirena parcels) and the swimming beach.
- ❑ 9.2% Industry: Priority to Coastal consisting of parcels P, N and the adjacent Harbor Department maintenance yard.
- ❑ 10.8% Visitor-Serving Commercial, which corresponds to the CVC zone, consisting of parcels F, F-1 and F-3 (Casa Sirena and the Lobster Trap), the vacant former restaurant on F-6, and V-1 (the corner of Fishermen's Village).

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Table 2 County Public Works Plan Land Use Designations

	LAND			WATER	
	Square Feet	Acres	% of Total	Acres	% of Total
Commercial Fishing	20,907	0.5	0.4%	4.6	3%
Visitor-Serving Boating	835,083	19.2	15.7%	67.7	41%
Visitor-Serving Non-Boating	121,833	2.8	2.3%	2.5	1%
Waterways				91.3	55%
Residential	1,108,735	25.5	20.8%		
Boating Dependent Industry	384,172	8.8	7.2%		
Visitor-Serving Harbor-Oriented	2,860,396	65.7	53.7%		
TOTAL	5,331,126	122.4	100.0%	166.0	100.0%

Table 3 City of Oxnard Local Coast Plan Land Use Designations

	LAND		
	Square Feet	Acres	% of Total
Harbor Channel Islands	2,884,124	66.2	54.1%
Industry: Priority to Coastal	490,620	11.3	9.2%
Visitor-Serving Commercial	574,353	13.2	10.8%
Recreation	255,071	5.9	4.8%
Public Facility	18,223	0.4	0.3%
Residential	1,108,735	25.5	20.8%
TOTAL	5,331,126	122.4	100.0%

- 20.8% Residential consisting of all existing residential uses (parcels C, F-4, F-5, LM-1, LM-2 and LM-3).
- 54.1% Harbor Channel Islands corresponding to all other parcels and areas.

Key City of Oxnard LCP policies and corresponding zoning regulations that affect future development and public improvements and that are expected to require some modification or clarification include the following.

Key City of Oxnard LCP Land Use Policies

“16. As existing commercially developed harbor parcels recycle in terms of structures or uses, priority shall be given to commercial fishing support and recreational boating support facilities and services. As existing commercially developed Commercial Visitor-serving parcels recycle or are

redeveloped, priority shall be given to Commercial Visitor-serving uses. **Development in the harbor shall be limited so that no more than 30 percent of the harbor's land area is visitor-serving commercial uses not directly related to boating.**”

Currently more than 30 percent of the harbor's land area is devoted to such uses. The proposed Master Plan will require that additional land area be devoted to visitor-serving uses (both commercial and non-commercial) not directly related to boating.

“35. The visual quality of the harbor shall be maintained by protecting unimpeded views of the water area from Victoria Avenue and Channel Islands and Harbor Boulevard by retaining view corridors between the first main road (?) and the water line.”

The Master Plan proposes infill development to connect existing uses and make the harbor more pedestrian friendly. As a result, view corridors will change from those that exist today.

Key City of Oxnard Zoning Regulations

Harbor Channel Islands (HCI) Zone

Permitted Uses

1. Commercial/Sport Fishing
Launching, Dry Storage of Boats; Fish Receiving and Transferring Facilities including Storage, Wholesale and Retail Sales, Preparation for Retail Sales and Related Office; Hoist Facilities; Net Drying and Repair Areas; Icing Facilities.
2. Recreational Boating
Launching, Dry Storage of Boats, Prying of Boat Trailers, Washing of Boats and Salt Water Engine Cooling Systems (where launching systems exist), Boat and Boat Equipment Sales, Rental Display, Brokerage Charter Offices, and Minor Repair.

Appendix A contains a more complete listing of relevant policies and zoning regulations that may affect future development and public improvements. Like LCP land use policy 16, described above, these zoning regulations limit most of the harbor's land area to uses directly related to boating. The proposed Master Plan will require that additional land area be devoted to visitor-serving uses not directly related to boating, and,

therefore, will require that the zoning designations of some land areas be changed to be less restrictive.

1.4 DEVELOPMENT PATTERN

Development pattern refers to what is physically on the ground: buildings, asphalt boat yards or parking lots, landscaped open space, or pathways/sidewalks. As **Table 4** summarizes and **Figure 4** illustrates, over half of the non-residentially developed land area in the Harbor is devoted to parking.

1.5 PARKING

Figure 4 shows the location of existing parking at the Harbor. **Table 5** lists the following characteristics of the existing parking by parcel (**Figure 5** shows parcel boundaries), for each area of the Harbor, i.e., East Side, Peninsula, and West Side:

- Number of spaces;
- Existing land area devoted to parking;
- Average square feet of land area per parking space, i.e., parking efficiency.

Table 5 also shows:

- Required parking spaces based on City of Oxnard Zoning Code plus parking for the public ramp and guest parking for the Bahia Cabrillo Apartments;

Table 4 Existing Development Pattern

Note: excludes internal roads (3.7 acres).

	Square Feet	Acres	% of Total	% of Non-Residential
Non-Residential Development				
Building Pads	583,257	13.4	10.9%	13.8%
Boat Yard/Storage	522,584	12.0	9.8%	12.4%
Parks/Recreation/Open Space	448,731	10.3	8.4%	10.6%
Vacant	52,216	1.2	1.0%	1.2%
Parking	2,202,570	50.6	41.3%	52.2%
Paths/Sidewalks	413,033	9.5	7.7%	9.8%
Sub-Total Non-Residential				100.0%
Residential Development	1,108,735	25.5	20.8%	
TOTAL	5,331,126	122.4	100.0%	

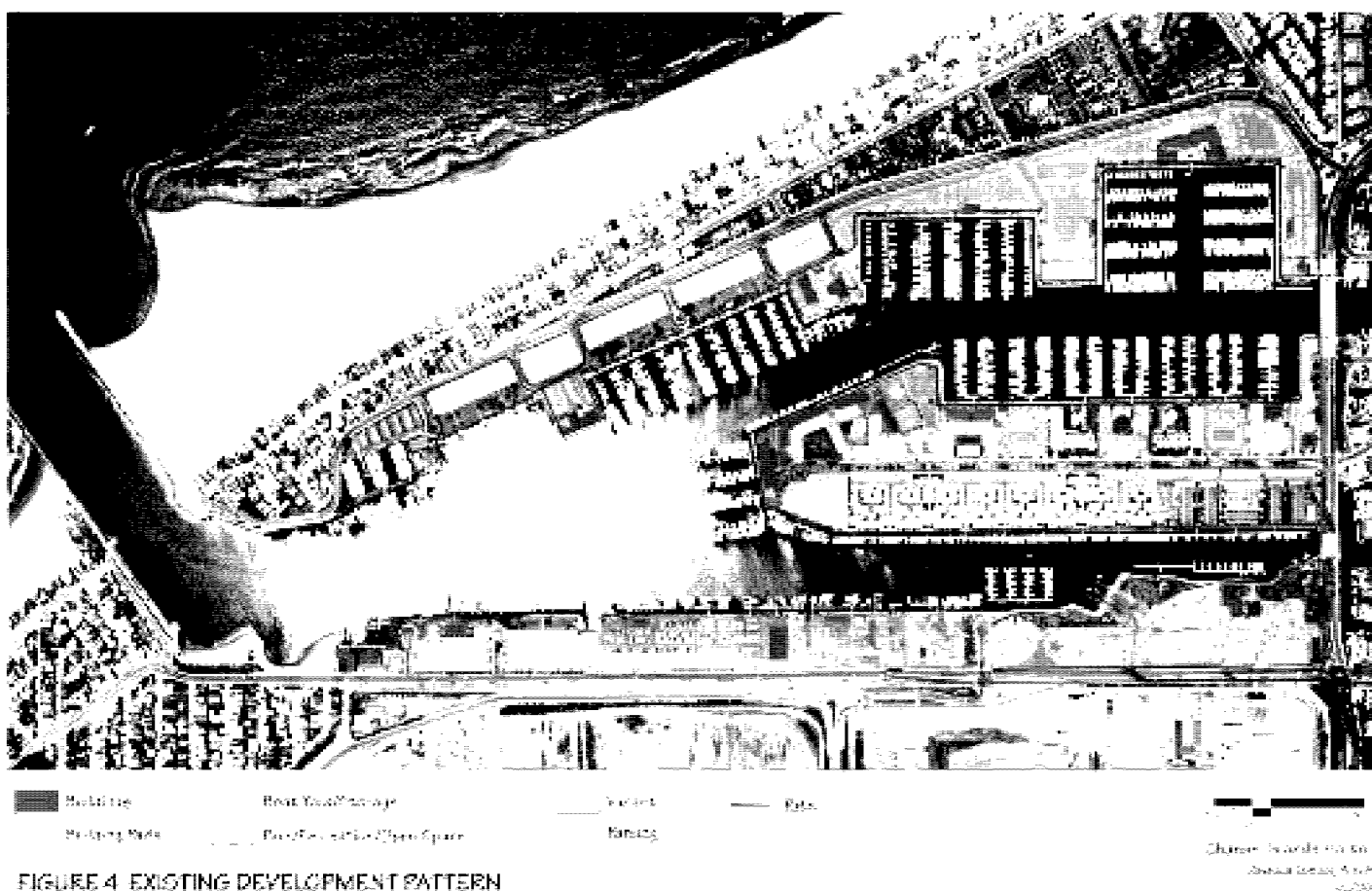
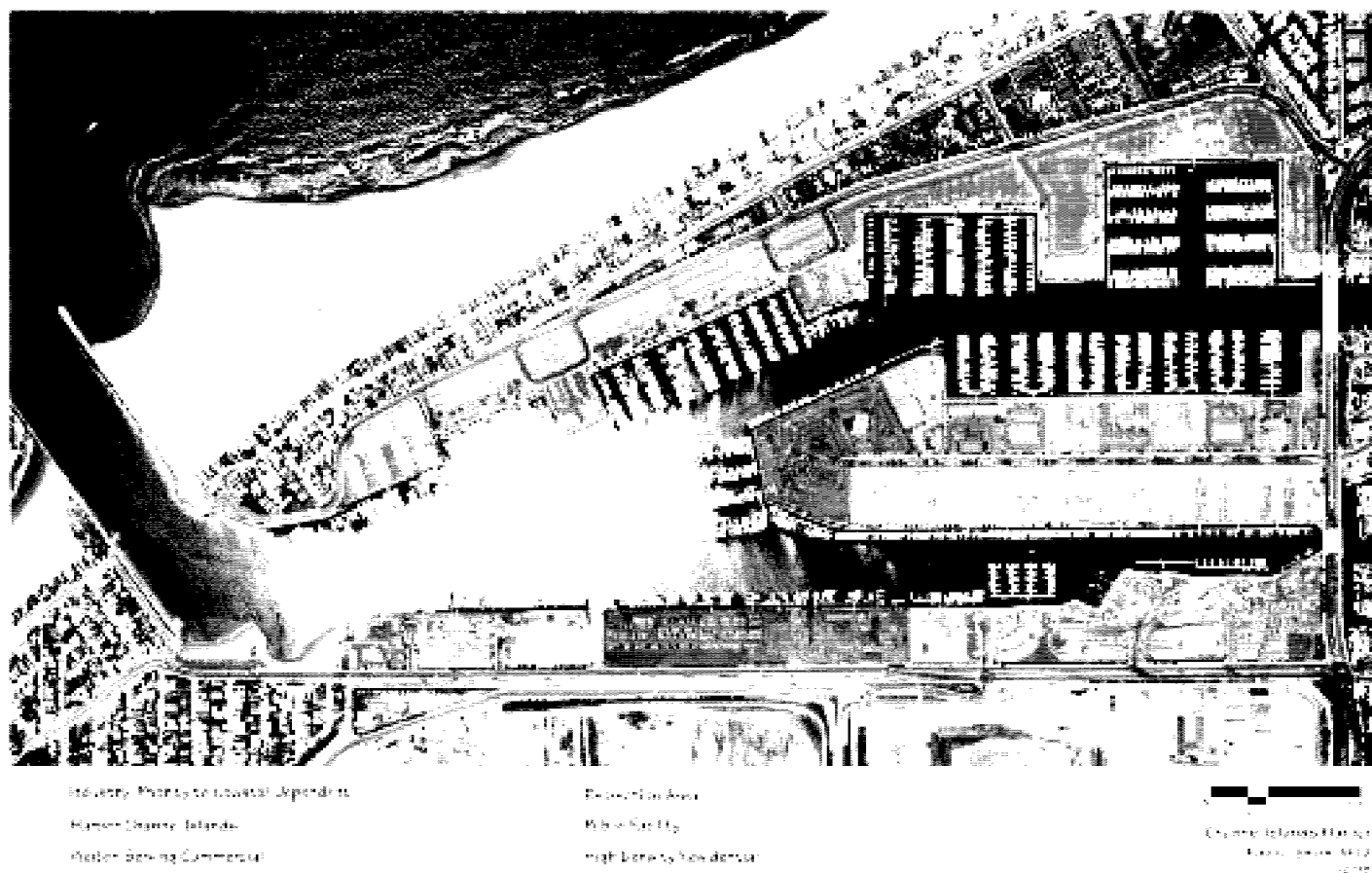


Table 5
EXISTING NON-RESIDENTIAL PARKING SUPPLY AND DEMAND BY PARCEL

		Land and Water Uses with Parking Demand					Existing Parking Supply			Parking Demand		
Parcel	Leasehold Name	Hotel Rms.	Floor Area (sf)		Boat Slips		Spaces	Land Area (sf) Used	Efficiency (sf/sp)	Required Spaces*	Land Area for Required Spaces	
			Commercial	Industrial	Recreational	Commercial					at existing efficiency**	at typical efficiency***
West Channel (Harbor Boulevard)												
C	Bahia Cabrillo Apt. Slips		4,500		84					50	17,569	17,640
	Guest Parking				32					32	11,155	
D-2	CIYC											
D	Channel Islands Marina		7,570		165					99	34,511	34,650
E	Channel Islands Marina				360					216	75,297	75,600
Harbor Blvd. - Public Parking and Park							826	287,940	349			
Internal roads								102,642				
K-1	The Whale's Tail Restaurant		10,924				38	18,136	477	61	28,965	21,241
K-2	Port Royal Restaurant		11,100				31	18,136	585	62	36,077	21,583
H-1, H-2	Marina Emporium		17,550		17		38	8,558	225	88	19,864	30,870
X-1A	Co.-owned wharf & slips					67	55	51,376	934	134	79,026	46,900
X-1B	Undeveloped											
X-2	Vintage Marina		2,674		197		283	117,798	416	118	49,200	41,370
X-3	Undeveloped						137	68,539	500			
Y-1	Vintage Marina		2,674		174		219	129,044	589	104	61,517	36,540
Y-2	Harbor Landing of C.I.		25,000				189	91,882	486	111	54,016	38,889
Y-3 & Y-4	Pacific Corinthian Marina/Y.C.		10,570		153		138	167,939	1,217	92	111,716	32,130
Subtotal - West Channel					1,182		1,954	1,061,990	543	1,167	578,913	397,413
								24.4			13.3	9.1
								acres			acres	acres
Peninsula												
F/F-1	Casa Sirena/Lobster Trap	177	12,810		361		387	167,149	432	451	194,590	157,687
LM-1, 2 & 3	Villa Sirena Apartments											
F-2	Public dock and park				27		32	25,823	807	16	13,073	5,670
F-3	Casa Sirena Hotel Extension	95					88	38,489	437	95	41,551	33,250
F-4, F-5	Anacapa Isle Apartments											
F-6	Hill Top Developers (vacant)		10,075				107	41,468	388	56	21,692	19,590
F-7	Anacapa Isle Marina				484		421	170,851	406	290	117,851	101,640
Fire Station							11	5,287	481	11	5,287	3,850
Subtotal - Peninsula					872		1,046	449,067	429	908	394,043	321,687
								10.3			9.0	7.4
								acres			acres	acres
East Channel (Victoria Street)												
V's, part N-2	Fisherman's Wharf		40,000				327	146,158	447	178	79,461	62,222
N-2	Public boat ramp						202	260,890	1,292	180	232,476	171,000
	small boat slips				120		121	77,854	643	72	46,326	25,200
N-1	Anacapa Marine Services			5,250	22		24	13,900	579	24	13,726	8,295
N	Channel Islands Boatyard			25,410	30		20	9,043	452	69	31,117	24,087
P, P-3	Anacapa Y.C., C.I. Landing			3,056	50		168	75,961	452	36	16,328	12,639
Q & Adj.	Public Parking and Green						147	108,600	739			
R, S	Cisco's Sportfishing		12,100		31		201	82,943	413	72	29,867	25,332
Internal roads								57,844				
Harbor Dept.							22	10,459	475	16	7,606	5,600
Coast Guard							16	8,367	523	32	16,734	11,200
Subtotal - East Channel - single spaces					253		1,046	591,129	565	499	241,166	174,576
- double spaces							202	260,890	1,292	180	232,476	171,000
								19.6			10.9	7.9
								acres			acres	acres
Totals		272	179,547	33,716	2,307	670	4,248	2,363,076	520	2,754	1,446,598	1,064,676
Acres								54.2(excluding			33.2	24.4
								acresdouble			acres	acres
								spaces)				

* City Code: 1/225 sf commercial (regional shopping center), 1/250 sf freestanding sit-down restaurant >6,000sf, 2/1,000 sf industrial, 1/hotel room, 0.6/recreational slip, 2/commercial slip + 180 spaces for public ramp + 32 for Bahia Cabrillo Apt. guests.

** Assumes existing parking areas are not restriped to be more efficient.

*** Assumes existing parking is restriped to be more efficient at an average of 350 sf /single space and 1,000 sf/public boat ramp space.

- ❑ Land area required to accommodate the required parking given the existing parking efficiency;
- ❑ Land area required to accommodate the required parking if existing lots were restriped to be more efficient, i.e., at an average of 350 square feet per space instead the existing average of more than 550 square feet per space.

Two key conclusions about the existing parking layout can be drawn from Table 5:

1. There are about 50 percent more spaces than are required. There are about 11 acres on the west side and 9 acres on the east side of the Harbor on which extra parking is located that could be used for other purposes than parking.
2. These spaces, excluding the double spaces at the public launch ramp, are laid out at an average efficiency of 520 square feet per space. Typically standard parking spaces (10' wide by 18' long with no compacts) in a large, flat parking area can be laid out at close to 200 square feet per space with no landscaping or 250 square feet per space with four-foot landscaped medians between aisles and around the perimeter. For the purposes of this analysis, it is assumed that an average efficiency of 350 square feet per space could be achieved. This assumption was tested by the preparation of site plans that reconfigured most of the parking on the east and west sides of the Harbor. It was found that efficiencies of 350 square feet per space could be readily achieved and that in some places, e.g., adjacent to the Harbor greens along the west side, the parking could be laid out at less than 250 square feet per space with landscaping.

Therefore, the existing parking layout is about 50 percent less efficient than it could be. If the existing parking were restriped as described above to achieve an average efficiency of 350 square feet per space, there would be 15 acres of asphalt on the west side and 12 acres on the east side that could be used for other purposes.

Figure 6 shows how much land area would be occupied by parking required for existing uses if it were reconfigured at an average of 350 square feet per space.

1.6 POTENTIAL RELOCATED HARBOR USES

In late 1970s/early 1980s the County-owned public launch ramp was relocated to a 9-acre site just south of Fisherman's Wharf. It consists of the ramp and access road (1.1 acres), 202 double parking spaces (4.3 acres), landscaping (3.6 acres). Direct south of the public launch ramp on a 2-acre site is the County-owned small boat marina and 121 parking spaces to serve it.

This public launch ramp location has proven to be less than ideal, requiring that boats maneuver around the small boat marina and through the narrow east channel to the main channel and harbor entrance. Furthermore, it is inefficient in its use of land, with 3.6 acres of dispersed landscaping which does not provide much usable open space or visual benefit.

The public launch ramp could be relocated back to its original site, which could be reconfigured to include the adjacent access road and a portion of what is now Cisco's. Cisco's parking could, in turn, be shifted south to include the adjacent access road and restriped to provide 220 rather than the existing 201 spaces. This reconfigured launch ramp site could provide the same size ramp with one wide access road (1.1 acres), about 180 parking spaces (3.7 acres) and a landscaped buffer along the street and a wider, usable landscaped area along the waterfront (0.4 acre). Additional overflow parking may have to be arranged on neighboring parcels to accommodate peak periods.

The small-boat marina requires further examination, as well. The need for slips this size has decreased as new and larger boat trailers have become available, and many households have truck or truck-like vehicles capable of hauling boats this size. As a result, the County is competing with its own lessees for tenants and, along with the lessees, is incurring the cost of maintaining a number of vacant slips. This facility could be removed entirely, except for the debt remaining on it of approximately \$500,000.

Sportfishing and excursions from Cisco's could also use the launch ramp parking during sportfishing peak periods since those periods do not coincide with launch ramp peak periods (summer weekends, especially summer holiday weekends).

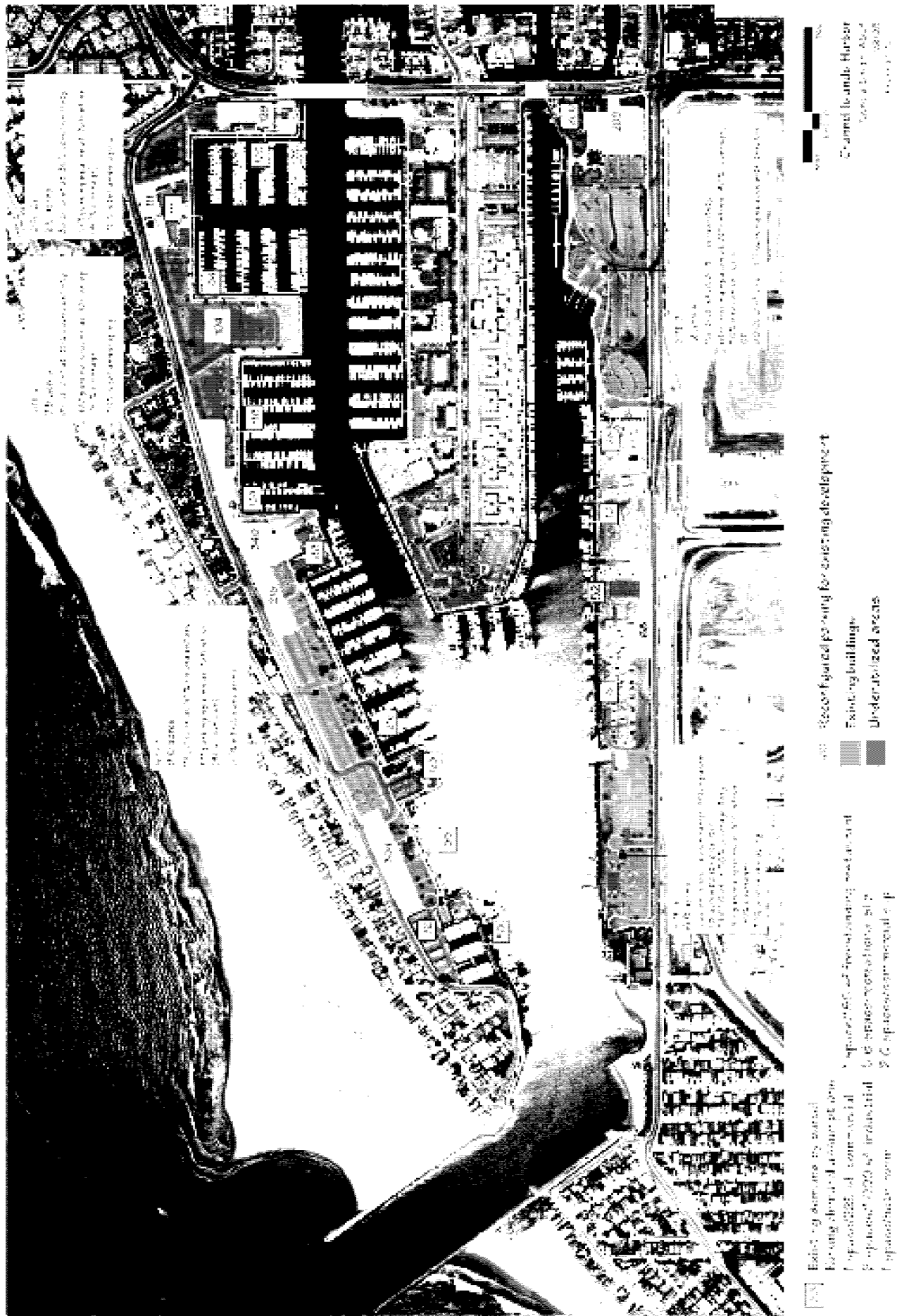


FIGURE 5 RECONFIGURED PARKING AND UNDERUTILIZED AREAS

1.7 UNDERUTILIZED SITES

As described in Section 1, some new uses will be needed at the Harbor to rejuvenate it, to provide connections between existing uses, to create a “critical mass” of activity, and to generate additional revenues to support infrastructure improvements. The primary purpose of the background land use analyses described thus far in this Section was to identify areas that are currently underutilized and are potentially available for re-use.

Figure 5 identifies those areas of the Harbor that could be used differently than they are today if the parking were reconfigured and the public launch ramp and small-boat marina were relocated as described above. There are two areas on the **east side**: 1) **12 acres** at the north end, just south of Fisherman’s Wharf, which includes the existing public launch ramp and parking, small boat marina parking, and about one acre of excess parking at the south end of the Fisherman’s Wharf parking lot; and 2) **7.6 acres** at the south end, which includes the former launch ramp site, Cisco’s, fuel dock and access roads.

There are also two areas on the **west side**: 1) **9 acres** at the south end, comprised of the 3.7 acres of linear open space, 3.2 acres of existing parking not required to serve existing uses, and 2.1 acres of access roads; and 2) **10 acres** at the north end located primarily on the south side, but also on the north side of the existing Harbor Landing shopping center.

1.8 POTENTIAL NEW USES

The Channel Islands Harbor is the “gateway to the Channel Islands”, providing direct access to the islands. It is also one of best situated, most convenient and potentially attractive small boat harbors serving Ventura and Los Angeles Counties. At the same time, it serves as a commercial center for surrounding residents, providing restaurants, shops and services. Potential new uses at the Harbor would likely build upon these existing assets.

Interest has been expressed in **a youth and group facility, a marine education/ research center and a satellite visitor center for the National Park Service**. If developed, these uses would serve as “anchors” attracting additional visitors on both weekends and weekdays. They would draw school children on weekdays and families on weekends.

A preliminary assessment by KMG suggests that there is a market for **visitor-serving uses oriented toward both the surrounding community and for the broader region**. Uses to serve the local community may include a theater (movie and/or live), bookstore, home improvement, restaurants, cafés boat sales and other marine uses, and various services. Uses to serve the broader region and oriented toward visitors who might come to the marine education/ research center or NPS satellite visitor center, to go whale watching or on an excursion to the islands, or to an Harbor event, as well as recreational boaters, include restaurants and food service; specialty retail with a marine or environmental orientation; a bookstore/café; water oriented activities and services; and island and whalewatching tours.

Another key use that will be essential in activating the Harbor is **events**. The Harbor’s Parade of Lights has is an annual event that is enjoyable for boaters, local residents and visitors. The commercial fishing community has suggested a fish market, which might take place once or twice a week, as in Santa Barbara. Other events might include concerts on the green (in the renovated linear park), live theater, and seasonal festivals. Events will include shuttle parking as described in Subsection 3.3 of this Section.

Similarly, **recreational activities** at the Harbor or along routes that include the Harbor will be a draw for neighbors and visitors. Such activities include, of course, boating and water sports, but also land-based recreation like walking, jogging, cycling and rollerblading.

2. LAND USE CONCEPT: OVERVIEW AND ACTIVITY CENTERS

2.1 Overall

Channel Islands Harbor will be developed as five interconnected activity centers, two on the east, two on the west and one at the end of the peninsula. Each center will have a different focus:

East Side

- ☐ A one-stop boating services center
- ☐ Marine and community-oriented shops and services in the expanded Fisherman's Wharf

West Side

- ☐ Harbor Green Visitor Center, including existing restaurants, a youth and group facility, a NPS satellite visitor center, and a marine education and research center
- ☐ Visitor-serving shops and services oriented along the Harbor Promenade

Peninsula

- ☐ A renovated resort hotel and restaurant.

The character of and uses at each land-based activity center will complement, rather than compete with, the others.

They will be connected to one another by water taxi and by pedestrian and bicycle paths. The underutilized areas identified in Subsection 1.7 of this Section will be infilled with low-scale development to create a "critical mass" of activity at each center and to enhance pedestrian connections within and among the activity centers. **Figure 6** shows the five activity centers. The plan in **Figure 6** is illustrative, showing the simple massing and scale of proposed infill development and the character of landscaping and parking. Actual development will not be exactly as shown.

The Harbor will incorporate recreational elements on both water and land, making it a recreational attraction for walking, jogging, bicycling and rollerblading, as well as for sailing, boating, kayaking, and windsurfing.

2.2 East Side Activity Centers

Boating Services Center

As illustrated in **Figure 6**, land on the east side of the Harbor will continue to be used largely for boating-oriented services and industry. The public launch ramp will be relocated adjacent to existing boating-related services. The launch ramp, sportfishing, fuel dock, Harbor Department and Coast Guard facilities will be linked by a central pedestrian space and potentially expanded to provide "one-stop" service for boaters on the southern third of the east side. The sandy beach directly to the south of the Coast Guard facility will continue to be available for kayak, windsurfing and personal boat launching. Boating-related industry and services will remain in the central third.

Community-Oriented Shops and Services

On the northern third of the east side the shops and services at Fisherman's Wharf will be expanded to create a community- and marine-oriented commercial center, with 80,000 to 150,000 square feet of largely one-story buildings. Potential marine-related uses may include: boat sales; dive and surf shop; clothing; kayak and other recreational equipment rentals. Potential community-oriented uses may include: entertainment; a family restaurant; food service, e.g., coffee, bakery, ice cream, fast foods; and services, e.g., cleaners, real estate, post office.

2.3 West Side Activity Centers

Harbor Green Visitor Center

As illustrated in **Figure 6** the existing three linear parks, which comprise 3.7 acres, will be expanded into a single continuous park 6 acres in size. The new Harbor Green will be re-landscaped to be more usable and attractive. The Harbor Green will be designed to accommodate picnicking and a variety of open-air events.

The youth and group facility, NPS satellite visitor center and marine education and research center will be added adjacent to the Whale's Tail and Port Royal buildings to create an activity node with the garden-like setting of the Harbor Green. Visitors will have easy access to picnicking facilities on the Harbor Green, as well as to the restaurants. They may also walk north through the Harbor Green to more shops and services along the Harbor Promenade.

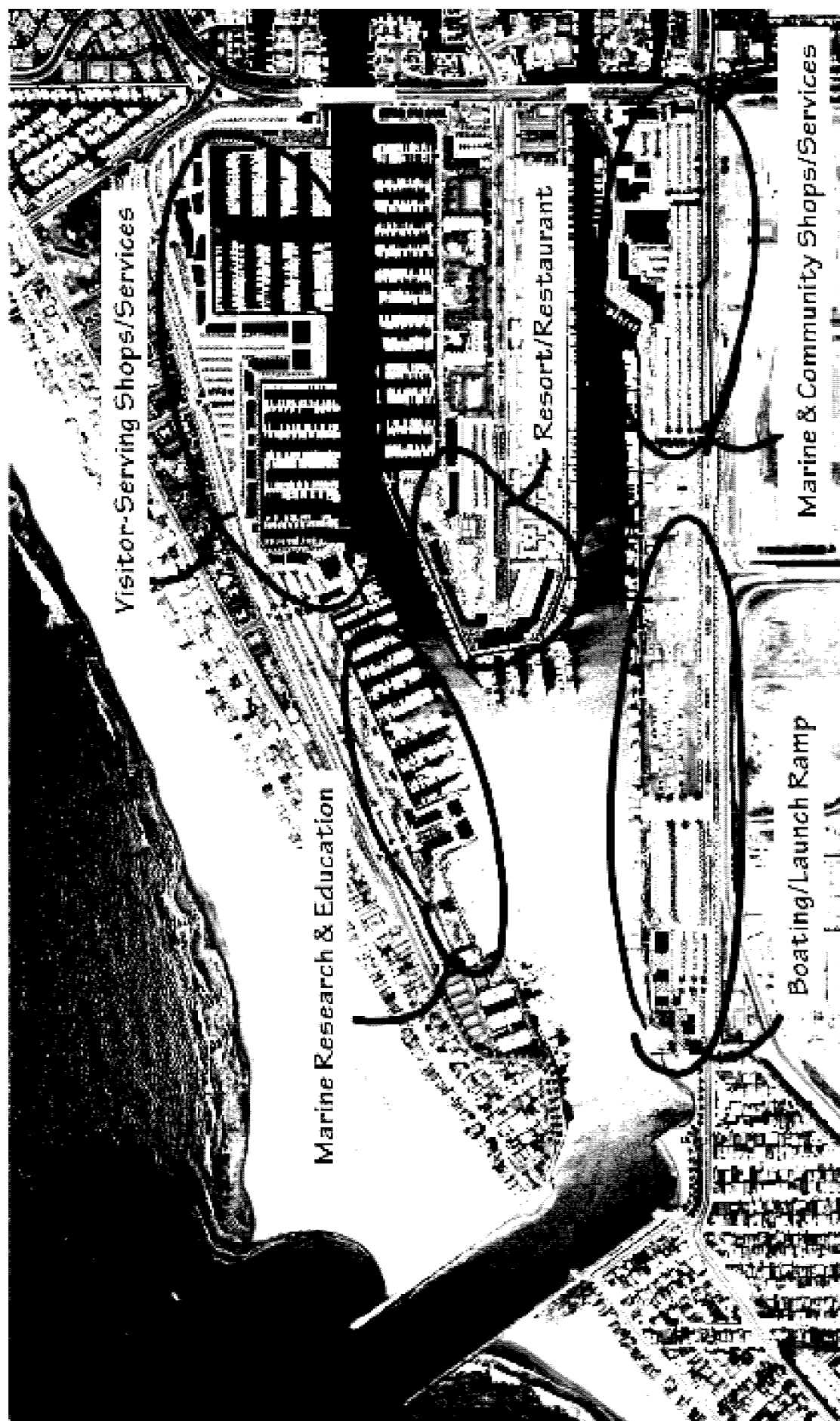


FIGURE 6 MASTER PLAN CONCEPT: ACTIVITY CENTERS

Visitor-Oriented Shops and Services Along the Harbor Promenade

The northern half of the west side of the Harbor will be a visitor-serving shopping center, building upon and connecting the existing shops and services at the Marine Emporium and Harbor Landing. Mostly one-story buildings will be oriented along the new Harbor Promenade, a wide walkway oriented along the harbor waterfront (see Subsection 3.2 of this Section), between the two existing shopping centers. This infill development will provide continuous shops with display windows and outdoor dining along the Harbor Promenade, making it enjoyable for people to walk from one shop to another and from the Harbor Green Visitor Center to the south. There may be one or more plazas at which public events could occur. The Harbor Promenade will connect and unify the west side, and will provide a place for both recreational and commercial waterfront activities.

Potential uses along the Harbor Promenade include: restaurants and food service; specialty retail with a marine or environmental orientation; a bookstore/café; water oriented activities and services; and island and whalewatching tours. Up to 125,000 square feet of infill buildings could be accommodated. Approximately 100,000 square feet in mostly one-story buildings would be needed to make the connection between Harbor Landing and the Marine Emporium, as shown in the illustrative diagram in Figure 6.

Visual Appearance of the West Side

Today, the west side is unattractive when viewed from Harbor Boulevard and from adjacent residences: the view is overwhelmingly of asphalt.

Landscaping will be added, along with more attractive new development, to improve the visual appearance of the entire west side. The existing parking will be reconfigured to eliminate the existing access roads and restriped to be more efficient, increasing the number of parking spaces. Trees will be planted along the west edge of the parking lot along Harbor Boulevard and among the parking spaces. Infill buildings of one to two stories will be added adjacent to the Whale's Tail and Port Royal to accommodate the proposed marine research/education facility and National Park Service satellite visitor center. (The illustrative diagram in Figure 6 shows 20,00 to 40,000 additional square feet of development.)

2.4 Peninsula Activity Center

The Casa Sirena Hotel lies at the geographic center of the Harbor. With renovation of both buildings and grounds and limited expansion, e.g., from the current 272 to perhaps 350 rooms in the same scale buildings as are existing, i.e., two to three stories, the resort could begin to realize its potential as a vacation resort. Some existing buildings could be removed and replaced by new ones in better locations, e.g., along the waterfront on the east side with view toward the harbor entrance. Surface parking is currently located on this prime view land.

Open space could be consolidated to create attractive, usable gardens where weddings and other outdoor events could occur and which visitors could enjoy on a regular basis. Parking could also be consolidated along the street and reconfigured for maximum efficiency. The peninsula boulevard's landscaping could be enhanced to provide a more appropriate and attractive gateway to the hotel.

Figure 6 illustrates what these improvements might look like.

3. LAND USE CONCEPT: HARBOR-WIDE ELEMENTS

This section describes harbor-wide elements that will serve the five activity centers, link them to one another, and enhance the overall character and quality of the Channel Islands Harbor.

3.1 Quality, Scale and Character of Development

Figure 7 illustrates, with photographs, the scale and quality of development intended by the Master Plan.

New buildings on the east and west sides of the Harbor will be, for the most part, one-story retail structures, which are typically 20 feet tall, plus roof.

Shops will be oriented along the a new waterfront promenade, a wide public walkway along the waterfront on both the east and west sides of the Harbor. The buildings they occupy will be like the storefronts found on a typical "Main Street", except they will front on the water rather than a traffic street. Visitors can walk along the promenade and window shop or stop at a café with outdoor tables to dine or have a cup of coffee.

Buildings will be of a high quality and may have a consistent "style" such as the "European Village" style illustrated in Figure 7.

The entire Harbor, particularly the Harbor Green linear park on the west side and Victoria Avenue and Harbor Boulevard will be more parklike in character.

3.2 Connections Within the Harbor and to the Surrounding Community

The absence of connections between existing Harbor uses is a serious detriment to creating foot traffic or an attractive environment for Harbor visitors and surrounding residents. To correct this deficiency, infill buildings will link existing buildings and new activity centers, as well as create the activity centers themselves, wherever possible. **Figure 8** shows 1) how existing buildings are isolated from one another; and 2) how infill buildings can connect those buildings.

Within each of the Harbor's three areas (east side, west side and peninsula), a pedestrian promenade,

located along the waterfront where possible, will link the various uses. The waterfront promenade will be linked to the surrounding communities by pedestrian routes (sidewalks with shade trees and specially paved crossings through the parking lot).

Figure 9 shows the general route of the pedestrian promenade. Figure 7 includes photographs of waterfront promenades in other locations. The promenade will be 25 to 30 feet wide along shops, where outdoor dining and other activities would spill out onto the promenade. It might be narrower and meandering through the Harbor Green. Pedestrian-scale lights (12 to 14 feet tall) would line the promenade at a spacing of 50 to 60 feet. In some locations there would be shade trees; other locations might be more open.

Even with infill buildings and pedestrian paths, the east side, west side and peninsula will still be isolated from one another. Some people will walk along the Channel Islands Boulevard overcrossing from one side of the Harbor to the other, and that route can be enhanced with pedestrian lighting and banners. However, a water taxi that links the activity centers directly to one another is critical. **Figure 10** shows an illustrative water taxi route that includes stops at all five activity centers.

Bicycle paths will also allow neighbors and visitors to access the Harbor. **Figure 11** shows existing bicycle paths that provide access to the Harbor. Bicycle parking will be provided at each activity center, so that cyclists can stop for lunch or to shop once they arrive at the Harbor.

3.3 Parking

As described in Subsection 1.5 of this Section, parking will be reconfigured to be more efficient, so that asphalt can be converted to usable open space, public facilities and shops. Common parking areas shared by all Harbor businesses will be located convenient to uses. The pedestrian orientation of the area and connections within and between centers will encourage visitors to "park once and walk" to multiple destinations. This concept is particularly viable because most of the parking is common and managed by the Harbor Department. Clearer directional signage will help visitors find parking.



FIGURE 7. EXAMPLES OF COMPARABLE
QUALITY, SCALE AND CHARACTER

*Top left: photo courtesy of Harborview and City of
Alameda show intended board and character.*



Existing building footprints.



Existing and infill building footprints.

FIGURE 8 INFILL BUILDINGS CREATE ACTIVITY CENTERS AND CONNECTIONS



FIGURE 9 PEDESTRIAN PATHS


 Channel Islands Harbor
 Patricia Swick, ASLA
 2/4/08



FIGURE 10 ILLUSTRATIVE WATER TAXI ROUTE


 Channel Islands Harbor
 Patricia Swick, ASLA
 2/4/08

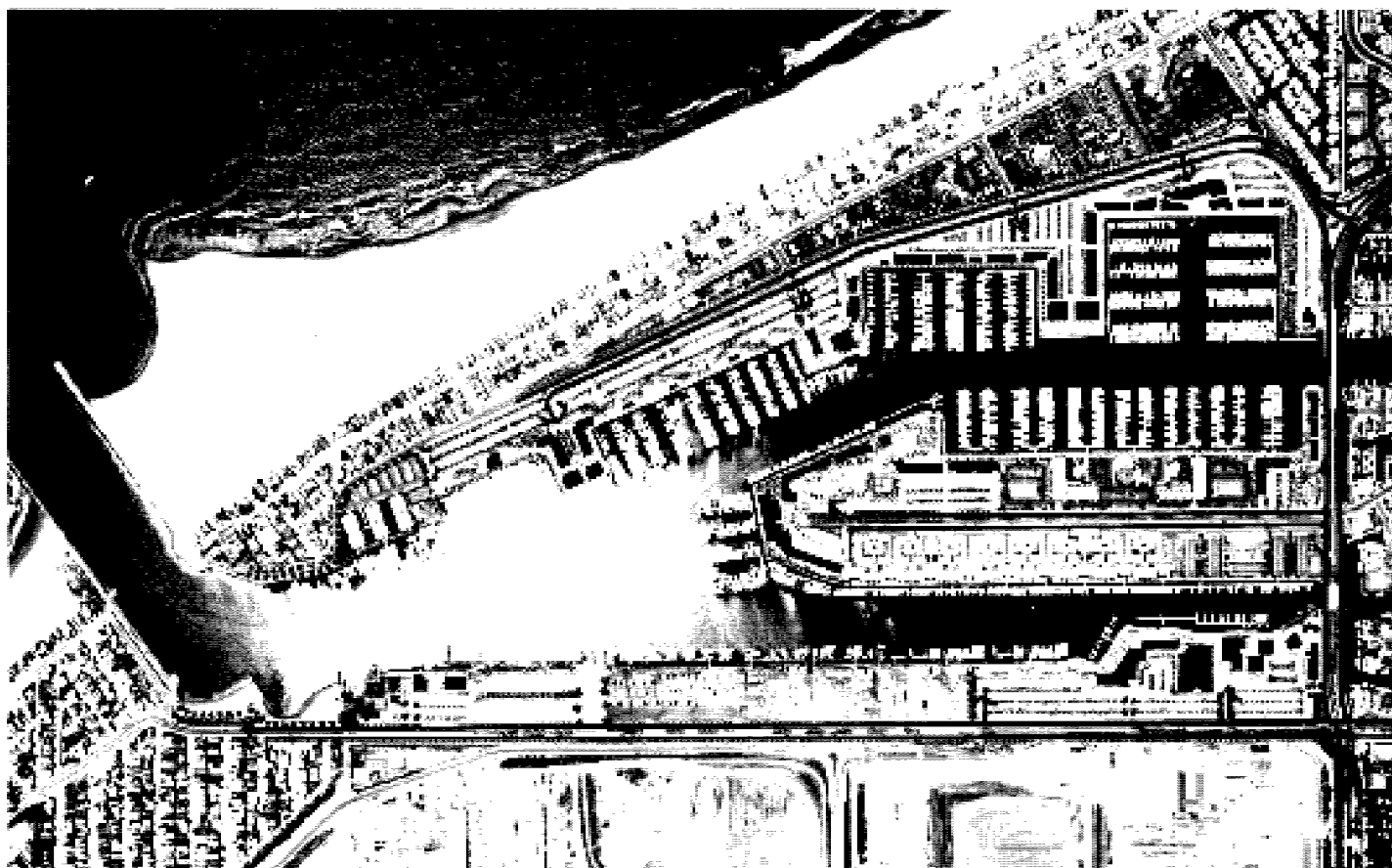


FIGURE 11 BICYCLE ROUTES

Channel Islands Harbor
Map Scale: 1" = 100'-0"
2005

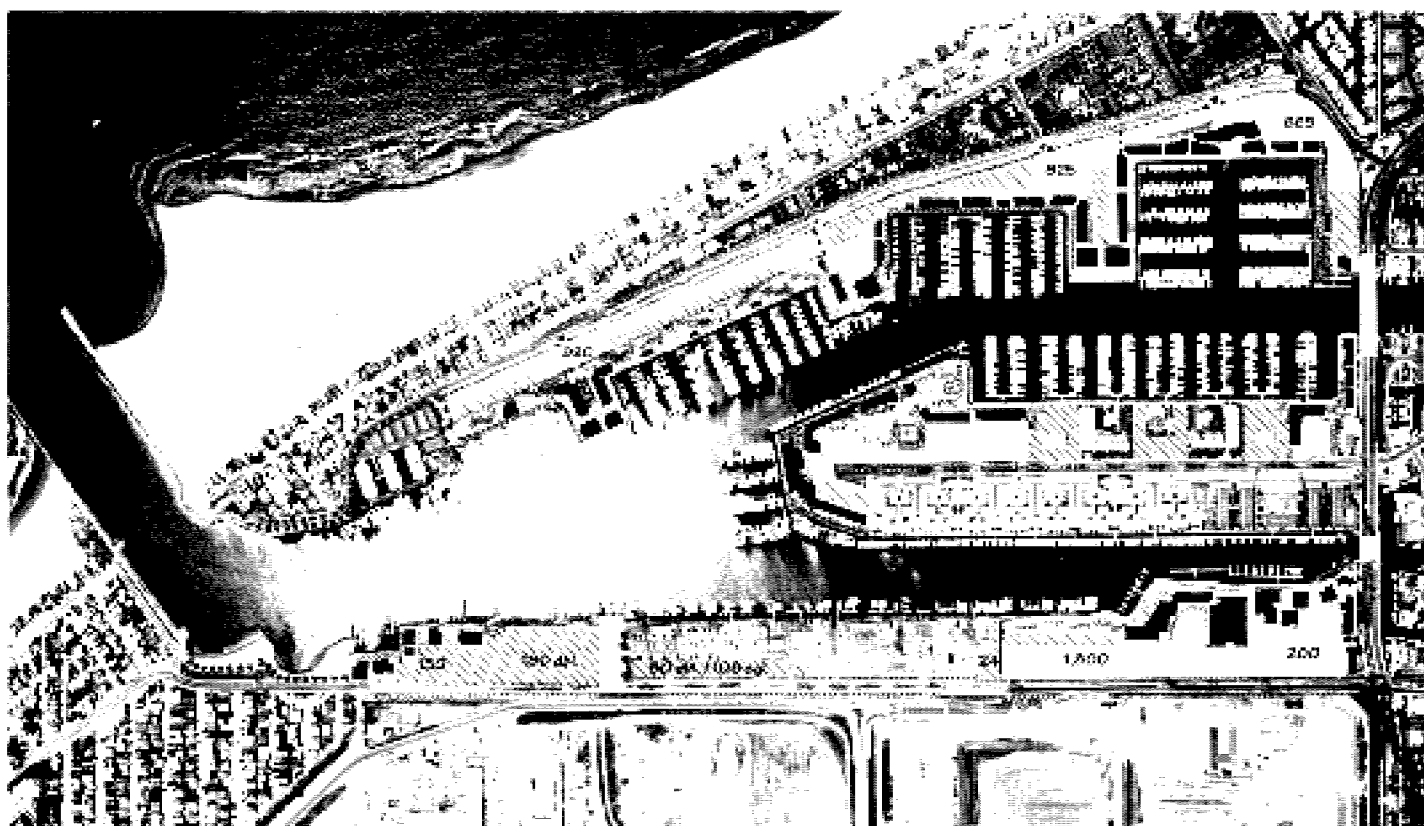


FIGURE 12 ILLUSTRATIVE PARKING CONCEPT

Parking
Parking for Boat Slips, Launch Ramp and Boating-Related Services

Channel Islands Harbor
Map Scale: 1" = 100'-0"
2005

Figure 12 is an illustrative diagram of the location and required land area required for future parking, based on City of Oxnard code requirements. Figure 13 does not show landscaping; refer back to Figure 5 for an illustrative plan of the parking lot planting concept: a grove of trees interspersed through all parking lots using tree wells that do not displace parking spaces.

3.4 Priority to Boating and Marinas

Channel Islands Harbor is, first and foremost, a small boat harbor for both recreational and commercial boats. Therefore, whatever improvements or development occur must give priority to that function. It is the intent of the plan to maintain and, where possible, improve services to both recreational and commercial boaters.

Figure 12 shows the general location of boat slip parking in the context of total parking. This parking is part of the Harbor's common parking. It would not be reserved, but would be shared along with the rest of the common parking by all Harbor users, unless this approach proves to be inadequate in the future. In that case, some parking could be reserved for boat slips by permit or fencing. The Master Plan would preserve all existing marina buildings and restroom facilities.

In addition, the channels will be dredged and revetments repairs as part of the Harbor Department's ongoing maintenance program.

3.5 Circulation

Once the Master Plan concept is adopted, a traffic analysis will be prepared to identify improvements that will be required to accommodate anticipated traffic. That analysis will determine which segment, if any, of Victoria Avenue will need to be widened. It may not need to be widened beyond the point that it currently is, since no additional development is planned for the southern two-thirds of the Victoria Avenue frontage.

Once the basic street cross-section is established, the potential for a "traffic roundabout" at the southern end of Victoria Avenue or other means of alleviating traffic volumes on the Silver Strand community will be explored.

The Harbor Department will work with the Navy, the City of Oxnard and the City of Port Hueneme to undertake the appropriate circulation improvements and, at the same time, to underground the remaining utilities and landscape Victoria Avenue as described below in Subsection 3.6 of this Section.

3.6 Gateways and Edges

The entrances to and edges of the Harbor provide visitors' first impression of the Harbor. They need to convey the quality and character of the Harbor. The streetscape along both Victoria Avenue and Harbor Boulevard, including street trees, pedestrian-scale lights and signage, will convey the image of the Harbor as a high quality, parklike place and will, at the same, time provide a visual buffer for adjacent residents.

Figure 13 illustrates what Victoria Avenue might look like with street trees, landscaping and a separate pedestrian/bicycle path on the east side, as well as with a median. Figure 13 also illustrates what Harbor Boulevard might look like with landscaping and either canopy or palm trees.

The Harbor Department will need to hire a signage and graphics consultant to develop an integrated directional and promotional sign program using existing monuments, as well as new signs.

3.7 Infrastructure Improvements

Table 6 summarizes the improvements that will be required to accomplish the Master Plan. They will support and be financed, in part, by private infill development.



Looking north on Harbor Boulevard today.



Looking north on Victoria Avenue today.



The same view with canopy trees along each side.



The same view with utilities undergrounded, canopy trees and a pedestrian/bicycle path on the east side.



The same view with palm trees on each side.



The same view with a median as well.

FIGURE 13 STREETSCAPE CONCEPTS FOR HARBOR BOULEVARD AND VICTORIA AVENUE

Table 6 Summary of Planned Capital Improvements

Improvement	Timing Constraint	Estimated Construction Completion	Affected Groups/ Jurisdiction	Responsible Jurisdictions(s)	Potential Funding Source	Estimated Cost
Water taxi	Funding availability	1999-2000	All	Harbor Dept.	Enterprise	\$200,000/yr
Signage program		2000-2001	Harbor lessees & visitors	Harbor Dept.	Harbor revenues	\$250,000 -\$300,000
Relocate boat ramp/ small boat marina	Prior to Fisherman's Wharf expansion	2001-2002	Boating community	Harbor Dept.	Boating & Waterways Loan	TBD
Consolidate & restripe west parking lots	Phased with development	2003-2008	Harbor lessees & visitors	Harbor Dept.	Harbor revenues	\$200,000
Landscape west parking lots	Phased with development	2003-2008	Harbor lessees & visitors	Harbor Dept.	Harbor revenues	\$580,000
Install Harbor Promenade not adjacent to development	Concurrent or following development promenades	2003-2008	Harbor lessees & visitors	Harbor Dept.	Harbor revenues	\$270,000
Install Harbor Green landscaping and promenade	Concurrent with Marine Research Center	2003	Harbor lessees & visitors	Harbor Dept.; Oxnard	Grants/ loans	\$1,400,000
Improve Victoria Av.: • <i>Underground utilities</i> • <i>Improve pavement</i> • <i>Install landscaping and lighting</i>	Funding availability	2002	Silver Strand residents; Harbor lessees & visitors	Oxnard; Pt. Hueneme	ISTEA	TBD TBD \$1,500,000
Improve Harbor Blvd.: • <i>Install landscaping & lighting</i> • <i>Renovate beach park</i>	Funding availability	2001	Hollywood Beach residents; Harbor lessees & visitors	Oxnard	ISTEA	\$1,800,000 TBD
Interior dredge/ revetment repair	Funding availability	Unknown	Boating community	Harbor Dept.	Boating & Waterways Loan	\$3,500,000 -\$5,000,000
Drainage - Channel Islands Blvd.	Funding availability	Unknown	Boating/residential community	Oxnard; Pt. Hueneme	Unknown	Unknown
Drainage - west beach		Unknown	Silver Strand, cities & county residents	Oxnard; County; Navy	Unknown	Unknown

TBD = to be determined.

APPENDIX A

Key City of Oxnard Local Coastal Plan Policies and Zoning Regulations

KEY LOCAL COASTAL PLAN POLICIES

3.2 Resource Policies

3.2.3 Diking, Dredging, Filling, and Shoreline Structures

Per the Coastal Act, diking, filling or dredging is permitted for the purposes of maintaining existing or restoring previously dredged depths in existing navigation channels, restoration, and nature study.

3.2.4 Commercial Fishing, Sport Fishing and Recreational Boating

14. The harbor is administered by Ventura County and within the city limits of Oxnard. The City shall encourage the protection and expansion of facilities for commercial fishing, sport fishing, recreational boating, and other harbor-related activities with the Channel Islands Harbor, by working cooperatively with the County to prepare and process a Public Works Plan, to review and comment on proposed amendments to the Public Works Plan and, where consistent with the policies of the City's LUP, to implement those provision of the Public Works Plan applicable to the harbor segment, pursuant to Section 30605 of the Coastal Act.

- ✓ 16. As existing commercially developed harbor parcels recycle in terms of structures or uses, priority shall be given to commercial fishing support and recreational boating support facilities and services. As existing commercially developed Commercial Visitor-serving parcels recycle or are redeveloped, priority shall be given to Commercial Visitor-serving uses. **Development in the harbor shall be limited so that no more than 30 percent of the harbor's land area is visitor-serving commercial uses not directly related to boating.**
- 17. As existing industrially developed parcels in the harbor's industrial area recycle in terms of structures or uses, new development shall be limited to Coastal-dependent and harbor-related industrial uses serving the harbor.
- 20. Fifty percent of the harbor's water surface area shall be restrained as open water channels, in order to assure the safe circulation of a variety of commercial and recreational boats.

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

- ✓ 26. To ensure that lower cost recreational and visitor-serving harbor facilities are available to all income groups, picnic tables, public restrooms, pedestrian and bicycle accessways, pedestrian furniture, bicycle storage racks, small boat sailing, renting and berthing areas shall be provided. In addition, **the harbor public park areas, which provide a lower cost recreational activity, shall be preserved for general public recreational use.**
- 27. Commercial fishing, sport fishing and recreational boating facilities and areas shall be designated and situated so as not to interfere with each other, or existing residential uses. Adequate parking, at a ratio of 0.6 parking spaces per slip for recreational boats and 2 spaces per slip for commercial fishing boats shall be protected, and provided in any new marina development. Parking required to serve recreational boating, sport fishing, or commercial fishing shall not be eliminated or reduced by new development.
- 31. Provide harbor shoreline pedestrian access by incorporating shoreline pedestrian walkways into all new shoreline development, including the expansion of existing uses. Where existing buildings are found to interfere with lateral shoreline access, walkways shall be located as adjacent to the water as possible. All walkways are to be linked with adjacent walkways to ensure uninterrupted pedestrian movement.
- 32. Provide a harbor bikeway system that incorporates access as part of the street system and, where feasible, along the shoreline.
- 33. Minimize conflicts between pedestrians, bicyclists and autos by separating pedestrian and bicycle lanes and providing bike paths in conjunction with the street system.
- 34. Provide maximum public access and/or protect harbor areas, for reasons of public safety or fragile resources, by conspicuously posting well-designed directional signs in conjunction with new harbor

development. Directional signs shall be posted throughout the harbor to designate points of interest, public view areas, the public beach areas, parking, pedestrian and bicycle accessways. Said signing shall be compatible with the harbor's sea-side theme, consistent with the City's Coastal Zoning Ordinance.

- ✓ 35. The visual quality of the harbor shall be maintained by protecting unimpeded views of the water area from Victoria Avenue and Channel Islands and Harbor Boulevard by retaining view corridors between the first main road (?) and the water line. View corridors shall be landscaped to screen and soften views across paved areas and to frame and accentuate the view. **Development in the harbor shall not exceed two stories (25 feet in height)** or, at the corner of Victoria Avenue and Channel Islands Boulevard, 35 feet in height.

3.5 Development

46. Areas designated for visitor-serving commercial uses shall be planned and designed to maximize

aesthetics, have a common theme and blend with surrounding uses. Permitted uses include motels, hotels, restaurants and visitor-oriented retail commercial. Where designated, neighborhood convenience commercial may also be permitted, provided that the commercial uses remain predominantly (>50%?) visitor-serving.

Appendix: Definitions

F. Harbor (Channel Islands)

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

Key City of Oxnard Coastal Zoning Regulations

HCI (Harbor, Channel Islands) Zone)

Permitted Uses

1. Commercial/Sport Fishing
Launching, Dry Storage of Boats; Fish Receiving and Transferring Facilities including Storage, Wholesale and Retail Sales, Preparation for Retail Sales and Related Office; Hoist Facilities; Net Drying and Repair Areas; Icing Facilities.
2. Recreational Boating
Launching, Dry Storage of Boats, Prying of Boat Trailers, Washing of Boats and Salt Water Engine Cooling Systems (where launching systems exist), Boat and Boat Equipment Sales, Rental Display, Brokerage Charter Offices, and Minor Repair.

Conditionally Permitted Uses

The following categories are subject to the approval of a development review, permit, pursuant to the provisions of Section 37-5.3.0 of the City's Zoning Code:

- ✓ 1. Visitor-serving uses **when clearly subordinate in their physical character, and incidental to, principally permitted uses:**
Eating/Drinking (serving Alcoholic Beverages), Restaurant, Cocktail Lounge
Eating/Drinking (nonalcoholic), Restaurant, Café
Fast-food Facilities
Marine and Tourist-related Retail Shop
Marine-related Museum
Tourist Hotels and Motels
- 2. Commercial-fishing Support: Rest room, Shower, Laundry, Caretaker's Quarter, Office, Meeting Room
- 3. Other Harbor-related Uses;
Bait and Tackle Sale
Boating and Yacht Club and Clubhouse
Boat Sales Yard
Marine Electronics Sale and Repair
Marine Fuel Sale
Marine Hardware and Chandlery
Marine Supply Store
Sailing or Scuba School

CVC(Coastal Visitor-serving Commercial Zone)

Corresponds to Visitor Serving Commercial LCP land use designation.

Principally Permitted Uses

- A. Visitor-serving Services
Commercial recreation, Skating Rink, Amusement Center, Campgrounds, Swim Club, Boat Rentals, Bike Rentals
Entertainment, Theater Night Club
Motor Vehicle Service Station
Tourist, Hotels, Motels, Convention and Conference Facilities, and Vacation Timeshare Developments
- B. Visitor-serving Sales
Eating/Drinking (serving alcoholic beverages), Restaurant, Cocktail Lounge
Marina Facilities, Sport Fishing, Boat Launching, Yacht and Boat Sales, Bait and Tackle Sales, Marina Supply Store
Eating/Drinking (nonalcoholic), Restaurant, Café

Secondary Permitted Uses

The following categories are subject to the approval of a development review permit.

Services

Financial, Banks, Savings and Loans
Personal, Barber, Beauty Shop, Health Spa, Laundry
Professional, Real Estate, Medical, Travel Agency
Public, Parking, Parks, Library

Sales

Drive-through Businesses and Facilities, Restaurant, Café
Specialty Shops, Antiques, Sporting Goods, Art, Cameras, Souvenirs
General Retail, Off-sale Liquor, Florist, Stationery
Gifts, Automobile Rental Agency

CDI (Coastal Dependent Industrial) Zone

Corresponds to Industry: Priority to Coastal Dependent LCP land use designation.

Conditionally Permitted Uses in the Channel Islands Harbor

Canneries and cold storage for ocean-based food processing and packaging.
Caretaker residence.
Boat repair and service.
Oil and gas development, including storage of oil spill containment equipment.

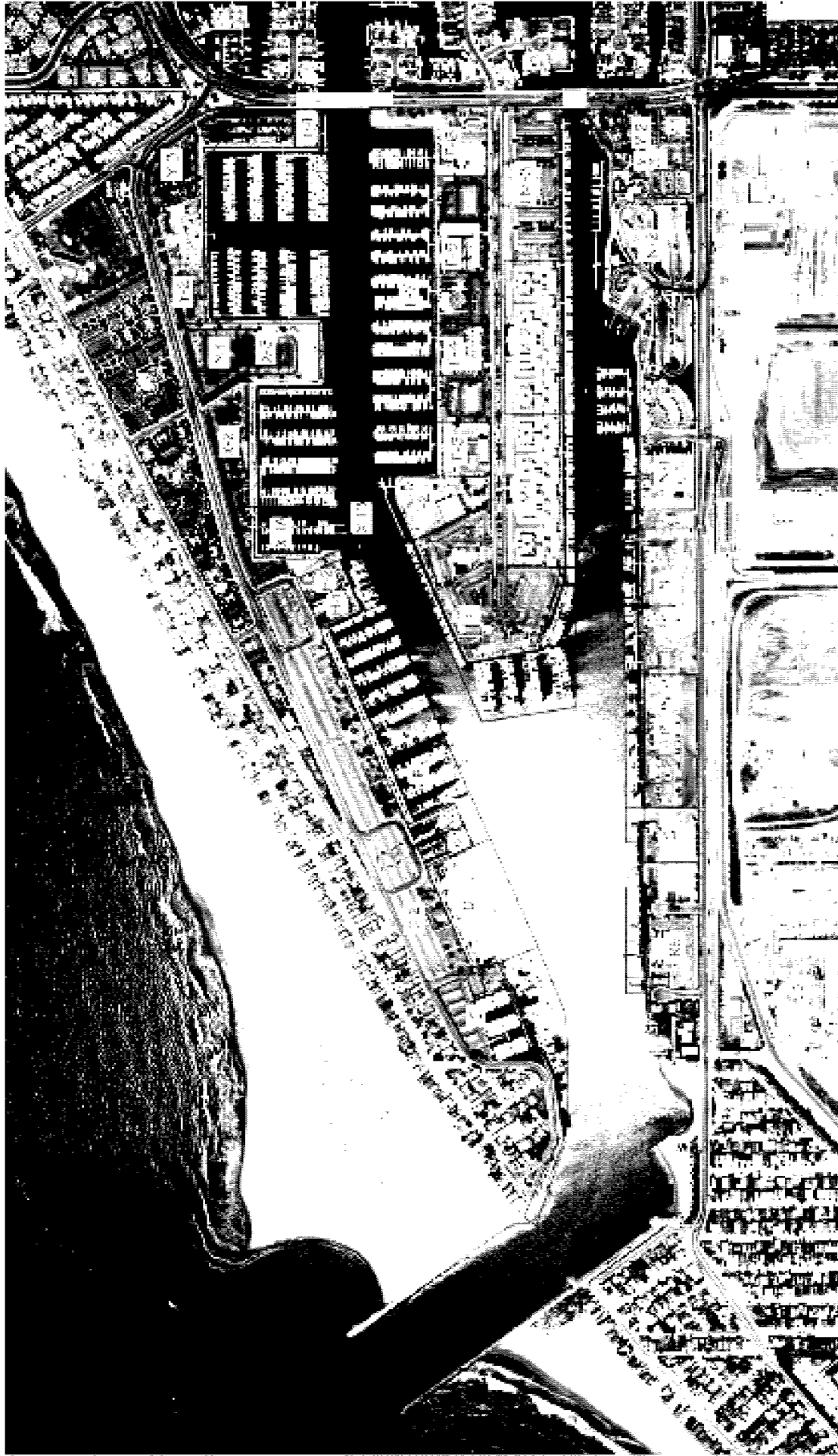


EXHIBIT 1 CHANNEL ISLANDS HARBOR PARCELS

Channel Islands Harbor
Parcel 1