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MEMORANDUM

To: Brian D. Pendleton, General Manager, Ventura Port District
From: Jessica Kirchner, Managing Principal, Impact Sciences
Subject: CEQA Addendum to the Ventura West Marina Redevelopment Project IS/MND
Date: September 26, 2025

Job No. 0511.010

This Addendum to the Ventura West Marina IS/MND has been prepared to satisfy requirements of the California Environmental Quality Act (CEQA). Due to the minor nature of the proposed revisions discussed further below, this Addendum is provided in memorandum format.

PROJECT BACKGROUND

The Ventura Port District (District), as the Lead Agency under the California Environmental Quality Act (CEQA), adopted the Final Initial Study/Mitigated Negative Declaration (Final IS/MND) for the Ventura West Marina Redevelopment Project (Project) on July 16th, 2025. The Final IS/MND included mitigation measures to address potential impacts to biological, cultural, geological, hydrological, and tribal cultural resources. The Final IS/MND also included best management practices (BMPs) to be implemented during construction and additional phases of the Project. The BMPs address equipment, construction materials, water use, pollution control, waste reduction, public access, in- water activities, cultural, tribal cultural and paleontological resources. The BMPs and mitigation measures ensure that the Project's environmental impacts would be less than significant.

The analyzed Project includes the replacement of the existing aged docks and pilings with new docks and pilings. The Project also includes the addition of an ADA accessible gangway, electrical charging infrastructure and individual wastewater pump out systems. Waterside improvements would be located within the existing waterside portion of Parcel 17. The new slip layout will largely retain the current dock footprint but will be reconfigured to maximize space and accommodate larger boats. As part of the Project, the Applicant will remove the existing 45-year-old dock system including all floating elements, submerged piles, and related infrastructure. and install new, environmentally sustainable dock systems with a marina slip layout that allows a more diverse range of vessel sizes. The existing marina channels will be enhanced to improve navigational flow and to accommodate larger vessels. Overall, average slip size will increase by approximately one foot. The total number of slips will decrease by eight from 387 to 379 and thereby allow for more public areas within the marina including launching of non-motorized vessels such as kayaks and stand-up paddleboards and a location where a future water taxi could embark passengers.

PROJECT REVISIONS

Since adoption of the Final IS/MND, a navigational safety analysis on behalf of the District was prepared by Engineering at Noble Consultants, Inc. The TBBW design team made some project modifications including removal of side ties along the easterly portion of the Marina. Engineering at Moffatt & Nichol was later retained to provide the third-party assessment. As a result, the following recommended changes have been incorporated into Project design:

- Pump out location will now be provided on Dock 400 at the south end of the 63-foot side tie slip on the west side of the dock.
- The docks will be reconfigured to enhance navigational safety.
- The number of slips will be decreased from 379 to 353
- Average dock size will increase from 35.90 Linear Feet to 36.39 Linear Feet

The Project design revisions are minor and intended to improve navigational safety and flow. See **Table 1, Revised Project Slip Mix**.

Table 1
Revised Project Slip Mix

	Existing			Project Analyzed in the Final IS/MND		Revised Project	
	Size	Quantity	Linear Feet	Quantity	Linear Feet	Quantity	Linear Feet
Side Ties	15	0	0	54	810	64	960
	21	0	0	26	546	25	525
Single Slips	25	121	3025	28	700	23	575
	33	97	3201	48	1584	38	1254
	35	48	1680	42	1470	34	1190
	40	47	1880	46	1840	32	1280
	43	0	0	40	1720	36	1548
	45	43	1935	0	0	0	0
	49	0	0	41	2009	41	2009
	52	23	1196	0	0	0	0
	58	0	0	41	2378	41	2378
	60	8	480	0	0	0	0
	25	0	0	1	25	0	0
End Slips	33	0	0	2	66	0	0
	35	0	0	2	70	0	0
	40	0	0	2	80	0	0
	43	0	0	2	86	0	0
	49	0	0	2	98	3	147
	50	0	0	0	0	2	100
	57	0	0	0	0	1	57

	Existing			Project Analyzed in the Final IS/MND		Revised Project	
	Size	Quantity	Linear Feet	Quantity	Linear Feet	Quantity	Linear Feet
	58	0	0	1	58	3	174
	61	0	0	0	0	3	183
	63	0	0	0	0	1	63
	64	0	0	0	0	2	128
	66	0	0	1	66	1	66
	67	0	0	0	0	1	67
	70	0	0	0	0	2	140
		387	13,397	379	13,606	353	12,844
Average Slip Size			34.62		35.9		36.39

Source: Ventura West Marina, 2025

FINDINGS

The Revised Project, as described above, includes limited design modifications that do not result in any new environmental impacts compared to those analyzed in the IS/MND. The changes proposed are limited to minor reconfiguration of docks and a change in pump out location. These design changes are not material to the analysis in the IS/MND and would not affect the technical analysis within the IS/MND. In addition, all construction assumptions as provided in the IS/MND would remain valid. Further, the Revised Project will continue to comply with required mitigation measures. Specifically, the IS/MND includes the following mitigation measures:

BIO-1 Marine Mammal Monitoring Plan
 BIO-2 Avian Monitoring Plan
 BIO-3 Clean Marina Best Management Practices
 CUL-1 Archaeological Finds
 GEO-1 Paleontological Finds
 HYD-1 Stormwater Management
 HYD-1 Erosion and Siltation Control
 TCR-1 Tribal Cultural Resources

The Revised Project would also comply with federal, state, and local regulations as provided in the adopted IS/MND. The Revised Project would also implement the BMPs outlined in the adopted IS/MND. As the Revised Project would be consistent with the assumptions in the Final IS/MND and would continue to implement all required BMPs and mitigation measures, and the changes to the project are minor in nature, no supplemental or subsequent environmental analysis is required pursuant to CEQA Guidelines Sections 15162 and 15163. Therefore, the findings of the adopted IS/MND remain valid. No additional environmental review is required.