

An aerial photograph showing a coastal region. The top half features rolling hills and agricultural fields in various shades of green and brown. Below this, a city with a dense grid of buildings is visible. To the right, a large body of water (the bay) is bordered by a sandy beach. A prominent airport runway and terminal are situated near the water's edge. A dark blue banner is overlaid at the top of the image.

JOINT LAND USE STUDY

A graphic logo for the Naval Base Ventura County Joint Land Use Study. It features a stylized landscape with a yellow sunburst at the top, a green mountain range in the middle, and a blue body of water at the bottom. A black silhouette of a military aircraft is flying in the sky above the mountains. On the right side, a white naval ship is partially visible. The text 'Naval Base Ventura County' is written in a bold, orange, serif font with a black outline, and 'JOINT LAND USE STUDY' is written in a white, sans-serif font with a black outline below it.

**Naval Base
Ventura County**
JOINT LAND USE STUDY



This study was prepared under contract with the Ventura County Transportation Commission, with financial support from the Office of Economic Adjustment, Department of Defense. The content reflects the views of the key JLUS partners involved in the development of this study and does not necessarily reflect the views of the Office of Economic Adjustment.

NAVAL BASE VENTURA COUNTY JOINT LAND USE STUDY

Prepared Under Contract with:



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September 2015

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The Policy Committee (PC) served an active and important role in providing policy direction during the development of the Naval Base Ventura County Joint Land Use Study (JLUS). The Policy Group comprised the following individuals:

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The Department of Defense's Office of Economic Adjustment (OEA) provided federal grant money to VCTC to conduct the JLUS. The JLUS content reflects the views of the key JLUS partners involved in the development of this study and does not necessarily reflect the views of the Office of Economic Adjustment.



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Please see the next page.



ACRONYMS

A

AB	Assembly Bill
AGL	Above Ground Level
AICUZ	Air Installations Compatible Use Zones
ACLUP	Airport Comprehensive Land Use Plan
APZ	Accident Potential Zone
ATFP	Anti-Terrorism/Force Protection

B

BASH	Bird / Wildlife Aircraft Strike Hazard
BEACON	Beach Erosion Authority for Clean Oceans and Nourishment
BOEM	Bureau of Ocean Energy Management

C

CAA	Clean Air Act
CACCLW	Commander Airborne Command Control Logistics Wing
CAP	Coastal Area Plan
CALTRANS	California Department of Transportation
CALFIRE	California Department of Forestry and Fire Protection
CBB	City Buffer Boundary
CECOS	Civil Engineer Corps Officer School
CIP	Capital Improvement Program
CIRGIS	Channel Islands Regional GIS Collaborative

COG	Council of Governments
CRSMP	Coastal Regional Sediment Management Plan
CSFE	Center for Seabees and Facilities Engineering
CSUCI	California State University Channel Island
CUP	Conditional Use Permit
CURB	City Urban Restriction Boundary
CWA	Clean Water Act
CZ	Clear Zone

D

DAPS	Defense Automation and Production Service
DAR	Defense Access Road
DAU	Defense Acquisition University
dB	decibel
DNL	Day-Night Level
DOD	Department of Defense
DODI	Department of Defense Instruction
du	Dwelling Unit

E

EAP	Encroachment Action Plan
EDOS	Engineering Duty Officer School
EIS	Environmental Impact Statement
EODMU	Explosive Ordnance Disposal Mobile Unit
EPA	Environmental Protection Agency
ESQD	Explosive Safety Quantity Distance

F

FAA	Federal Aviation Administration
FBI	Federal Bureau of Investigation
FCC	Federal Communications Commission
ft	feet

I

IFR	instrument flight rule
IGA	Intergovernmental Agreement
INRMP	Integrated Natural Resources Management Plan
IR	Instrument Route

J

JLUS	Joint Land Use Study
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L

LAFCO	Local Agency Formation Commission
LCP	Local Coastal Program
LST	Landing, Ship Tank

M

MCA	Military Compatibility Area
MOA	Military Operating Area
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSL	Mean Sea Level
MTR	Military Training Routes

N

NAAQS	National Ambient Air Quality Standards
NACC	Naval Ambulatory Care Center
NAVAIR	Naval Air Systems Command
NAVSOC	Naval Satellite Operations Center
NAWC-WD	Naval Air Warfare Center-Weapons Division
NBVC	Naval Base Ventura County
NCF	Naval Construction Force
NCHB 14	Naval Cargo Handling Battalion Fourteen
NCR	30th Naval Construction Regiment
NCTC	Naval Construction Training Center
NEPA	National Environmental Policy Act
NEX	Naval Exchange
NFESC	Naval Facilities Engineering Service Center
NFI	Naval Facilities Institute
NGO	Non-governmental Organization(s)
NOAA	National Oceanic and Atmospheric Administration
NRC	Naval Reserve Center
NRL	Naval Research Lab

O

OHD	Oxnard Harbor District
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P

PC Policy Committee
 PD Planned Development

R

RCMP Range Complex Management Plan
 RDT&E research, development, testing, and evaluation
 REPI Readiness and Environmental Integration

S

SCAG Southern California Association of Governments
 SIP State Implementation Plan
 SNI San Nicolas Island
 SOAR Save Open Space and Agricultural Resources
 SOI Sphere of Influence
 SR State Route
 SUP Special Use Permit
 SWPPP Storm Water Pollution Prevention Plans

T

TAC Technical Advisory Committee
 TC Technical Committee

U

U.S. United States
 UAS Unmanned Aerial System
 UAV Unmanned Aerial Vehicle
 USAF United States Air Force

V

VCAPCD Ventura County Air Pollution Control District
 VCBC Ventura County Building Code
 VCNCZO Ventura County Non-Coastal Zoning Ordinance
 VCOATEP Ventura County Operational Area Tsunami Evacuation Plan
 VCOG Ventura Council of Governments
 VCTC Ventura County Transportation Commission
 VCWPD Ventura County Watershed Protection District
 VFR Visual Flight Rule
 VR-55 Fleet Logistics Support Squadron 55

W

WMMASH Wildlife / Marine Mammal Strike Hazard

Please see the next page.



1



Naval Base Ventura County JOINT LAND USE STUDY

INTRODUCTION

The Naval Base Ventura County (NBVC) Joint Land Use Study (JLUS) is a joint, collaborative effort between the cities of Camarillo, Oxnard, and Port Hueneme, County of Ventura, NBVC, and other stakeholders. The JLUS was undertaken in an effort to guide planning and land use decisions about development in local governments surrounding NBVC and its operational areas at NBVC Point Mugu, NBVC Port Hueneme, and NBVC San Nicolas Island. NBVC is home to more than 80 military commands, with all military branches represented. The U.S. Navy mission at NBVC provides invaluable research, development, testing, and evaluation (RDT&E) of the latest air and shipboard weapons systems in the nation's defense inventory. This RDT&E mission ensures the Navy remains at the cutting-edge of technology, equipment, and operations to maintain the military's strategy and superiority in the air, on shore, and below water. These activities are vital to the overall Navy Warfare mission in California; the land, air, and sea space used for the activities must be protected. Conversely, the landowners, residents, recreationalists, and business owners surrounding NBVC and its facilities and operational areas must also be protected from adverse impacts that could occur due to military activities. These joint planning efforts establish recommended strategies that will mutually protect all interested parties.

The JLUS for NBVC has resulted in a set of strategy recommendations in the areas of policy, planning and zoning, coordination and communication, and outreach. A set of recommended strategies was provided to address each NBVC Compatibility Factor. One of the key recommendations is for the formation of a JLUS Coordinating Committee that will be responsible for overseeing the progress of the implementation in the months and years after the JLUS is completed. The recommended strategies are outlined in more detail in Chapter 6 of this report. Additionally, the Background Report was prepared in conjunction with the JLUS Report that details the compatibility issues and process that went into the development of the recommended strategies.

What Is a JLUS?

A JLUS is a planning process accomplished through the collaborative efforts of all key stakeholders in a defined study area. These stakeholders include local, county, regional, state, and federal officials, residents, business owners, non-governmental organizations, and military representatives. The purpose of a JLUS is to protect the health, safety, and welfare of local communities and identify compatible land uses and growth management guidelines for areas within, and adjacent to, active military installations, such as NBVC. The intent of the process is to establish and nurture a working relationship between a military installation and its proximate local jurisdictions, whose collaborative efforts prevent and / or alleviate encroachment issues associated with existing mission objectives and potential mission expansion (no installation boundary expansion) while fostering community economic development goals.

The NBVC JLUS was funded through a grant from the Department of Defense (DOD), Office of Economic Adjustment (OEA), and contributions by the Ventura County Transportation Commission (VCTC). The VCTC was the administrator for the grant and managed the development of this JLUS.

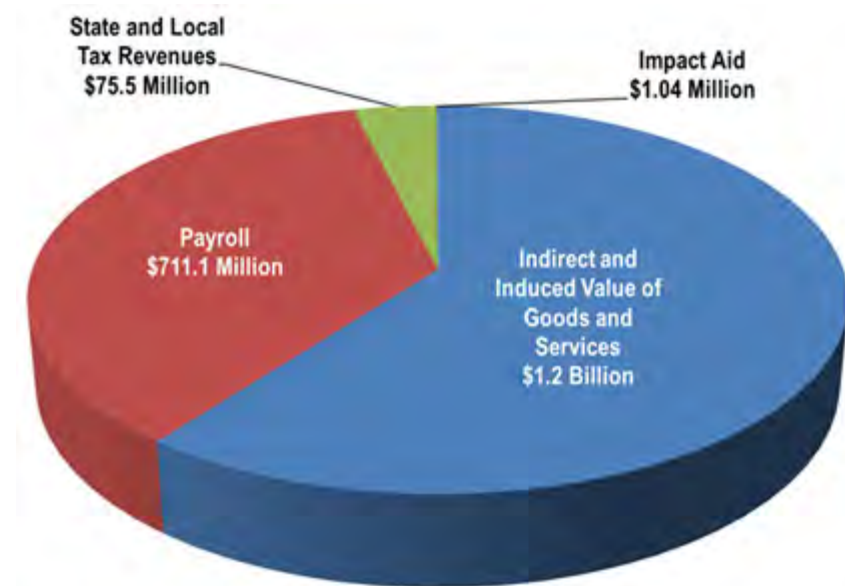
Why Prepare a Joint Land Use Study?

Collaboration and joint planning among NBVC, local communities, and agencies should occur to protect the long-term viability of existing and future military missions. This cooperation also enhances the health of economies and industries within the local communities before incompatibility becomes an issue. The aim of the program is to help preserve the sustainability of local communities within the JLUS study area, while helping to protect current and future operational and training missions at NBVC.

Economic Benefit to the Region

The NBVC JLUS study area encompasses portions of unincorporated Ventura County and the cities of Camarillo, Oxnard, and Port Hueneme. Though agriculture is a significant contributor to the county economy, the Department of Defense (DOD) is a significant component of the regional and local economies. NBVC is the largest employer in Ventura County with more than 17,320 personnel (military, Department of Defense, civilian and contractors) that work for, or are stationed on, the base.

NBVC provides almost \$2 billion in economic benefit to the local and regional economy on an annual basis primarily through the purchase of goods and services (indirect and induced) and through salaries (payroll). The chart below illustrates the total impact separated into typical economic impact categories.



FY 2013 NBVC Economic Impact

Source: *Naval Base Ventura County Economic Impact and Community Involvement Report, 2013.*

Military Strategic Importance

NBVC's mission requires a coordinated approach between its three non-contiguous facilities and the multi-faceted components of each mission. This coordinated approach, encompassing multiple Navy capabilities, makes this installation a unique and extremely valuable Navy and national asset. The U.S. Navy mission at NBVC provides invaluable RDT&E of the latest air and shipboard weapons systems in the nation's defense inventory. This RDT&E mission ensures the Navy remains at the cutting-edge of technology, equipment, and operations to maintain the military's strategy and superiority in the air, on shore, and below water. The extensive RDT&E mission complemented by the Construction Battalion Training and Mobilization mission provide U.S. Navy sailors and other military personnel with unmatched capabilities for surface and subsurface vertical and horizontal construction of military facilities and equipment specifically designed for each mission. Additionally, the NBVC mission provides strategic support and at times complementary training capabilities to various other Naval Forces in the Region including Homeport in San Diego, Southern California Range Complex, and Vandenberg Air Force Base, California.

Compatibility Concerns

At NBVC, the compatibility concerns related to a wide range of issues, including the growing population and expansion of developed land taking place in the incorporated communities surrounding the installation, competition for sea and air space in the Point Mugu Sea Range and special use airspace, and security / safety concerns from civilian uses adjacent to NBVC facilities. All of these concerns if left unmanaged or without enhanced coordination efforts, could unintentionally jeopardize the Navy's ability to its mission at NBVC and in the surrounding ranges. In addition, lack of planning and / or understanding of local concerns has the potential to jeopardize community economic development and quality of life.

JLUS Goal and Objectives

The goal of the NBVC JLUS is to protect the viability of current and future military training operations, while simultaneously guiding community growth, sustaining the environmental and economic health of the region, and protecting public health, safety, and welfare. To help meet this goal, three primary JLUS objectives were identified:

- **Understanding.** Convene community and military representatives to identify, confirm, and understand the issues in an open forum, taking into consideration both community and NBVC perspectives and needs. This includes public awareness, education, and input organized in a cohesive outreach program.
- **Collaboration.** Encourage cooperative land use and resource planning among NBVC and the surrounding communities so that future community growth and development are compatible with the training and operational missions at NBVC. Concurrently, seek ways to reduce operational impacts on adjacent lands within the study area.
- **Actions.** Provide a set of mutually supported tools, activities, and procedures from which local jurisdictions, agencies, and the NBVC can select, prepare, and approve / adopt and then use to implement the recommendations developed during the JLUS process. The actions proposed include both operational measures to mitigate installation impacts on surrounding communities and local government and agency approaches to reduce community impacts on military operations. These collective tools will help decision makers resolve compatibility issues and prioritize projects within the annual budgeting process of their respective entity / jurisdiction.

JLUS Study Area

NBVC is located along the Central Coast of California in Ventura County. The NBVC JLUS Study Area is designed to address all lands near NBVC that may impact current or future military operations or be impacted by the military operations. It covers the land and sea areas near NBVC facilities and adjacent sea range, including portions of unincorporated Ventura County; the cities of Camarillo, Oxnard, and Port Hueneme; San Nicolas Island; and the sea range areas off the coast as shown in Figure 1.

Naval Base Ventura County

As described earlier, NBVC comprises three operating facilities – Point Mugu, Port Hueneme, and San Nicolas Island. NBVC supports approximately 80 tenant commands that encompass an extremely diverse set of specialties, including three warfare centers: Naval Air Warfare Center Weapons Division, Naval Surface Warfare Center Port Hueneme Division and Naval Facilities Engineering and Expeditionary Warfare Center. NBVC is also home to deployable units, including the Pacific Seabees and the West Coast E-2C Hawkeyes. For more information on NBVC and its three operating facilities, see Chapter 3, Military Profile.

NBVC Point Mugu

NBVC Point Mugu occupies 4,486 acres of land and supports aviation operations from two runways of 11,000 and 5,000 feet in length, providing training facilities for both active duty and reserve aviation units. NBVC Point Mugu also provides direct access to the Point Mugu Sea Range, a 36,000 square mile range used extensively for testing and research.

NBVC Port Hueneme

NBVC Port Hueneme occupies roughly 1,615 acres of land and is the Navy's only deep water port between San Diego and Washington State, and provides over 473 acres of laydown space with port and railroad access for mobilization readiness and operations.

NBVC San Nicolas Island

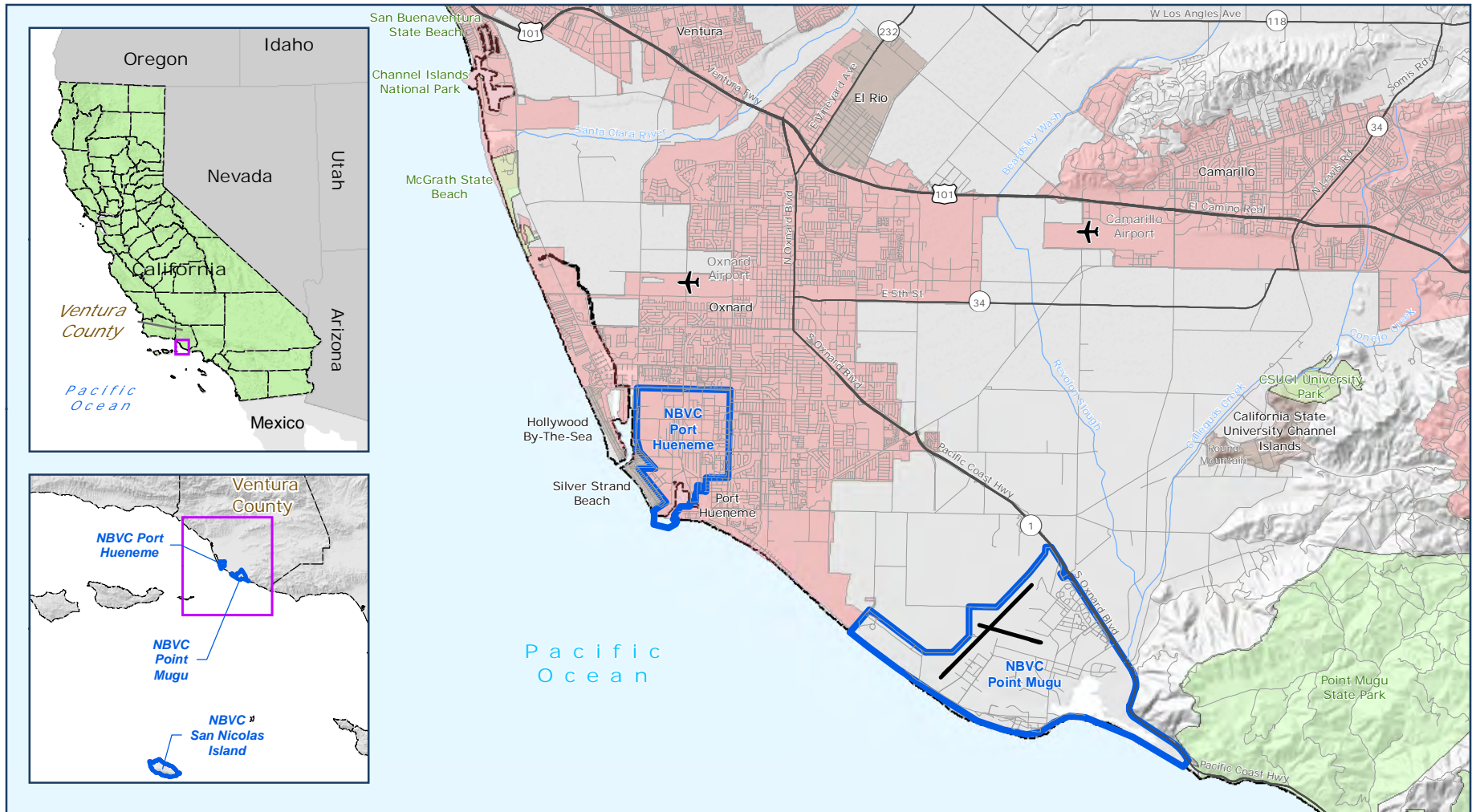
NBVC San Nicolas Island (SNI) occupies the entire island, covering 17,427 acres of land in the Pacific Ocean. SNI is approximately 60 miles south southwest of NBVC Point Mugu. The island contains critical weapons testing facilities, and combined with the NAVAIR Point Mugu Sea Range (Sea Range), provides the Navy with excellent research, development acquisition, testing and evaluation of and training with weapons systems. In addition, NBVC SNI provides aircraft support services from a single runway facility on the island.

JLUS Partners

As highlighted in the objectives stated previously, the NBVC JLUS process was designed to create a locally relevant study that builds consensus and obtains support from the various stakeholders involved. To achieve the stated JLUS goal and objectives, the planning process included a public outreach program that utilized a variety of opportunities for interested parties to contribute to the development of the study.

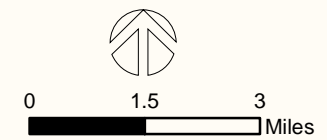
Stakeholders

Stakeholders include individuals, groups, organizations, and government entities interested in, affected by, or affecting the outcome of the JLUS project. An early step in any planning process is the identification of stakeholders. Informing or involving them early in the project is essential in the identification of their most important issues to address and resolve through the development of integrated strategies and measures.



Legend

- JLUS Study Area
- Installation
- Incorporated City
- Unincorporated Community
- Park
- County Boundary
- Major Road
- Minor Road
- ~ River/Creek
- Runway
- ✈ Airport



Matrix
DESIGN GROUP

Source: NBVC, 2013.

Figure 1
Study Area

Policy Committee and Technical / Advisory Committee

The development of the NBVC JLUS was guided by two committees comprising city, county, NBVC, federal and state agencies, resource agencies, local governments, and other stakeholders. The PC and TAC members serve as liaisons to their respective stakeholder groups and are responsible for conveying committee activities and information to their organizations and constituencies, and to bring back to their committee their organization's comments and suggestions for consideration. The PC members were also encouraged to conduct meetings with their organizations and/or constituencies to facilitate input.

JLUS Policy Committee (PC)

The PC consists of officials from participating jurisdictions, military installation leadership, and representatives from other interested and affected agencies. The PC is responsible for the overall direction of the JLUS, preparation and approval of the study design, approval of policy recommendations, and approval of the draft and final JLUS documents. See the Acknowledgments for a list of PC members.

JLUS Technical / Advisory Committee (TAC)

The TAC is responsible for identifying and studying technical issues. Membership includes land planners, military base planners, business and development community representatives, natural resource protection organizations, and other subject matter experts as needed. The TAC assists in reviewing the analysis and the development of the JLUS and evaluation of implementation tools and recommended strategies. Items discussed by the TAC were reviewed by the PC for consideration and action. See the Acknowledgments for a list of TAC members.

Public Participation

The general public was instrumental in the development of the JLUS and its recommended strategies by providing their perspective and feedback, both in the public workshops and through the use of the interactive project website (<http://www.nbvcljus.org/>). During the development of the JLUS, five public workshops were held to solicit public input on the direction and content of

the JLUS. These forums provided an opportunity for the exchange of information with the greater community, assisted in identifying the issues to be addressed in the JLUS, and provided input on the strategies proposed. Each forum included a traditional presentation and a facilitated exercise providing a "hands on," interactive opportunity for the public to participate in the development of the plan.

Public Outreach Materials

JLUS Overview / Compatibility Factors Brochure. At the beginning of the JLUS process, a Fact Sheet was developed describing the JLUS program, objectives, methods for the public to be involved, and the proposed NBVC JLUS Study Area. This fact sheet also provided an overview of the 25 compatibility factors to be evaluated during the JLUS process. While not every factor may apply to the NBVC JLUS, this list provided an effective tool to ensure a comprehensive evaluation of compatibility factors was conducted.

Strategy Tools Brochure. JLUS strategies constitute a variety of actions that local governments, military installations, agencies, and other stakeholders can take to promote compatible land use planning. This brochure provides an overview of the strategy types that could be applied to address compatibility issues around NBVC.

Website. In addition to these documents, a project website was developed and maintained that provided stakeholders, the public, and media representatives with access to project information. This website was maintained for the entire duration of the project to ensure information was easily accessible. Information contained on the website included program points of contact, schedules, documents, public meeting information and other JLUS resources. The project website is located at www.nbvcljus.org.



Naval Base Ventura County JOINT LAND USE STUDY



COMMUNITY PROFILE

The Naval Base Ventura County (NBVC) Joint Land Use Study (JLUS) Study Area includes the facilities at NBVC Point Mugu, NBVC Port Hueneme, and NBVC San Nicolas Island, the nearby cities of Camarillo, Oxnard, and Port Hueneme, and Ventura County.

The NBVC JLUS Study Area is defined as the land, sea and air areas near NBVC facilities and adjacent sea range that can impact current or future military operations (due to their use) or be impacted by military operations associated with these facilities. It includes land, coastal, and water areas that support a variety of activities and industries such as agricultural, commercial sea shipping, recreation, and residential. Within the Study Area, NBVC relies on the neighboring communities for support and cooperation to maintain its operations. NBVC is tied to the local communities and they are tied to it for the benefits it provides.

Local Jurisdictions in the Study Area

Naval Base Ventura County (NBVC) is located along the Central Coast of California in Ventura County. Within the County, NBVC is comprised of three non-contiguous mission facilities: NBVC Point Mugu, NBVC Port Hueneme, and NBVC San Nicolas Island. The cities of Port Hueneme and Oxnard lie directly north of NBVC Port Hueneme, while NBVC Point Mugu is surrounded mostly by unincorporated county land that is less developed, with the City of Camarillo located several miles to the north.

Geographically, the JLUS study area encompasses an area primarily referred to as the Oxnard Plain, coastal locations in Ventura County from the county line north to about Channel Islands National Park, the western edge of the Santa Monica Mountains, and the Pacific Ocean (including San Nicolas Island). The NBVC JLUS study area supports a myriad of land uses, ranging from open space and agricultural uses to concentrated residential and commercial developments.

Study Area Growth Trends

Population growth and subsequent land development trends in the study area remain a significant concern to local jurisdictions seeking to balance the demand for new housing and economic growth with natural resource preservation. As development pressure continues to build due to outward growth from Los Angeles, many communities have taken active measures to protect open space in the study area through local land use, zoning, and preservation techniques. Development pressure is exacerbated because

there are few major transportation corridors to service urban development in Ventura County. U.S. Highway 101 is the only major thoroughfare traversing the entire county and experiences this increased pressure. Geographic limitations also contribute to development pressure because the coastal mountain topography limits developable land.

Population

The population data is based on information obtained from the California Department of Finance and the regional metropolitan planning association, the Southern California Association of Governments (SCAG). Population projections indicate the overall trend in population change to assist policymakers in making informed decisions. Table 1 shows population change between 1990 and 2010 and population estimates through 2020. It is important to note that the number identified for Ventura County includes the populations from the incorporated cities and the unincorporated county. The City of Oxnard, with a population of nearly 200,000 representing nearly a quarter of the county’s total population, has a considerably larger population than all other cities in Ventura County. This large population

center located close to NBVC can play a significant part in shaping compatibility policy between the installation and surrounding communities. Each of the jurisdictions, with the exception of the City of Port Hueneme, experienced substantial population growth over the last twenty years. Reasons for the slow growth rate in Port Hueneme include a 98 percent build- out and a large percentage of second homes. These factors can greatly impact housing affordability for local residents and military personnel.

Future Population Projections

SCAG projected twenty year population growth estimates for the counties and municipalities within its jurisdiction. Table 1 shows the county’s population between 2000 and 2020, which continues to increase at a slower rate. This is in part due to the active measures taken to curb large-scale suburban sprawl throughout the county and reduce the effects of cost of housing increases in the area. As current urban boundary ordinances will soon expire in the cities of Camarillo and Oxnard, there may be renewed pressure for population growth in these localities.

Table 1. Population Change 1990-2010 and Estimates through 2040

Jurisdiction	1990	2000	% Change 1990-2000	2010	% Change 2000-2010	2020 Est.	% Change Est.	2040 Est.	% Change Est.
Ventura County	669,016	753,197	12.6%	823,318	9.3%	890,037	9.0%	995,375	11.8%
City of Camarillo	52,303	57,077	9.1%	65,201	14.2%	72,232	10.7%	79,391	9.9%
City of Oxnard	142,216	170,358	19.8%	197,899	16.2%	216,718	9.5%	250,608	15.6%
City of Port Hueneme	20,319	21,845	7.5%	21,723	-0.6%	22,508	3.6%	24,788	10.1%

Source: California Department of Finance; Southern California Association of Governments; 2040 Population Forecast Ventura Cities and Counties, May 2008. Ventura County Council of Governments

JLUS Community Economic Trends

Ventura County is home to a diverse local economy. Because of the temperate Mediterranean climate, the historic agricultural industry remains a vital part of the local economy, supporting a wide variety of crops, including strawberries, lemons, raspberries, celery, tomatoes, peppers, and oranges. The 2012 value of the nearly 96,000 acres of irrigated cropland in the county totaled over \$1.9 billion. Since World War II, manufacturing and aerospace held a solid place in the local economy, rooted by the activities at NBVC and NBVC Port Hueneme. Due to the county's position as the only major port between Los Angeles and San Francisco, international trade and commercial shipping has become an increasingly important economic driver in the region. A strong tourism and retail industry has also been supported due to the proximity of Los Angeles and the central California coast.

Trade, transportation, utilities, government, and retail trade as the largest sectors by employment in the region. These industries reflect the influence of aerospace and technology research industries in the area since World War II, and the growing impact of tourism. The same sectors are projected to remain the largest employing industries through 2020. Healthcare, educational services, social assistance, hospitality, and professional and business services are also projected to remain significant employers in the future. This shows both the strength of these industries, and of the diversified local economy, which is supported by the research and work conducted at NBVC. The Economic Development Cooperative of Ventura County actively promotes the county as a center of manufacturing through its Manufacturing Outreach Program, and through other programs ranging from small business loans and assistance to promoting the harbor.

Please see the next page.



MILITARY PROFILE

To appropriately develop and assess compatibility issues for the Naval Base Ventura County (NBVC) Joint Land Use Study (JLUS), it is critical to understand the military operations and activities associated with NBVC missions and how these operations interface with nearby communities and land use. This chapter provides a brief overview of the mission operational footprint for NBVC and the three operating facilities that make up NBVC – NBVC Point Mugu, NBVC Port Hueneme, and NBVC San Nicolas Island.

Installation Setting

NBVC is located on the central coast of California in Ventura County. With its Mediterranean climate and close proximity to the Pacific Ocean, this site is ideal for the Navy to carry-out and execute a variety of missions. NBVC comprises three non-contiguous operating facilities totaling over 23,500 acres of land. The three operating facilities are NBVC Point Mugu, NBVC Port Hueneme, and NBVC SNI. Tenants at NBVC utilize the Point Mugu Sea Range that covers 36,000 square miles of air and sea space beginning at the coastline and extending seaward for more than 180 nautical miles (NM) in the Pacific Ocean.

NBVC Point Mugu is situated on approximately 4,486 acres on the central California Coast about 1.5 miles east of the City of Oxnard (at its closest point) and about five miles south-southwest of the City of Camarillo. Highway 1

borders NBVC Point Mugu to the north and east, the Pacific Ocean to the south and west, Ventura County Game Reserve to the west and northwest, and Ormond Beach to the west.

NBVC Port Hueneme comprises approximately 1,615 acres of land located about seven miles north-northwest of NBVC Point Mugu.

NBVC Port Hueneme land uses include housing, operations, open space, training, and ordnance storage. The installation shares Port Hueneme Harbor with the Oxnard Harbor District (OHD), the commercial operator of the Port. The U.S. Navy controls the northern and western portions of the harbor, while OHD has authority over the eastern channel. In addition to these uses, NBVC Port Hueneme is home to the Navy's only deep water port between San Diego County and Washington State. This capability adds to the challenges associated with balancing the commercial and military operations.

Source: Naval Base Ventura County Activity Overview Plan, 2006.

NBVC SNI is a Navy-owned, 17,427-acre remote island situated about 60 miles south of NBVC Point Mugu in the Pacific Ocean. The island has a mix of land uses including a runway facility, supporting buildings and roadway infrastructure, and test and evaluation and communications facilities. These uses support its primary mission as a military weapons testing and evaluation site.

Military Strategic Importance

NBVC is home to more than 80 military commands, with all military branches represented. Major tenant commands at NBVC include Commander Airborne Command and Control Logistics Wing; 31st Seabee Readiness Group, Naval Air Warfare Center-Weapons Division; Naval Surface Warfare Center, Port Hueneme Division; Naval Expeditionary Logistics Center; Naval Facilities Engineering Service Center; and the Naval Satellite Operations Center. A tenant command is an organization that is located on a base such as NBVC, but does not report to the base's chain of command. In other words, it does not report directly to the commanding officer of NBVC. NBVC provides shore installation support to its tenant commands but NBVC's tenant commands do not report to Commander Navy Installations Command or NBVC.

Mission Operations

The U.S. Navy mission at NBVC provides invaluable RDT&E of the latest air and shipboard weapons systems in the nation's defense inventory and the area provides ideal conditions for telemetry. This RDT&E mission ensures the Navy remains at the cutting-edge of technology, equipment, and operations to maintain the military's strategy and superiority in the air, on shore, and below water. The extensive RDT&E mission complemented by the Construction Battalion Training and Mobilization mission provide U.S. Navy sailors and other military personnel with unmatched capabilities for surface and subsurface vertical and horizontal construction of military facilities and equipment specifically designed for each mission.

NBVC's missions include combat and weapon systems testing on the 36,000 miles Sea Range off the coast of Point Mugu. Naval Base Ventura County provides the Pacific Fleet with a premier mobilization site, complete with a deep water port, rail head, and airfield. Port Hueneme approximately 473 acres of laydown space and 16 miles of railroad with portside access. Point Mugu operates and maintains two runways, Runway 3-21 is 11,000 feet and Runway 9-27 is 5,500 feet. Runway 3-21 is capable of handling the largest of Air Force aircraft, including the C-5 Galaxy. Four Seabee battalions, Underwater Construction Team TWO of the Third Naval Construction Brigade, and Naval Construction Training Center (Seabee College) are homeported at

Port Hueneme. The Navy's combat skilled construction force serves around the world in support of military construction requirements.

NBVC Operational Footprints

Mission activities conducted on and from NBVC can generate potential impacts on surrounding community areas should incompatible land uses be allowed to develop. Examples of these potential mission impacts include noise and vibration from overhead flights or the risk of an aircraft accident. Conversely, the military mission is susceptible to hazards and other incompatibilities created by certain types of civilian development or activities, such as obstructions to air space or location of noise sensitive uses in high noise zones. Understanding the overlapping spatial patterns of these compatibility zones, or "mission footprint" is essential for promoting compatible and informed land use decisions.

There are several elements that make up the mission footprint that extend outside the NBVC property boundaries. These essential elements play a key role in the installation's viability for sustaining current and future mission operations. These elements are listed below and described in more detail in the remainder of this chapter.

NBVC Point Mugu Footprint Elements

- Fixed-Wing Flight Tracks
- Military Training Routes
- Imaginary Surfaces
- Airfield Accident Potential Zones
- Aircraft Noise Contours
- Airspace Control
- Part 77 Vertical Obstruction Compliance
- BASH Relevancy Area

Point Mugu Sea Range

- Sea Range
- Special Use Airspace

NBVC Port Hueneme Profile

- Mobilization Corridors
- Force Protection
- Port / Port Basin (Joint Use Facilities Capabilities)
- Mobilization and Laydown Areas

NBVC Point Mugu Footprint Elements

The NBVC Point Mugu Profile covers the military operational components that comprise the training, ordnance storage, RDT&E, and minimal logistics support activities conducted at NBVC Point Mugu. This area includes the aircraft accident potential zones, noise contours, imaginary surfaces, flight tracks, and the military training routes that interface with the urban development in the vicinity of the airfield. It is important to understand each military operational footprint relative to land use impacts so communities may be better prepared to plan compatible land uses near military operational areas.

Fixed-Wing Flight Tracks (Figure 2A)

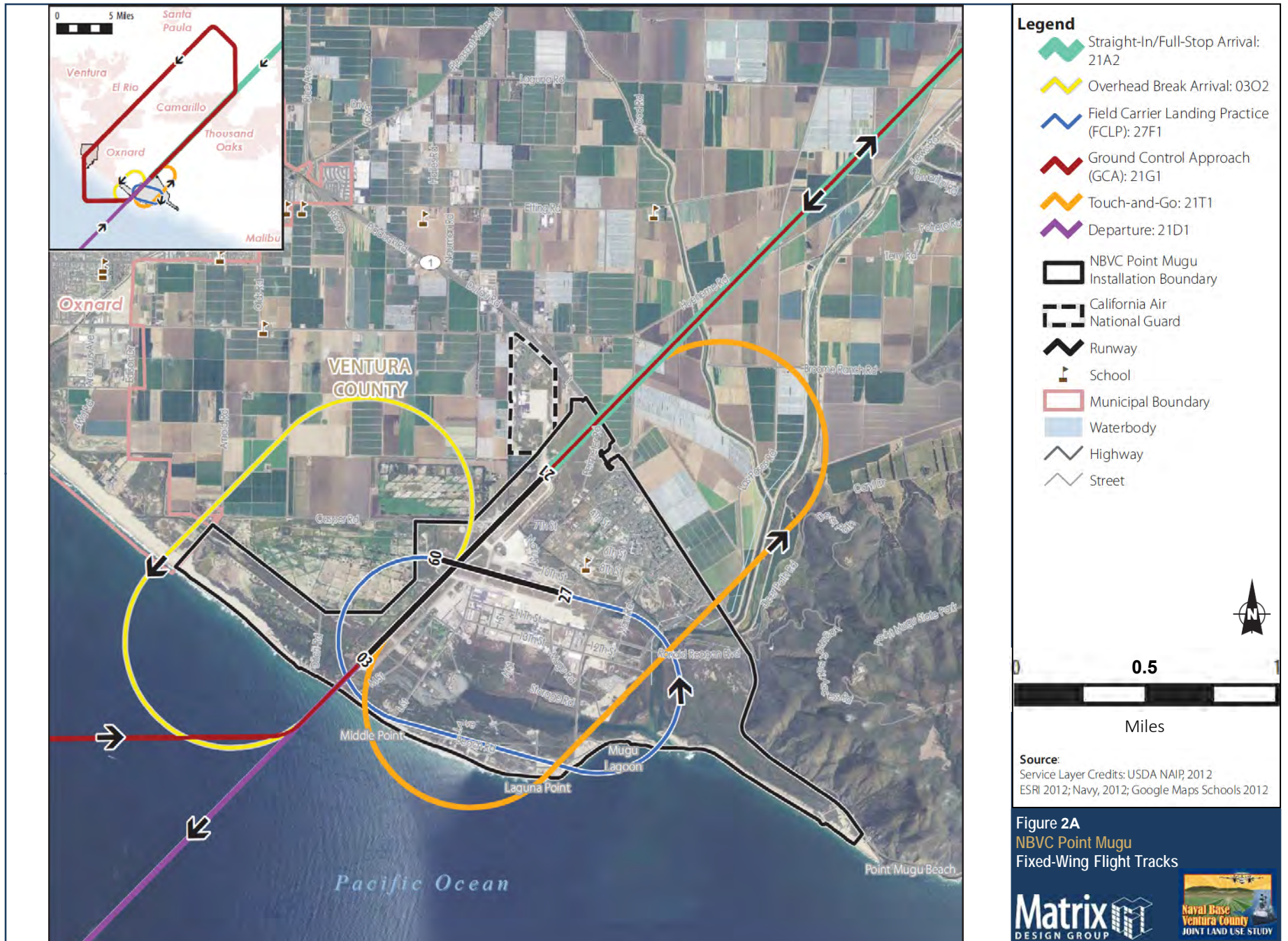
Flight tracks are developed to provide guidance on the range of standard operations that may occur at an airfield. These are created using information gathered from air traffic controllers and pilots, and other sources such as the presence of development in outside communities. When flight tracks are developed they attempt to avoid urban development to reduce impacts and risk to the general public and commercial or general aviation activities, but safety of operations is paramount in the design of these patterns. As Figure 2A illustrates, there are a number of flight tracks associated with fixed-wing aircraft operations for NBVC Point Mugu. The operations performed by the aircraft using these flight tracks can potentially create noise and vibration impacts on land uses under these paths.

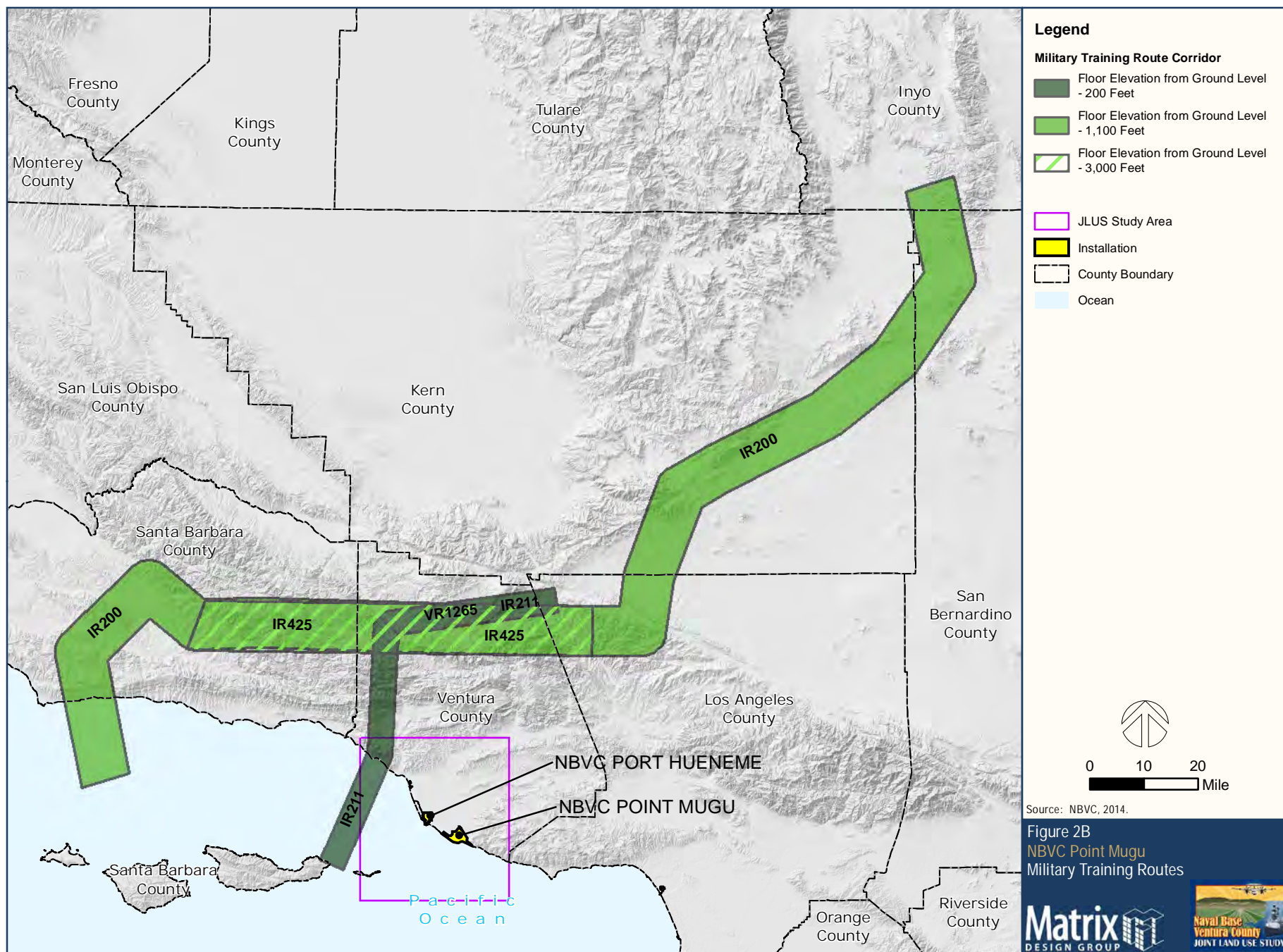
Military Training Routes (Figure 2B)

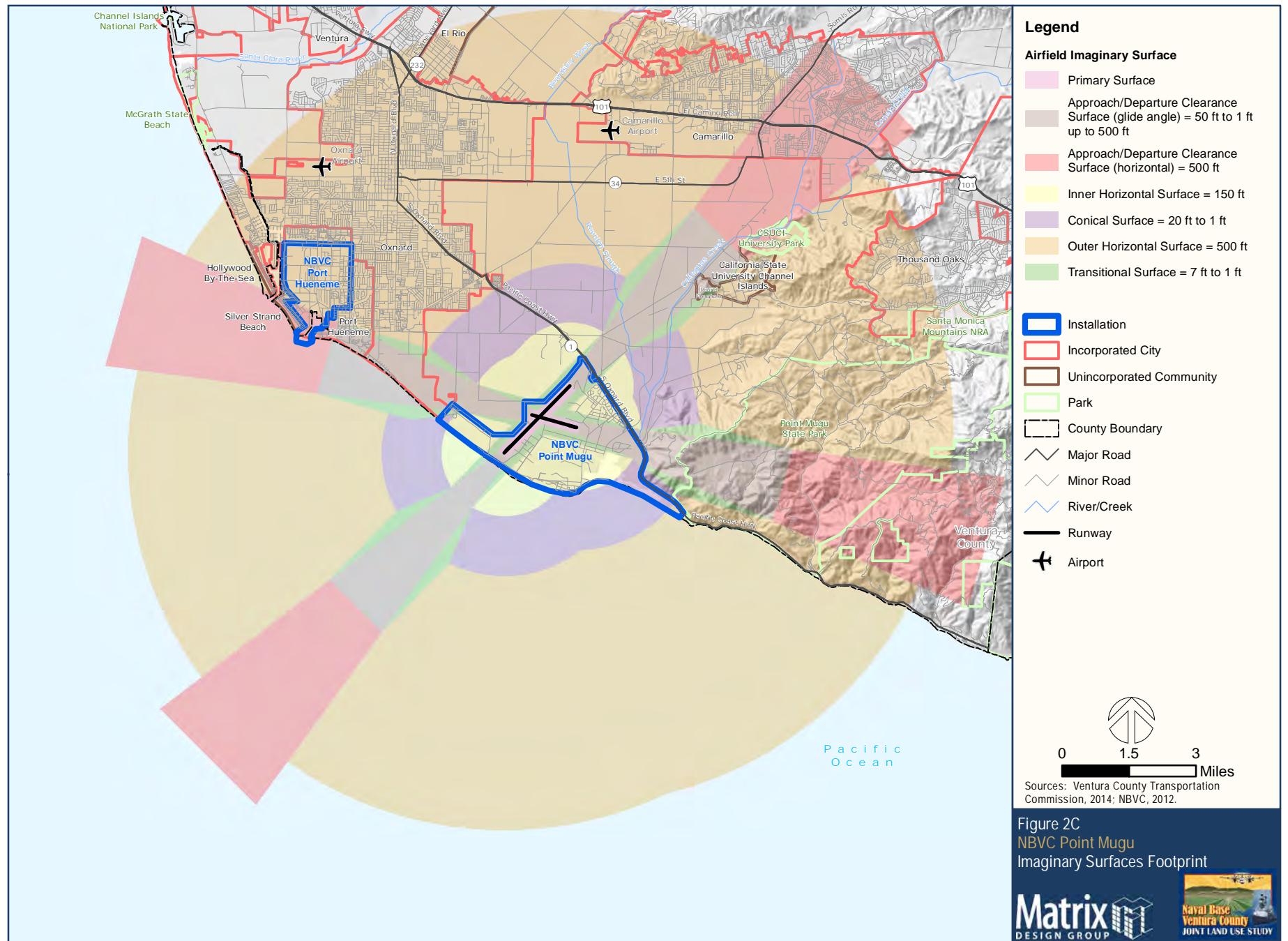
Military training routes (MTRs) for NBVC are not situated in the JLUS study area. Rather, the MTRs are located in the northern portion of Ventura County and do not impact land uses within the JLUS study area. However it should be noted and for planning purposes, MTRs are characterized by a centerline and a MTR corridor which can be anywhere from two nautical miles (NM) to 10 NM, that is one to five NM on either side of the MTR centerline. This airspace provides the pilots that train within this area the optimal space to perform the operations. This is important to consider as adjacent or proximate land uses may be impacted due to the expansive footprint of the MTR corridors. The degree of impacts is dependent on many variables such as weather and types of aircraft. The MTRs are shown on Figure 2B.

Imaginary Surfaces (Figure 2C)

The Federal Aviation Administration (FAA) has identified certain imaginary surfaces around runways to determine how structures and facilities are evaluated for creating vertical obstructions around an active airfield. The imaginary surfaces of an active runway are used to define the required airspace that must remain free of vertical obstructions in the vicinity of aviation operations to ensure safe flight operations. The imaginary surfaces build upon each other and are designed to eliminate obstructions either natural or man-made, to air navigation and operations. Each type of imaginary surface has different dimensions, planes or slopes in which a structure intruding upon it may be considered a vertical obstruction. Structures should not exceed these heights to protect the navigable airspace associated with the airfield, the safety of pilots and people and land uses on the ground. The imaginary surfaces are illustrated on Figure 2C.







Airfield Accident Potential Zones (Figure 2D)

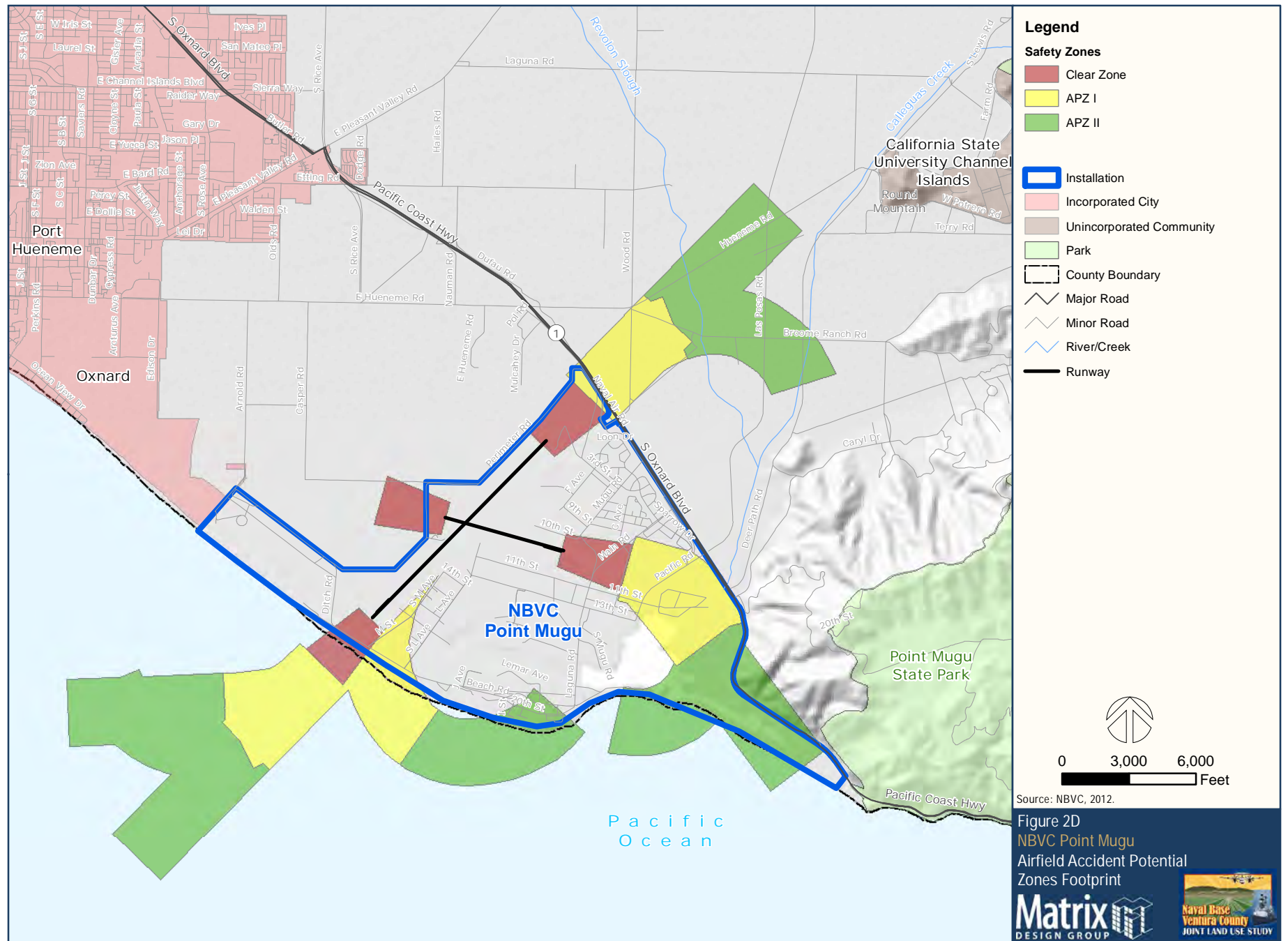
Per Navy regulations, accident potential zones (APZs) are developed to assist military and community planners in developing land uses that are compatible with airfield operations, thereby protecting health and safety. Within these zones, there are recommended types, densities, intensities, and heights of land uses. While the likelihood of an aircraft mishap occurring is remote, the Navy identifies that APZs are able to provide the best practical solution to public safety. There are three safety zones that extend from the ends of all runways: Clear Zones (CZ) and APZ I and APZ II. These zones range in the types of development that is restricted within them, with the CZ being the most restrictive (no development) to APZ II being the least restrictive (some low density residential development allowed). The accident potential zones are illustrated on Figure 2D.

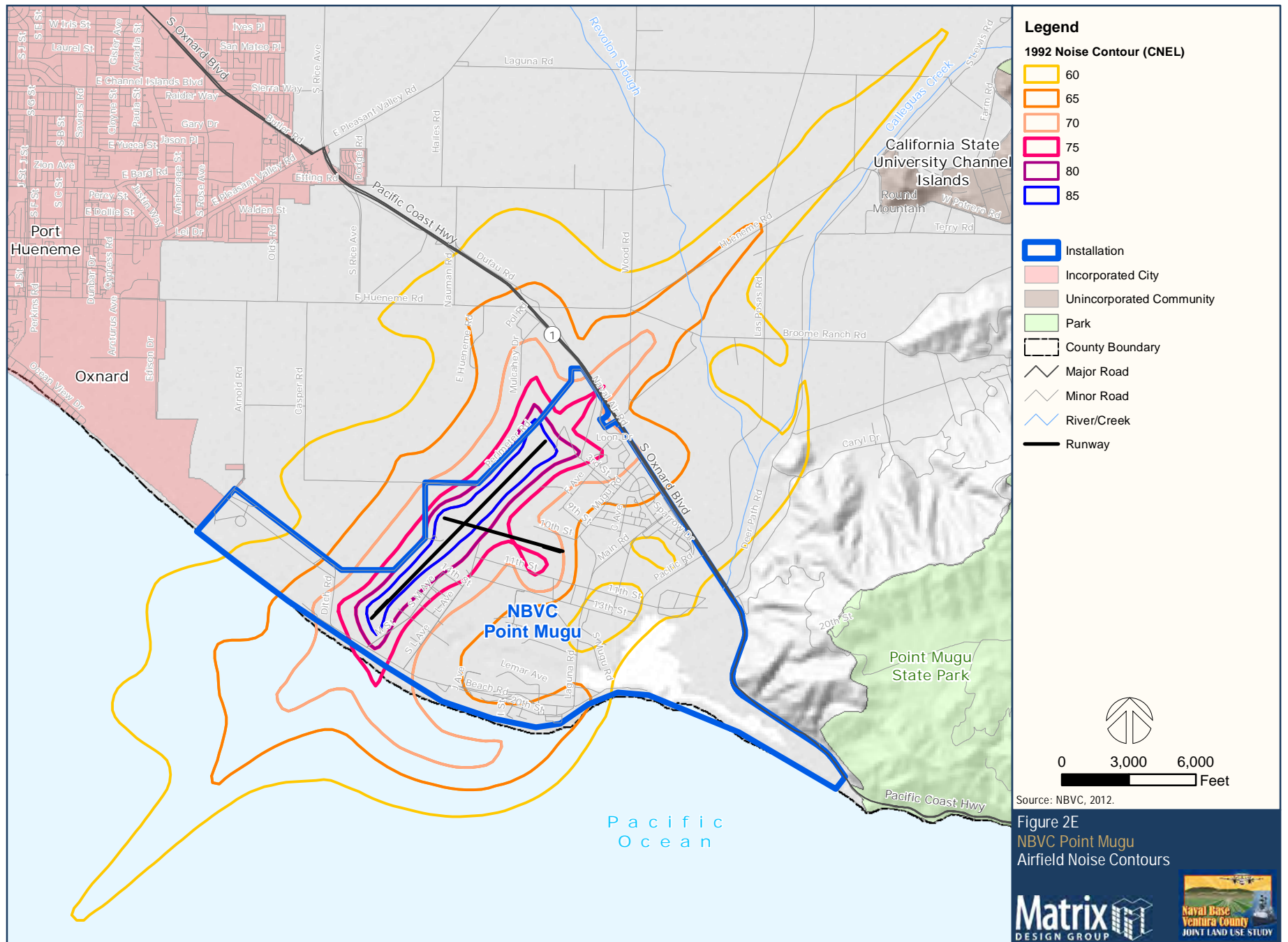
Airfield Noise Contours (Figure 2E)

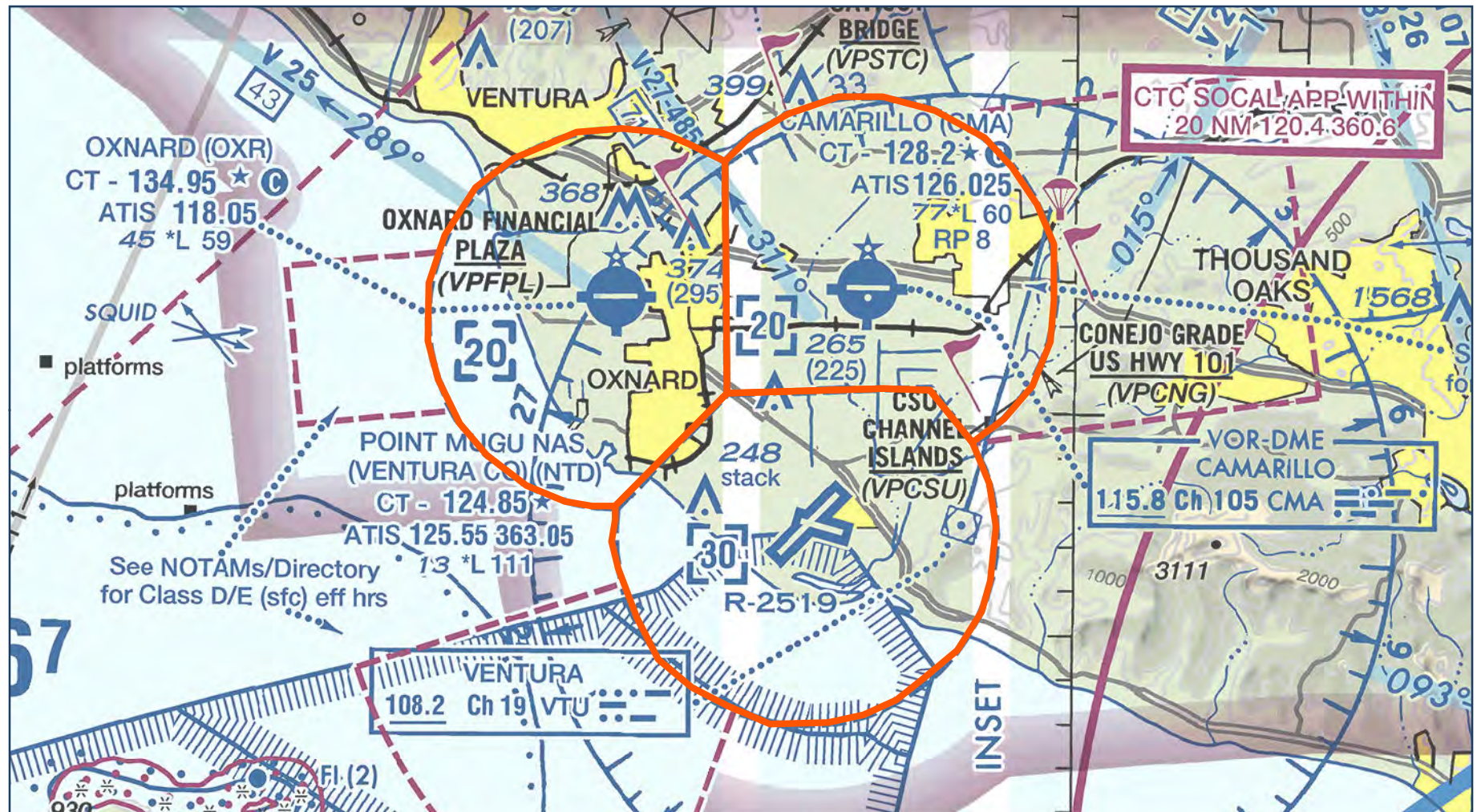
Aircraft noise can come from flight operations (overflight, take-offs, landings, touch-and-go operations) and engine maintenance run-ups. The Navy considers how its operations impact the local community by calculating an average-weighted noise level measured as an A-weighted decibel level (dBA). The NBVC Air Installations Compatible Use Zones (AICUZ) employs a contour system called the Community Noise Equivalent Level (CNEL). CNEL was developed for the State of California to provide average daily noise contours. Under this model, noise occurring during nighttime hours is penalized to reflect the higher potential for disturbance at night. The current NBVC AICUZ was completed in 1992 and does not reflect current operations. An update to the AICUZ is currently underway, with public release expected by Fall of 2015. The contour lines developed in the model range from 60 CNEL to 80 CNEL, reported in 5 CNEL increments (60, 65, 70, etc.). The 80 CNEL is the "loudest" contour line computed and 60 CNEL is the "quietest." Figure 2E illustrates the noise contours.

Airspace Control (Figure 2F)

NBVC Point Mugu Class D Airspace encompasses an area within an approximate 4.5-mile radius of the center of the airfield that extends upward to 3,000 feet above mean sea level (MSL). The Class D airspace around NBVC Point Mugu is truncated on the north by the airspace for the Camarillo Airport and on the west by the airspace for the Oxnard Airport (see Figure 2F). Use of Class D airspace requires the use of two-way communication with Air Traffic Control, which must be established prior to entering Class D airspace. No transponder is required. Visual Flight Rules (VFR) flights in Class D airspace must have three miles of visibility, and fly an altitude at least 500 feet below, 1,000 feet above, and 2,000 feet laterally from clouds.








CTC SOCIAL APP WITHIN
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Legend

 Control Areas



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DESIGN GROUP

Source: FAA, 2014.

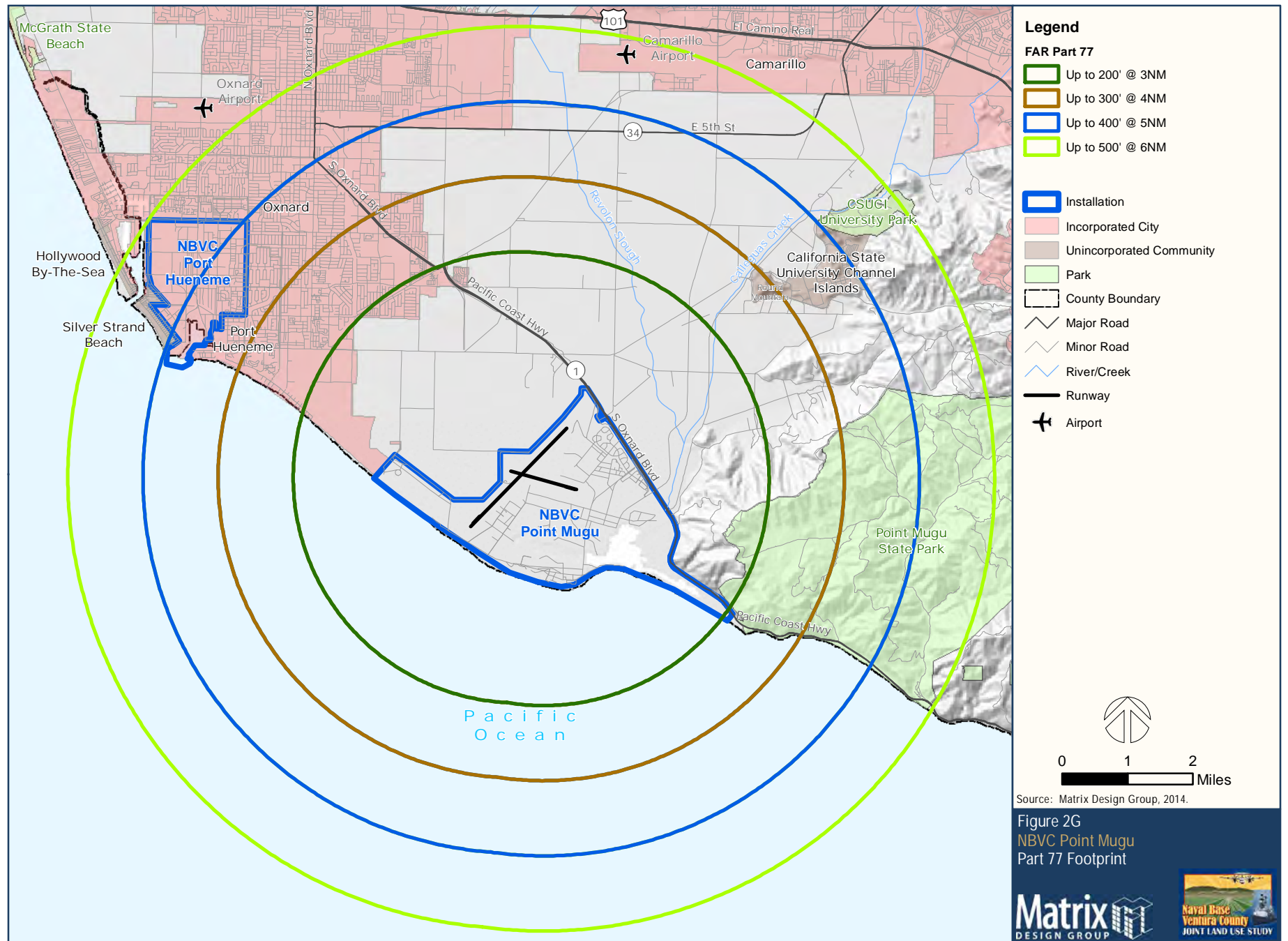
Figure 2F
NBVC Point Mugu
Airspace Control Footprint

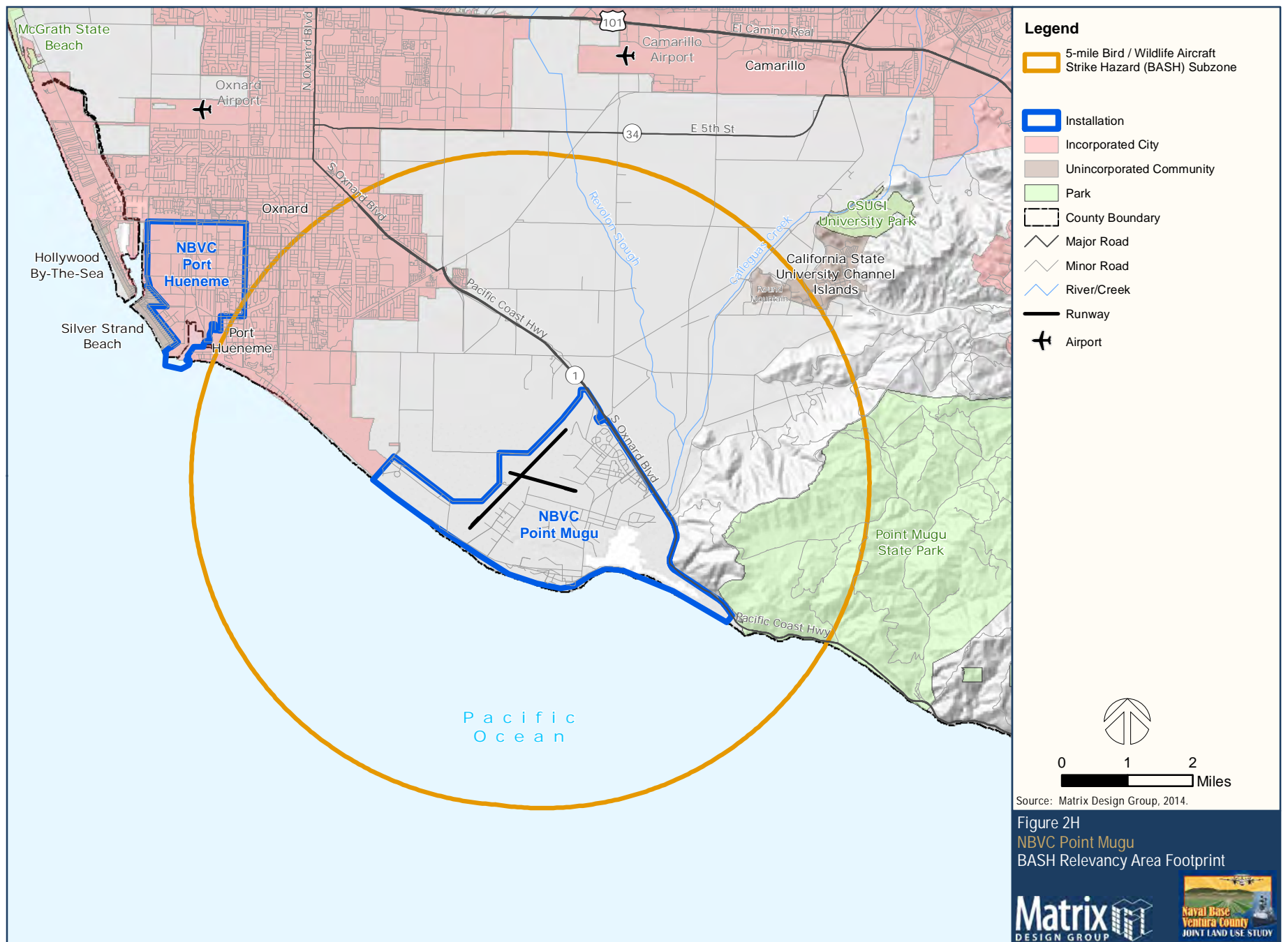
Part 77 Vertical Obstruction Compliance (Figure 2G)

The Federal Aviation Act was enacted in 1958 to provide methods for overseeing and regulating civilian and military use of airspace over the United States. An important outcome of the Act is FAA Regulation Title 14 Part 77, commonly known as Part 77, which provides the basis for evaluation of vertical obstruction compatibility. This regulation provides information to evaluate the potential for a vertical obstruction based on the elevation of the airfield, the height and resulting elevation of the new structure or facility, and the location of the structure or facility relative to the airfield in question. This regulation determines compatibility based on the height of proposed structures or natural features relative to their distance from the ends of a runway. A key reference used for compatibility planning is the following: "A height that is 200 feet AGL or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length. This height increases in the proportion of 100 feet for each additional nautical mile of distance from the airport up to a maximum of 499 feet." NBVC's Part 77 areas are shown on Figure 2G.

Bird Air Strike Hazard Relevancy Area (Figure 2H)

Certain types of land uses attract birds and wildlife, such as open water areas, standing water, and other natural areas. The large number of birds that use Mugu Lagoon as a migratory stopover increases the dangers for aviation operations. The unique juxtaposition of NBVC Point Mugu Lagoon and the adjacent duck hunting club leaves both birds and aircraft at an enhanced risk of collision. Relative to compatibility, the control of attractions near the airfield is important. Based on FAA statistical analysis, the primary area of concern for bird / animal aircraft strike hazard (BASH) incidents to occur is within a five-mile radius around an airfield. The BASH relevancy area is shown on Figure 2H.





Point Mugu Sea Range / San Nicolas Island

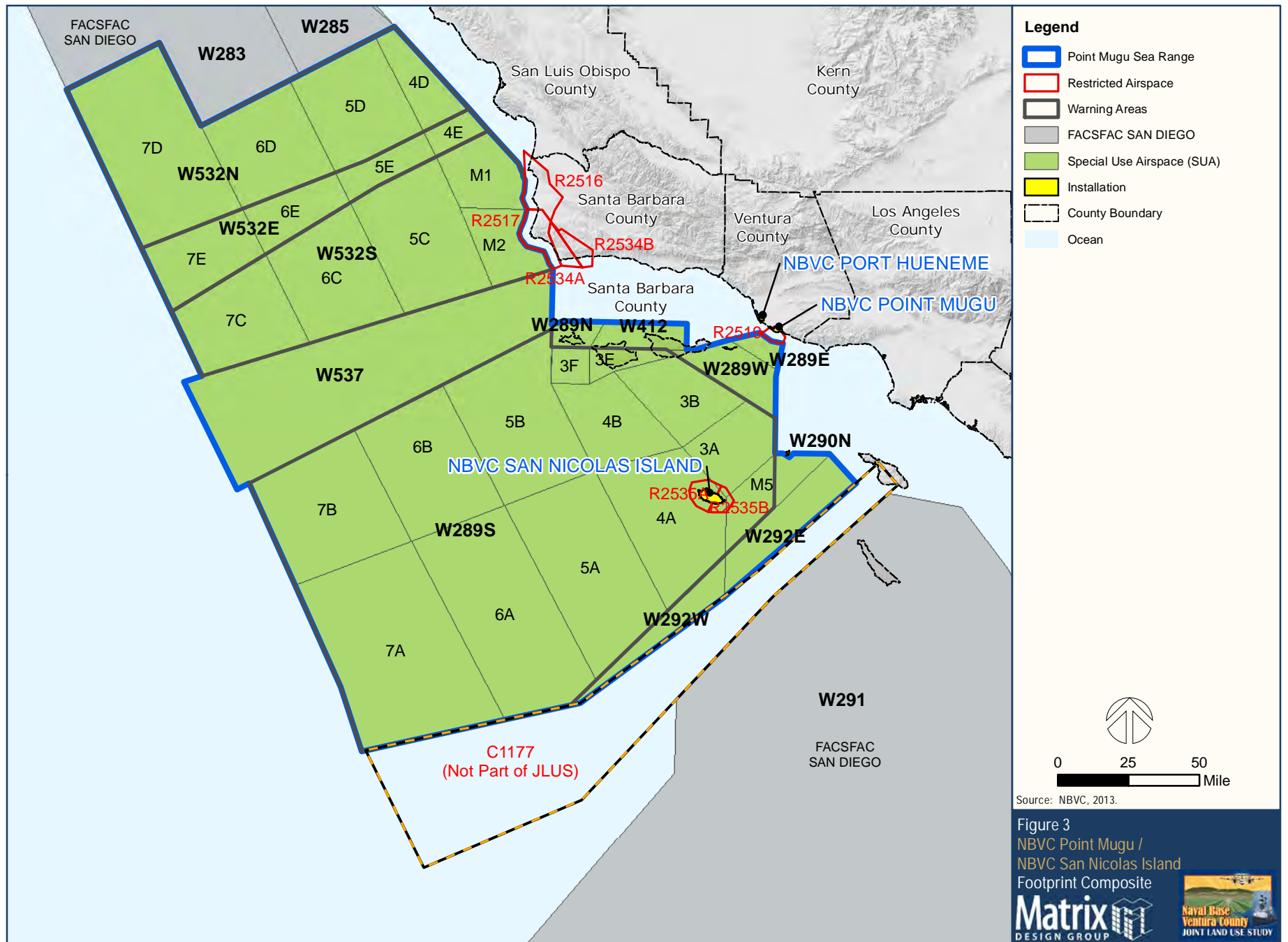
The Point Mugu Sea Range and SNI Profile encompasses an area of 36,000 square miles in the Pacific Ocean and 17,427 acres on SNI. These profiles are specific to the operational footprints for RDT&E missions and commercial and military shipping and distribution of goods on the water.

Point Mugu Sea Range (Figure 3)

The Point Mugu Sea Range is a 36,000 square-mile range located off the central Coast of California in the Pacific Ocean. The range extends as far north as Monterey County, CA. The area can be expanded up to 220,000 square miles for weapons testing and evaluation and air-to-sea maneuvering and fleet operations. This range provides the maritime and instrumented environment needed to meet the requirements of today's specialized missions. Figure 3 illustrates the Point Mugu Sea Range in the Pacific Ocean associated with SNI.

Special Use Airspace (Figure 3)

The military operating area (MOA) for the NBVC JLUS is exclusively over the Pacific Ocean. A MOA is the special use airspace (SUA) where military or defense-related aviation occurs for training and / or special operations. This designation of airspace assists other air traffic users in knowing there are airspace areas restricted from visual flight rules (VFR) and instrument flight rules (IFR) for aviation and maritime exercises involving weapons systems testing and evaluation. Figure 3 illustrates the footprint of the SUA for the Sea Range of the NBVC training mission. There are 11 warning areas and three restricted airspaces that can create different impacts associated with the sea uses under this airspace. The impacts vary by location, aircraft, altitude and type of ordnance and training exercise.



NBVC Port Hueneme Profile

The NBVC Port Hueneme Profile covers the military operational components that comprise the portion of training and logistics support activities performed at NBVC Port Hueneme. This area includes the mobilization corridors outside the fence line of Port Hueneme and the Port Basin. As shown in Figure 4, this operational area not only interfaces with the surrounding community and can potentially impact daily activities but also interfaces with commercial shipping and port operations.

Mobilization Corridors (Figure 4)

NBVC uses local roadways for military mobilization of troops and equipment to and from the base to strategic locations throughout the US. The 2008 NBVC Encroachment Action Plan (EAP) identified three major corridors outside the fence that are strategic assets to the NBVC mobilization mission. Additionally, the corridors are used to transport ordnance from NBVC Port Hueneme to NBVC Point Mugu for storage. Due to the multiple users of these roadways and for planning purposes, the Navy has recommended coordination with local jurisdictions to ensure adequate level of service during mobilization activities. Figure 4 illustrates the mobilization corridors and 500-foot buffer affecting NBVC Port Hueneme and NBVC Point Mugu. The three corridors are:

- Victoria Avenue to US Highway 101;
- South Patterson Road to East Wooley Road to US Highway 1; and
- East Port Hueneme Road to Lincoln Court to South Rice Avenue to U.S. Highway 101.

Force Protection Unobstructed Clear Zone (Figure 4)

The Navy Instruction (OPNAVINST 5530.14E) recommends an unobstructed clear zone around facilities to provide for and comply with force protection / security regulations and purposes. This clear zone is established to prevent visual obstruction and circumvention of the installation fence line. This clear

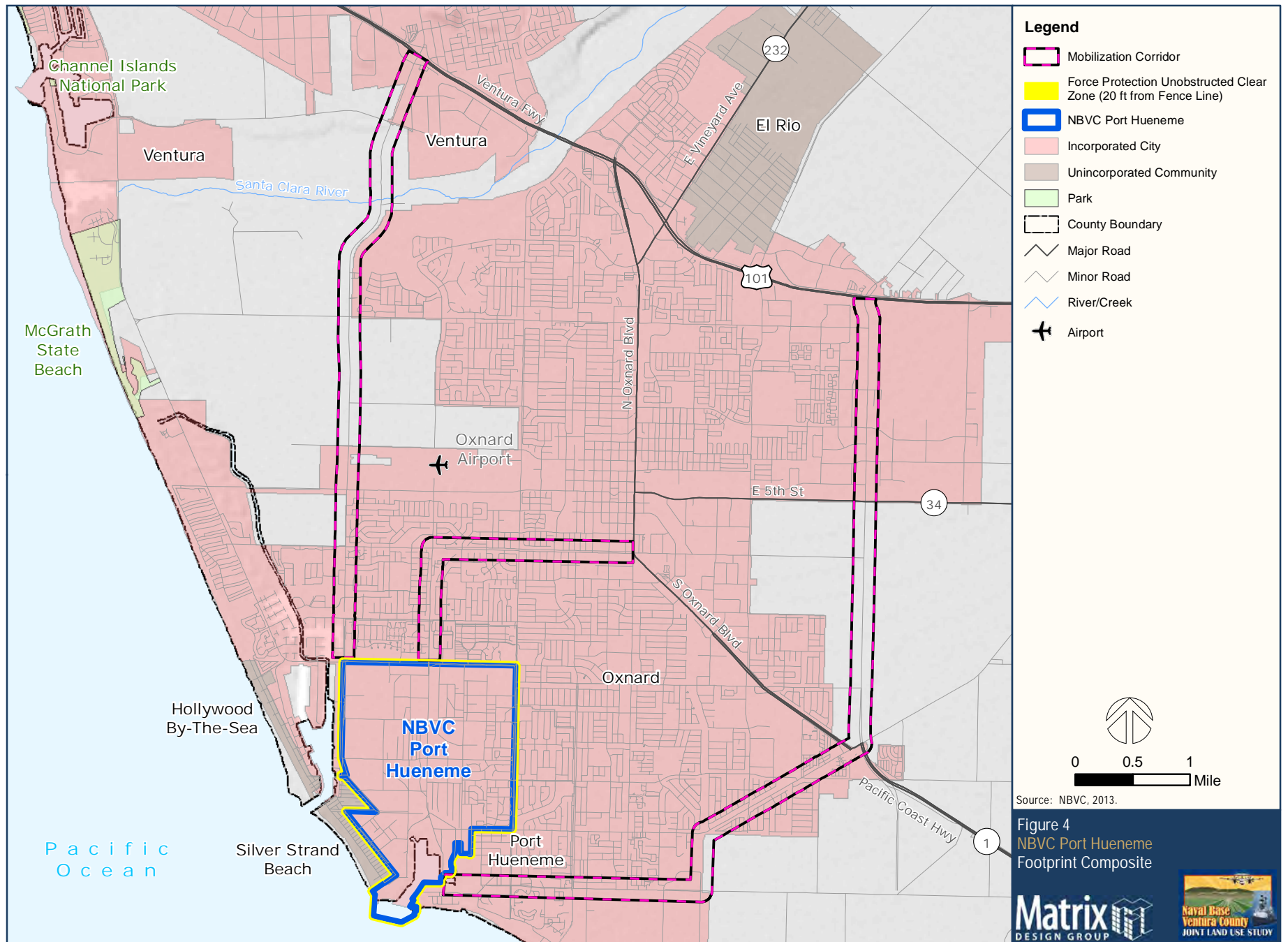
zone is a minimum of 20 feet from the fence line to any exterior structures or visual obstructions. This zone is illustrated on Figure 4.

Port / Port Basin

The Port / Port Basin is a strategic asset and has a critical operational footprint within NBVC Port Hueneme. The Navy-owned portion of the port comprises approximately 200 acres on the southern end of the installation. The Navy owns seven wharves (Wharves 4, 5, 6, A, B, C and D), and has a joint use agreement with OHD for use of Wharf 3 in times of need and where not in conflict with mission need; this shared space consists of 25 acres. OHD owns and operates approximately 69 acres of land in the harbor area and eastern channel (Channel A), including wharves 1 and 2, with five berths used for deep-draft mooring and cargo transfer.

Mobilization and Laydown Areas

The mobilization and laydown areas comprise approximately 473 acres of open land to conduct mission-specific activities and training. The laydown areas combined with the deep-water port and the railway make this facility an unparalleled asset in the Navy's defense inventory.



Source: NBVC, 2013.

Figure 4
NBVC Port Hueneme
Footprint Composite



Please see the next page.



Naval Base Ventura County JOINT LAND USE STUDY



4

COMPATIBILITY TOOLS

There are numerous existing tools that can be used to encourage, promote, and manage compatibility between military installations and their neighboring communities. These tools exist at the federal, installation, state, regional, and local level and are used for compatibility purposes to guide every day land use and operational decisions in communities and on military installations.

This chapter lists some of the key tools that are currently, or are recommended to be more efficiently utilized or enhanced to address the compatibility issues identified by the Naval Base Ventura County (NBVC) Joint Land Use Study (JLUS) process. The tools listed in this chapter are not exhaustive, but are meant to provide a brief overview of the primary tools currently utilized in the JLUS Study Area.

Federal Programs and Policies

Federal Aviation Act and 14 CFR Part 77

An important outcome of the Act is FAA Regulation Part 77, commonly known simply as Part 77, which provides the basis for evaluation of vertical obstruction compatibility. This regulation determines compatibility based on the height of proposed structures or natural features relative to their distance from the ends of a runway. Using a distance formula from this regulation, local jurisdictions can easily assess the height restrictions near airfields. Additional information on Part 77 is located on the FAA Internet site at: www.faa.gov/.

The 500-foot rule, promulgated by the FAA, states that every citizen of the United States has “a public right of freedom of transit in air commerce through the navigable air space of the United States.” The rule was formally announced in the 1963 Court of Claims ruling in *Aaron v. United States* and states that flights 500 feet or more above ground level (AGL) do not represent a compensable taking because flights 500 feet AGL enjoy a right of free passage without liability to the owners below.

National Environmental Policy Act

The National Environmental Policy Act (NEPA) of 1969 is a federal regulation that established a U.S. national policy promoting the protection and enhancement of the environment and requires federal agencies to analyze and consider the potential environmental impact of their actions. The purpose of NEPA is to promote informed decision-making by federal agencies by making detailed information concerning significant environmental impacts available to both agency leaders and the public.

All projects receiving federal funding require NEPA compliance and documentation. NEPA is applicable to all federal agencies, including the military. Not all federal actions require a full EIS. In cases where an action may not cause a significant impact, only an Environmental Assessment (EA) is required. A NEPA document can serve as a valuable planning tool for local planning officials. An EA or EIS can assist in the determination of potential impacts that may result from changing military actions or operations and their effect on municipal policies, plans, and programs and the surrounding community. An EA is used to determine if impacts are significant, in which case an EIS is required and a subsequent Record of Decision (ROD) is rendered.

Readiness and Environmental Protection Integration

To implement the authority provided by the DOD Conservation Partnering Initiative, the DOD established the Readiness Environmental Protection Integration (REPI). This initiative enables DOD to work with state and local governments, NGOs, and willing landowners to limit encroachment and incompatible land use. The REPI program enables NBVC to accomplish environmental (coastal resilience, habitat restoration, water quality and supply improvement, etc.) and encroachment prevention goals with its conservation partners.

REPI funds are used to support a variety of DOD partnerships that promote compatible land use. By relieving encroachment pressures, the military is able to test and train in a more effective and efficient manner. By preserving the land surrounding military installations, habitats for plant and animal species

are conserved and protected. NBVC has established and funded a REPI partnership with the Nature Conservancy and the Trust for Public Land, with the City of Oxnard currently in the process of joining the agreement. The California Coastal Conservancy, while not an official partner, works closely with NBVC.

NBVC Plans and Programs

Air Installations Compatible Use Zones

The foundation of an Air Installations Compatible Use Zones (AICUZ) program is an active local command effort to work with local, state, regional, and other federal agencies and community leaders to encourage compatible development of land adjacent to military airfields. One purpose of an AICUZ program is to protect the health, safety, and welfare of civilians and military personnel by encouraging land which is compatible with aircraft operations, while protecting the public investment in the installation. This program recommends compatibility measures for both the Navy and surrounding communities. The AICUZ program also recommends land uses that are compatible with elevated sound level, accident potential zones, and obstruction clearance criteria associated with military airfield operations.

The DOD issued Instruction No. 4165.57 on May 2, 2011, which updated previous instructions to the military services regarding the AICUZ program. U.S. Navy air installations adhere to the DOD Instruction and guidelines pursuant to OPNAVINST 11010.36C, dated October 9, 2008.

The current NBVC AICUZ was completed in 1992 and does not reflect current operations. An update to the AICUZ is currently underway, with public release expected by Fall of 2015. The AICUZ program also provides recommendations to local government and other entities for actions they can take to further compatibility goals and objectives of their general plans, zoning ordinances, and other land use regulations.

Bird/Wildlife Aircraft Strike Hazard Plan

A Bird / Wildlife Aircraft Strike Hazard (BASH) plan is designed to minimize wildlife and bird strike damage to military aircraft. A BASH plan is designed to manage birds, alert aircrew and operations personnel, and provide increased levels of flight safety, especially during the critical phases of flight, take-off, and landing operations. Bird aircraft strike hazards are most likely to occur during winter months at NBVC. A BASH plan generally provides awareness and tools to use should a situation occur. In 2009, NBVC finalized the Environmental Assessment (EA) for its BASH program at NBVC Point Mugu. This plan is implemented at the base level, and is designed for all users of the base to be a part of identifying conditions and notifying the appropriate individual when BASH concerns are evident.

Integrated Natural Resources Management Plan for Naval Base Ventura County Point Mugu and Special Areas and Port Hueneme

The Integrated Natural Resources Management Plan (INRMP) is a long-term planning document to guide the management and use of natural resources at NBVC Point Mugu, Port Hueneme, and San Nicolas Island. An INRMP is required by the Sikes Act to be implemented on all DOD installations that contain significant natural resources. The INRMP also specifically addresses compatibility and encroachment issues for current land uses and activities that take place at NBVC Point Mugu, Port Hueneme, and San Nicolas Island. The INRMP continues to establish management policies in order to mitigate these issues. NBVC Point Mugu, Port Hueneme, and San Nicolas Island have separate INRMP to guide decisions at each unique area of the base.

Naval Base Ventura County Activity Overview Plan

The Naval Base Ventura County Activity Overview Plan (AOP) addresses regional land and facility requirements from a functional point-of-view and provides land use recommendations. The Plan identifies and provides guidance on infrastructure, resources, and base goals.

Naval Base Ventura County Encroachment Action Plan

The Encroachment Action Plan (EAP) identifies encroachment issues in the communities surrounding NBVC Point Mugu and NBVC Port Hueneme that may have an impact on mission-critical activity. The EAP identifies 14 encroachment challenges and 11 types of mission impacts that can affect NBVC. Depending on the encroachment challenges and associated impacts, the EAP suggests management strategies and actions to address current challenges and prevent future encroachment challenges from occurring.

Range Complex Management Plan

Military ranges have seen increased pressure from encroachment, environmental regulations, and budget constraints. The Range Complex Management Plan (RCMP) provides guidance to address new regulations meant to reduce pressure on military ranges. The document is split into two volumes. Volume I contains policy-level information to address issues of management and operation of military ranges and protection of military ranges from issues that may impact viability. Volume II specifically addresses individual requirements of the Point Mugu Sea Range and IR-200.

State of California Legislation

Assembly Bill 1108 (2002)

California Assembly Bill (AB) 1108 (Chapter 638, Statutes of 2002) amends the California Environmental Quality Act (CEQA) to require CEQA lead agencies to notify military installations when a project meets certain criteria. The purpose of AB 1108 is to ensure military notification through the CEQA process of proposed projects that could potentially impact military operations.

Assembly Bill 2776 (2002)

The Aviation Noise Disclosure legislation (AB 2776, Chapter 496, Statutes of 2002) amends the real estate transfer disclosure statute (California Civil Code, Division 2 – Property, Part 4 – Acquisition of Property, Title 4, Chapter 2 – Transfer of Real Property) to require sellers or lessors to disclose

airport proximity if a house is within an airport influence area. An airport influence area is defined as the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses. The intent of the legislation is to notify buyers of the potential noise, vibration, odor, annoyances, or other nuisances now or in the future as a result of the normal operation of an existing or proposed airport.

California Coastal Act

The California Coastal Act of 1976 established provisions for guiding and regulating land uses in and around a shoreline. The Act defined the goals and policies, set the boundaries of the State’s coastal zone, and created the mechanisms such as the Coastal Commission, to implement the coastal management program and manage California’s coastline.

Senate Bill 1462 (2004)

SB 1462 (Chapter 906, Statutes of 2004) expanded the requirements for local governments to notify military installations of proposed development and planning activities. This statute states that “prior to action by a legislative body to adopt or substantially amend a general plan, the planning agency shall refer the proposed action to the branches of the Armed Forces when the proposed project is located within 1,000 feet of a military installation, beneath a low-level flight path, or within Special Use Airspace (SUA)....”

Senate Bill 1468 (2002)

SB 1468 (Chapter 971, Statutes of 2002) requires State Office of Planning and Research (OPR) to include guidance concerning incorporating military installation compatibility into a general plan, and how a general plan should consider the impact of civilian growth on readiness activities at military bases, installations, and training areas.

State of California Plans and Programs

California Advisory Handbook for Community and Military Compatibility Planning

The requirement for a compatibility handbook was reflected in Government Code §65040.9, which directed OPR to prepare “an advisory planning handbook for use by local officials, planners, and builders that explains how to reduce land use conflicts between the effects of civilian development and military readiness activities...”. The Handbook was completed in 2006 and designed to serve as a resource to help develop processes and plans that would sustain local economies, safeguard military readiness, and protect the health and safety of residents living near military bases. The handbook is a useful tool for development of a JLUS as it describes in detail the different compatibility issues that should be explored and the types of compatibility tools available to address these identified issues.

California Coastal Management Program

The California Coastal Management Program is a combination of federal, state, and local planning and regulatory authorities who implement land use controls for land, air, and water resources along the coast. The California Coastal Management Program comprises three agencies:

- The California Coastal Commission;
- The San Francisco Bay Conservation and Development Commission; and
- The California Coastal Conservancy.

These three agencies are responsible for the management, protection, restoration, and enhancement of the California coastal resources of various segments of the coastline. These agencies carry out these responsibilities through a variety of actions including planning, permitting, and non-regulatory measures. Specifically, the California Coastal Commission manages development along the California coast, except in the San Francisco Bay Area which is managed by the San Francisco Bay Conservation and Development Commission. The California Coastal Conservancy purchases, protects, restores, and enhances coastal resources and provides access to the shore.

California Land Conservation Act / Williamson Act

The California Land Conservation Act, or the Williamson Act, was enacted in 1965 under Governor Pat Brown with the aim of preserving and protecting California's leading agriculture industry. The Williamson Act enables local governments to enter into contracts with private landowners for the purpose of designating certain parcels of land for only agriculture use or open space. This designation results in lower property tax assessments to landowners and a state subsidy to local governments for foregone tax revenues associated with private landowner participation.

California Military Land Use Compatibility Analyst

The California Military Land Use Compatibility Analyst (CMLUCA) was developed by OPR to assist the development community and local governments in determining if a project affects military training areas and airspace. The CMLUCA is a mapping tool that identifies where a project is relative to the nearest military installation. This mapping application enables users to determine compliance with state legislation requiring the development community and local government agencies to notify the military of any project that may affect military readiness.

Local Jurisdictions – Growth Management

Guidelines for Orderly Development

The 1996 Guidelines for Orderly Development have been adopted by the County of Ventura, all cities within Ventura County and the Ventura County Local Agency Formation Commission (LAFCO). This version refines the guidelines originally adopted in 1969. The overall goal of these guidelines remains that urban development should be located within incorporated cities.

The intent of these Guidelines, as stated in the County's summary sheet, is to:

- Clarify the relationship between the Cities and the County with respect to urban planning.

- Facilitate a better understanding regarding development standards and fees.
- Identify the appropriate governmental agency responsible for making determinations on land use requests.

SOAR

In 1995, Save Open Space and Agricultural Resources (SOAR), a non-profit group, was organized to protect the area's rich agricultural land from encroaching development. The group coordinated the SOAR initiative. The key features of SOAR are:

- Requires a countywide vote on amendments to the Ventura County General Plan land use designations from Agricultural, Open Space or Rural to more intense land use designations or weaken the land use policies protecting agricultural resources.
- Establishes City Urban Restriction Boundaries (CURBs) and requires a citywide vote to alter these lines.
- LAFCO has endorsed the use of city SOAR initiatives/ordinances in consideration of proposed amendments to city Spheres of Influence and city annexations.
- Reinforces existing greenbelts, city spheres of influence (SOI), Guidelines for Orderly Development, and Ventura County General Plan.

The General Policies of the SOAR initiative are also important to help cities manage growth. The General Policies include:

- Urban development should occur, whenever and wherever practical, within incorporated cities which exist to provide a full range of municipal services and are responsible for urban land use planning, and
- The Cities and the County should strive to produce general plans, ordinances and policies which will fulfill these Guidelines.

Greenbelt Agreements

Greenbelts are established by agreements between Ventura County, the Ventura County Local Agency Formation Commission (LAFCO), and specific cities. These greenbelt agreements, and the greenbelts they establish, ensure that entities entering into these agreements will not annex land within the subject areas, resulting in the preservation of open space buffers between entities.

Local Jurisdictions – General Plans

Local plans and programs can greatly influence compatibility planning. Of these, the general plan provides the foundational policy against which all local planning activities are guided. California state law requires each city and county to adopt a general plan “for the physical development of the county or city, and any land outside its boundaries which bears relation to its planning” (§65300). The general plan, as mandated by state law, must cover seven required elements (land use, circulation, housing, conservation, open space, noise, and safety) and identify the goals, policies, and programs the county will implement to manage future growth and land uses.

Local Jurisdictions – Zoning

The zoning ordinance (also referred to as a zoning or development code) is used to regulate the types of land use within a jurisdiction. The zoning ordinance is the principal tool used to implement the general plan. While the general plan provides broad policy direction on land use, the zoning ordinance provides the specific rules under which land can be developed and used. This includes standards for building setbacks, height restrictions, lot coverage, and design requirements. Adoption of the zoning ordinance, zoning changes, or amendments requires review at a public hearing.

Local Jurisdictions – Subdivision Regulations

Subdivision regulations control the division of property and detail the location of individual parcels/lots, road rights-of-way, and easements. Local jurisdictions will typically have a subdivision ordinance that guides the review and approval of new subdivisions based on the State’s Subdivision Map Act

(commencing at Government Code section 66410). Basically, there are two types of subdivisions: parcel maps, which are limited to divisions resulting in fewer than five lots (with certain exceptions); and subdivision maps/tract maps, which create five or more lots.

Local Jurisdictions – Building Codes

Building codes are ordinances / regulations controlling the design, construction process, materials, alteration, and occupancy of any structure to insure human safety and welfare. They include both technical and functional standards for the variety of structures.



COMPATIBILITY ASSESSMENT

Identification of Compatibility Issues

Compatibility, in relation to military readiness, can be defined as the balance or compromise between community needs and interests and military needs and interests. The goal of compatibility planning is to promote an environment where both community and military can coexist successfully.

Methodology and Evaluation

During the preparation of the Naval Base Ventura County (NBVC) JLUS, the public, the Policy Committee (PC), and the Technical / Advisory Committee (TAC) provided assistance in the identification of compatibility issues to be addressed in the JLUS using the list of 25 compatibility factors.

When reviewing this information, it is important to note the following:

- Of the 25 standard compatibility factors, there were two factors determined not to have identified compatibility issues: Cultural Resources and Frequency Spectrum Capacity.
- Noise and Vibration issues were consolidated in Section 5.16 as these factors have a strong correlation in relation to activities at NBVC.

NBVC Compatibility Issues by Factor

Air Quality

Air Quality is defined by numerous components that are regulated at the federal and state level. For compatibility, the primary concerns are pollutants that limit visibility (such as particulates, ozone, etc.) and potential non-attainment of air quality standards that may limit future changes in operations at the installation or in the area. The following Air Quality issues were identified:

- **Air Quality Limitations on Operations.** Current air quality conditions and regulations can impact operations at NBVC and NBVC's operations may impact air quality in surrounding communities.
- **Fuel Emissions from Commercial Shipping Activities.** New fuel emission regulations have caused an increase in commercial ships traversing the NAVAIR Point Mugu Sea Range. This increases the potential for conflict with military operations in the Sea Range.

Anti-Terrorism / Force Protection

Security concerns and trespassing can present immediate compatibility concerns to installations. Due to current world conditions and recent events, military installations are required to meet more restrictive standards to address AT / FP issues. These standards include increased security checks at installation gates and physical changes (such as new gate / entry designs). Additional emphasis on credential and vehicle checks can create capacity

and queuing issues with entrance gates that are inadequate to support the high volume of vehicles requiring access to the installation on a daily basis. The reduced processing throughput time at the gates can create circulation issues and general safety concerns external to the installation and within local communities. The following Anti-Terrorism / Force Protection issues were identified:

- **Parking Enforcement.** Parking adjacent to NBVC fencelines, including, but not limited to, locations along Island View Avenue, Panama Drive, and Sawtelle Avenue, creates potential security issues with NBVC mission. Additionally, there is no consistency in traffic and parking enforcement because some areas are under California Highway Patrol and some areas are under Ventura County Sheriff's Office.
- **Waterside Security for Port Hueneme.** There are concerns on the adequacy of and responsibility for waterside security for NBVC Port Hueneme which may increase the vulnerability for security issues.
- **Development Adjacent to Base Fence Line.** The base is required to comply with the Anti-Terrorism Force Protection (ATFP) guidelines including boundary fence line setbacks to maintain a clear view. However, similar guidelines do not exist for adjacent jurisdictions and thus the potential for development to be constructed close to the base fence line exists.

Biological Resources

Biological resources include federal and state listed species (threatened and endangered species) and the habitats they exist in or utilize. These resources may also include areas such as wetlands and migratory corridors that are critical to the overall ecosystem. The presence of biological resources may require special development considerations and should be included early in the planning process. The following Biological Resources issue was identified:

- **Wetland / Marsh Impacts.** Development upstream may create impacts on wetland and marsh areas on or near NBVC Point Mugu.

Climate Change

Climate Change is the gradual shift of global weather patterns and temperature resulting from natural factors and human activities (e.g. burning of fossil fuels) that produce long-term impacts on atmospheric conditions. The effects of climate change vary and may include fluctuations in sea levels, alterations of ecosystems, variations in weather patterns, and natural resource availability issues. The results of climate change, i.e. ozone depletion and inefficiencies in land use, can present operational and planning challenges for the military and communities as resources are depleted and environments altered. The following Climate Change issue was identified:

- **Impacts of Climate Change.** Potential implications of climate change, such as sea level rise, storm intensity, wild fires, and associated impacts to the NBVC mission.

Coordination / Communication

This discussion refers to the programs and plans that promote interagency coordination. Interagency communication serves the general welfare by promoting a more comprehensive planning process inclusive of all affected stakeholders. Interagency coordination also seeks to develop and include mutually beneficial policies for both communities and the military in local planning documents such as general plans. The following Coordination / Communication issues were identified:

- **Communication between NBVC and Multiple Agencies and the Community.** Communications with the community is challenging due to the multiple number of agencies with responsibilities in the area, which can create delays and conflicts for addressing issues associated with NBVC.

- **Early Development Review Coordination.** Some of the JLUS communities do not have an early, coordinated process with NBVC regarding development review of new or expanded infrastructure planning and long-range planning between NBVC and local / regional agencies.
- **NBVC Formal Communication Procedures.** There may be inadequate communication procedures for NBVC to inform the public about mission activities and training exercises including, but not limited to, the following topics:
 - Changes in scheduled aircraft operations (such as eastern Camarillo area) that result in operations that are notably different from standard operations
 - Special training and RDTE activities
 - Commercial deliveries to the base
 - Other significant changes in operations
- **Unmanned Aerial Systems (UASs) Public Information.** Lack of information about military and civilian use of UASs / UAVs in Ventura County.
- **Notification to Local Law Enforcement.** There can be a lack of advance notice to local law enforcement to assist in traffic control and queuing during on-base activities / special events. These events tend to impact traffic off-base creating congestion and stacking of vehicles at gate access points.
- **Poor Signage for Base Commercial Truck Traffic.** Commercial freight trucks sometimes miss entrances to the base and enter surrounding local roads not designed for heavy commercial trucks.
- **Land Required for Staging to Support NBVC Mission.** There is a perception that NBVC has underutilized lands, which has led to multiple proposals to use NBVC Port Hueneme property for non-DOD purposes, including:
 - Commercial / shipping purposes.
 - Community parking along the fenceline at Silver Strand Beach

Part of the base mission is to provide staging area for troop and equipment mobilization. Mobilization and lay down areas appear vacant, but serve current mission requirements.

- **Notification of Emergency Events on Base.** Public concerned about notification of emergency events or hazards that may occur on base that could affect areas off-base.
- **Long-term Coordination / Communications of Port Operations.** Potential need for enhanced coordination and communications as they pertain to seaside operations to ensure optimal use of Port facilities considering available infrastructure.

Dust, Smoke, and Steam

Dust, Smoke, and Steam results from the suspension of particulate matter in the air. Dust (and smoke) can be created by fire (controlled burns, agricultural burning), ground disturbance (agricultural activities, military operations, grading), industrial activities, or other similar processes. Dust, smoke and steam are compatibility issues if sufficient in quantity to impact flight operations (such as reduced visibility or cause equipment damage). The following Dust, Smoke, and Steam issue was identified:

- **Dust / Smoke from Agricultural Operations.** Dust generated from cultivation and / or agricultural burning on nearby agricultural lands can potentially represent a visual impairment to pilots performing aviation operations in the vicinity of the NBVC Point Mugu Airfield.

Energy Development

The development of energy sources, including alternative energy sources (such as solar, wind, geothermal or biofuels) could pose compatibility issues related to glare (solar energy), or vertical obstruction (wind generation), or water quality / quantity. The following Energy Development issues were identified:

- **Alternative Energy Development.** The Potential for alternative energy development (e.g., tidal, solar, wind, etc.) and their associated impacts on the NBVC mission. Impacts may include radar / communications interference, vertical obstruction, and glare.
- **Off-shore Energy Facilities.** The potential for future energy development / facilities in the sea lanes along the coast may interfere with military operations.

Frequency Spectrum Interference / Impedance

The frequency spectrum is the entire range of electromagnetic frequencies used for communications and other transmissions, which includes communication channels used for radio, cellular phones, and television. In the performance of typical operations, the military relies on a range of frequencies for communications and support systems. Similarly, public and private users rely on a range of frequencies in the use of cellular telephones and other wireless devices used on a daily basis. The following Frequency Spectrum Interference / Impedance issues were identified:

- **Wireless Communications / Radio Interference near NBVC Facilities and the Sea Range.** As the demand for wireless communications facilities and other commercial uses of the RF spectrum increase, there is the potential for interference of the commercial RF with the NBVC mission communications.
- **Potential for Frequency Spectrum Interference.** Potential for unauthorized use of radio frequencies to cause interference with NBVC FTS Missile Signal.

Local Housing Availability

Local housing availability addresses the supply and demand for housing in the region, the competition for housing that may result from changes in the number of military personnel, and the supply of military family housing provided by the installation. The following Housing Availability issue was identified:

- **Local Housing Supply for Navy Personnel.** Long-term provision of housing that meets the needs of Navy personnel.

Infrastructure Extensions

Public facilities and services should be appropriate for the type of urban or rural development they serve, but also limited to the existing and planned needs and requirements of the area. For example, the provision of a safe transportation system, including all modes of transportation (automobile, mass transit, railway, highway, bicycle, pedestrian, air, water, etc.), is an important infrastructure component. Adequate transportation infrastructure contributes to local, regional, and state accessibility. The following Infrastructure Extensions issues were identified:

- **Potential Extension of Infrastructure.** The extension of additional / new services to areas near the installation to supplement (i.e., add redundant capacity or access) or replace current facilities could extend infrastructure into undeveloped areas, creating the potential for incompatible growth near the base.
- **Inadequate Stormwater Facilities Upstream.** Stormwater facilities in the basin contribute to drainage and flood control issues at NBVC. Improvements upstream need to be coordinated with improvements to move water through or around NBVC.

Land Use

The basis of land use planning and regulation relates to the government's role in protecting the public's health, safety, and welfare. Local jurisdictions' general plans and zoning ordinances can be the most effective tools for avoiding or resolving land use compatibility issues. These tools ensure the separation of land uses that differ significantly in character. Land use separation also applies to properties where the use of one property may adversely impact the use of another. For instance, industrial uses are often separated from residential uses to avoid impacts related to noise, odors, lighting, and so forth. Land use planning around military installations is similar to the process used to evaluate other types of land uses. For

instance, local jurisdictions already consider compatibility factors such as noise when locating residential developments near commercial or industrial areas. As the land between local municipalities is sold or developed, many facets of both entities are affected. New residents, tenants, or building owners are typically not fully aware of the implications of locating in close proximity to an active military installation and training area. The following Land Use issues were identified:

- **Beach Erosion Control.** Sand moving from Navy side blows over to community areas in Silver Strand area creating a build-up of sand in parking lots and community beach areas.
- **Airport Land Use Plan.** The Ventura County Airport Comprehensive Land Use Plan (ACLUP) that addresses NBVC Point Mugu is dated and may not provide adequate guidance on compatibility.
- **Mobile Home Park within Noise Contours.** Mobile homes are considered sensitive land uses due to their occupancy and construction materials. These dwelling units cannot adequately mitigate for noise through sound attenuation.
- **CSUCI Master Plan.** A primary flight track traverses the area over California State University Channel Islands (CSUCI) campus. Noise may be an issue that needs to be addressed in the CSUCI Master Plan.
- **Victoria Avenue Ownership.** A recent survey of Navy land revealed that the Navy and the adjoining jurisdictions (County of Ventura, City of Oxnard, and City of Port Hueneme) own portions of Victoria Avenue, a public roadway.
- **Future Annexations / Changes to SOI.** In the evaluation of future changes to SOI and/or annexation proposals in the vicinity of NBVC, LAFCO criteria do not currently address military compatibility issues.
- **Non-Conforming Land Uses.** Existing regulations may not address nonconforming land uses relative to compatibility.
- **Undeveloped / Agricultural Lands.** Potential for undeveloped / agricultural land near NBVC operations will be developed with potentially incompatible uses with the NBVC mission.

- **Military Compatibility Policy within General Plans and Local Coastal Plans.** Local jurisdictions may need to update general plans and / or local coastal plans to address military compatibility.
- **Conditional Use Permits.** CUP regulations do not specifically address NBVC compatibility factors in the review process.

Land, Air and Sea Space Competition

The military manages or uses land and air space to accomplish testing, training, and operational missions. These resources must be available and of a sufficient size, cohesiveness, and quality to accommodate effective training and testing. Military and civilian air and sea operations can compete for limited air and sea space, especially when the usage areas are in close proximity to each other. Use of this shared resource can impact future growth in operations for all users. The land, air, and sea spaces used by the military can be owned by the DOD, designated for DOD use by a federal or state agency, provided through easements or other agreements with public or private entities, or maintained as a historic usage right. Public and private requests to share or assume some of these resources may have a negative impact on military training and test objectives. The following Land, Air and Sea Space Competition issues were identified:

- **Port Capacity for Military Operations.** Oxnard Harbor District use of Wharf 3 is approved by the Navy on a “not to interfere” basis. Military mission has priority for use.
- **Limited Access to Port Basin.** The turn between Wharves 3 and 4 has a width of 1,200 feet, which limits the capability of larger ships in turning within the basin. When multiple ships are docked, the maneuverability among vessels to enter and exit the port is challenging and can potentially cause delays in operations.
- **UAS Development and Use.** There may be increased use of Unmanned Aerial Systems (UAS) by military, other federal agencies, commercial, and civilian operators that may have impacts on civilian and military airspace use.

- **Ground Control Approach.** Potential aviation impacts associated with the interface between military and commercial aviation operations in the approach area to NBVC Point Mugu.
- **Preservation of Instrument Route-200 (IR-200).** Urban development under the missile corridor could risk the loss of the corridor designation and sustainability for military use.
- **Increased Civilian Air Operations.** Potential increase in civilian operations at nearby airports may impact NBVC Point Mugu aviation operations.
- **Port Hueneme Commercial Operations.** If commercial operations increase, the potential impacts to the military mission at NBVC Port Hueneme may also increase.
- **Appropriate and Safe Access to Wetlands and Environmental Sites at NBVC.** Ability to maintain public access to environmental lands, including wetlands and sensitive habitats, for bird watching and other recreational activities in the future.

Legislative Initiatives

Legislative initiatives include those existing and proposed federal, state, and local laws and regulations that may have a direct or indirect effect on a military installation to achieve its current or future mission. Federal, state, and local legislative initiatives are important regulatory tools to guide the actions of both local jurisdictions and the military installation. This legislation is not mutually exclusive, and as such, it fosters both parties to work together in partnership to improve operational and community sustainability objectives. The following Legislative Initiatives issue was identified:

- **SOAR Ordinance Expires.** The Save Open-Space and Agricultural Resources (SOAR) ordinance expires in 2020 for Ventura County and the cities of Camarillo and Oxnard and are up for public vote to continue the ordinance. These ordinances provide a measure of protection against encroachment to NBVC.

Light and Glare

This factor refers to man-made lighting (street lights, airfield lighting, building lights) and glare (direct or reflected light) that disrupts vision. Light sources from commercial, industrial, recreational, and residential uses at night can cause excessive glare and illumination, impacting the use of military night vision devices and air operations. Conversely, high intensity light sources generated from a military area (such as ramp lighting) may have a negative impact on the adjacent community. The following Light and Glare issues were identified:

- **Reflective Solar Energy Development.** The development of solar energy facilities may generate glare that may impair an aviator's vision in the approach and departure corridors or under closed patterns.
- **Lighting Controls.** Lack of city and county dark sky lighting standards. Too much ambient light can impact night training operations and may impair the night vision devices thus blinding the pilot.

Marine Environments

Regulatory or permit requirements protecting marine and ocean resources can cumulatively affect the military's ability to conduct operations, training exercises, or testing in a water-based environment. The following Marine Environment issues were identified:

- **Marine Mammal Strike Hazards.** Concern about military sea range and commercial shipping lanes and shore use along mainland coast and San Nicolas Island and implications for marine mammals.
- **Sonar Testing Impacts on Marine Mammals.** The Navy conducts sonar testing relative to equipment and communications. There is concern about this sonar testing and its potential impacts to marine mammals.
- **Tsunami Impact Potential.** Potential for tsunami impacts to NBVC equipment, facilities, and mission.

- **Sea Otter Species Management.** Concern about Southern Sea Otter management on NBVC San Nicolas Island and within the Sea Range and implications on Navy operations.
- **Sand Transport.** Sand transport along the coast, including required sand replenishment (Silver Strand, Port Hueneme, Hueneme Beach, NBVC, Ormond Beach).

Noise and Vibration

Noise and vibration are the result of both military training exercises and construction and development activities. These factors can be incompatible with sensitive land uses. Noise that is loud and extending into night hours can disrupt the lives of the public. Vibration can disrupt daily living activities and in extreme cases cause structural damage. The JLUS strives to balance community quality of life with mission operations and readiness. The following Noise and Vibration issues were identified:

- **Aircraft Noise From Overflight.** Noise Generated by aircraft may impact noise sensitive land uses.
- **Noise from Railroad Traffic.** Noise related to railroad traffic to and from NBVC Port Hueneme.
- **Heavy Truck Traffic.** Heavy truck traffic from the military mobilization and commercial truck industry that lease land on the base cause noise and vibration impacts to roadways and nearby housing. These impacts are realized at the following areas:
 - Rose Avenue
 - Del Norte Boulevard
 - Rice Avenue and Oxnard Boulevard (from diverted traffic)
 - Channel Island, Victoria and Ventura Roads
 - Hueneme Road
- **Noise from Commercial Activities On-Base.** The Navy leases land to commercial industry for the purposes of new and used vehicle processing. Noise associated with the transport of these vehicles impacts nearby noise sensitive land uses.

- **Noise from Military Operations.** The Navy performs operations to ensure military readiness. These operations can potentially generate noise and vibration impacts that could affect noise sensitive land uses.
- **Noise from Transient Navy Aircraft.** Aircraft transiting near, but not operating at, NBVC (i.e., aircraft traveling from Naval Air Station Lemoore) create noise that is louder and heard by nearby residents and associated with operations at NBVC.
- **Flight Operations after 10 PM.** There is concern about flight operations, occurring after 10 PM and before 6 AM, specifically Field-Carrier Landing Practice operations. Noise and vibration generated from these operations can impact noise sensitive land uses during nighttime hours.

Public Trespassing

This factor addresses public trespassing, either purposeful or unintentional, onto a military installation. The potential for trespassing increases when public use areas are in close proximity to the installation. Military areas that are located on, or adjacent to, public lands owned by other entities (i.e., federal, state, or local) that are designated for public access, recreation, or for livestock grazing often experience issues related to public trespassing into training ranges and other areas with safety hazards related to military operations. The following Public Trespassing issues were identified:

- **Public Trespassing.** There is potential for public trespassing onto NBVC near Point Mugu and its associated lagoons. The installation is within an urban setting and coastal zone in which unintentional trespassing can occur near the fence line and shoreline. Due to the complex setting of the base, trespassing can be challenging to monitor and control.
- **Use of Beaches / Surf Zone at Point Mugu for Surfing.** Recreationalists utilize the Point Mugu Beaches for surfing and other marine activities. This has and can result in intentional and unintentional trespass of the NAVAIR Point Mugu Sea Range.

Roadway Capacity

Roadway capacity relates to the ability of existing freeways, highways, arterials, and other local roads to provide adequate mobility and access between military installations and their surrounding communities. The following Roadway Capacity issues were identified:

- **Base Access Gate Queuing.** The queuing at various gates at NBVC causes traffic congestion and vehicle stacking. This occurs at the following gates and times:
 - Bard Gate – Limited two-car capacity between gate and street. This is the entrance for family housing.
 - Pleasant Valley Gate
 - Victoria Gate (morning peak hour)
 - Sunkist Gate (morning peak hour)
 - Patterson Gate
- **Mobilization Corridors.** Continued community growth can potentially increase traffic congestion on mission-critical and community roadways, delaying or interrupting mission activities and military readiness. These roadways including the following:
 - Traffic flow on Hueneme Road where it necks down to two lanes;
 - Growth may cause freight access issues from Victoria Gate to the US 101;
 - Traffic flow issues on Rice Avenue due to railroad crossings;
 - Traffic flow issues on Rose Avenue.
- **Public Transit Availability and Access.** There is a lack of public transit and convenient bus stops that service the base to provide transportation to and from housing (i.e. City of Camarillo Navy Housing) and commercial and recreational establishments.
- **Expansion of NBVC will Impact Regional Circulation.** If expansion occurs at NBVC, increased vehicle traffic may impact regional capacity for major roadways and highways (e.g., Highway 101) near NBVC Port Hueneme and NBVC Point Mugu will be impacted by

increased vehicle traffic. This could constrain mobility and access to and from these facilities.

Safety

Safety zones are areas in which development should be more restrictive, in terms of use and concentrations of people, due to the higher risks to public safety. Issues to consider include aircraft accident potential zones, weapons firing range safety zones, and explosive safety zones. The following Safety issues were identified:

- **Increased Potential for BASH Incidents.** There are several land uses near the NBVC Point Mugu's airfield that have the potential to increase BASH incidents. They include but are not limited to the following:
 - Duck Club activities
 - Wetlands
 - Wetland and other habitat restorations or new establishments
 - Levees and plantings that attract birds
 - Changes in land use
- **Creation of New Wetlands near Point Mugu.** Development of new wetlands in the vicinity of the NBVC Point Mugu airfield may increase BASH incidence in the area.
- **Weapons Systems Testing.** New energy-directed weapons systems currently being tested in the Pacific associated with SNI which may impact commercial sea lane activities and marine life.
- **Mobile Home Park in Aircraft Safety Zones.** A mobile home park is located in accident potential zone (APZ) I, where aircraft fly at lower altitudes and decreased speeds to perform approach-departure activities. FAA and DOD policy guidance (DODI 4165.57) states that residential development should be limited to very low densities due to the increased potential for an aircraft accident in this area.

- **ESQD Arcs Extend Off-Base.** Public recreational uses adjacent to the base that are located within or near explosive safety quantity distance arcs and may not be compatible.
- **Police and Fire Response.** Concern about first responder times when train bisects base from community. Railroad operations can cut-off access from the base to the rest of the community delaying response times in the event of emergency.
- **Live Ordnance Flight Routes.** There is concern about aircraft that perform operations with live ordnance and the associated impacts to the communities if an aircraft mishap should occur.
- **Hanging Ordnance Flight Routes.** Concern about aircraft with hanging ordnance.
- **Potential for Hazardous Materials Release.** NBVC Port Hueneme performs convoy operations that carry hazardous materials to and from NBVC Point Mugu. There is concern about the potential release of these hazardous materials and the associated impacts to the communities.
- **Wildland Fire Risk.** Potential impacts from wildland fires near the airfield.

Scarce Natural Resources

Pressure to gain access to valuable natural resources (such as oil, natural gas, minerals, and water resources) located on military installations, within military training areas, or on public lands historically used for military operations can impact land utilization and military operations. Pressure to gain access to valuable natural resources (such as oil, gas, minerals, and water resources) located on military installations, within military training areas, or on public lands historically used for military operations can impact resource utilization and military operations. Increasing development surrounding military installations will continue to compete with the need for naturally limited resources, such as water, oil, gas, minerals, and scenic / recreational assets. Continual development around the military installation

could reduce the available supply of these finite resources. The following Scarce Natural Resources issue was identified:

- **Water Quality.** There is a general concern about sufficient potable water quality for the area.

Vertical Obstructions

Vertical obstructions are created by buildings, trees, structures, or other features that may encroach into the navigable airspace used for military operations (aircraft approach, transitional, inner horizontal, outer horizontal, and conical areas, as well as military training routes). These can present a safety hazard to both the public and military personnel and potentially impact military readiness. The following Vertical Obstructions issue was identified:

- **Potential for Increased Heights of Existing Facilities.** Implications associated with proposals to increase the height of structures at existing facilities, and the potential for these changes to impact navigable airspace.
- **Vertical Height Obstruction Determination.** Jurisdictions in the vicinity of NBVC can determine vertical obstructions using different regulations, some are less restrictive. This can potentially create conflicts with aviation operations.
- **Wind Energy Development Structures.** The potential for wind energy development near NBVC or within the Sea Range may create vertical obstructions; radar and satellite communications issues; and interruptions to mission critical activities.

Water Quality and Quantity

Water quality / quantity concerns include the assurance that adequate water supplies of good quality are available for use by the installation and surrounding communities as the area develops. Water supply for agriculture and industrial use is also considered. The following Water Quality and Quantity issue has been identified:

- **Wildlife Waste Management.** The regulations concerning wildlife, bird, and seal waste on wharves and piers make it challenging for the Navy and commercial industry to clean-up waste.
- **Saltwater Intrusion.** Salt water intrusion due to overdraft in the groundwater basin can impact water quality in the area, including water resources used by the installation.
- **Flood Management.** NBVC Point Mugu airfield is 13 feet above mean sea level and is located within a coastal zone. When flooding occurs, rising waters reach the airfield at NBVC Point Mugu causing delays in aviation operations.
- **Point Source Pollution Off-base.** Off-base activities have the potential to impact water quality on base. Such point source pollution includes the pesticides used on agricultural lands.
- **Development Impacting Storm Drainage Flows.** Development that occurs upstream can create constraints and challenges for stormwater drainage facilities downstream, including areas within NBVC facilities.



RECOMMENDATIONS

Recommended Strategies

This chapter identifies and organizes the recommended actions (strategies) developed through a collaborative effort between representatives of local jurisdictions, Naval Base Ventura County (NBVC), state and federal agencies, local organizations, the general public and other stakeholders that own or manage land or resources in the region. Because the NBVC JLUS is the result of a collaborative planning process, the recommendations in this chapter represent a true consensus plan; a realistic and coordinated approach to compatibility planning developed with the support of stakeholders involved throughout the process.

Recommended JLUS strategies incorporate a variety of actions that can be implemented to promote compatible land use and resource planning. Upon implementation, existing and potential compatibility issues arising from the civilian / military interface can be removed or significantly mitigated. As such, the recommended strategies function as the heart of the JLUS document and are the culmination of the planning process.

It is important to note that the NBVC JLUS is not an adopted plan, but rather a set of recommended strategies which should be implemented by the JLUS participants to address current and potential future compatibility issues.

Each of the JLUS recommended strategies that are included in this chapter is meant to address specific compatibility issues that are described in greater detail in Chapter 5 of the NBVC JLUS Background Report. The issues are included before each set of recommended strategies as a point of reference to what the recommended strategies are addressing. The issue numbers presented in Table 2 later in this chapter correspond to the issue numbers in the Chapter 5 of the Background Report for easy reference and can be used to read additional information on the specifics of the issues themselves.

The key component in the successful implementation of the JLUS recommended strategies is the establishment of a JLUS Coordination Committee (see Strategy COM-1A) to oversee the JLUS execution. Through this Coordination Committee, local jurisdictions, NBVC, and other interested parties can continue their initial work together to establish procedures, recommend or refine specific actions for member agencies, and make adjustments to recommended strategies over time to ensure the JLUS continues to resolve compatibility issues into the future.

Recommended Strategy Guidelines

The key to a successful JLUS is balancing the different needs of all involved stakeholders. To produce a balanced approach, several guidelines were used as the basis for strategy development. These guidelines included the following.

- Recommended strategies must not result in a taking of property as defined by state law.

- In order to minimize regulation, many of the strategies are only recommended within the certain geographic area for which the issue they address occurs (e.g. within the noise contours), instead of
- Similar to other planning processes that include numerous stakeholders, the challenge is to create a solution or strategy that meets the needs of all parties. In lieu of eliminating strategies that do not have 100 percent buy-in from all stakeholders, it was determined that the solution / strategy may result in the creation of multiple strategies that address the same issue but tailored to individual circumstances.
- Since this JLUS is meant to be a “living document”, and state and federal regulations are subject to change, before implementing one of the suggested recommended strategies, the implementing jurisdiction or party should ensure there is no conflict between the strategy and any existing state or federal law.

Military Compatibility Areas

In compatibility planning, the term “Military Compatibility Area” (MCA) is used to formally designate a geographic area where military operations may impact local communities, and conversely, where local activities may affect the military’s ability to conduct its mission(s). An MCA is designated to accomplish the following:

- Promote an orderly transition between community and military land uses so that land uses remain compatible.
- Protect public health, safety, and welfare.
- Maintain operational capabilities of military installations and areas.
- Promote an awareness of the size and scope of military training areas to protect areas separate from the actual military installation (e.g., critical air space) used for training purposes.
- Establish compatibility requirements within the designated area, such as requirements for sound attenuation or aviation easements.

The MCAs are used to define the geographic areas where the JLUS recommended strategies are to be applied. This technique ensures the recommended strategies are applied to the appropriate areas, and that locations deemed not subject to a specific compatibility issue are not adversely impacted by regulations inappropriate for their location or circumstance.

The proposed NBVC Point Mugu, Point Mugu Sea Range, and NBVC Port Hueneme, MCAs are an area that incorporates all compatible land use subzones. The NBVC MCA is shown on Figure 5. These MCAs are recommended under Strategy COM-2A.

NBVC Point Mugu MCA (Figure 5)

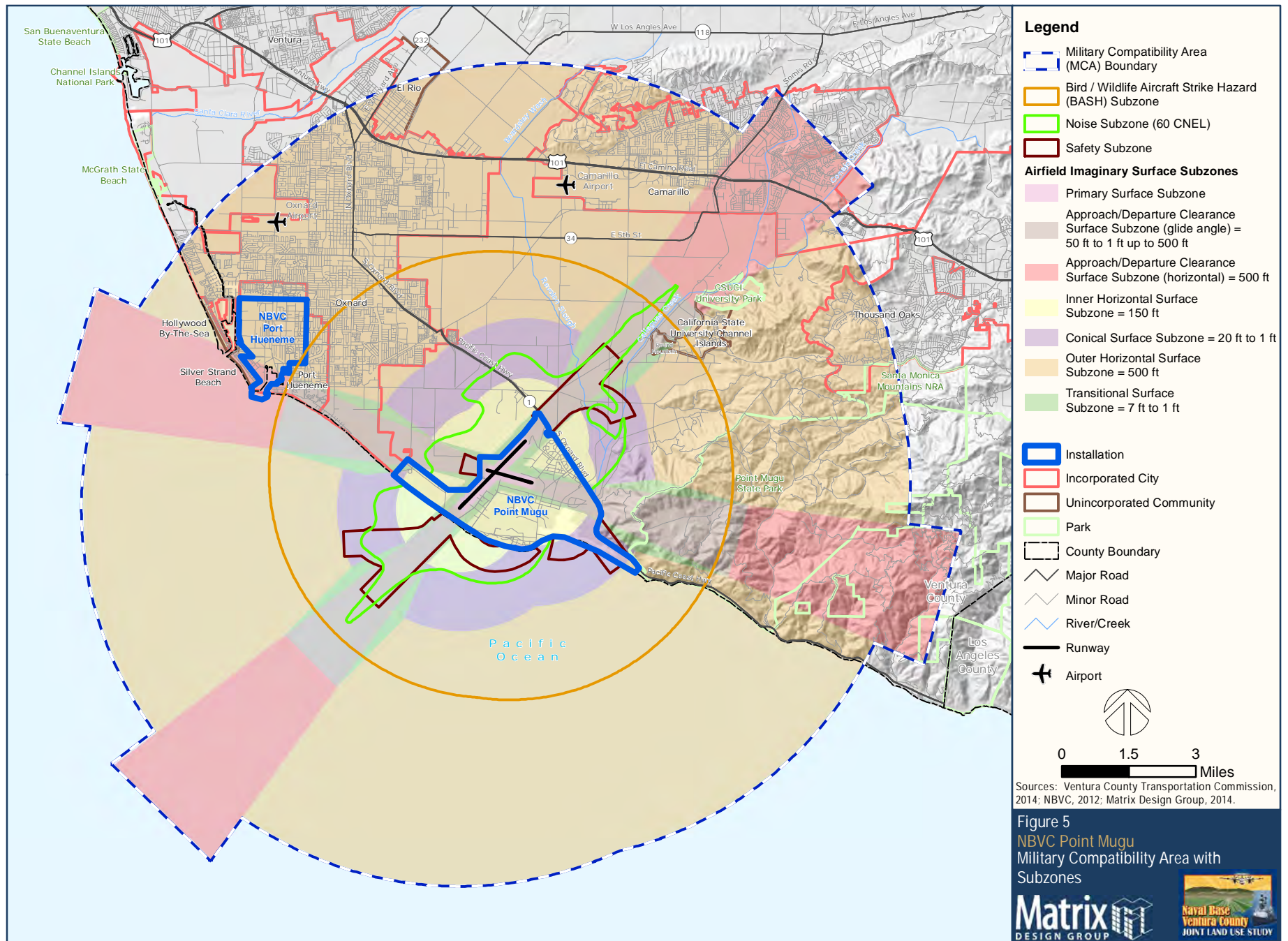
There are four subzones identified within the NBVC Point Mugu MCA, which are shown on Figure 5. These subzones are:

- Bird / Wildlife Aircraft Strike Hazard (BASH) Subzone
- Safety Subzone
- Noise Subzone
- Airfield Imaginary Surface Subzones

NBVC Point Mugu BASH Subzone (Figure 6)

The BASH Subzone is characterized by areas that could be affected by bird and wildlife strikes due to low level flight operations. These operations can impact community activities and conversely, community activities could adversely affect operations in this area if not coordinated with NBVC.

The BASH subzone represents a five-mile statutory area from the center of the runway prescribed by the Federal Aviation Administration (FAA). Land uses in this area may be subject to additional regulations, where appropriate, to prevent attractants of birds and wildlife that could increase the risk of safety to pilots and aircraft flying at lower speeds and altitudes. The BASH Subzone is illustrated on Figure 6.



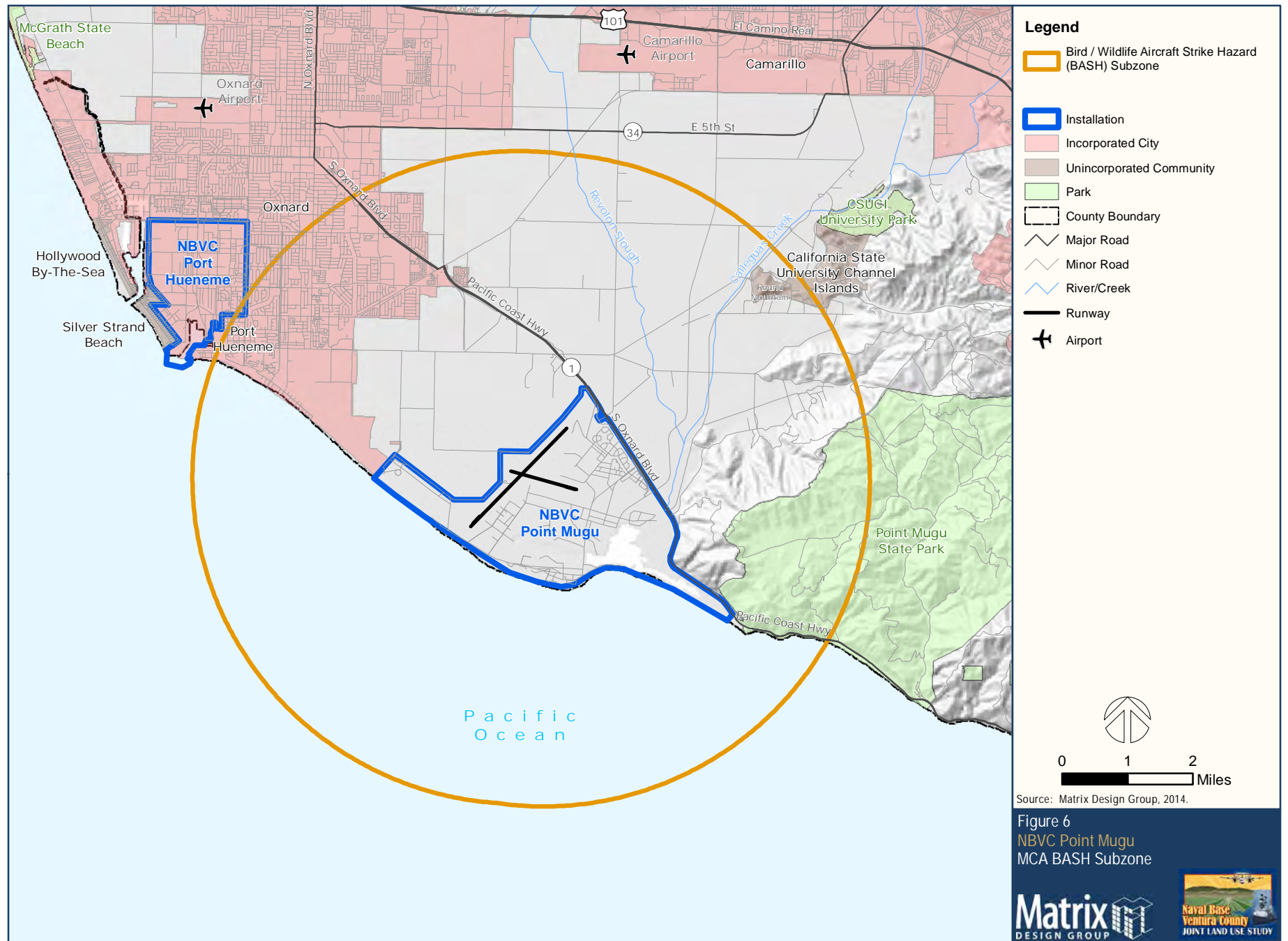


Figure 6
NBVC Point Mugu
MCA BASH Subzone



NBVC Point Mugu Safety Subzone (Figure 7)

The proposed Safety Subzone would regulate compatible land use types and densities / intensities within the Clear Zones (CZs) and Accident Potential Zones (APZs) I and II of Point Mugu's runways. The current location of each safety subzone is based on the airfield layout and air operations identified by the Navy. Figure 7 provides an illustration of the Safety Subzone.

A Safety Subzone is needed to prevent the development of incompatible land uses in areas with the greatest potential for an accident. These safety zones were identified as a result of the Navy's guidance that defines APZs as areas where an aircraft accident is most likely to occur (in the unlikely event that one was to occur). The APZs follow departure, arrival, and pattern flight tracks and are based upon analysis of historical data.

Within the CZ, most land uses are incompatible with aircraft operations. It is recommended that no development be located within CZs. Compatibility guidelines preclude land uses that concentrate large numbers of people (such as residences, apartments, churches, and schools) from being constructed within the APZs. While the likelihood of an accident is remote, the Navy recommends low density land uses within the APZs to ensure the maximum protection of public health and property.

Low density single family residential uses (1 to 2 units per acre) can be compatible when located within APZ II. Other compatible uses include agriculture, limited intensity office / retail, agricultural, and light industrial.

NBVC Point Mugu Noise Subzone (Figure 8)

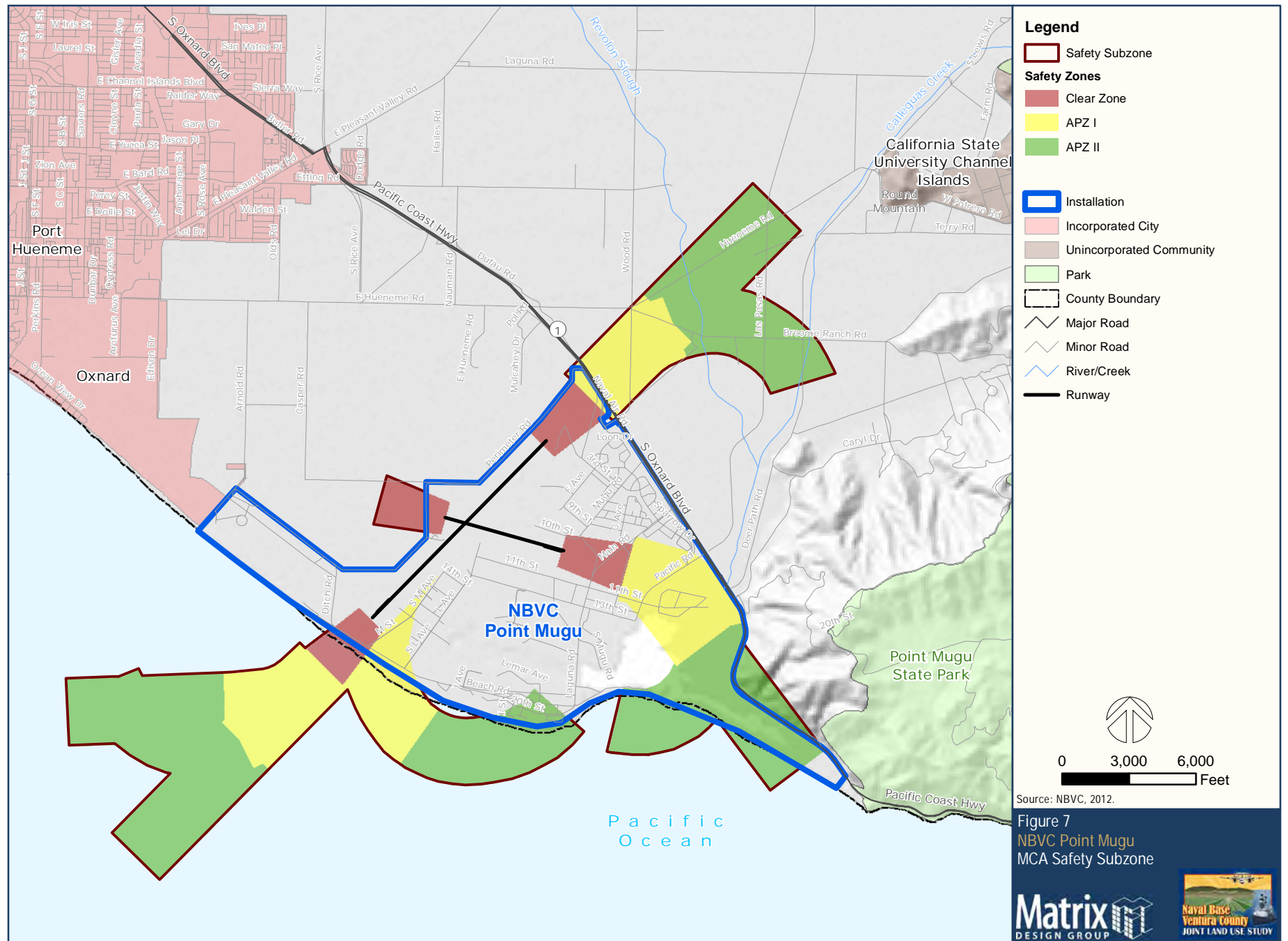
Noise is often a concern to the public surrounding military installations with flying missions. The Noise Subzone includes all land located off-installation within the 60 CNEL noise contour for NBVC Point Mugu. However, there are various other CNEL contours that will require varying noise attenuation standards in building construction of new structures or renovations of 51 percent or more.

Without a requirement for sound attenuation via building code requirements, certain uses such as residential, and those that congregate large groups, including schools, healthcare facilities, and churches, are not compatible under the 60 CNEL or greater noise contours. The local building code can be used to ensure that noise-attenuation measures are incorporated in all new development within the Noise Subzone. Although this tool will not prevent incompatible development, building codes can ensure compatibility to the greatest extent possible. The Noise Subzone is shown on Figure 8.

NBVC Point Mugu Airfield Imaginary Surface Subzones (Figure 9)

Vertical obstruction heights are a major concern for flight operations and training due to the potential for a structure to extend into navigable airspace, which could impede safe flight operations and put both pilots and citizens on the ground at risk of an aircraft accident. Vertical obstructions that can affect flight safety include, but are not limited to, cell towers, power lines, wind turbines, buildings, and trees.

The purpose of the Imaginary Surface Subzones are to regulate the height of all structures and buildings within the area defined by FAA guidance and Navy instructions known as imaginary surfaces. The imaginary surfaces are a 3-D geographic area comprising approach and departure airspace corridors and safety buffers. Figure 9 shows the Imaginary Surfaces Subzone.



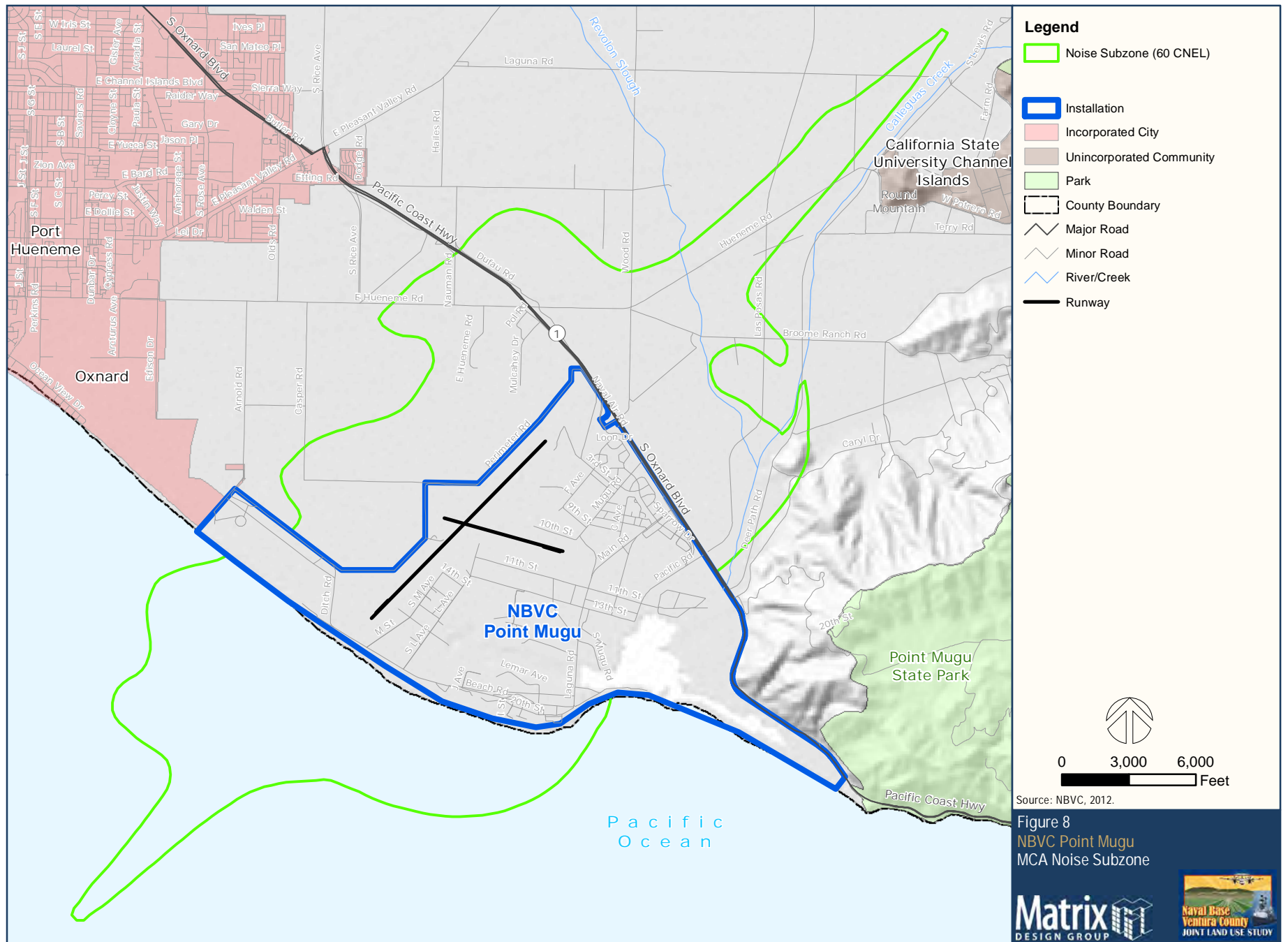
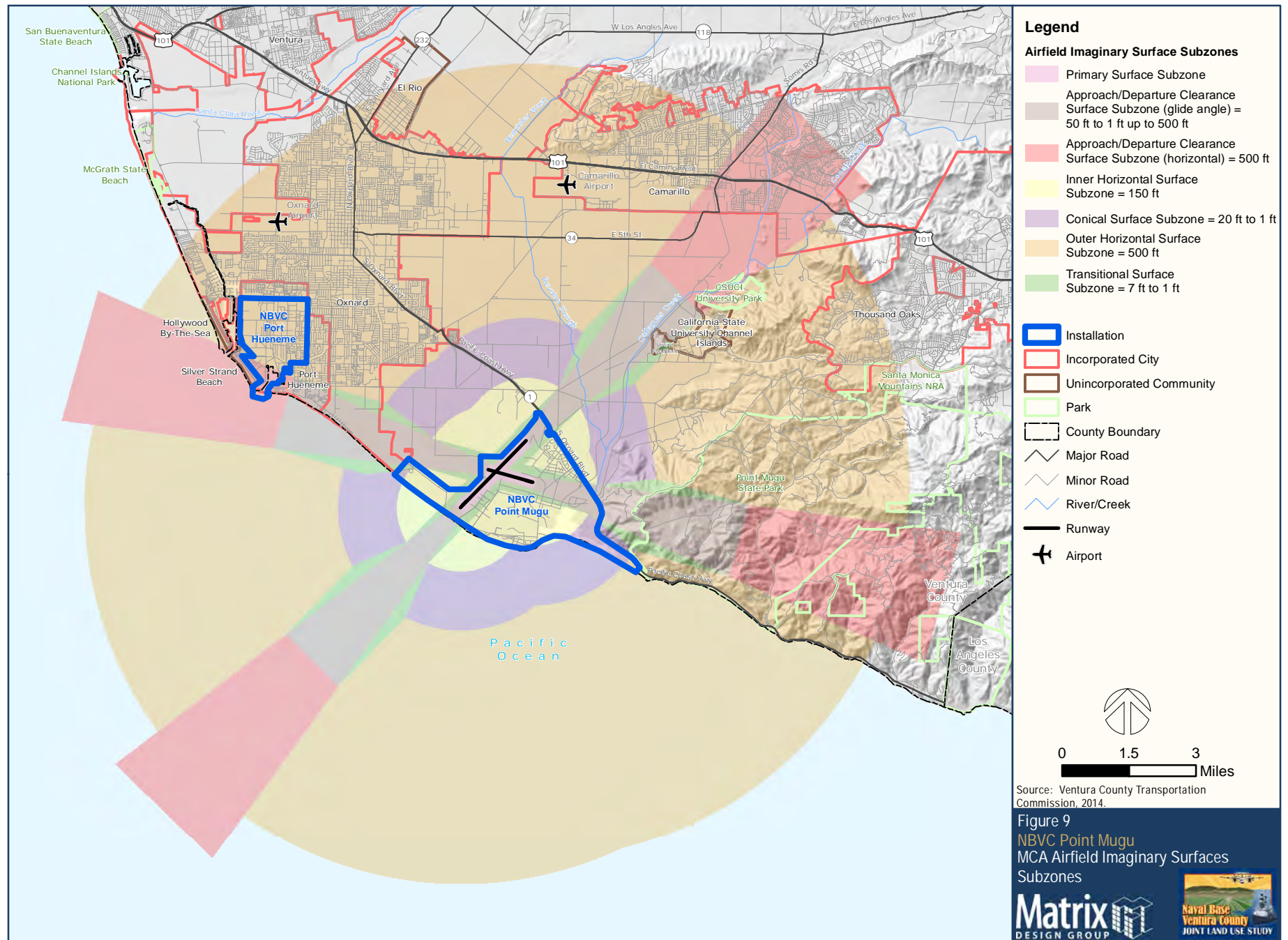


Figure 8
NBVC Point Mugu
MCA Noise Subzone



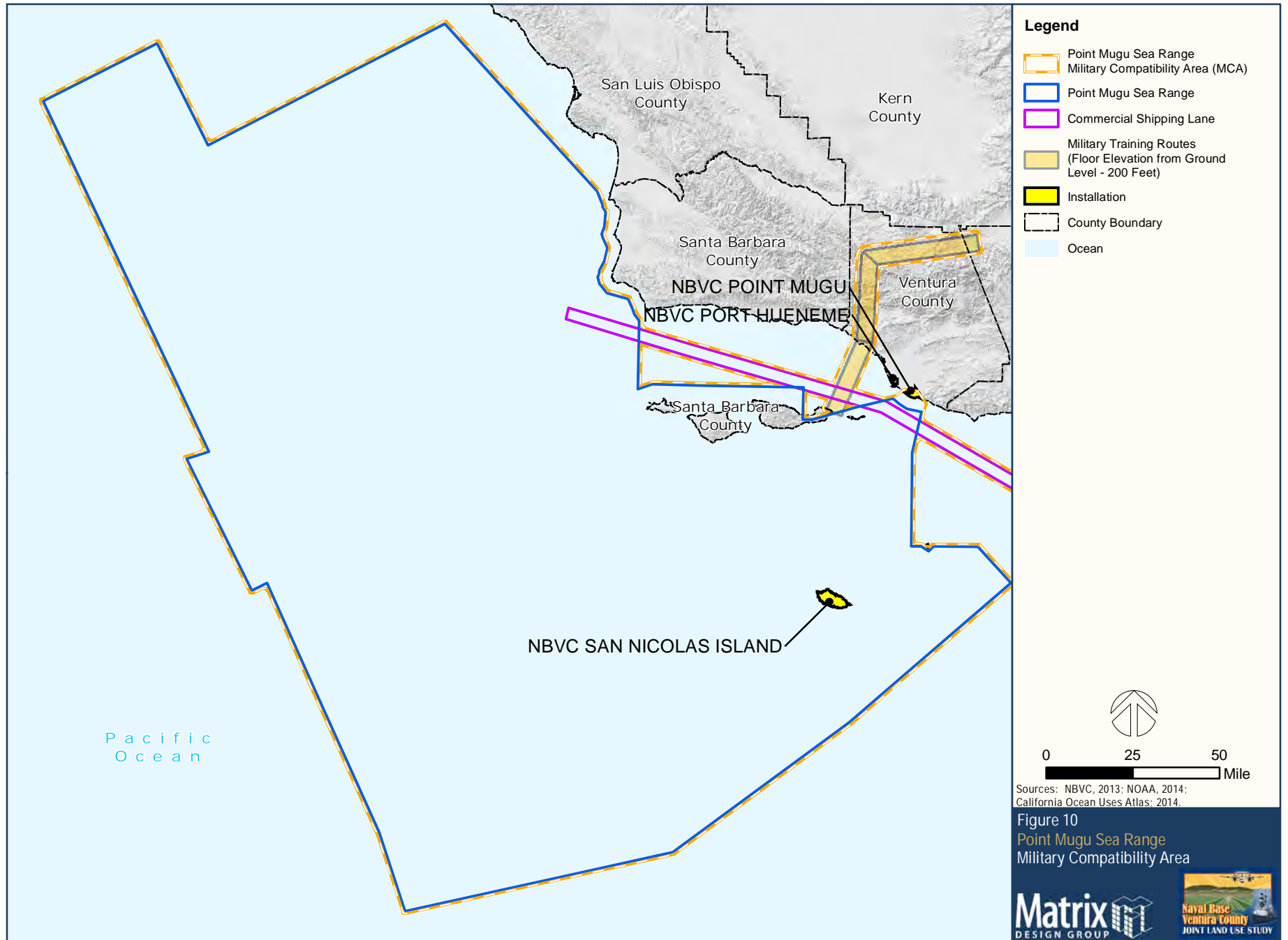


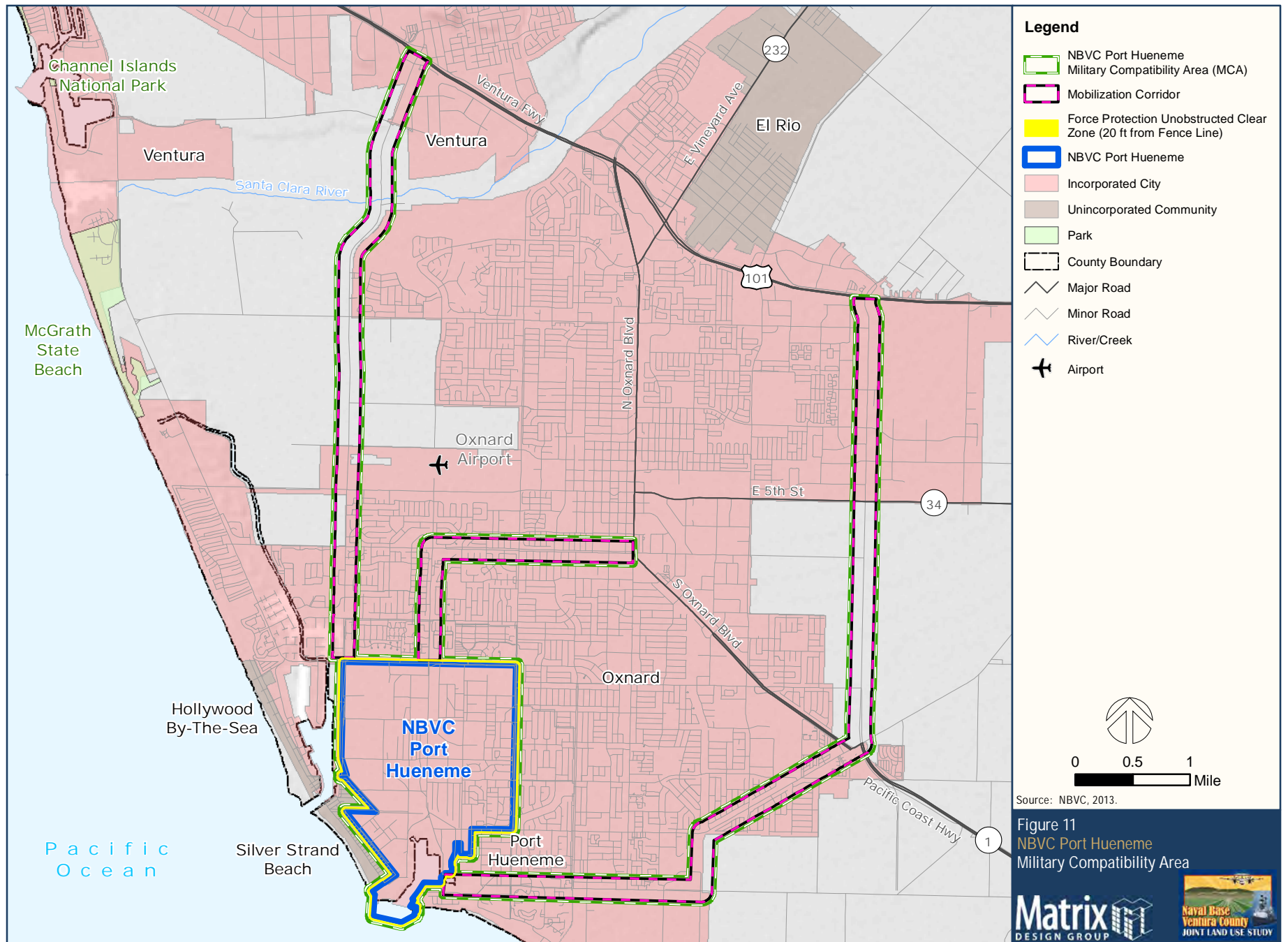
Point Mugu Sea Range MCA (Figure 10)

The Point Mugu Sea Range MCA is shown on Figure 10 and encompasses the entire Sea Range, San Nicolas Island, portions of the commercial shipping lane, restricted airspace, and military training routes. While the entire commercial shipping lane is not incorporated in the Sea Range, for the purpose of this JLUS, it is incorporated due to its potential impact to the military compatibility area footprint. Restrictions to commercial shipping activities, vertical heights, and renewable energy development areas will apply in this MCA.

NBVC Port Hueneme MCA (Figure 11)

The NBVC Port Hueneme MCA is shown on Figure 11 and covers the military operational components that make up the portion of training and logistics support activities performed at NBVC Port Hueneme. This area includes the Force Protection Unobstructed Clear Zone area (20 feet from the fence line of NBVC Port Hueneme) and the 500-foot clearance zone for mobilization corridors outside the fence line to connect to Highway 101. This area extends outward from the roadways. This operational area not only interfaces with the surrounding community and can potentially impact daily activities but also interfaces with commercial shipping and port operations. Restrictions that will apply here are requiring landscaping barriers, vertical height limits, and a safety area along the roadways to ensure the safety of mobilization of equipment and troops.





How to Read the Recommended Strategies

The recommended strategies developed were designed to address the issues identified during preparation of the JLUS. The purpose of each strategy is to:

- (1) Avoid future actions, operations, or approvals that would cause a compatibility issue,
- (2) Eliminate or reduce the adversity of existing compatibility issues where possible, and
- (3) Provide for enhanced communications and collaboration.

To make the strategies easier to use, they are presented in a table format that provides the strategy and information on when and how that strategy will be implemented. Figure 12 highlights the format and content of the strategy table, and the following paragraphs provide an overview of how to read the information presented within each strategy.

Issue or Strategy #. The issue # and strategy # are unique alpha-numeric numbers that provides a reference for each specific issue and strategy. A strategy’s reference number is composed of the Compatibility Issue number and this ID.

Military Compatibility Area (MCA). This column indicates the applicable MCA, or if the strategy relates to the whole JLUS Study Area. Additional details on MCAs are provided under the previous “Military Compatibility Area (MCA)” column.

Strategy. In bold type is a title that describes the recommended strategy. This is followed by the complete strategy statement that describes the action needed.

Timeframe. This column indicates the projected timeframe of each recommended strategy. The timeframes describe the year in which a strategy will be initiated or if it is an on-going action.

Short Term	Strategy proposed for initiation in 2016 / 2017 (within year of JLUS completion)
Mid Term	Strategy proposed to be initiated in 2018 / 2019 (within 1-2 years of JLUS completion)
Long Term	Strategy proposed to be initiated in 2020 - 2022 (3 to 5 years from JLUS completion)
On-going	An on-going implementation action

Responsible Party. At the right end of the strategy table are a series of columns, one for each jurisdiction, military entity, agency, and organization with responsibility for implementing the recommended JLUS strategies. If an entity has responsibility relative to implementing a recommended strategy, a mark is shown under their name. This mark is one of two symbols that represent their role. A solid square (■) designates that the entity identified is responsible for implementing the recommended strategy. A hollow square (□) designates that the entity plays a key supporting role, but is not directly responsible for implementation. The responsible parties are identified by their name or assigned acronym in the heading at the top of each page.

NBVC	Naval Base Ventura County
CSUCI	California State University Channel Islands
BOEM	Bureau of Ocean Energy Management
CALTRANS	California Department of Transportation
VCWPD	Ventura County Watershed Protection District
VCAPCD	Ventura County Air Pollution Control District
LAFCO	Ventura Local Agency Formation Commission
SCAG	Southern California Association of Governments
VCTC	Ventura County Transportation Commission

The JLUS recommended strategies are presented in Table 2.

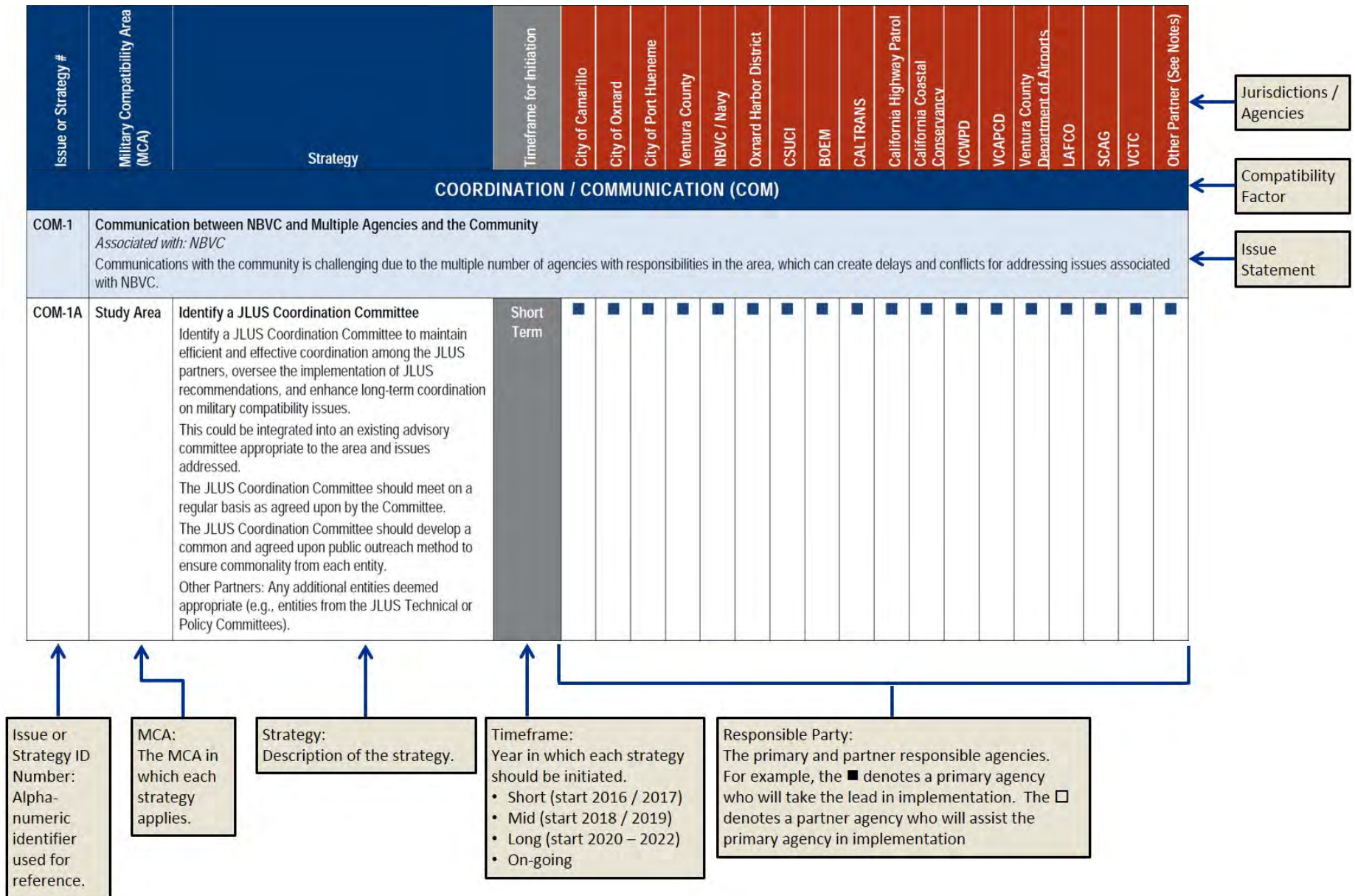


Figure 12. How to Read JLUS Recommended Strategies

Table 2. Issues / Recommended Strategies by Compatibility Factor (*Alphabetized by Factor*)

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC	Other Partner (See Notes)
				AIR QUALITY (AQ)																	
AQ-1	Air Quality Limitations on Operations <i>Associated with: NBVC Port Hueneme and NBVC Point Mugu</i> Current air quality conditions and regulations can impact operations at NBVC and NBVC's operations may impact air quality in surrounding communities.																				
AQ-1A	Study Area	Update Air Quality Management Plan The VCAPCD shall update and maintain its Air Quality Management Plan to incorporate new regulations and their associated impacts for commercial and military shipping and military compatibility policies.	Mid Term													<input checked="" type="checkbox"/>					
AQ-1B	Study Area	Develop a Plan to Address the State Compliance Issue with PM10 Ventura County and the cities of Camarillo, Oxnard, and Port Hueneme should continue to collaborate with NBVC to develop a plan that will address the issues with PM10 and bring the county / JLUS Study Area into compliance with the state standard to ensure adverse impacts to or from NBVC will not occur in the future.	Mid Term	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>								<input checked="" type="checkbox"/>					
AQ-1C	Study Area	Look into Ways to Reduce Naval Emissions The Navy should work within its civil engineering lab and environmental division to look into ways to reduce emissions generated by Navy activities and operations. If any methods are determined feasible, then the Navy should develop a plan for moving forward to implement.	On-going					<input checked="" type="checkbox"/>								<input checked="" type="checkbox"/>					

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC	Other Partner (See Notes)	
AQ-2	Fuel Emissions from Commercial Shipping Activities <i>Associated with: NBVC Point Mugu and NBVC San Nicolas Island</i> New fuel emission regulations have caused an increase in commercial ships traversing the NAVAIR Point Mugu Sea Range. This increases the potential for conflict with military operations in the Sea Range.																					
AQ-2A	Sea Range	Monitor New Commercial Shipping Regulations for Military Compatibility Local agencies and jurisdictions should collaborate with the California State Legislature, Oxnard, Port Hueneme, and Navy to monitor new regulations for commercial shipping for military compatibility to ensure the sustainability of the Point Mugu Sea Range mission. Other Partner: California State Legislature, US Congress, US Coast Guard	On-going		☐	☐	☐	☐	■												■	
AQ-2B	Study Area	Prepare a Feasibility Study to Determine Workable Solutions for Government Vessels NBVC should collaborate with the Coastal Conservancy and other partners including the State Legislature to prepare a study to determine shipping solutions for government vessels so the military can participate in reducing air pollutants in the JLUS Study Area. Other Partner: California State Legislature	Mid Term					■														■
AQ-2C	Study Area	Reporting of Naval Delays The Navy should report delays and impacts to its mission / range areas that result from delays in shipping activities to relevant regulatory agencies.	On-going					■	☐													

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC	Other Partner (See Notes)
ANTI-TERRORISM / FORCE PROTECTION (AT)																					
AT-1	Parking Enforcement <i>Associated with: NBVC Port Hueneme</i> Parking adjacent to NBVC fencelines, including, but not limited to, locations along Island View Avenue, Panama Drive, and Sawtelle Avenue, creates potential security issues with NBVC mission. Additionally, there is no consistency in traffic and parking enforcement because some areas are under California Highway Patrol and some areas are under Ventura County Sheriff's Office.																				
AT-1A	Port Hueneme	Perform a Parking Study Ventura County should work with the JLUS Coordination Committee to conduct a parking study for the area around Port Hueneme and propose a new parking plan based on the outcome to address security concerns along the fenceline at NBVC Port Hueneme. This new plan would maximize existing parking areas to accommodate new parking and move parking away from the Port Hueneme fenceline. Topics to be addressed should include: <ul style="list-style-type: none"> ■ Enhanced efficiencies in existing parking areas ■ Creation of new parking to create new capacity in the area that allows removal of parking along the fenceline ■ Evaluate no parking areas in connection with sensitivity of uses on Navy side ■ Evaluate the control of parking oversized vehicles along the fenceline (vehicles over eight feet) ■ Evaluate the use of resident permits for parking in certain areas Other Partner: Channel Islands Beach Community Services District, Sheriff's Department	Mid Term			■														■	

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC	Other Partner (See Notes)	
AT-1B	Port Hueneme	<p>Consider Dual Navy Fenceline</p> <p>The Navy should consider the possibility to install a second fence inside the installation boundary to create a dual fence layer that will add a secondary security buffer from vehicles parked next to the fence. This would require coordination with the Navy anti-terrorism / force protection point of contact.</p>	Mid Term					■														
AT-1C	Port Hueneme	<p>Update County Coastal Area Plan</p> <p>Ventura County should update its Coastal Area Plan to incorporate policies for military compatibility. Such an update should include:</p> <ul style="list-style-type: none"> ■ Policies that address parking issues; ■ Design standards that encourage parking in community parking areas and discourage parking along the fencelines; and ■ Notification of the No Parking Zones. <p>Other Partner: Channel Islands Beach Community Services District</p>	Long Term				■	□														□
AT-1D	Port Hueneme	<p>“Eyes” on NBVC Port Hueneme Program</p> <p>Ventura County and the Channel Islands Beach Community Services District should work with NBVC to develop a citizen vigilance program to report vehicles that park along the fenceline to ensure the security of the base.</p> <p>Other Partners: Channel Islands Beach Community Services District, Ventura County Sheriff’s Office</p>	Mid Term				■	□					□									■

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	Stakeholders																		
				City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC	Other Partner (See Notes)	
AT-1E	Port Hueneme	<p>Formalize Agreement for Enforcement of No Parking Zones</p> <p>NBVC should collaborate with the California Highway Patrol and the Ventura County Sheriff's Office to formalize an agreement to provide enforcement of the No Parking Zones along the fencelines of Island View Avenue and Panama Drive.</p> <p>Other Partner: Ventura County Sheriff's Office</p>	Mid Term					<input checked="" type="checkbox"/>						<input type="checkbox"/>								<input type="checkbox"/>
AT-2	<p>Waterside Security for Port Hueneme <i>Associated with: NBVC Port Hueneme</i></p> <p>There are concerns on the adequacy of and responsibility for waterside security for NBVC Port Hueneme which may increase the vulnerability for security issues.</p>																					
AT-2A	Port Hueneme	<p>Update Joint Use Agreement</p> <p>The Navy and the Oxnard Harbor District should consider updating the Joint Use Agreement to incorporate actions for sharing resources for waterside security. Public-public partnership funds may be a viable funding source. This could include joint-funding to acquire private security personnel.</p> <p>Other Partner: U.S. Coast Guard</p>	Mid Term					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>													<input type="checkbox"/>
AT-2B	Port Hueneme	<p>Develop MOU to Share Resources for Waterside Security</p> <p>NBVC and Oxnard Harbor District should develop an MOU that would delineate the sharing of resources to provide for waterside security and surveillance. Public-public partnerships should be considered in funding methods.</p> <p>Other Partner: U.S. Coast Guard</p>	Mid Term					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>													<input type="checkbox"/>

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC	Other Partner (See Notes)
BIOLOGICAL RESOURCES (BIO)																					
BIO-1	Wetland / Marsh Impacts <i>Associated with: NBVC Point Mugu</i> Development upstream may create impacts on wetland and marsh areas on or near NBVC Point Mugu.																				
BIO-1A	Point Mugu	Update General Plans Ventura County and other jurisdictions in the Calleguas Creek watershed should consider updating their general plans to incorporate military compatibility policies and encourage the use of low impact development upstream so as not to increase flood waters downstream. Other Partners: Cities of Simi Valley, Moorpark, Thousand Oaks	Long Term	■	■		■								□						■
		See strategies IE-2A, IE-2B, SA-1B, WQQ-3A, and WQQ-3B.																			

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	Partners																
				City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC
CLIMATE CHANGE (CC)																				
CC-1	Impacts of Climate Change <i>Associated with: NBVC</i> Potential implications of climate change, such as sea level rise, storm intensity, wild fires, and associated impacts to the NBVC mission.																			
CC-1A	Study Area	Develop Climate Change Impact Assessment NBVC should work with the local jurisdictions, the OHD, California Department of Conservation and the DOD to develop a Climate Change Impact Assessment that addresses issues related to climate change for the installation, including references to sea level rise, wildfires and stormwater runoff intensities. This assessment and its associated actions should be coordinated with other local on-going studies. The Nature Conservancy / Coastal Resilience completed a climate change model for the area that should be used as a first look and relevant information can be used and expanded upon if necessary. Other Partners: DOD, California Department of Conservation, non-governmental organizations	Long Term	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
COORDINATION / COMMUNICATION (COM)																				
COM-1	Communication between NBVC and Multiple Agencies and the Community <i>Associated with: NBVC</i> Communications with the community is challenging due to the multiple number of agencies with responsibilities in the area, which can create delays and conflicts for addressing issues associated with NBVC.																			
COM-1A	Study Area	Identify a JLUS Coordination Committee Identify a JLUS Coordination Committee to maintain efficient and effective coordination among the JLUS	Short Term	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC	Other Partner (See Notes)
COM-1A (cont'd)		<p>partners, oversee the implementation of JLUS recommendations, and enhance long-term coordination on military compatibility issues.</p> <p>This could be integrated into an existing advisory committee appropriate to the area and issues addressed.</p> <p>The JLUS Coordination Committee should meet on a regular basis as agreed upon by the Committee.</p> <p>The JLUS Coordination Committee should develop a common and agreed upon public outreach method to ensure commonality from each entity.</p> <p>Other Partners: Any additional entities deemed appropriate (e.g., entities from the JLUS Technical or Policy Committees).</p>																			
COM-1B	Study Area	<p>Develop Memorandum of Understanding (MOU)</p> <p>NBVC should collaborate through the JLUS Coordination Committee to facilitate the development of a formal MOU that delineates the roles and responsibilities for each agency in the JLUS Study Area. This MOU should contain information such as:</p> <ul style="list-style-type: none"> ■ Point of Contact and contact information for each agency, ■ Role in addressing compatibility issues with the base, ■ Responsibility in addressing compatibility issues, ■ Community and military response times, and ■ Triggers for coordination and communication, e.g., infrastructure planning, water resources planning, economic development, etc. <p>Other Partners: Channel Islands Beach Community Services District, environmental groups, duck clubs, etc.</p>	Mid Term	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC	Other Partner (See Notes)
COM-1C	Study Area	<p>Enhance and Maintain a GIS Data Clearinghouse Working with the Channel Islands Regional GIS Collaborative (CIRGIS), Ventura County and cities in the JLUS Study Area, as well as federal and state agencies and NBVC should work collaboratively to enhance the data held by CIRGIS, with emphasis on data layers related to compatibility planning (as contained in this JLUS). A protocol for accessing and updating the information should be developed to ensure accuracy and appropriate security measures are established. Other Partner: CIRGIS</p>	Mid Term	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
COM-1D	Study Area	<p>Develop a Resource Management Reference Guide Ventura County, in cooperation with the JLUS partners, should develop a brief reference guide providing information about the various agencies in the JLUS Study Area with their respective responsibilities. This guide should be developed in a format that is easily posted to appropriate entity websites. It should be tailored to existing Navy issues and contain:</p> <ul style="list-style-type: none"> ■ Map(s) identifying the important resources in the area, and ■ Contact information for the agency representative that would help in cases of community-military compatibility. 	Mid Term	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>							

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COM-2	Early Development Review Coordination <i>Associated with: NBVC Port Hueneme and NBVC Point Mugu</i> Some of the JLUS communities do not have an early, coordinated process with NBVC regarding development review of new or expanded infrastructure planning and long-range planning between NBVC and local / regional agencies.																				
COM-2A	Study Area	Military Compatibility Areas (MCA)s with Subzones Establish MCAs with Subzones shown on Figures 5 through 7. The MCAs should be used by stakeholders to identify where, geographically, each recommended JLUS strategy should be applied. <ul style="list-style-type: none"> ■ Study Area. This MCA covers regional strategies that apply to the JLUS Study Area as a whole. ■ NBVC Port Hueneme MCA. The area within 20 feet of the NBVC Port Hueneme facility boundary and the 500 foot clearance zone of the mobilization corridors. Restrictions that will apply here are requiring landscaping barriers, vertical height limits, and a safety area along the roadways to ensure the safety of mobilization of equipment and troops. ■ NBVC Point Mugu MCA. This MCA and its four subzones document the areas subject to noise, density / intensity, vertical height and land use restrictions due to the various military activities including aviation activity. The four subzones are: <ul style="list-style-type: none"> • BASH Subzone. This is a five-mile statutory area that is prone to bird air strikes, and as such lands in this area should include additional land use regulations, as appropriate, to reduce land uses that attract birds and wildlife. High-priority biological resource areas may be 	Mid Term	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC	Other Partner (See Notes)
COM-2A (cont.)		<p>exempt from this.</p> <ul style="list-style-type: none"> • Noise Subzone. This outer boundary is the 60 dB CNEL contour; however, there are various other CNEL contours that will require varying noise attenuation standards in building construction of new structures or renovations of 51% or more. • Safety Subzone. Contains the area composed of the CZ and the APZs, and land uses will be restricted to lower densities and heights in this subzone. • Imaginary Surface Subzone. This subzone is composed of six different subzones all with varying slopes and heights from which to restrict outside land uses to these heights. <ul style="list-style-type: none"> ■ Point Mugu Sea Range MCA. An area that is defined by the Sea Range boundary including Restricted Airspace, MTRs, and commercial shipping lanes. Restrictions to commercial shipping activities, vertical heights, and renewable energy development areas will apply in this MCA. 																			
COM-2B	Study Area	<p>NBVC Technical Support to Local Jurisdictions The NBVC CPLO or other appropriate representative, when appropriate and available, should be available to support local planning commissions in each jurisdiction (and other advisory boards, as appropriate) within the Study Area by attending meetings and be available to answer questions relative to applications or plans that may affect operations associated with NBVC and the Point Mugu Sea Range.</p>	On-going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>													

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	Stakeholders																
				City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC
COM-2C	Study Area	<p>Maintenance and Update of MCAs</p> <p>NBVC shall provide updated information to the JLUS Coordination Committee when changes in operations or circumstances result in the need to update or modify one of the MCA boundaries. The JLUS Coordination Committee will be responsible for making a recommendation to members to incorporate these changes into appropriate plans, regulations, and policies.</p>	On-going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>											
		See strategies COM-1B and COM-1C.																		
COM-3	<p>NBVC Formal Communication Procedures <i>Associated with: NBVC</i></p> <p>There may be inadequate communication procedures for NBVC to inform the public about mission activities and training exercises including, but not limited to, the following topics:</p> <ul style="list-style-type: none"> Changes in scheduled aircraft operations (such as eastern Camarillo area) that result in operations that are notably different from standard operations. Special training and RDTE activities Commercial deliveries to the base Other significant changes in operations 																			
COM-3A	Study Area	<p>Establish Communication Procedures for Mission Activities and Changes</p> <p>NBVC shall work with the JLUS jurisdictions and relevant agencies to establish procedures for coordination between the base and local jurisdictions / agencies relative to base operations and changes to operations and activities. This will include:</p> <ul style="list-style-type: none"> Define operations and changes in operations that warrant public knowledge, Identify points of contact for all coordination, Provide notice of all NEPA documentation, except for categorical exemptions, or as otherwise refined 	Mid Term / On-going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>										

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COM-3A (cont'd)		<p>by the JLUS Coordination Committee, to affected local jurisdictions and organizations for comment,</p> <ul style="list-style-type: none"> ■ Establish a formal procedure for responding to comments or questions from jurisdictions and the public, ■ Establish a standard timeline for responses to address concerns, and ■ Provide notice to NBVC on all public activities that could impact mission readiness. <p>Consultation is expected to occur on activities in the defined MCAs, the installation should establish contacts and procedures for receiving notices and review opportunities on significant regional projects outside of the MCAs including activities near the CSUCI. Procedures should be reviewed annually and updated as appropriate by the JLUS Coordination Committee.</p>																			
COM-3B	Study Area	<p>Encourage Use of Media Methods to Disseminate Information</p> <p>Port Hueneme uses AM Radio Station 1610 to inform the public and base visitors about base activities. There are signs posted along the base perimeter. This information should be made available on the Navy's website and through other jurisdictions' public service announcement and media outlets methods.</p>	On-going	☐	☐	☐	☐	■	☐												
COM-3C	Study Area	<p>Maintain and Continue to Utilize Social Media</p> <p>NBVC should regularly maintain the NBVC Facebook page and other social media pages to disseminate information about base activities and post contact information for visitors to contact the base if they have a question or concern.</p>	On-going					■													

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COM-4	Unmanned Aerial Systems (UAS) Public Information <i>Associated with: NBVC</i> Lack of information about military and civilian use of UAS / UAVs in Ventura County.																				
COM-4A	Study Area	Maintain and Promote Websites Providing Information on UAS Develop maintain and promote websites that provide public information on mission and local operations, to include UAS. Concerns over any operations at NBVC should be directed to the NBVC Public Affairs Office.	Mid Term	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>							<input type="checkbox"/>					
COM-5	Notification to Local Law Enforcement <i>Associated with: NBVC Port Hueneme</i> There can be a lack of advance notice to local law enforcement to assist in traffic control and queuing during on-base activities / special events. These events tend to impact traffic off-base creating congestion and stacking of vehicles at gate access points.																				
COM-5A	Port Hueneme, Point Mugu	Maintain Existing MOUs and Continue to Work with Other JLUS Jurisdictions to Develop MOUs for Local Law Enforcement. NBVC should continue to work with the JLUS jurisdictions to maintain and improve an MOU that delineates when additional assistance is needed for on-base activities / special events. Such an MOU should include: <ul style="list-style-type: none"> ■ Points of contact for local law enforcement, ■ Timeframes / response times for contacting local law enforcement, ■ Types of activities that local law enforcement would be needed, and ■ Identification of sharing resources and responsibility for reimbursement, if necessary. Other Partner: Other local law enforcement	Mid Term	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>					<input type="checkbox"/>								<input type="checkbox"/>

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	Stakeholders																	
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COM-6	Poor Signage for Base Commercial Truck Traffic <i>Associated with: NBVC Port Hueneme</i> Commercial freight trucks sometimes miss entrances to the base and enter surrounding local roads not designed for heavy commercial trucks.																				
COM-6A	Port Hueneme	Maintain Signage for Commercial Deliveries NBVC should maintain the existing signs for the commercial access gate to retain better sign visibility from the roadways.	Mid Term		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>					<input type="checkbox"/>								
COM-6B	Port Hueneme	Enhance Communications for Commercial Deliveries Information The Navy should modify the website page for commercial deliveries by adding information to aid commercial truck drivers in accessing the appropriate gate more frequently. Such modifications should include: <ul style="list-style-type: none"> Contact information of the Public Affairs Officer, or Security Office if a contact number directly to the access point cannot be provided, and Maps of the commercial access gate should be easily accessible from the website. 	Short Term					<input checked="" type="checkbox"/>													
COM-6C	Port Hueneme	Commercial Delivery Contracts NBVC should include in contracts with service and supply providers information on access routes and points of contacts for information.	On-going					<input checked="" type="checkbox"/>													

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COM-7	Land Required for Staging to Support NBVC Mission <i>Associated with: NBVC Port Hueneme</i> There is a perception that NBVC has underutilized lands, which has led to multiple proposals to use NBVC Port Hueneme property for non-DOD purposes, including: <ul style="list-style-type: none"> Commercial / shipping purposes. Community parking along the fenceline at Silver Strand Beach Part of the base mission is to provide staging area for troop and equipment mobilization. Mobilization and lay down areas appear vacant, but serve current mission requirements.																				
COM-7A	Port Hueneme	Public Mission Briefings / Updates NBVC should conduct regular public mission briefings / updates (which may include installation tours or open houses) to various interest groups and jurisdictions in the area to educate the public and businesses about the primary mission of the base including the land needed for the primary mission. Information should be presented in a bilingual format. Consider expansion of Friends of NBVC as funds allow. Other Partners: Community organizations (such as chambers of commerce), Channel Islands Beach Community Services District	Mid Term / On-going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>													<input type="checkbox"/>
COM-8	Notification of Emergency Events on Base <i>Associated with: NBVC Point Mugu, NBVC Port Hueneme</i> Public concerned about notification of emergency events or hazards that may occur on base that could affect areas off-base.																				
COM-8A	NBVC Point Mugu Port Hueneme	Website / Social Media Notifications NBVC should continue to utilize and enhance their website and social media avenues to inform the public about emergency events that occur on-base and may affect off-base properties, people or things. This should be publicized regularly to enable the public to know this form of notification will be used in the event of an emergency that affects off-base activities.	Short Term / On-going					<input checked="" type="checkbox"/>													

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COM-8B	NBVC Point Mugu Port Hueneme	Conduct Emergency Drills The Navy should continue to conduct planned emergency drill exercises with local public safety responders as delineated in MOUs to test how communications are relayed to the public during an emergency. The Navy has existing MOUs with Ventura County, City of Ventura, and City of Oxnard. Existing Emergency Management plans are being updated and signed by end of June 2015. Other Partners: City of Ventura	On-going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>										<input type="checkbox"/>	
COM-9	Long-term Coordination / Communications of Port Operations <i>Associated with: NBVC Port Hueneme</i> Potential need for enhanced coordination and communications as they pertain to seaside operations to ensure optimal use of Port facilities considering available infrastructure.																				
COM-9A	Port Hueneme	Maintain Weekly Coordination Meetings NBVC and Oxnard Harbor District should continue to participate in and conduct weekly meetings that are required by the Joint Use Agreement to ensure facilities and scheduling of facilities is optimal for both organizations to execute its missions. When possible determine when additional facilities can be used for commercial use and / or military use.	On-going					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>												

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DUST / SMOKE / STEAM (DS)																					
DS-1	Dust / Smoke from Agricultural Operations <i>Associated with: NBVC Point Mugu</i> Dust generated from cultivation and/or agricultural burning on nearby agricultural lands can potentially represent a visual impairment to pilots performing aviation operations in the vicinity of the NBVC Point Mugu Airfield.																				
DS-1A	Point Mugu	Identify Dust / Smoke Sensitive Areas VCAPCD should work with Ventura County and NBVC to identify areas where the generation of dust and smoke by agricultural activities and prescribed burns should be limited in order to protect the pilots and public from preventable accidents. These areas would be limited to using only certain mitigation techniques that minimize dust and smoke in the air. In addition, activities may be limited to certain times of the day and / or seasons of the year.	Mid Term				<input type="checkbox"/>	<input type="checkbox"/>								<input checked="" type="checkbox"/>					
DS-1B	Study Area	Update Ventura County Air Pollution Control District (VCAPCD) Smoke Management Plan VCAPCD should consider updating its smoke management plan to incorporate smoke/dust sensitive areas as determined by actions taken in Strategy DS-1A. In these smoke / dust sensitive areas, property owners would be limited to: <ul style="list-style-type: none"> ■ Certain types of dust / smoke mitigation measures and ■ Certain times of day and seasons when activities can be performed These measures would be employed to protect the safety of the pilots and the public.	Mid Term					<input type="checkbox"/>								<input checked="" type="checkbox"/>					

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DS-1C	Study Area	Amend Rule 55 for Military Compatibility The VCAPCD should amend Rule 55 for military compatibility policies. Such amendments should include considerations for low-level aviation safety, e.g., visual impairments caused by smoke and dust.	Long Term				<input type="checkbox"/>	<input type="checkbox"/>								<input checked="" type="checkbox"/>						
DS-1D	Study Area	Communication on Visibility Issues VCAPCD shall notify NBVC relative to requests or plans to perform prescribed, controlled, or agricultural waste burns. Other partners: Ventura County Agricultural Commissioner, Ventura County Farm Bureau	On-going					<input type="checkbox"/>								<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>
ENERGY DEVELOPMENT (ED)																						
ED-1	Alternative Energy Development <i>Associated with: NBVC</i> The Potential for alternative energy development (e.g., tidal, solar, wind, etc.) and their associated impacts on the NBVC mission. Impacts may include radar / communications interference, vertical obstruction, and glare.																					
ED-1A	Study Area	Policies for Military Compatibility The jurisdictions should consider updating their general plans to incorporate military compatibility policies for the larger-scale commercial renewable energy development industry to ensure the jurisdictions and other relevant agencies are included in potential development discussions. NBVC should be included in such discussions as well.	Long Term	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>												

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ED-1B	Study Area	<p>Coordinate Development Plans with Navy</p> <p>As a first step, developers/applicants for large-scale commercial power generation using alternative energy systems should notify and coordinate proposed plans with the Community Planning and Liaison Officer at NBVC. The coordination should be done early in the planning process to optimize compatibility and reduce costs associated with plan changes.</p> <p>Other Partners: Developers</p>	On-going					<input type="checkbox"/>														<input checked="" type="checkbox"/>
ED-1C	Study Area	<p>Coordinate with DOD Siting Clearinghouse</p> <p>The DOD Siting Clearinghouse requirements and standards published in Title 32, Code of Federal Regulations, Part 211 shall advise and guide the process to facilitate the early submission of renewable energy project proposals to the Clearinghouse for military mission compatible review.</p> <p>Amend applicable local planning documents (general plans, regional plans, renewable energy regulations) to incorporate policies and procedures for coordinating alternative energy development applications with the DOD Siting Clearinghouse.</p> <p>Other Partner: DOD Clearinghouse.</p>	Long Term	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>						<input type="checkbox"/>

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ED-2	Off-shore Energy Facilities <i>Associated with: NBVC Point Mugu</i> The potential for future energy development / facilities in the sea lanes along the coast may interfere with military operations.																				
ED-2A	Sea Range	Continue Memorandum of Understanding with the Bureau of Ocean Energy Management NBVC / Navy should continue to collaborate with the Bureau of Ocean Energy Management (BOEM) to maintain an MOU that delineates areas where off-shore energy development would be limited due to adverse impacts with military testing and training operations.	Mid Term					■													
ED-2B	Sea Range	Identify and Map Locations for Off-shore Renewable Energy Development BOEM and NBVC should collaborate to identify the areas within the Sea Range that are more suitable to others already identified. Considerations for interference caused by vertical heights, telemetry and communications, and commercial / military shipping activities should be included. Local jurisdictions should be consulted on locations and any discussion about shore-side facilities that may occur. Other Partners: State Lands Commission	Mid Term		■	■	■	■													■

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC	Other Partner (See Notes)
ED-2C	Study Area	<p>Military Compatibility Legislation for Offshore Alternative Energy Development</p> <p>The JLUS jurisdictions and agencies including NBVC and NAVAIR should advocate to the California State Legislature for legislation that will require off-shore energy developers to notify federal and local agencies during the early planning phases to ensure military compatibility and local sustainability. In this legislation, the permitting process should be clarified for all agencies involved or monitoring the development. The legislation should also differentiate between greater than three miles offshore and less than three miles offshore to determine which entity (federal versus state) should be notified.</p> <p>Other Partner: California State Legislature, NAVAIR</p>	Long Term	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>					<input checked="" type="checkbox"/>
		See ED-1B and ED-1C.																			

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FREQUENCY SPECTRUM IMPEDANCE / INTERFERENCE (FRQ)																					
FRQ-1	Wireless Communications / Radio Interference near NBVC Facilities and the Sea Range <i>Associated with: NBVC</i> As the demand for wireless communications facilities and other commercial uses of the RF spectrum increase, there is the potential for interference of the commercial RF with the NBVC mission communications.																				
FRQ-1A	Study Area	Navy Coordination with Federal Communications Commission The Navy / NBVC should coordinate with the Federal Communications Commission (FCC) to address potential conflicts between FCC rules and regulations and military readiness to ensure that FCC rules and regulations do not place requirements on local jurisdictions that are in conflict with military operations. Other Partner: FCC	Short Term					■													■
FRQ-1B	Point Mugu	Strengthen Relationship with FAA Western Frequency Management Office, Los Angeles NBVC should work with the Federal Aviation Administration (FAA) Western Frequency Management Office, Los Angeles to strengthen relationships resulting in optimal assistance in detecting and identifying the location of harmful frequencies that adversely impact the NBVC mission. Other Partners: FAA Western Frequency Management Office, Los Angeles, FCC	Mid Term					■													□

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FRQ-1C	Point Mugu	<p>Identify and Map Radio Frequency Interference Free Zones</p> <p>NBVC should work with the jurisdictions to identify areas where radio frequency interference with the military mission should not occur. These maps should then be incorporated into general plans and zoning ordinances.</p> <p>Other Partners: FAA Western Frequency Management Office, Los Angeles, FCC</p>	Long Term	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>												<input type="checkbox"/>
FRQ-2	<p>Potential for Frequency Spectrum Interference Affecting Navy Operations</p> <p><i>Associated with: NBVC Point Mugu</i></p> <p>Potential for unauthorized use of radio frequencies to cause interference with NBVC FTS Missile Signal.</p>																			
FRQ-2A	Study Area	<p>Identify Frequency Concerns</p> <p>The Navy will work to identify frequency concerns / requirements that can be provided to local jurisdictions to use in siting and plan review processes.</p>	Short Term					<input checked="" type="checkbox"/>												
FRQ-2B	Study Area	<p>Update General Plans / Policies for Military Compatibility</p> <p>Ventura County, the JLUS cities, and CSUCI should consider updating their general plans to incorporate policies about frequency interference and its impact on the NBVC mission.</p> <p>Other Partners: FAA Western Frequency Management Office, Los Angeles, FCC</p>	Long Term	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>										<input type="checkbox"/>

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC	Other Partner (See Notes)	
FRO-2C	Study Area	<p>Create Frequency Siting and Review Guidance</p> <p>Navy activities on the Point Mugu Sea Range rely on sensitive electromagnetic equipment to meet their mission requirements. This equipment can be impacted by wide area wi-fi networks, cell phone towers, and other electromagnetic equipment operating in the 2.4 GHz or 5.8 GHz band within 60 nautical miles of Laguna Peak. The Navy requests cities and counties considering placement of systems in these radio frequency bands coordinate with NBVC Community Planning Liaison Officer and the Navy's frequency spectrum offices before approving such developments.</p> <p>Jurisdictions should continue to submit for NBVC review of all site approvals and permits within 10 miles of the base to determine potential impacts to missions which include frequency spectrum encroachment.</p> <p>Other Partners: FAA Western Frequency Management Office, Los Angeles, FCC</p>	Mid Term	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>												<input type="checkbox"/>
FRO-2D	Study Area	<p>Develop Informational Brochure</p> <p>NBVC should consider developing an informational brochure about the frequency interference impacts. The brochure should be distributed to public offices of jurisdictions, available on the NBVC website, and made available in hard copy for open houses and other mission briefings.</p>	Mid Term	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>													

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	LOCAL HOUSING AVAILABILITY (LHA)																
				City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC
FRQ-2E	Study Area	Conduct Frequency Interference Assessment NBVC should plan, budget, and conduct a frequency interference assessment to determine level of impact, origin of impact, and identify possible solutions to mitigate interference.	Long Term	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>										
		See strategies COM-1B and FRQ-1C.																		
LOCAL HOUSING AVAILABILITY (LHA)																				
LHA-1	Local Housing Supply for Navy Personnel <i>Associated with: NBVC</i> Long-term provision of housing that meets the needs of Navy personnel.																			
LHA-1A	Study Area	Housing Elements and Plans The Ventura Council of Governments (VCOG) and the JLUS study area jurisdictions should continue to include in their housing elements within their general plans realistic numbers associated with the demand from NBVC personnel and military families who live in the communities. The numbers should include current occupancy rates and waiting list turnover. This will enable a more accurate picture of need relative to housing needs in this area for this particular group. NBVC should assist in providing housing information needed to develop the housing element updates. Timing of this will match the update cycle of Housing Element as defined by the State. Other Partner: VCOG	On-going	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>												<input checked="" type="checkbox"/>

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC	Other Partner (See Notes)
INFRASTRUCTURE EXTENSIONS (IE)																					
IE-1	Potential Extension of Infrastructure <i>Associated with: NBVC</i> The extension of additional / new services to areas near the installation to supplement (i.e., add redundant capacity or access) or replace current facilities could extend infrastructure into undeveloped areas, creating the potential for incompatible growth near the base.																				
IE-1A	Study Area	Coordination on Infrastructure Planning Notify and coordinate infrastructure expansion plans with the Public Works Department at NBVC. When communities or other service providers move forward with any plans of extending infrastructure in the vicinity of any of the facilities of NBVC, such as a sewer extension, water redundancy, or power lines, NBVC shall be notified. The provider should be prepared to discuss alternatives that would help reduce potential future development along the infrastructure line (growth-inducement). The coordination should be done early in the planning process to optimize compatibility and reduce costs associated with plan changes. Other Partners: Southern California Edison, local school districts, utility providers, and other special districts	Mid Term / On-going	■	■	■	■	□		■				■			■			■	
IE-1B	Study Area	Annexations and Sphere of Influence Changes The JLUS jurisdictions should communicate with NBVC on all proposed annexations or changes to spheres of influence or infrastructure service areas for review and comment before they submit their proposals to LAFCO for a decision.	On-going	■	■	■		□													

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC	Other Partner (See Notes)
IE-1C	Study Area	<p>Placement of New or Expanded High Voltage Transmission Lines</p> <p>Early in the planning process for new or expanded capacity relative to high voltage transmission lines (120 kV or above), utility providers should coordinate with NBVC to ensure placement is safe relative to air operations and to ensure new or expanded facilities will not adversely impact electromagnetic spectrum used by NBVC. Local jurisdictions and LAFCO should ensure NBVC has been coordinated with on permit processes they have purview over.</p> <p>Other Partners: Southern California Edison, Utility providers, , California Public Utilities Commission, California Independent System Operator, and other special districts</p>	On-going	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>								<input type="checkbox"/>			<input checked="" type="checkbox"/>

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	Stakeholders																
				City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC
IE-2	Inadequate Stormwater Facilities Upstream <i>Associated with: NBVC</i> Stormwater facilities in the basin contribute to drainage and flood control issues at NBVC. Improvements upstream need to be coordinated with improvements to move water through or around NBVC.																			
IE-2A	Study Area	Coordination on Stormwater Improvement Planning Notify and coordinate stormwater infrastructure improvement / expansion plans with the Public Works Department at NBVC. When jurisdictions or other service providers move forward with any improvement plans of stormwater facilities in the Calleguas Creek Watershed, NBVC should be notified. The provider should be prepared to discuss alternatives that would help reduce / mitigate flood impacts downstream on NBVC facilities. The coordination should be done early in the planning process to optimize compatibility and reduce costs associated with plan changes.	Mid Term / On-going	■	■	■	■	□	■	■										
IE-2B	Study Area	Update Calleguas Creek Watershed Management Plan The Ventura County Watershed Protection District (VCWPD) should consider updating its Calleguas Creek Watershed Management Plan to incorporate military compatibility policies relative to quantity and to ensure upstream improvements will not adversely impact any land uses downstream.	Mid Term	□	□	□	□	□	□						■					
IE-2C	Study Area	NBVC Stormwater Filtering System NBVC should plan for and install stormwater filtering systems for on-base runoff.	Long Term						■	□										

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	LAND USE (LU)																
				City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC
LU-1	Beach Erosion Control <i>Associated with: NBVC Port Hueneme</i>	Sand moving from Navy side blows over to community areas in Silver Strand area creating a build-up of sand in parking lots and community beach areas.																		
		The issue is a natural event not caused by either Navy or community activities. No further action needed.																		
LU-2	Airport Land Use Plan <i>Associated with: NBVC</i>	The Ventura County Airport Comprehensive Land Use Plan (ACLUP) that addresses NBVC Point Mugu is dated and may not provide adequate guidance on compatibility.																		
LU-2A	Study Area	Update Airport Comprehensive Land Use Plan VCTC should update the ACLUP to incorporate more current information for all airports in the county. Information should include types of aircraft, numbers of transient aircraft, primary flight tracks, and operations numbers and forecasts upon completion of AICUZ updates by the Navy. An update to the ACLUP requires coordination among all the jurisdictions, as it can lead to General Plan or zoning modifications.	Long Term	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>									<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC	Other Partner (See Notes)
LU-3	Mobile Home Park within Noise Contours <i>Associated with: NBVC Point Mugu</i>	Mobile homes are considered sensitive land uses due to their occupancy and construction materials. These dwelling units cannot adequately mitigate for noise through sound attenuation.																			
LU-3A	Point Mugu – Noise	<p>Update General Plans to Establish Provisions for Discouraging Mobile / Manufactured Homes in Noise Subzone</p> <p>The JLUS jurisdictions should update their general plans discouraging any new mobile homes or manufactured homes to locate in the Noise Subzone areas of the NBVC Point Mugu MCA. Mobile / manufactured homes are not built with construction materials that can adequately mitigate for sound attenuation.</p>	Long Term				■	□													
LU-3B	Point Mugu – Noise	<p>Amend Zoning Ordinances to Establish Regulations for Discouraging Mobile / Manufactured Homes in Noise Subzone</p> <p>The JLUS jurisdictions should amend their zoning ordinances discouraging any new mobile homes or manufactured homes to locate in the Noise Subzone areas of the NBVC Point Mugu MCA. Mobile / manufactured homes are not built with construction materials that can adequately mitigate for sound attenuation.</p>	Mid Term				■	□													

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	Initiating Agency																		
				City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC	Other Partner (See Notes)	
LU-3C	Point Mugu – Noise	<p>Housing Relocation</p> <p>The JLUS Coordination Committee should look for ways to relocate the residents of the Mobile Home park outside NBVC Point Mugu along Highway 1 in order to reduce noise impacts on residents.</p> <p>Other Partners: JLUS Coordination Committee, California Department of Housing and Community Development, housing advocates</p>	On-going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>														<input checked="" type="checkbox"/>	
		See strategies LU-7A, NV-1A, and NV-1C.																				
LU-4	<p>CSUCI Master Plan</p> <p><i>Associated with: NBVC Point Mugu</i></p> <p>A primary flight track traverses the area over California State University Channel Islands (CSUCI) campus. Noise may be an issue that needs to be addressed in the CSUCI Master Plan.</p>																					
LU-4A	Point Mugu – Noise	<p>Update CSUCI Master Plan</p> <p>CSUCI should update their master plan to incorporate the footprint of the Noise Subzone and flight tracks of the Point Mugu MCA to ensure development of noise sensitive land uses are outside this area of high noise.</p>	Mid Term					<input type="checkbox"/>		<input checked="" type="checkbox"/>												
		See strategies NV-1A and NV-1D.																				

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	Recommended Strategy														Other Partner (See Notes)	
				City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports		LAFCO
LU-5	Victoria Avenue Ownership	<p><i>Associated with: NBVC Port Hueneme</i></p> <p>A recent survey of Navy land revealed that the Navy and the adjoining jurisdictions (County of Ventura, City of Oxnard, and City of Port Hueneme) own portions of Victoria Avenue, a public roadway.</p>																	
LU-5A	Port Hueneme	<p>Update Jurisdictional Surveys</p> <p>NBVC should work with Ventura County, Oxnard, and Port Hueneme to update surveys associated with Victoria Avenue ownership to ensure regulations and right-of-ways are accounted for appropriately.</p>	Mid Term		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>											
LU-5B	Port Hueneme	<p>Coordination of Capital Improvements</p> <p>The Navy, Ventura County, Oxnard, and Port Hueneme should coordinate, update CIPs, and share in the responsibility of maintaining and improving including funding of improvement projects to Victoria Avenue based on ownership of land under the right-of-way.</p>	On-going		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>										
LU-6	Future Annexations / Changes to SOI	<p><i>Associated with: NBVC</i></p> <p>In the evaluation of future changes to SOI and/or annexation proposals in the vicinity of NBVC, LAFCO criteria do not currently address military compatibility issues.</p>																	
LU-6A	Study Area	<p>Update Municipal Service Review Process</p> <p>The Ventura County LAFCO should update its Municipal Service Review Process to incorporate military compatibility guidelines.</p>	Mid Term					<input type="checkbox"/>										<input checked="" type="checkbox"/>	
		See strategy IE-1C.																	

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC	Other Partner (See Notes)
LU-7	Nonconforming Land Uses <i>Associated with: NBVC Point Mugu</i> Existing regulations may not address nonconforming land uses relative to compatibility.																				
LU-7A	Point Mugu – Noise & Safety	Amend Nonconforming Use Regulations Upon establishment of the Noise Subzone and Safety Subzone of the Point Mugu MCA, Ventura County should amend the nonconforming use regulations to establish a timeframe for the expiration of nonconforming uses (per the AICUZ) that are within the Noise Subzone and Safety Subzone of the Point Mugu MCA.	Mid Term				■														
LU-8	Undeveloped / Agricultural Lands <i>Associated with: NBVC</i> Potential for undeveloped / agricultural land near NBVC operations will be developed with potentially incompatible uses with the NBVC mission.																				
LU-8A	Study Area	Update Plans and Amend Regulations with AICUZ Recommended Land Uses The JLUS jurisdictions should update their general plans and review their zoning ordinances and amend as necessary to incorporate the AICUZ recommended land use limitations and standards in the safety and noise zones.	Long Term	■	■	■	■														

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC	Other Partner (See Notes)
LU-8B	Study Area	<p>Support Land Use Policies and Laws that Prevent Encroachment.</p> <p>LAFCO should update and review its guidelines to include the evaluation of military compatibility issues within the JLUS Study Area (see also LU-6A). LAFCO should review school proposals within the JLUS Study Area to ensure siting and development are done in a way to be compatible with AICUZ guidance.</p> <p>For any GPA or change in CURB boundaries, the County and JLUS cities should review changes to ensure that military compatibility, including incorporation of concepts documented in the JLUS strategies and NBVC AICUZ recommendations, are addressed.</p>	Mid Term	■	■		■											□			
LU-8C	Study Area	<p>Engage Readiness and Environmental Protection Integration Funding</p> <p>NBVC should look into the possibility of engaging Readiness and Environmental Protection Integration (REPI) funds and partnering with local entities to preserve undeveloped lands for agriculture.</p> <p>Other partner: Local agricultural and open space preservation entities.</p>	Mid Term					■													■
LU-9	<p>Military Compatibility Policy within General Plans and Local Coastal Plans <i>Associated with: NBVC</i> Local jurisdictions may need to update general plans and/or local coastal plans to address military compatibility.</p>																				

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	LAND / SEA / AIR SPACES (LSA)																
				City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC
LU-9A	Study Area	<p>Integrating State Law Requirements</p> <p>In the JLUS Study Area, local jurisdictions need to ensure general plans and coastal area plans are consistent with state law concerning military compatibility planning requirements.</p>	Mid Term	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>													
LU-10	<p>Conditional Use Permits <i>Associated with: NBVC</i> CUP regulations do not specifically address NBVC compatibility factors in the review process.</p>																			
LU-10A	Study Area	<p>Amend CUP / SUP Regulations</p> <p>The jurisdictions in the JLUS Study Area should review, and amend as appropriate, their conditional / special use permit regulations to establish controls for military compatibility, including establishing military review of CUPs / SUPs / PDs. Such controls include limiting vertical heights, densities, and land uses in the Noise and Safety MCAs and MCA Subzones.</p> <p>Jurisdictions within the JLUS Study Area should require a finding for CUPs / SUPs / PDs stating that military compatibility was assessed and the proposed project will not have an adverse impact (after mitigation or conditions of approval) on operations or facilities associated with NBVC.</p>	Mid Term / On-going	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>												
LAND / SEA / AIR SPACES (LSA)																				
LSA-1	<p>Port Capacity for Military Operations <i>Associated with: NBVC Port Hueneme</i> Oxnard Harbor District use of Wharf 3 is approved by the Navy on a “not to interfere” basis. Military mission has priority for use.</p>																			

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC	Other Partner (See Notes)
		This issue is adequately addressed through current tools. No further action needed.																			
LSA-2	Limited Access to Port Basin <i>Associated with: NBVC Port Hueneme</i> The turn between Wharves 3 and 4 has a width of 1,200 feet, which limits the capability of larger ships in turning within the basin. When multiple ships are docked, the maneuverability among vessels to enter and exit the port is challenging and can potentially cause delays in operations.																				
LSA-2A	Port Hueneme	Feasibility Study for Widening Turning Basin The Navy and Oxnard Harbor District should conduct a feasibility study for widening the turning basin at the Port. Public-public partnerships may be a viable funding source to facilitate this study.	Mid Term					■	■												
LSA-2B	Port Hueneme	Assessment of Wharves B and C The Navy should conduct an assessment of Wharves B and C and determine what investment is needed to restore and repair the wharves so they may be used to their full capacity.	Mid Term					■													
LSA-3	UAS Development and Use. <i>Associated with: NBVC</i> There may be increased use of Unmanned Aerial Systems (UAS) by military, other federal agencies, commercial, and civilian operators that may have impacts on civilian and military airspace use.																				
LSA-3A	Study Area	UAS Coordination Any users of UASs should coordinate usage with the Navy, Federal Aviation Administration (FAA), and airport authorities regarding UAS usage near NBVC, the Sea Range, and local airports, and should follow FAA regulations regarding use. Other Partners: FAA, UAS users	On-going					■									□				■

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	Other Partner (See Notes)																			
				City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC			
LSA-4	Ground Control Approach. <i>Associated with: NBVC Point Mugu</i> Potential aviation impacts associated with the interface between military and commercial aviation operations in the approach area to NBVC Point Mugu.																						
LSA-4A	Point Mugu	Airspace Study The Navy should work with the FAA and the Ventura County Department of Airports to conduct an airspace study to determine total impacts of "the weave" area and develop potential alternative solutions for approaching the three airports in this area. Other Partner: FAA	Mid Term					<input type="checkbox"/>									<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>
LSA-4B	Point Mugu	Partial Update to Airport Master Plans The Ventura County Department of Airports should do a partial update of the Airport Master Plans to incorporate military aviation operations in the area and establish military compatibility policies.	Long Term					<input type="checkbox"/>									<input checked="" type="checkbox"/>						
LSA-5	Preservation of Instrument Route-200 (IR-200) <i>Associated with: NBVC Point Mugu</i> Urban development under the missile corridor could risk the loss of the corridor designation and sustainability for military use.																						
LSA-5A	Point Mugu	Amend Ventura County Non-Coastal Zoning Ordinance (VCNCZO) Ventura County should amend the VCNCZO to incorporate military compatibility regulations related to the IR-200 corridor. Such regulations would include addition of a map of the IR-200 corridor in planning documents and limits to vertical heights under the corridor. Note: Use Kern County's Zoning Code as a model.	Mid Term				<input checked="" type="checkbox"/>																

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC	Other Partner (See Notes)
LSA-6	Increased Civilian Air Operations	<p><i>Associated with: NBVC</i></p> <p>Potential increase in civilian operations at nearby airports may impact NBVC Point Mugu aviation operations.</p>																			
		See strategies LSA-4A and LSA-4B.																			
LSA-7	Port Hueneme Commercial Operations	<p><i>Associated with: NBVC Port Hueneme</i></p> <p>If commercial operations increase, the potential impacts to the military mission at NBVC Port Hueneme may also increase.</p>																			
		This issue is adequately addressed through current tools. No further action needed.																			
LSA-8	Appropriate and Safe Access to Wetlands and Environmental Sites at NBVC.	<p><i>Associated with: NBVC Point Mugu</i></p> <p>Ability to maintain public access to environmental lands, including wetlands and sensitive habitats, for bird watching and other recreational activities in the future.</p>																			
LSA-8A	Point Mugu	<p>Partial Update / Addendum to Integrated Natural Resources Management Plan (INRMP)</p> <p>The Navy should update or provide an addendum to the INRMP to define what military security is and how it can be impacted by people accessing wetlands for recreational purposes.</p>	Mid Term					■													
LSA-8B	Point Mugu	<p>Update Coastal Area Plans / Signage</p> <p>Ventura County, Oxnard, Port Hueneme, and California State Parks should update plans and signage to indicate the most secure way of accessing the beach, coastal areas, and wetlands near Point Mugu so as not to breach military security. In addition, these plans should define what is meant by military security.</p> <p>Other Partner: California State Parks</p>	Long Term	■	■	■	□													■	

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	LEGISLATIVE INITIATIVES (LI)																
				City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC
LI-1 SOAR Ordinance Expiration <i>Associated with: NBVC</i> The Save Open-Space and Agricultural Resources (SOAR) ordinance expires in 2020 for Ventura County and the cities of Camarillo and Oxnard and are up for public vote to continue the ordinance. These ordinances provide a measure of protection against encroachment to NBVC.																				
LI-1A	Study Area	SOAR Ordinance Renewal Process The JLUS Coordination Committee should work together to educate the public on the benefits and role of SOAR in relation to military compatibility.	Mid Term	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>													
		See strategy LU-8B.																		
LIGHT AND GLARE (LG)																				
LG-1 Reflective Solar Energy Development <i>Associated with: NBVC Point Mugu</i> The development of solar energy facilities may generate glare that may impair an aviator's vision in the approach and departure corridors or under closed patterns.																				
LG-1A	Point Mugu	Develop Ordinances for Renewable Energy Development The jurisdictions should develop renewable energy development ordinances to protect against unintended and unwanted impacts from various renewable energy developments, e.g., glare and vertical obstructions. The ordinances should stipulate types of technology used in construction, e.g. photovoltaic or concentrated solar power [solar], and height limitations. This strategy would require state support and coordination.	Long Term	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>												

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC	Other Partner (See Notes)	
LG-1B	Study Area	Provide Information on Impacts to Local Agencies NBVC should communicate the potential impacts that are caused by certain types of alternative energy development and how they affect military missions. This information could help local policy planning to determine what restrictions they should put on development.	Short Term	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>														
LG-1C	Study Area	Monitor State Legislation The JLUS Coordination Committee should monitor state legislation relative to local jurisdictions' abilities to control the placement and use of alternative energy installations, and make adjustments as needed to ensure continued compatibility with military operations. Other Partner: JLUS Coordination Committee	On-going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>														<input checked="" type="checkbox"/>
LG-1D	Study Area	Prohibit Solar Concentration Applications Local jurisdictions should modify zoning regulations to prohibit the placement and use of facilities that use solar concentration for generation of commercial power.	Mid Term	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>												

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	Stakeholders																
				City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC
LG-2		Lighting Controls. <i>Associated with: NBVC</i> Lack of city and county dark sky lighting standards. Too much ambient light can impact night training operations and may impair the night vision devices thus blinding the pilot.																		
LG-2A	Study Area	Dark Skies Ordinances Develop standard conditions of approval to protect night skies from significant increases in ambient light and glare. This includes designs that ensure lighting is limited to illuminating the site in question (no spill over lighting), no uplighting, require specific siting locations of lighting fixtures so wasted light is not reflected upwards, and lighting should be designed to direct light downward and fixtures be shielded.	Long Term	■	■	■	■													
MARINE ENVIRONMENTS (MAR)																				
MAR-1		Marine Mammal Strike Hazards <i>Associated with: NBVC Point Mugu and NBVC San Nicolas Island</i> Concern about military sea range and commercial shipping lanes and shore use along mainland coast and San Nicolas Island and implications for marine mammals.																		
MAR-1A	Point Mugu	Wildlife / Marine Mammal Strike Hazard (WMMASH) Coordination The Navy should continue to work with regulatory agencies to improve and implement existing action plans on marine mammal strike hazards.	Mid Term					■	□											

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC	Other Partner (See Notes)	
MAR-1B	Point Mugu	<p>Conduct a Marine Mammal Location Study</p> <p>The National Oceanic and Atmospheric Administration's (NOAA) National Marine Fisheries Service should consider conducting a marine mammal study to identify concentrations and use areas of marine mammals within and around the shipping channels in the Sea Range.</p> <p>Following this, the current shipping lanes should be reevaluated to determine potential shipping channel modifications to avoid marine mammal concentrations, while protecting the mission of the Sea Range.</p> <p>Other partner: NOAA</p>	Mid Term					<input type="checkbox"/>														<input checked="" type="checkbox"/>
MAR-2	<p>Sonar Testing Impacts on Marine Mammals</p> <p><i>Associated with: Navy (U.S. Pacific Fleet)</i></p> <p>The Navy conducts sonar testing relative to equipment and communications. There is concern about this sonar testing and its potential impacts to marine mammals.</p>																					
MAR-2A	Study Area	<p>Communicate Any Changes Publicly</p> <p>NBVC should continue to monitor any potential impacts to marine animals and continue NEPA compliance. If anything changes from its current state, this should be communicated publicly.</p>	On-going					<input checked="" type="checkbox"/>														
MAR-3	<p>Tsunami Impact Potential</p> <p><i>Associated with: NBVC</i></p> <p>Potential for tsunami impacts to NBVC equipment, facilities, and mission.</p>																					
MAR-3A	Port Hueneme & Point Mugu	<p>Update Tsunami Information</p> <p>When more current tsunami information is available from the State of California, the Navy and Ventura County should update their planning documents and</p>	Long Term				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>														

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC	Other Partner (See Notes)	
MAR-3A (cont'd)		maps with the current information as well as develop actions to mitigate damage to military equipment and readiness and community impact. This information should also be included in the Climate Change Assessment.																				
MAR-3B	Study Area	Update of Tsunami Information for the State of California The State's Department of Conservation should seek out new, more current information regarding tsunamis and publish it so local jurisdictions and other state and federal agencies may utilize this current information to develop plans and workable actions. Other Partner: State of California Department of Conservation	Mid Term	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>								<input checked="" type="checkbox"/>
MAR-3C	Study Area	Update Ventura County Operational Area Tsunami Evacuation Plan Upon completion of MAR-3A and 3B, and incorporating information from updated FEMA mapping, Ventura County and the cities of Oxnard and Port Hueneme should update their Operational Area Tsunami Evacuation Plan (VCOATEP) to enhance guidance to local residents and visitors of the area. Also see Strategy CC-1A for the development of plan(s) to assess and address the impacts of tsunamis in this coastal area.	Long Term		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>													
		See strategy CC-1A.																				

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC	Other Partner (See Notes)
MAR-4	Sea Otter Species Management. <i>Associated with: NBVC San Nicolas Island and Sea Range</i> Concern about Southern Sea Otter management on NBVC San Nicolas Island and within the Sea Range and implications on Navy operations.																				
		This issue is adequately addressed through current programs. No further action needed.																			
MAR-5	Sand Transport <i>Associated with: NBVC Port Hueneme</i> Sand transport along the coast, including required sand replenishment (Silver Strand, Port Hueneme, Hueneme Beach, NBVC, Ormond Beach)																				
MAR-5A	Study Area	Create a Coastal Regional Sediment Action Committee The Beach Erosion Authority for Clean Oceans and Nourishment (BEACON), Ventura Port District, Channel Islands Harbor, and Ventura County should work with the jurisdictions in the JLUS Study Area and the Navy to understand all the common goals, objectives, and issues regarding sediment management. This Committee would also identify possible resources to meet defined goals. Other Partners: BEACON, Ventura Port District, and Channel Islands Harbor	Long Term		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>												<input checked="" type="checkbox"/>
MAR-5B	Study Area	Update Coastal Regional Sediment Management Plan The BEACON group should update the Coastal Regional Sediment Management Plan (CRSMP) to incorporate military compatibility guidelines to ensure actions of the CRSMP do not adversely impact NBVC military readiness. Other Partner: BEACON	Long Term					<input type="checkbox"/>					<input type="checkbox"/>								<input checked="" type="checkbox"/>

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	NOISE AND VIBRATION (NV)																
				City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC
NV-1	Aircraft Noise From Overflight <i>Associated with: NBVC Point Mugu</i> Noise Generated by aircraft may impact noise sensitive land uses.																			
NV-1A	Point Mugu – Noise	Update General Plans and Amend Zoning Ordinances and Municipal Codes for Noise Attenuation Standards Ventura County should update its general plans and amend its zoning ordinances and municipal codes to comply with the recommended guidelines from the most current AICUZ report of NBVC.	Long Term				■													
NV-1B	Point Mugu – Noise	Update General Plans and Amend Zoning Ordinances and Municipal Codes for Noise Attenuation Standards As part of any annexation of land within the noise contours, the JLUS cities should update their general plans and amend their zoning ordinances and municipal codes to comply with the recommended guidelines from the most current AICUZ report of NBVC.	Long Term	■	■	■														
NV-1C	Point Mugu – Noise	Update Master Plan for Noise Attenuation Standards CSUCI should update its Master Plan to comply with the recommended guidelines from the most current AICUZ report of NBVC if it expands into any areas under the noise contours.	Long Term							■										

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	Stakeholders																
				City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC
NV-1D	Study Area	Amend Building Codes Jurisdictions in the JLUS Study Area should consider amending building codes to regulate exterior to interior noise at no greater than a 45 CNEL.	Long Term	■	■	■	■													
NV-2	Noise from Railroad Traffic <i>Associated with: NBVC Port Hueneme</i> Noise related to railroad traffic to and from NBVC Port Hueneme.																			
NV-2A	Port Hueneme	Amend Zoning Ordinance for Noise Standards and Land Uses for Railroad Operations The cities of Oxnard and Port Hueneme should amend its zoning ordinance to regulate interior noise at 45 CNEL near railroads as well as limit types of land uses that can be developed near an active railroad.	Long Term		■	■														
		See strategy NV-1D.																		
NV-3	Heavy Truck Traffic <i>Associated with: NBVC Port Hueneme</i> Heavy truck traffic from the military mobilization and commercial truck industry that lease land on the base cause noise and vibration impacts to roadways and nearby housing. These impacts are realized at the following areas: <ul style="list-style-type: none"> ■ Rose Avenue ■ Del Norte Boulevard ■ Rice Avenue and Oxnard Boulevard (from diverted traffic) ■ Channel Island, Victoria and Ventura Roads ■ Hueneme Road 																			
		This issue is adequately addressed through current tools. No further action needed.																		

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	Stakeholders																	
				City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC	Other Partner (See Notes)
NV-4	Noise from Commercial Activities On-Base <i>Associated with: NBVC Port Hueneme</i> The Navy leases land to commercial industry for the purposes of new and used vehicle processing. Noise associated with the transport of these vehicles impacts nearby noise sensitive land uses.																				
NV-4A	Port Hueneme	Amend Zoning Ordinance for Consistency with the General Plan Port Hueneme should amend its zoning ordinance for noise mitigation standards in order to regulate noise in the city and limit the amount of noise transmission for noise sensitive land uses.	Long Term			■															
		See strategies NV-1A and NV-1D.																			
NV-5	Noise from Military Operations <i>Associated with: NBVC Port Hueneme and NBVC Point Mugu</i> The Navy performs operations to ensure military readiness. These operations can potentially generate noise and vibration impacts that could affect noise sensitive land uses.																				
		See strategies NV-1A and NV-1D.																			
NV-6	Noise from Transient Navy Aircraft <i>Associated with: NBVC Point Mugu, Sea Range</i> Aircraft transiting near, but not operating at, NBVC (i.e., aircraft traveling from Naval Air Station Lemoore) create noise that is louder and heard by nearby residents and associated with operations at NBVC.																				
NV-6A	Point Mugu	Update AICUZ Report The Navy should update its AICUZ Report to reflect current operations and aircraft. This will assist communities in the vicinity of the airfield by adopting regulations that will consider current military operations.	Short Term					■													

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC	Other Partner (See Notes)	
NV-7	Flight Operations after 10 PM <i>Associated with: NBVC Point Mugu</i> There is concern about flight operations, occurring after 10 PM and before 6 AM, specifically Field-Carrier Landing Practice operations. Noise and vibration generated from these operations can impact noise sensitive land uses during nighttime hours.																					
NV-7A	Point Mugu	Monitor and Track Flight Operations NBVC should monitor and track flight operations to ensure accurate information is disseminated when requested and to improve planning of land uses outside the installation.	On-going					■														
PUBLIC TRESPASSING (PT)																						
PT-1	Public Trespassing <i>Associated with: NBVC Point Mugu</i> There is potential for public trespassing onto NBVC near Point Mugu and its associated lagoons. The installation is within an urban setting and coastal zone in which unintentional trespassing can occur near the fence line and shoreline. Due to the complex setting of the base, trespassing can be challenging to monitor and control.																					
		This issue is adequately addressed through current tools. No further action needed.																				
PT-2	Use of Beaches / Surf Zone at Point Mugu for Surfing <i>Associated with: NBVC Point Mugu</i> Recreationalists utilize the Point Mugu Beaches for surfing and other marine activities. This has and can result in intentional and unintentional trespass of the NAVAIR Point Mugu Sea Range.																					
PT-2A	Point Mugu	Update Oxnard and State Coastal Area Plan Oxnard and the State should work with NBVC as necessary to update the Ventura County Coastal Area Plan to identify the areas where trespassing would be a safety hazard. The update would also include other military compatibility guidelines and policies. Other Partner: State of California.	Long Term		■			□														■

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC	Other Partner (See Notes)	
PT-2B	Point Mugu	Beach Signage The jurisdictions in the JLUS Study Area should work to incorporate beach signage in their CIPs. The signage would alert recreationalists about the military training and operations in the area and encourage the public to stay free and clear of certain identified areas.	Mid Term		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>														
PT-2C	Point Mugu	Beach Patrol and Monitoring NBVC should work with Ventura County to develop an MOU with the Ventura County Sheriff's Office to monitor and patrol the beaches to promote safety and protect the public. The MOU should: <ul style="list-style-type: none"> ■ Delineate locations of most concern for trespassing relative to military operations and training interruption, ■ Identify shared resources and reimbursement, ■ Describe frequency of monitoring / patrolling, and ■ Develop procedures for apprehending trespassers. 	Mid Term / On-going				<input type="checkbox"/>	<input checked="" type="checkbox"/>					<input type="checkbox"/>									

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	ROADWAY CAPACITY (RC)														Other Partner (See Notes)			
				City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports		LAFCO	SCAG	VCTC
RC-1		<p>Base Access Gate Queuing. <i>Associated with: NBVC Port Hueneme</i></p> <p>The queuing at various gates at NBVC causes traffic congestion and vehicle stacking. This occurs at the following gates and times:</p> <ul style="list-style-type: none"> ■ Bard Gate – Limited two-car capacity between gate and street. This is the entrance for family housing. ■ Pleasant Valley Gate ■ Victoria Gate (morning peak hour) ■ Sunkist Gate (morning peak hour) ■ Patterson Gate 																			
RC-1A	Port Hueneme	<p>Update Capital Improvement Plans</p> <p>The City of Port Hueneme should work with NBVC to update the city's CIPs to incorporate projects that would enhance traffic flow and queuing at the NBVC Port Hueneme gates. When appropriate, Defense Access Road (DAR) funds may be used to make improvements to these roadways and gate queuing and design.</p>	Mid Term			■		□													
RC-1B	Port Hueneme	<p>Divert Through-Traffic</p> <p>The City of Port Hueneme should work with NBVC to design a plan to divert through-traffic from the base during special events on base. This will assist in reducing the vehicular traffic immediately around the base during these special and ceremonial events and allow for ease of mobility. This will also reduce impacts on security at the gates.</p>	Short Term			■		□													

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC	Other Partner (See Notes)	
RC-1C	Port Hueneme	Access Planning If queuing has potential to back up onto major arterials, develop alternative strategies that can reduce traffic at peak hours, such as: <ul style="list-style-type: none"> ■ Allowing personnel access while controlling civilian and visitor access, ■ Staggered work reporting times, ■ Alternative gate access points for specific types of traffic, ■ Main gate design improvements, ■ Right-of-way acquisition for intersection improvements, ■ Require deliveries to be made during off-peak hours, and ■ Extend queuing area onto base to reduce impacts on city streets. 	Mid Term			<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				<input type="checkbox"/>									<input checked="" type="checkbox"/>	
RC-2	Mobilization Corridors <i>Associated with: NBVC Port Hueneme</i> Continued community growth can potentially increase traffic congestion on mission-critical and community roadways, delaying or interrupting mission activities and military readiness. These roadways including the following: <ul style="list-style-type: none"> ■ Traffic flow on Hueneme Road where it necks down to two lanes ■ Growth may cause freight access issues from Victoria Gate to the US 101 ■ Traffic flow issues on Rice Avenue due to railroad crossings ■ Traffic flow issues on Rose Avenue. 																					
RC-2A	Port Hueneme	Update Regional Transportation Plan The Southern California Association of Governments (SCAG) should consider updating their Regional Transportation Plan to incorporate military compatibility projects in the plan. In addition, SCAG should invite a member of the Navy / NBVC to participate in meetings where the Navy's insights on projects could benefit the	Short Term / On-going					<input type="checkbox"/>												<input checked="" type="checkbox"/>		

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	Stakeholders																	
				City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC	Other Partner (See Notes)
RC-2A (cont'd)		process to ensure the project does not adversely impact Navy operations and mission readiness.																			
RC-2B	Port Hueneme	Grade Separations The Navy and JLUS jurisdictions should work together to determine feasibility of grade separations for segments of the mobilization corridors to ease mobility and allow for uninterrupted mission operations and military readiness. DAR funds could potentially be used for such improvements.	Mid Term		■	■	■	□													
RC-2C	Port Hueneme	Update Transportation Elements Ventura County and the cities of Port Hueneme and Oxnard should update their general plan transportation elements to include military traffic impacts and policies.	Long Term			■	■	□													
RC-3	Public Transit Availability and Access <i>Associated with: NBVC Port Hueneme and NBVC Point Mugu</i> There is a lack of public transit and convenient bus stops that service the base to provide transportation to and from housing (i.e. City of Camarillo Navy Housing) and commercial and recreational establishments.																				
RC-3A	Port Hueneme & Point Mugu	Feasibility Transportation Study VCTC should work with NBVC to develop a study that assesses the feasibility for various transit connections and locations. The study should also identify solutions to connecting external transit buses with internal installation buses.	Long Term					□												■	
RC-3B	Port Hueneme & Point Mugu	Update Ventura County Transportation Plan NBVC should work with the VCTC to update the county's transportation plan to include and identify underserved areas for the Navy.	Long Term					□												■	

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	Stakeholders														Other Partner (See Notes)				
				City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports		LAFCO	SCAG	VCTC	
RC-3C	Port Hueneme & Point Mugu	Coordinate with Gold Coast Transit District (GCTD), as appropriate NBVC should work directly with GCTD to identify transit needs and services that would better serve the base. This would complement the actions of the VCTC. Primary Partner: GCTD	Long Term					<input type="checkbox"/>												<input type="checkbox"/>		
RC-3D	Port Hueneme & Point Mugu	Prepare a Traffic Modeling Study for the Areas Immediately Surrounding NBVC NBVC should coordinate with the surrounding communities to prepare and develop a comprehensive traffic modeling study for the areas immediately around NBVC to assess roadway capacity levels for egress and ingress of the base.	Mid Term					<input type="checkbox"/>	<input type="checkbox"/>												<input checked="" type="checkbox"/>	
RC-3E	Port Hueneme & Point Mugu	Consider Bike and Pedestrian Access Design Features in Control Access Point Design Plans NBVC should incorporate where possible design features that encourage multi-modal transportation, including but not limited to Bike and Pedestrian plans. Other Partners: GCTD	Long Term					<input checked="" type="checkbox"/>												<input type="checkbox"/>	<input type="checkbox"/>	
RC-4	Expansion of NBVC will Impact Regional Circulation <i>Associated with: NBVC Port Hueneme and NBVC Point Mugu</i> If expansion occurs at NBVC, increased vehicle traffic may impact regional capacity for major roadways and highways (e.g., Highway 101) near NBVC Port Hueneme and NBVC Point Mugu will be impacted by increased vehicle traffic. This could constrain mobility and access to and from these facilities.																					
RC-4A	Port Hueneme & Point Mugu	Regional Transportation Improvements NBVC should coordinate with the regional transportation planning organizations, VCTC, and CALTRANS to program needed improvements on Highway 101 associated with access to the installation.	Mid Term					<input checked="" type="checkbox"/>	<input type="checkbox"/>			<input checked="" type="checkbox"/>									<input checked="" type="checkbox"/>	

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC	Other Partner (See Notes)
				SAFETY ZONES (SA)																	
SA-1	<p>Increased Potential for BASH Incidents <i>Associated with: NBVC Point Mugu</i></p> <p>There are several land uses near the NBVC Point Mugu's airfield that have the potential to increase BASH incidents. They include but are not limited to the following:</p> <ul style="list-style-type: none"> ■ Duck Club activities ■ Wetlands ■ Wetland and other habitat restorations or new establishments ■ Levees and plantings that attract birds ■ Changes in land use 																				
SA-1A	Point Mugu	<p>Update Plans and Amend Zoning Ordinances</p> <p>Ventura County should update plans and amend zoning ordinances to incorporate AICUZ recommended guidelines for land uses near the airfield to reduce the potential for increased BASH incidents. In the update and amendment, the county should include diagrams of the BASH Subzone and to encourage uses that would not attract more birds and wildlife in this area, as appropriate. High-priority biological resource areas may be exempt from this.</p>	Long Term				■														
SA-1B	Point Mugu	<p>Acquisition of Land Near Airfield</p> <p>NBVC, local agencies, and land conservancies should collaborate to acquire or place into easement the land near the airfield to ensure management of the areas is compatible with airfield operations.</p> <p>Other Partners: land conservancies, duck clubs, other State agencies</p>	Long Term / On-going				■	■													■

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC	Other Partner (See Notes)
SA-2	Creation of New Wetlands near Point Mugu <i>Associated with: NBVC Point Mugu</i> Development of new wetlands in the vicinity of the NBVC Point Mugu airfield may increase BASH incidence in the area.																				
SA-2A	Point Mugu	Update Jurisdictional and Coastal Area Plans The JLUS jurisdictions and agencies should update plans to incorporate military compatibility guidelines and policies relative to BASH and aviation safety. Aviation operations should be considered when planning new wetlands.	Long Term		■	■	■	□						■							
SA-3	Weapons Systems Testing <i>Associated with: NBVC Point Mugu and NBVC San Nicolas Island</i> New energy-directed weapons systems currently being tested in the Pacific associated with SNI which may impact commercial sea lane activities and marine life.																				
		This issue is adequately addressed through current tools. No further action needed.																			
SA-4	Mobile Home Park in Aircraft Safety Zones <i>Associated with: NBVC Point Mugu</i> A mobile home park is located in accident potential zone (APZ) I, where aircraft fly at lower altitudes and decreased speeds to perform approach-departure activities. FAA and DOD policy guidance (DODI 4165.57) states that residential development should be limited to very low densities due to the increased potential for an aircraft accident in this area.																				
		See strategy LU-8A.																			

Issue or Strategy #	Military Compatibility Area (MCA)	Recommended Strategy	Timeframe for Initiation	City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC	Other Partner (See Notes)
SA-5	ESQD Arcs Extend Off-Base <i>Associated with: NBVC Point Mugu</i> Public recreational uses adjacent to the base that are located within or near explosive safety quantity distance arcs and may not be compatible.																				
SA-5A	Point Mugu	Maintain and Promote Websites Providing Information on ESQD Arcs NBVC should work closely with the JLUS jurisdictions to maintain and promote websites about the existence of ESQD arcs resulting from missions at NBVC and how they can affect safety. The website(s) should contain: <ul style="list-style-type: none"> ■ Unclassified general mission information, ■ General information on frequency of operations, ■ Point of contact to voice concerns about ESQD arcs. Details regarding the locations of ordnance storage and handling should not be included in this information. Other Partners: California Department of Parks and Recreation, duck clubs	Short Term				■	■						□							□
SA-6	Police and Fire Response <i>Associated with: NBVC Port Hueneme</i> Concern about first responder times when train bisects base from community. Railroad operations can cut-off access from the base to the rest of the community delaying response times in the event of emergency.																				
SA-6A	Port Hueneme	Update Emergency Management Procedures and Mutual Aid Agreements NBVC should work with relevant agencies to update emergency management procedures and mutual aid agreements to establish a protocol for managing issues with the railroad should the railroad bisect the base during an emergency event. These updates should be	Mid Term		□	□	□	■					□								

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				City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports	LAFCO	SCAG	VCTC	Other Partner (See Notes)
SA-6A (cont'd)		provided to all agencies who have been designated as first responders to the base.																			
SA-6B	Port Hueneme	Partial Update to Emergency Operations Center The City of Oxnard should partially update or develop an addendum to address the railroad issues associated with emergency situations and first responders. The update should establish policies that encourage alternative plans in the instance of an emergency situation.	Mid Term		■			□													
SA-7	Live Ordnance Flight Routes <i>Associated with: NBVC Point Mugu</i> There is concern about aircraft that perform operations with live ordnance and the associated impacts to the communities if an aircraft mishap should occur.																				
SA-7A	Point Mugu	Maintain and Promote Websites Providing Information on Live Ordnance NBVC should work closely with the JLUS jurisdictions to maintain and promote websites about the existence of ESQD arcs resulting from missions at NBVC and how they can affect safety. The website(s) should contain: <ul style="list-style-type: none"> ■ Situations for the need to have live ordnance, ■ Situations for the need to fly over populated areas, ■ Points of contact for questions and concerns, and ■ Frequency of these operations. Details regarding the locations of ordnance storage and handling should not be included in this information.	Mid Term					■													

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SA-8	Hanging Ordnance Flight Routes <i>Associated with: NBVC Point Mugu</i> Concern about aircraft with hanging ordnance.																				
		See strategy SA-7A.																			
SA-9	Potential for Hazardous Materials Release <i>Associated with: NBVC Port Hueneme and NBVC Point Mugu</i> NBVC Port Hueneme performs convoy operations that carry hazardous materials to and from NBVC Point Mugu. There is concern about the potential release of these hazardous materials and the associated impacts to the communities.																				
SA-9A	Port Hueneme & Point Mugu	Update Plans and Amend Ordinances Ventura County and Port Hueneme should update their Emergency Operations Centers and police and fire operations to incorporate provisions for the military transport of hazardous materials. Such updates and amendments should include: <ul style="list-style-type: none"> ■ Protocol in reporting hazardous spills, ■ Points of contact, ■ Management procedures for spills, ■ Safety measures to prevent spills from impacting the public, and ■ Identification of all agencies that need to be notified in the instance of a hazardous chemical spill. 	Long Term			■	■	□													

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				City of Camarillo	City of Oxnard	City of Port Hueneme	Ventura County	NBVC / Navy	Oxnard Harbor District	CSUCI	BOEM	CALTRANS	California Highway Patrol	California Coastal Conservancy	VCWPD	VCAPCD	Ventura County Department of Airports		LAFCO	SCAG
SA-10	Wildland Fire Risk <i>Associated with: NBVC Point Mugu</i> Potential impacts from wildland fires near the airfield.																			
SA-10A	Point Mugu	Fire Suppression Training NBVC should work with California Department of Forestry and Fire Protection (CALFIRE) and local fire protection agencies/departments to conduct joint training exercises at NBVC. Other Partner: CALFIRE	Mid Term / On-going					■												■
SA-10B	Point Mugu	Develop a Joint Fire Management Awareness Program for the General Public Leverage federal and local resources to develop Fire Management Awareness educational brochures and other tools to inform the public on how to recognize the beginning of a fire and steps to take to alert the appropriate authorities. Work with local TV stations to air special editions on Fire Management Awareness during wildland fire season. Other Partner: CALFIRE	Mid Term		■		■	■												□
SCARCE NATURAL RESOURCES (SNR)																				
SNR-1	Water Quality <i>Associated with: NBVC</i> There is a general concern about sufficient potable water quality for the area.																			
		Upon further evaluation (see Background Report), no issues relative to military compatibility were proven. Therefore, no strategies are required.																		

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				VERTICAL OBSTRUCTIONS (VO)																	
VO-1	Potential for Increased Heights of Existing Facilities <i>Associated with: NBVC Point Mugu</i> Implications associated with proposals to increase the height of structures at existing facilities, and the potential for these changes to impact navigable airspace.																				
	See strategy LU-10A.																				
VO-2	Vertical Height Obstruction Determination <i>Associated with: NBVC</i> Jurisdictions in the vicinity of NBVC can determine vertical obstructions using different regulations, some are less restrictive. This can potentially create conflicts with aviation operations.																				
VO-2A	Study Area	Amend Zoning Ordinances for Imaginary Surfaces Heights and Slopes The jurisdictions in the JLUS Study Area should amend zoning ordinances to comply with FAA vertical obstruction guidelines, more specifically with the Navy's Airfield Imaginary Surfaces of the airfields located in the area. These surfaces are more restrictive and provide for greater safety of the public, pilots, and aircraft. The Navy's Airfield Imaginary Surfaces include slopes and heights that are allowable from various distances from the airfield. The zoning ordinances should incorporate the slopes and heights associated with each imaginary surface.	Mid Term	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>														
VO-2B	Study Area	Amend Master Plan for Imaginary Surfaces Heights and Slopes CSUCI should amend its Master Plan to comply FAA vertical obstruction guidelines, more specifically with the Navy's Airfield Imaginary Surfaces of the airfields	Long Term							<input checked="" type="checkbox"/>											

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		located in the area. These surfaces are more restrictive and provide for greater safety of the public, pilots, and aircraft. The Navy's Airfield Imaginary Surfaces include slopes and heights that are allowable from various distances from the airfield. The master plan should incorporate the slopes and heights associated with each imaginary surface.																			
VO-3	Wind Energy Development Structures. <i>Associated with: NBVC</i> The potential for wind energy development near NBVC or within the Sea Range may create vertical obstructions; radar and satellite communications issues; and interruptions to mission critical activities.																				
		See strategies LU-10A, and LG-1A.																			
WATER QUALITY / QUANTITY (WQQ)																					
WQQ-1	Wildlife Waste Management <i>Associated with: NBVC</i> The regulations concerning wildlife, bird, and seal waste on wharves and piers make it challenging for the Navy and commercial industry to clean-up waste.																				
WQQ-1A	Port Hueneme	Wildlife Waste Feasibility Study The Navy and Oxnard Harbor District should share the funding responsibility to facilitate a study about the wildlife waste on the wharves. The study should assess: <ul style="list-style-type: none"> ■ Amount of waste, ■ Types of waste, ■ Delayed times for the Navy and Oxnard Harbor District to conduct business due to waste, and ■ Quantify the impacts of the wildlife waste to equipment, facilities, and water quality. 	Mid Term					■	■												

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WQQ-1B	Port Hueneme	Amend Regulations for Wildlife Waste Management Review and amend Storm Water Pollution Prevention Plans (SWPPP) and Los Angeles Regional Water Quality Board regulations that cover the port to better address a solution for the timely cleanup of animal wastes.	Long Term					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>					<input type="checkbox"/>								
WQQ-2	Saltwater Intrusion <i>Associated with: NBVC Point Mugu</i> Salt water intrusion due to overdraft in the groundwater basin can impact water quality in the area, including water resources used by the installation.																					
WQQ-2A	Point Mugu	Update Fox Canyon 2007 Groundwater Management Plan The Groundwater Management Plan should be updated to incorporate provisions and coordination with military operations in the area to ensure improvements do not adversely impact the NBVC facilities and operations. Other Partner: Fox Canyon Groundwater Management Agency	Mid Term				<input type="checkbox"/>	<input type="checkbox"/>														<input checked="" type="checkbox"/>
WQQ-3	Flood Management <i>Associated with: NBVC Point Mugu</i> NBVC Point Mugu airfield is 13 feet above mean sea level and is located within a coastal zone. When flooding occurs, rising waters reach the airfield at NBVC Point Mugu causing delays in aviation operations.																					
WQQ-3A	Point Mugu	Develop Integrated Flood Management Plan VCWPD should work with NBVC, Ventura County, the JLUS cities, other jurisdictions in the Calleguas Creek watershed and other agencies to develop an integrated flood management plan to identify:	Long Term	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>						<input type="checkbox"/>	<input checked="" type="checkbox"/>							<input checked="" type="checkbox"/>

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		<ul style="list-style-type: none"> ■ Areas where the majority of flooding occurs, ■ Causes of flooding—inadequate infrastructure, upstream infrastructure, etc. ■ Procedures to prevent and manage flooding on-base, and ■ Roles and responsibility in flood management. Other Partners: Cities of Simi Valley, Moorpark, Thousand Oaks																			
WQQ-3B	Point Mugu	Install Landscaping Berms NBVC should consider, plan, and budget for the installation of landscaping berms / levees to prevent flooding on the airfield during the rainfall season.	Mid Term					■													
WQQ-4		Point Source Pollution Off-base <i>Associated with: NBVC Port Hueneme and NBVC Point Mugu</i> Off-base activities have the potential to impact water quality on base. Such point source pollution includes the pesticides used on agricultural lands.																			
		This issue is adequately addressed through current tools. No further action needed.																			

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WQQ-5	Development Impacting Storm Drainage Flows <i>Associated with: NBVC</i> Development that occurs upstream can create constraints and challenges for stormwater drainage facilities downstream, including areas within NBVC facilities.																				
WQQ-5A	Study Area	Up-stream Protections The NBVC and the Navy should continue to work with their REPI partners to identify and purchase (fee simple or conservation easement) properties that can help to mitigate, reduce or otherwise offset downstream flows that come into NBVC. REPI funding should be evaluated as a partial funding source for these actions. Other Partners: Conservation groups and land trusts	On-going					■													■
		See strategies IE-2A, LU-8C, and SA-1B.																			

Please see the next page.





**Naval Base
Ventura County**
JOINT LAND USE STUDY