
LONG-RANGE PROPERTY MANAGEMENT PLAN



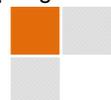
Successor Agency to the City of Port
Hueneme Redevelopment Agency

250 North Ventura Road
Port Hueneme, CA 93041

September 18, 2013

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EXECUTIVE SUMMARY

The former City of Port Hueneme Redevelopment Agency (“Former Agency”) is the owner of record on the title for two (2) properties in the City of Port Hueneme, both of which are unimproved. These two properties were assembled, along with a third property, for a comprehensive, 3-phase redevelopment project in the 1980s. Unfortunately, this project came to a halt prior to completion and only one of the three phases was constructed.

Since that time, several other development proposals have been submitted for the two remaining parcels, one as recently as 2004, but none have come to fruition. The two properties are zoned for general commercial use. Both the City of Port Hueneme’s General Plan and the Former Agency’s most recent Implementation Plan indicate plans to develop the two parcels in a way that maximizes the site’s potential and fits the local area context appropriately. Therefore, the Successor Agency proposes selling both properties, per Health and Safety Code (“HSC”) Section 34191.5 (c) (2), at the highest possible value to a buyer who will develop the property in a manner that is consistent with the City’s planning objectives.

The table below provides a summary of all Long-Range Property Management Plan (“LRPMP”) property disposition categories:

City of Port Hueneme Successor Agency Summary of Property Disposition Categories	
Permissible Use under AB 1484	# of Properties
Sale of Property	2
Government Use Parcels	0
Fulfill Enforceable Obligation	0
Future Development	0
Total	2

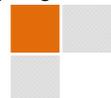


INTRODUCTION

Enacted in June of 2012, Assembly Bill (“AB”) 1484 requires all successor agencies for former redevelopment agencies that owned property as of the time of redevelopment dissolution in 2011 to prepare an LRPMP. The LRPMP governs the disposition and use of property held by the former redevelopment agency pursuant to legal requirements, as detailed in the next section.

The City of Port Hueneme Redevelopment Agency was established in 1962. The Central Community Project Area was established in 1973. The two properties owned by the Former Agency are located in this project area. The Former Agency accomplished a number of successful redevelopment projects in this project area, such as public facilities, mixed-use developments, and residential projects. Of the city’s three project areas, the Central Community Project Area has been instrumental by providing the only direct support for development of commercial uses in a city that has a relatively very small portion of such uses.

This document is the LRPMP for the Successor Agency to the City of Port Hueneme Redevelopment Agency (“Successor Agency”). It includes the legally-required information pursuant to AB 1484 related to the properties held by the Former Agency and the Successor Agency’s preferences for disposition of those properties.

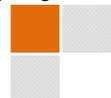


STATEMENT OF LEGAL REQUIREMENTS

Pursuant to HSC Section 34191.5 (part of AB 1484), each successor agency that holds property from a former redevelopment agency is required to submit an LRPMP to the State Department of Finance (“DOF”) within six months after receiving a Finding of Completion from DOF. Prior to the submittal to DOF, the successor agency’s oversight board must approve the LRPMP.

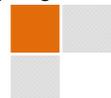
In general, the LRPMP addresses the disposition and use of the real properties of the former redevelopment agency. AB 1484 requires that the LRPMP include all of the following components:

1. Inventory of all properties in the Community Redevelopment Property Trust Fund (“Trust Fund”), established to serve as the repository of the former redevelopment agency’s real properties. This inventory shall consist of all of the following information:
 - a. **Date of acquisition** of the property and the value of the property at that time, and an estimate of the current value of the property.
 - b. **Purpose** for which the property was acquired.
 - c. **Parcel data**, including address, lot size, and current zoning in the former agency redevelopment plan or specific, community, or general plan.
 - d. **Estimate of the current value** of the parcel including, if available, any appraisal information.
 - e. **Estimate of any lease, rental, or any other revenues** generated by the property, and a description of the contractual requirements for the disposition of those funds.
 - f. **History of environmental contamination**, including designation as a brownfield site, any related environmental studies, and history of any remediation efforts.
 - g. Description of the **property’s potential for transit-oriented development and the advancement of the planning objectives** of the successor agency
 - h. Brief history of **previous development proposals** and activity, including the rental or lease of property.
2. Address the use or disposition of all the properties in the Trust Fund. Permissible uses include:
 - a. **Retention for governmental use** pursuant to subdivision (a) of Section 34181;
 - b. **Retention for future development**;
 - c. **Sale** of the property; or



d. Use of property to fulfill an enforceable obligation.

3. Separately identify and list properties in the Trust Fund dedicated to governmental use purposes and properties retained for purposes of fulfilling an enforceable obligation. With respect to the use or disposition of all other properties, all of the following shall apply:
 - a. If the plan directs the use or liquidation of the property for a project identified in an approved redevelopment plan, the property shall transfer to the city, county, or city and county.
 - b. If the plan directs the liquidation of the property or the use of revenues generated from the property, such as lease or parking revenues, for any purpose other than to fulfill an enforceable obligation or other than that specified in subsection 3 (a) above, the proceeds from the sale shall be distributed as property tax to the taxing entities.
 - c. Property shall not be transferred to a successor agency, city, county, or city and county, unless the LRPMP has been approved by the oversight board and DOF.



PROPERTY INVENTORY – FORMER REDEVELOPMENT AGENCY PROPERTIES

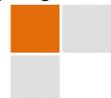
The former City of Port Hueneme Redevelopment Agency owned two (2) properties at the time of redevelopment dissolution in California (i.e., June 2011). The properties are grouped into property sites with specific property numbers assigned in the Property Tracking Worksheet for ease of identification. These property sites are organized by “Permissible Uses” under AB 1484 and a detailed description of the properties is provided below.

The Property Tracking Worksheet (Attachment 1) utilizes the DOF-created database that provides a matrix of all of the information required pursuant to HSC Section 34191.5 (c) as part of AB 1484.

It is important to note that HSC Section 34191.5 (c) (1) (D) requires that the LRPMP contain an “estimate of current value of a parcel including, if available, any appraisal information.”

There were no current appraisals for the properties listed in the LRPMP. Due to the fact that State law *does not appear to require* an appraisal (just the inclusion of appraisal information “if available”), and due to the high added cost of completing appraisals, the Successor Agency employed a methodology using real estate industry accepted data sources to estimate the current value of those properties for which an appraisal had not previously been prepared.

This methodology is included in the LRPMP as Attachment 2.



Sale of Property

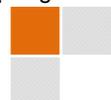
All properties listed below are proposed to be offered for sale per HSC Section 34191.5 (c) (2).

After initial interest in redevelopment of the Market Street Landing area in the late 1970s, the Former Agency acquired ten (10) parcels within the area. These properties were subsequently merged into three parcels for a comprehensive, 3-phase redevelopment project in the early 1980s. However, this project was stopped by the developer at the time, and only the first of the three phases was constructed. Although development proposals have been submitted over the years, development of the two remaining properties has been infeasible due to market forces and the inability to gather funding to support the project, and the properties have remained vacant.

It is important to note that this project was considered to be a redevelopment plan project that the Former Agency has attempted to implement over the last two decades. Activities to implement the development of the properties were included in the Former Agency's 2007-2011 Five-Year Implementation Plan. The Five-Year Implementation Plan was previously required by HSC Section 33490 to list all planned projects to be implemented for the Central Community Project Area Redevelopment Plan over a specified five-year period. A complete copy of this document is included as Attachment 3. Pages 10 and 11 of this document state that the Former Agency should prepare a new site plan for a mixed-use development of the property after the failure of the previous proposal in 2004.

As stated previously, the City has a relatively small proportion of commercial properties. As such, these two properties are critical to ensuring an adequate commercial base for the financial sustainability of the City. Therefore, the Successor Agency proposes to sell the properties at the highest possible value to a buyer who will develop the property in a manner that is consistent with the City's planning objectives.

A description of all properties, including the legally required information, aerial maps, and photographs of each property, are presented in this section. Pursuant to the requirements of Section 34191.5 (c) of the HSC, the following characteristics are provided on the following page and in Attachment 1:



MARKET STREET LANDING PROPERTIES (PROPERTIES 1 AND 2)

Address:	100 Ponomo Street and N/A
APN:	206-0-091-285 and 206-0-091-305
Lot Size:	1.9 acres total
Acquisition Date Range:	Between 1980 and 1981 as ten separate parcels
Value at Time of Purchase:	\$759,980 in total
Property Type (DOF Category)	Vacant Lot/Land
Estimate of Income / Revenue:	\$0
Current Zoning:	C-1 (PD) – General Commercial (Planned Development)
Date of Estimated Current Value:	June 2013
Estimated Current Value:	\$1,520,000
Proposed Sale Value:	Subject to proposals from potential buyers
Proposed Sale Date:	Subsequent to selection of appropriate proposal

Requirements for Use of Income / Revenue: N/A

Purpose of Acquisition: To encourage the development of new office space, to enable professional services to locate in downtown Port Hueneme, and to provide employment opportunities therein.

History of Environmental Contamination, Studies, and/or Remediation, and Designation as a Brownfield Site: The Olson Company contracted SECOR to conduct Phase I and Phase II Environmental Assessment Reports of the subject site and nearby properties. The Phase I and Phase II reports were completed in December 2004 and February 2005, respectively, and are included as Attachment 4 to the LRPMP.

In the Phase I report, SECOR identified two concerns that relate to the properties subject to this LRPMP. SECOR personnel noticed approximately 30 mounds of dirt on the subject site. These soils were taken from various Public Works operations throughout the city. Because of the undocumented origin of these dirt mounds and the potential for contamination, SECOR recommended analyzing representative samples from all of the mounds.

SECOR found evidence in historical records of a dry cleaner facility located adjacent to the subject site. Environmental records were not available for either releases or violations of the facility, because of which SECOR recommended analysis of the soils and groundwater underneath the location of the former dry cleaner to test for contaminants commonly associated with such facilities.

SECOR also recommended a comprehensive survey for lead and asbestos within the buildings built before 1978 that are located near the subject site (and within SECOR's area of study). Since these properties are not part of this LRPMP, the possible contamination of buildings located thereon is not relevant to this LRPMP.



Based on its findings in the Phase I report, SECOR pursued more detailed analysis as part of the Phase II report. SECOR collected ten soil mound samples grouped into three composite samples. It found that in two of the three composite groups, detectable arsenic concentrations exceeded the US EPA Region IX Preliminary Remediation Goal level, but fell within the range of naturally occurring background levels for arsenic in California. The report recommended no further action with regards to arsenic contamination.

SECOR also noted in the Phase II report that all three composite samples contained concentrations (some approaching potential action levels) of petroleum hydrocarbons, because of which SECOR recommended that the City of Port Hueneme remove the soil mounds to an off-site location prior to development. The City of Port Hueneme has since removed these mounds.

Finally, SECOR found it unlikely that the former drycleaner facility has impacted groundwater beneath the site and did not recommend further assessment.

Potential for Transit Oriented Development: None.

Advancement of Planning Objectives:

City of Port Hueneme General Plan, Land Use Element (Attachment 6):

“Market Street: The area between the Port, Scott Street, Hueneme Road, and Ventura Boulevard is of special importance. New development in vacant portions of this area, i.e., the western half and along Market Street, must tie into existing commercial uses fronting on Ventura Road, the Museum, the Port, and the Beach area” (page 2). Table LU-1 of the Land Use Element identifies the Market Street Landing area as one of 23 “Key Development Parcels” within the city (pages 22-23).

“Land Use Element Goals and Policies:

Goal 1: Continued development of land uses which will create and sustain a strong, viable economic base for the city.

Policy 1-1: Encourage development of new uses which complement, rather than compete, with existing uses.

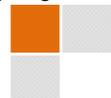
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Policy 1-3: Seek to attract and increase employment opportunities within new development” (page 39).

When describing important redevelopment project sites, the Land Use Element describes the Market Street Landing site as “the remaining commercial nucleus of Port Hueneme’s former downtown, the revitalization of which is intended to maximize the City’s retail and professional office development potential” (page 69).

Local Coastal Program Amendment 2-06 (Attachment 7):

The Local Coastal Program Amendment 2-06 (“LCP”), an attachment to the city’s General Plan, describes the Market Street Landing similarly and adds, “the General Plan update supports the development of visitor-serving commercial and harbor-related offices in areas proximate to the Port of Hueneme, Market Street included” (page 20).



Successor Agency to the City of Port Hueneme Redevelopment Agency Long-Range Property Management Plan

The LCP also provides guidelines for new development to complement rather than interfere with operations of the port and visitor-serving amenities. “By virtue of its proximity to the Port of Hueneme and distance from the Pacific Ocean,” the LCP states, “the Market Street area shall serve as an interface between uses of a general commercial, specialty retail, and harbor-related nature” (page 39).

History of Previous Development Proposals and Activity: Office complex proposal in late 1970s; office and restaurant proposal in early 1980s; mixed-use (office, retail, and residential) proposals in 2001, 2003, and 2004. See Attachment 5 for visuals of these proposals.

The Former Agency’s Implementation Plan identifies development of Market Street Landing as a priority project. The City’s General Plan Land Use Element and Local Coastal Program Amendment prescribe specific land uses and an ideal role for the area. Therefore, the Successor Agency would like to sell these two properties at the highest possible value to a buyer who will develop the property in a manner that is consistent with the City’s planning objectives.



Aerial view of Market Street Landing properties showing surrounding land uses



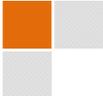
Successor Agency to the City of Port Hueneme Redevelopment Agency
Long-Range Property Management Plan



Street view looking southeast from intersection of Scott Street and Ponoma Street



Street view looking northwest from intersection of Market Street and Hueneme Road



Retention of Properties for Governmental Use

The Successor Agency does not wish to retain any properties for governmental use.



Future Development

The Successor Agency does not wish to retain any properties for future development.



Properties Retained For Purposes of Fulfilling an Enforceable Obligation

The Successor Agency does not need to retain any properties for the fulfillment of an enforceable obligation.



Attachments

- 1 – Property Tracking Worksheet
- 2 – Valuation Methodology
- 3 – Redevelopment Implementation Plan, FY 2007 – FY 2011
- 4 – Phase I and II Environmental Site Assessment Reports (supplementary tables, figures, and appendices excluded solely for consideration of length)
- 5 – Development Proposal Site Plans, Section, and Model Photographs
- 6 – City of Port Hueneme General Plan, Land Use Element
- 7 – City of Port Hueneme General Plan, Local Coastal Program Amendment 2-06
- 8 – Oxnard Harbor District Letter of Interest



Attachment 1 - Property Tracking Worksheet (DOF Form)

LONG RANGE PROPERTY MANAGEMENT PLAN: PROPERTY INVENTORY DATA

No.	Property Type	HSC 34191.5 (c)(2)		HSC 34191.5 (c)(1)(A)			Value Basis	Date of Estimated Current Value	SALE OF PROPERTY		HSC 34191.5 (c)(1)(B)	HSC 34191.5 (c)(1)(C)			
		Permissible Use	Permissible Use Detail	Acquisition Date Range	Value at Time of Purchase	Estimated Current Value			Proposed Sale Value	Proposed Sale Date	Purpose for which property was acquired	Address	APN #	Lot Size (Acres)	Current Zoning
1	Vacant Lot/Land	Sale of Property	Sale of property at the highest possible value to a buyer who will develop the property in a manner that is consistent with the City's planning objectives	1980-1981 as several parcels	\$759,980	\$1,520,000	Market	July 2013	Subject to proposals from potential buyers	Subsequent to selection of appropriate proposal	Office development, attraction of professional services, and creation of jobs in Downtown Port Hueneme.	100 Ponomo Street	206-0-091-285	0.98	C-1 (PD) General Commercial (Planned Development)
2	Vacant Lot/Land	Sale of Property	Same as for item 1	1980-1981 as several parcels	Combined with item 1	Combined with item 1	Market	July 2013	Same as for item 1	Same as for item 1	Same as for item 1	N/A	206-0-091-305	0.92	C-1 (PD) General Commercial (Planned Development)

LONG RANGE PROPERTY MANAGEMENT PLAN: PROPERTY INVENTORY DATA

HSC 34191.5 (c)(1)(D)	HSC 34191.5 (c)(1)(E)		HSC 34191.5 (c)(1)(F)	HSC 34191.5 (c)(1)(G)		HSC 34191.5 (c)(1)(H)
Estimate of Current Parcel Value	Estimate of Income/Revenue	Contractual requirements for use of income/revenue	History of environmental contamination, studies, and/or remediation, and designation as a Brownfield site	Description of property's potential for transit oriented development	Advancement of planning objectives of the successor agency	History of previous development proposals and activity
\$1,520,000	\$0.00	None	<p>Phase I and II Environmental Assessment Reports completed in 2004. Phase I report cited two concerns relating to the subject site. First, the presence of soil mounds from undocumented sources could have contaminated the soil with petroleum hydrocarbons or metals. Second, a former dry cleaner facility located on an adjacent parcel could have contaminated soil or groundwater under the subject site. These preliminary concerns led to the Phase II analysis and report. Phase II report found arsenic levels in the soil within the range of naturally occurring background levels for arsenic in California and found it unlikely that the former drycleaners facility has impacted groundwater beneath the site. The report did not recommend further assessment or action regarding these potential contaminants. The Phase II report also detected concentrations of petroleum hydrocarbons, some approaching potential action levels, and recommended that the soil mounds be removed to an off-site location prior to development because of this. See the LRPMP report for further detail.</p>	None.	<p>Land Use Element Goals and Policies: Goal 1: Continued development of land uses which will create and sustain a strong, viable economic base for the city. Policy 1-1: Encourage development of new uses which complement, rather than compete, with existing uses... Policy 1-3: Seek to attract and increase employment opportunities within new development." The Land Use Element describes the subject site as "the remaining commercial nucleus of Port Hueneme's former downtown, the revitalization of which is intended to maximize the City's retail and professional office development potential" and states that "new development in vacant portions of this area, i.e., the western half and along Market Street, must tie into existing commercial uses fronting on Ventura Road, the Museum, the Port, and the Beach area. The Local Coastal Program Amendment prescribes similar goals for the area. See the LRPMP report for further detail.</p>	<p>Office complex proposal in late 1970s, office and restaurant proposal in early 1980s, several different office, retail, and residential proposals in 2001, 2003, and 2004.</p>
Combined with item 1	\$0.00	None	Same as for item 1	Same as for item 1	Same as for item 1	Same as for item 1

Attachment 2 – Valuation Methodology

VALUATION METHODOLOGY

Background

Health and Safety Code Section 34191.5 (c) (1) (D) requires that the Long Range Property Management Plan (“LRPMP”) contain an estimate of current value for each property. In the absence of appraisal information, the Successor Agency to the City of Port Hueneme Redevelopment Agency has employed the following methodology to estimate the current value of properties included in its LRPMP.

Data Sources Employed

The following data sources were researched and analyzed for recent comparable sales of similarly zoned land:

- Costar Realty Information, as researched in June 2013;
- 2012-13 Ventura County Assessment Roll (via MetroScan)

In addition, the following real estate professional was consulted:

- Lawrence Tanji, First Vice President, CBRE, Inc., Ventura County

Methodology

Because the City of Port Hueneme is fairly small and mostly developed, the sources mentioned above did not reveal any recent sales of vacant land in the city. Fortunately, the Cities of Port Hueneme and Oxnard are considered as part of the same real estate submarket. Therefore, sales of properties within the City of Oxnard can be considered comparable when estimating the value of properties in the City of Port Hueneme.

The sources mentioned above provided a list of recent comparable sales and listings of comparable properties currently for sale in the City of Oxnard. Calculating the average price per square foot of these recent sales and current listings led to an estimated value of \$18.36 per square foot. This value was applied to the size of the subject site and rounded to the nearest \$1,000. The resulting estimated value is \$1,520,000 for both parcels together.

Attachment 3 – Redevelopment Implementation Plan, FY 2007 – 2011

Redevelopment Implementation Plan

FY 2007 – FY 2011

July 2007

Port Hueneme Redevelopment Agency
250 N. Ventura Boulevard
Port Hueneme, CA

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Section 1 Introduction

A. Legislative Background

As part of the Community Redevelopment Law Reform Act of 1993 (enacted as Chapter 942 of the Statutes of 1993 and commonly referred to as "AB 1290"), redevelopment agencies are required to adopt a five-year implementation plan for each redevelopment project area.

The implementation plan must describe specific goals and objectives for the project area, the specific programs, including potential projects, to be carried out in the project area, the estimated expenditures to be made during the five years covered by the plan and an explanation of how the goals, objectives, programs, potential projects, and estimated expenditures will eliminate blight within the project area. The implementation plan must also describe how the agency will implement its obligations to replace and expand low and moderate income housing opportunities.

The Port Hueneme Redevelopment Agency has three active redevelopment project areas – the Hueneme, Central Community, and NCEL. This implementation plan covers five-year period of FY 2007 - FY 2011 (July 1, 2007 through June 30, 2012) and incorporates recent changes in California Redevelopment Law.

B. Project Area Descriptions

The City Council of the City of Port Hueneme took action in 1962 to establish the Redevelopment Agency of the City of Port Hueneme. With this action, the City embarked on a comprehensive effort to eliminate blighting and adverse conditions within the City. The focus of the City's revitalization efforts has been channeled through the adoption and implementation of its Redevelopment Plans. The Agency's first redevelopment project area, the 37-acre Harbor (R-70) Project was officially completed in 1972, more than doubling the land area then owned by the Oxnard Harbor District. Following the Harbor Project, the Hueneme Project was adopted in 1967. Since then the Agency has adopted two additional redevelopment project areas: the Central Community and NCEL project areas. Appendix A shows the boundaries of the three active project areas.

1. Hueneme Project Area

The Hueneme (R-76) Project, adopted in 1967, encompasses the Seaview Apartments, Anacapa View condominiums, and single-family homes, as well as a portion of the Country Inn. This Project Area totals 50 acres and is essentially complete; no significant new development had occurred in the Project Area for approximately 20 years.

2. Central Community Project Area

The Central Community (A-38) Redevelopment Project was adopted on February 7, 1973. The 432-acre Project Area was later amended six times:

- The first amendment was adopted on December 3, 1975 by Ordinance No. 419 to add territory to the Original Area; this amendment occurred prior to January 1, 1994 when a requirement to account for original and added territory limitations separately was enacted.
- The second amendment was adopted on December 17, 1986 by Ordinance No. 531 to establish time and financial limits in the Original Area.
- The third amendment was adopted on December 21, 1994 by Ordinance No. 604 to comply with provisions set forth by Assembly Bill 1290.
- The fourth amendment was adopted on December 2, 1998 by Ordinance No. 623 which added additional area, extended time limitations for the Original Area, and amended and restated the Redevelopment Plan.
- The fifth amendment to the Redevelopment Plan was adopted on March 3, 2004 by Ordinance No. 655 to extend the Redevelopment Plan effectiveness and receipt of tax increment date by one year.
- The last amendment was adopted on June 6, 2007 by Ordinance No. 673 to extend the plan effectiveness and receipt of tax increment date by two more years.

The areas adopted in 1973 and 1975 are collectively referred to as the "Original Central Community Area", which is located in the southeast quadrant of the City and includes four major subareas:

- **Surfside:** Predominantly residential and visitor-serving area located south of Hueneme Road.
- **Market Street Landing:** Commercial corridor between Hueneme Road and Scott Street, extending westerly from Ventura Road to Pomona Street.

- **Ventura West:** The City's oldest residential neighborhood located west of Ventura Road between Scott Street and Pleasant Valley Road.
- **Ventura East:** The Neighborhood located east of Ventura Road between Hueneme Road and Pleasant Valley Road.

The area added to the Central Community Project by the fourth amendment ("Added Area") is generally bounded by Myrna Drive to the north, the Port Hueneme City limits to the east, Scott Street and east-west extension of Ann Avenue to the south, and Surfside Drive to the west.

3. NCEL Project Area

The Naval Civil Engineering Laboratory Project was adopted in December 1997 pursuant to specific provisions in the California Redevelopment Law (Section 33492 of the Health and Safety Code) pertaining to closed military base redevelopment project areas. The 34.3-acre project area consists of the southern portion of a narrow peninsula on the Pacific Coast and is generally bounded by the Pacific Ocean on the south, the Port of Hueneme on the north and east, and the Port Hueneme Harbor entrance on the west. The property within the project area was once a part of the Port Hueneme Naval Base, which was established in 1942 to meet World War II military requirements. The property was previously an engineering laboratory for the development and testing of maritime equipment and materials. Pursuant to the third round of the defense base closure and Realignment Act of 1990, the site was officially closed in May 1996.

C. Plan Limitations

Table 1 presents the legal Redevelopment Plan limitations for all Project Areas in Port Hueneme.

Table 1: Redevelopment Plan Limitations				
	Hueneme	Central Community		NCEL
		Original Area	Added Area	
Date of Adoption	August 25, 1967	February 7, 1973	November 18, 1998	December 3, 1997
Tax Increment	\$30,000,000	\$125,000,000	None	\$140,000,000 + CPI
Bonded Indebtedness	None	None	\$5,000,000 + CPI	\$10,000,000 + CPI
Establishing Indebtedness	December 31, 1998	December 31, 2008	November 18, 2018	20 years from County Certification
Duration	August 25, 2010	February 7, 2016	November 18, 2028	30 years from County Certification
Eminent Domain	December 31, 1998	December 31, 2010	November 18, 2010	12 years from County Certification
Paying Indebtedness/ Receiving Tax Increment	August 25, 2020	February 7, 2026	November 18, 2038	45 years from County Certification

Section 2 Elimination of Blight

A. Elimination of Blighting Conditions in Project Areas

1. Hueneme Project Area

Redevelopment Activities Undertaken

Previous Five-Year Implementation Plans for the Port Hueneme Redevelopment Agency document redevelopment activities that had been undertaken in the Hueneme Project Area prior to July 2003. Since July 2003, adoption of the last Implementation Plan, no Agency assisted activity occurred in the Hueneme Project Area.

Remaining Blighting Conditions

Redevelopment in this Project Area has been completed.

2. Central Community Project Area

Redevelopment Activities Undertaken

Major redevelopment activities that had been undertaken in the Central Community Project Area are summarized in Table 2.

Table 2: Redevelopment Activities Undertaken in the Central Community Project Area

Public Facilities	Commercial/Mixed-Use/Residential
<ul style="list-style-type: none"> ▪ Hueneme Beach Park, the City's largest recreational facility, encompassing approximately 60 acres. ▪ Bubbling Springs Recreational Corridor, a 2-acre linear park extending from Oceanview Drive to Bard Park. ▪ Dorill B. Wright Cultural Center, a 20,000-square-foot multi-purpose building located along Surfside Drive between Hueneme Beach Park and Moranda Park. ▪ Moranda Park, a 7-acre recreational facility in the center of Surfside Village. ▪ Port Hueneme Municipal Service Yard, a 40,000-square-foot corporate yard shared by the City of Port Hueneme and Hueneme Elementary School District located at the southeast corner of Hueneme Road and Surfside Drive. ▪ Herbert C. Templeman Education Center, an 8,765-square-foot professional office building which services as the administrative headquarters for the Hueneme Elementary School District. ▪ Street scene and urban design improvements encompassing raised median islands, thematic street trees, stamped concrete crosswalks, and City entrance signs along major arterials. ▪ Library and police station remodel/expansion. ▪ Neighborhood Preservation Program encompassing housing rehabilitation, compulsory building code enforcement, commercial revitalization, and selective site acquisition and clearance within the City's 600-acre Neighborhood Strategy Area. ▪ Street and utility improvements throughout Project Area, including sewer station improvements and water treatment plant. 	<ul style="list-style-type: none"> ▪ Surfside Village, a project involving residential, retail, commercial, and visitor-serving components, including 67 single-family homes at Surfside Village, 31 townhomes at Beachfront Villas, 309 condominiums at Surfside IV, 135-room Country Inn Motel, and the 60,000-square-foot Beachport Shopping Center. ▪ Port Hueneme Athletic Center, a 10,500-square-foot multi-purpose recreation facility near the intersection of Pleasant Valley Road and Camelia Drive. ▪ Harbor Plaza, a 15,000-square foot garden office complex located at the western terminus of Market Street Landing between Market Street and Pomona Street. ▪ Surfside Annex encompassing a new VFW assembly building, 39,000-square foot self-storage facility and Beachport cottages, a 30-unit residential planned development located in the vicinity of Surfside Drive and Industrial Avenue. ▪ Hueneme Center, a commercial renovation project involving a 1-acre neighborhood convenience shopping center at the northeast corner of Ventura Road and Hueneme Road. ▪ Pleasant Valley Revitalization, a commercial renovation project involving a 1,076-square-foot commercial office building, a 4,775-square-foot retail building, a 1,125-square-foot auto repair shop, a 1,574-square-foot liquor store, and a 2,628-square-foot dental office, all located near the corner of Evergreen Lane and Pleasant Valley Road. ▪ Renovation and expansion of America's Best Value Inn (formerly Moonlite Motel) and restaurant
Residential	Residential
<ul style="list-style-type: none"> ▪ The Agency assisted in the assembly of lots for the development of Ocean Walk (30 small-lot single-family homes), Harbor Homes (10 small-lot single-family homes), and Seaside Walk (33 small-lot single-family homes). ▪ Casa Pacifica, a 90-unit senior citizen complex located southwest of the intersection of Ventura Road and Pleasant Valley Road. ▪ Harbor Village Apartments, a 60-unit apartment complex located at the northwest corner of Fifth Street and Hueneme Road. ▪ Port Harbor Homes, a 24-unit residential planned unit 	<ul style="list-style-type: none"> ▪ Bubbling Springs Villas, a 14-unit townhome and apartment complex located at the northeast corner of Fifth Street and Clara Street. ▪ La Entrada, a 27-unit residential planned unit development located along the northerly side of Pleasant Valley Road from Maplewood Way to Camelia Drive. ▪ Hueneme Gateway, a 4-unit addition to Courtyard Villas, at the northwest corner of Hueneme Road and "J" Street. ▪ The Agency acquired the 8-unit "A" Street Apartments for rehabilitation. This complex will be deed-restricted

Table 2: Redevelopment Activities Undertaken in the Central Community Project Area

<p>development, located at the northeast corner of Scott Street and Pomona Street.</p>	<p>as affordable housing for very low income households.</p> <ul style="list-style-type: none">▪ As part of an effort to revitalize the Jane Drive Neighborhood, the City and Agency have acquired six duplexes on Jane Drive, (3 owned by the City, 3 owned by the Agency). Four duplexes have been completely renovated, one is currently undergoing renovation, and the latest acquisition is in the design phase. Three duplexes were either acquired with or renovated with federal assistance (CDBG or HOME funds) and are rented exclusively to low or very low income households. Three duplexes acquired with RDA LMIHF or City General Fund money are rented to very low, low, or moderate income households. Rents for all Jane drive units are below market. <i>(Note: Deed restrictions have not been formally recorded but will be recorded if the properties are ever sold.)</i>▪ The Agency owns two rental houses on "C" Street which are rented to very low, low, or moderate income households at the same below market rate as the units on Jane Drive.
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Remaining Blighting Conditions

The Agency has been actively pursuing redevelopment activities and has been very successful in eliminating or reducing blighting conditions in this Project Area. In addition, significant private reinvestment has occurred in the Project Area. However, some blighting conditions continue to persist, although to a lesser degree than those reported at the time of original redevelopment plan adoption. Remaining blighting conditions include:

Physical Conditions

- Unsafe buildings due to deterioration, defective design or physical condition, and/or faulty or inadequate utilities.
- Factors that prevent or substantially hinder the economic viable reuse or capacity of buildings or areas due to substandard design or lack of parking.
- Inadequately sized or irregularly formed parcels or lots in multiple ownership.

Economic Conditions

- High business vacancies.
- Lack of necessary commercial facilities.
- Residential overcrowding.

3. NCEL Project Area

Redevelopment Activities Undertaken

Jointly, the City's Surplus Property Authority and Harbor District invested \$3,000,000 to clear up, rebuild utilities, and undertake remediation activities in the NCEL Project Area. The Agency has executed a \$3 million promissory note to repay the Surplus Property Authority for this project.

Remaining Blighting Conditions

By removing deficient structures and improving infrastructure in this Project Area, many of the blighting conditions identified at the time of Redevelopment Plan adoption have been alleviated or eliminated. Remaining blighting conditions include:

Physical Conditions

- Property not meeting existing adopted utility or community infrastructure standards.
- Buildings that, when built, did not conform to the then effective building, plumbing, mechanical, or electrical codes.

Economic Conditions

- Factors that prevent or substantially hinder the economic viable reuse or capacity of building or areas due to:
 - Substandard design;
 - Age, obsolescence, deterioration, and poor on- and off-site access; and
 - Other physical conditions preventing the highest and best use of the property.

Section 3 Tax Increment Financing

A. Status of Tax Increment Funds

This section presents the estimated revenues available over the next five years to fund the Implementation Plan activities.

1. Hueneme Project Area

Redevelopment in the Hueneme Project Area is complete and the Project Area has the ability to generate tax increment revenue until 2020. Table 3 provides an estimate of tax increment funds from the Hueneme Project Area over the next five years based on a two-percent growth rate in assessed values. Between FY 2007 and FY 2011, the Agency anticipates approximately \$1.89 million in net tax increment from the Hueneme Project Area.

	2007-08	2008-2009	2009-2010	2010-2011	2011-2012
Gross Tax Increment	\$799,324	\$815,498	\$831,997	\$848,825	\$865,990
Housing Set-Aside	(\$160,262)	(\$163,505)	(\$166,813)	(\$170,187)	(\$173,629)
Tax Increment After Set-Aside	\$639,091	\$651,993	\$678,638	\$692,361	\$706,359
Debt Service	(\$288,688)	(\$287,513)	(\$286,013)	(\$284,188)	(\$287,038)
Net Tax Increment	\$350,374	\$364,481	\$379,171	\$394,450	\$405,324

2. Central Community Project Area

The original Central Community Project Area has the ability to generate tax increment revenue until 2026, with the Added Area with tax increment authority until 2038. Table 4 provides an estimate of tax increment funds from the Central Community Project Area over the next five years based on a two-percent growth rate in assessed value. Between FY 2007 and FY 2011, the Agency anticipates approximately \$2.66 million in net tax increment from the Central Community Project Area.

Table 4: Projected Tax Increment Revenue – Central Community Project Area					
	2007-08	2008-2009	2009-2010	2010-2011	2011-2012
Gross Tax Increment	\$4,841,645	\$4,941,515	\$5,043,383	\$5,147,289	\$5,253,272
Housing Set-Aside	(\$970,736)	(\$990,760)	(\$1,011,184)	(\$1,032,017)	(\$1,053,267)
Debt Service	(\$2,506,566)	(\$2,504,296)	(\$2,504,718)	(\$2,502,423)	(\$2,357,394)
Tax Increment After Set Aside and Debt Service	\$1,364,343	\$1,446,459	\$1,527,481	\$1,612,849	\$1,842,611
Statutory Pass Throughs	(\$967,728)	(\$987,690)	(\$1,024,308)	(\$1,052,522)	(\$1,101,500)
Net Tax Increment	\$396,615	\$458,769	\$503,173	\$560,327	\$741,111

3. NCEL Project Area

No plan limits have been established for the NCEL Project Area. Pursuant to agreement with the County of Ventura, the Agency will continue to receive 100 percent of the tax increments generated in this Project Area until the annual tax increments exceed \$100,000. Thus far, this Project Area has been generating approximately \$70,000 in tax increment funds annually.

Section 4 Redevelopment Activities

A. Planned Activities for FY 2007-FY 2011

Redevelopment in the Hueneme Project Area has been completed. Although some of the blighting conditions that originally warranted the adoption of the Central Community and NCEL Project Areas remain, the major focus of Agency activities has transitioned from implementing projects directly to also promoting private redevelopment within these areas. By invoking the tools, mechanisms, and powers provided by Redevelopment Law, the Agency intends to facilitate the completion of revitalization activities in the Project Areas.

The Agency's redevelopment program in all of the Project Areas focuses heavily on the repayment of previously established debt that enabled the Agency to successfully eliminate blighting conditions. Any remaining non-housing funds in both the Central Community and NCEL Project Areas will be used for the projects and programs outlined in this Implementation Plan.

1. Hueneme Project Area

Redevelopment in the Hueneme Project Area has been completed.

2. Central Community Project Area

The Port Hueneme Redevelopment Agency established the following objectives for the Central Community Project Area in the Five-Year Implementation Plan:

- Continue to pursue and promote private redevelopment throughout the Project Areas.
- Complete identified public improvement projects, as funding is available.
- Continue to implement housing programs for low and moderate income households throughout the City.

The goals and objectives originally adopted for the Central Community Project Area are contained in the Redevelopment Plan for the Fourth Amendment to the Central Community Redevelopment Project.

For the FY 2007-2011 period, the Agency plans to pursue the following redevelopment activities:

- **Market Street Landing:** The Agency had entered into an Exclusive Negotiating Agreement (ENA) with Olson Company on this project. The original plan included a

mid-rise office building and 78 homes (31 live/work units, 10 flats above retail, and 37 auto court townhomes). However, the project has been delayed and a new site plan for a mixed-use development is being developed. The Agency estimates \$10,000,000 of combined discretionary and Set-Aside tax increment funds will be needed to assist in the redevelopment of Market Street.

- **211-221 Scott Street:** The Agency owns one of two lots at this site. The Agency is proposing to convey the Agency-owned lot to the abutting owner/developer for a small five-unit infill residential project.
- **Surfside Motel:** This 90-unit motel is subject to an extended stay ordinance which limits continuous and cumulative occupancy; only five percent of the units can be used for long-term stay. The Agency may assist in the conversion of this motel into ownership or apartment housing. The project would likely involve demolition and reconstruction of housing.
- **Pleasant Valley/Hueneme Road:** The Agency owns four lots in this one City block. As funding permits, the Agency intends to acquire additional lots as they become available and pursue development on these lots.
- **Rehabilitation of "A" Street Apartments:** The Agency acquired this eight-unit apartment in 2006 and is in the process of rehabilitating the units. Once completed, the units will be deed-restricted as affordable housing and occupied by very low income households. The Agency's ultimate plan is to sell the units for ownership and management by a private entity.
- **Acquisition and Rehabilitation of Rental Units:** As part of the Jane Drive Revitalization project, the Agency purchased a duplex (two units), which will be rehabilitated and re-occupied. The latest duplex, Jane Drive Revitalization Project #6, acquired by the Agency in March 2007, will be housing affordable to very low, low, or moderate income households. As of June 2007, the Agency is also in the process of renovating a duplex acquired in 2006, Jane Drive Revitalization Project #5. A combination of Redevelopment Housing Set-Aside and Federal funds are being used in the renovation of Project #5. Projects #1 through #4 were acquired and renovated in the period 1999 through 2005. The Agency will continue to seek opportunities to convert market rate rental housing to affordable housing.

2. NCEL Project Area

The Port Hueneme Redevelopment Agency established the following objectives for the NCEL Project Area in the Five-Year Implementation Plan:

- Implement reuse activities pursuant to the NCEL Community Reuse Plan and the Memorandum of Understanding entered into by the City, the Port Hueneme Surplus Property Authority, and the Oxnard Harbor District.
- Continue to encourage private sector investment.
- Ensure compatible uses with adjacent sites.

The goals and objectives originally established for the NCEL Project Area are contained in the Redevelopment Plan for the NCEL Redevelopment Project.

For the FY 2007-2011 period, the Agency plans to execute a \$800,000 to \$1,000,000 promissory note to repay the Surplus Property Authority and City for making the following improvements in the Project Area (expected in FY 2007-08):

- **Rebuilding of the Seawall:** This seawall straddles the Central Community and NCEL Project Areas. Discretionary tax increment funds from the NCEL and Central Community Project Area will be used for this project.¹
- **Roadway Improvement:** Discretionary tax increment funds will be used to install a utility/service roadway with full pedestrian/cyclist access.

¹ The NCEL Project Area has been generating approximately \$70,000 in tax increment funds annually, not adequate to pursue large-scale projects. Until the Project Area generates \$100,000 a year, no pass-through of funding to other agencies will be required and the Agency will receive 100 percent of the tax increment.

Section 5 Housing Obligations

A. Statutory Requirements

California Community Redevelopment Law (Health and Safety Code § 33000 et. seq.) establishes the provision of low- and moderate-income housing opportunities as one of the fundamental goals of redevelopment. Redevelopment housing requirements are three-fold:

- **Replacement Requirement.** Redevelopment agencies must replace low- and moderate-income housing that is removed as a result of a redevelopment project in a Project Area or an Amended Project Area (the Replacement Rule, Section 33413(a)).
- **Housing Production Requirement.** In a redevelopment project area adopted or amended on or after January 1, 1976, a fixed percentage of all housing constructed in the project area must be affordable to low- and moderate-income persons and families (the Inclusionary Rule, Section 33413(b)).
- **Housing Fund Requirement.** Agencies must expend at least 20 percent of tax increment revenue to increase, improve, and preserve the supply of low- and moderate-income housing in a Project Area established on or after January 1, 1977 (the Set-Aside Rule, Section 33334.2). Funds must be spent in proportion to the community's needs in the Housing Element and other state requirements.

B. Summary of Housing Needs

State law requires that the expenditure of Redevelopment Housing Set-Aside funds must address the housing needs of a community and that the Redevelopment Implementation Plan must be consistent with the Housing Element. The following summary of housing needs is an excerpt from the City of Port Hueneme 2008-2014 Housing Element.

1. Housing Availability

The City of Port Hueneme is a small coastal community with almost half of the City consisting of the U.S. Naval Construction Battalion Center (NCBC) that is controlled by the federal government. The City is primarily built out with limited vacant or underutilized land available for future development. Between 2000 and 2007, the City's housing inventory increased by 2.2 percent, from 7,911 units in 2000 to 8,082 units in 2007 (*State Department of Finance, Population and*

Housing Estimates, May 2007). Port Hueneme has a diverse mix of homes, with approximately 42 percent of the housing comprising of multi-family units, and 51 percent of the units occupied by renter-households.

2. Housing Affordability

As of April 2007, the median price of homes in Port Hueneme was \$322,500, down by about 12 percent from \$367,500 in April 2006 (www.DQNews.com, May, 2007). Current asking prices for single-family homes and condominiums, however, reflect much higher prices. Median asking price for condominiums as of May/June 2007 was \$358,000 and median asking price for single-family homes was \$524,400. Home prices in Port Hueneme are generally lower than prices in surrounding communities.

Rental housing in Port Hueneme presents more affordable options compared to homeownership. A general search in the internet revealed the following rental rates (www.rentslizer.com, June, 2007):

- One-bedroom: \$1,029
- Two-bedroom: \$1,348
- Three-bedroom: \$1,541

Table 5 below presents the affordable housing cost guidelines by income and tenure based on Sections 50052.5 and 50053 of the Health and Safety Code. Table 6 presents estimates of affordable housing costs by income, household size, and type of housing, based on 2007 income limits provided by the State Department of Housing and Community Development and housing costs guidelines in Table 5.

	For-Sale	For-Rent
Very Low Income	30% of 50% AMI	30% of 50% AMI
Low Income	30% of 70% AMI	30% of 60% AMI
Moderate Income	35% of 110% AMI	30% of 110% AMI

Note: Affordable housing costs should be adjusted for household size.

Table 6: Maximum Affordable Housing Costs - 2007

Household	Annual Income	Affordable Costs (All Costs)		Estimated Utility Allowance	Estimated Owner's Taxes & Insurance	Affordable Rent	Affordable Home Price
		Rental Costs	Ownership Costs				
Very Low Income (0-50% AMI)							
1-Person	\$30,000	\$696	\$696	\$50	\$150	\$646	\$82,835
2-Person	\$34,300	\$795	\$795	\$75	\$172	\$720	\$91,694
3-Person	\$38,550	\$895	\$895	\$100	\$193	\$795	\$100,683
4-Person	\$42,850	\$994	\$994	\$125	\$214	\$869	\$109,542
5-Person	\$46,300	\$1,074	\$1,074	\$150	\$232	\$924	\$115,916
Low Income (51-80% AMI)							
1-Person	\$48,000	\$836	\$975	\$50	\$210	\$786	\$119,316
2-Person	\$54,850	\$954	\$1,113	\$75	\$240	\$879	\$133,274
3-Person	\$61,700	\$1,074	\$1,253	\$100	\$270	\$974	\$147,494
4-Person	\$68,550	\$1,193	\$1,391	\$125	\$296	\$1,068	\$161,453
5-Person	\$74,050	\$1,289	\$1,503	\$150	\$324	\$1,139	\$172,011
Moderate Income (80-120% AMI)							
1-Person	\$66,800	\$1,531	\$1,786	\$50	\$357	\$1,481	\$225,360
2-Person	\$76,300	\$1,749	\$2,040	\$75	\$408	\$1,674	\$254,487
3-Person	\$85,900	\$1,969	\$2,297	\$100	\$459	\$1,869	\$284,005
4-Person	\$95,400	\$2,186	\$2,551	\$125	\$510	\$2,061	\$313,131
5-Person	\$130,000	\$2,362	\$2,756	\$150	\$695	\$2,212	\$335,850

Notes:

1. Income limits are based on 2007 California HCD Area Median Income of \$79,500 for Ventura County
2. Affordable Home Price is based on 10% downpayment, 30-year mortgage at 6.19% interest rate.
3. Taxes and insurance for homeownership are estimated at 20% of total affordable housing cost.

Resale condominiums are generally affordable to moderate income households but not to very low or low income households in Port Hueneme. Resale single-family homes are probably beyond the reach of even moderate income households. For rental housing, low and moderate income households can generally afford market rents but not very low income households.

To assist lower and moderate income households in achieving homeownership, the City's Home Buyer Assistance Program, funded with Redevelopment Housing Set-Aside Funds, provides a downpayment of up to \$75,000. In FY 2006-07, nine low income households and two very low income households purchased resale property under this program. Eight moderate income households were also assisted with purchases. All except one of the properties were condominiums or townhomes. To assist the renters, the City/Agency has acquired and rehabilitated duplexes and apartment units, offering these units at rents affordable to lower and moderate income households.

3. Housing Adequacy

According to the 2000 Census, about 45 percent of the City's housing stock was built prior to 1970, older than 30 years of age. Also, another 31 percent of the housing stock was constructed during the 1970s, approaching 30 years of age. Therefore, older housing units represent a significant portion of the City's housing stock.

4. Share of Regional Housing Needs

As authorized by the State Housing Element law, each jurisdiction in California is responsible for a share of the new construction needs in its region. This new construction need, commonly known as the Regional Housing Needs Assessment (RHNA), is assigned to each jurisdiction by the corresponding regional Council of Governments. For the 2008-2014 Housing Element period, the City of Port Hueneme has been assigned a RHNA of 180 units by the Southern California Association of Governments (SCAG). The RHNA is divided into four income categories as follows:

- Very Low Income (up to 50 percent AMI): 36 units (20.0 percent)
- Low Income (51-80 percent AMI): 31 units (17.2 percent)
- Moderate Income (81-120 percent AMI): 37 units (20.6 percent)
- Above Moderate Income (120+ percent AMI): 76 units (42.2 percent)

5. Special Housing Needs

Certain households have difficulty finding decent and affordable housing due to their special needs. These include seniors, persons with disabilities, large households, and female-headed households with children. These households tend to have lower disposable incomes and need to locate housing within proximity to transportation and services.

Elderly

Many seniors (over the age of 65) have special housing needs due to their limited and fixed incomes, high health care costs, and dependent needs. Due to physical limitations, many also are unable to maintain the homes they have been living in for a long time. According to the 2000 Census, 2,339 seniors (aged 65 and older) resided in Port Hueneme comprising 10.7 percent of the population. Countywide, seniors comprised 10.2 percent of the population, compared to the statewide 10.6 percent.

Persons with Disabilities

Disability can hinder access to housing units of traditional design as well as potentially limit the ability to earn adequate income. The Census defines a "disability" as a long-lasting physical,

mental, or emotional condition. The 2000 Census finds that 18.9 percent of Port Hueneme's population to be disabled with either a sensory disability, physical disability, mental disability, self-care disability and/or go-outside-home disability. In comparison, 16.2 percent of the population in the County was considered disabled and statewide, 17.5 percent of the population was disabled.

Large Households

Large households (with five or more members) usually have a more difficult time finding adequate and affordable housing, compared to small households because of the limited availability of adequately sized affordable housing. According to the 2000 Census, 1,182 large households were residing in Port Hueneme, representing 16.3 percent of all households in the City. Large households comprised 17.3 percent of the households in Ventura County and 16.0 percent in the State.

Female-Headed Households

Female-headed households with children tend to have lower incomes but with greater needs for childcare. Therefore, many female-headed households have limited income to pay for housing. According to the 2000 Census, 544 or 7.5 percent of all households in the City were female-headed families with children under 18. In the County, 7.4 percent of the households with children were female-headed, compared to 8.7 percent in the State.

C. Housing Replacement Requirements

1. Statutory Requirements

Pursuant to Community Redevelopment Law (CRL), when residential units housing low and moderate income households are demolished or taken out of the affordable housing stock as part of a redevelopment project, the Agency must replace those units within four years after they are demolished or removed from the market. The replacement housing obligation is only triggered where units were destroyed or removed by a redevelopment project that is subject to a written agreement with the Agency or where financial assistance has been provided by the Agency. Destroyed units that were vacant, but could reasonably be expected to be occupied by low and moderate income households if occupied, must also be replaced within four years.

CRL requires that all destroyed or removed dwellings to be replaced with units affordable to the same income levels as the destroyed or removed units. In addition, the housing must be made affordable for a minimum of 45 years for owner-occupied units and 55 years for renter-occupied units. Table 8 summarizes the Agency's housing replacement status.

2. Project Area Status

Hueneme Project Area

Redevelopment in this Project Area has been complete. The Agency has not incurred any replacement obligation in this Project Area.

Central Community Project Area

No Agency-assisted development in the Central Community Project Area has resulted in the removal or demolition of housing units occupied low and moderate income households in more than ten years. The Agency has not incurred any recent replacement obligation in this Project Area.

In upcoming years, the Agency will pursue the Market Street Landing project. Ten existing units presumed to be occupied by low income households will be removed as a result of this project. The Agency anticipates the replacement of these units will be accomplished by creating affordable units in the Market Street Landing project, the Ventura West Subarea, or the Ventura East subarea. Prior to the removal of the units, the Agency will adopt a Replacement Housing Plan, as required by CRL, that will contain specific information on locations within these areas, the number of bedrooms, and the precise schedule for the replacement units.

NCEL Project Area

The NCEL Project Area contains no existing units. Redevelopment activities in this Project Area have not resulted in and will not involve the removal or demolition of housing units.

D. Housing Production Requirements

1. Statutory Requirements

CRL requires that, in a redevelopment project area adopted or amended on or after January 1, 1976, 15 percent of all non-Agency-developed housing in a project area be affordable to low- and moderate-income households, 40 percent of which must be affordable to and occupied by very low-income households. CRL also requires that 30 percent of all Agency-developed/substantially rehabilitated housing be affordable to low- and moderate-income households, 50 percent of which must be housing affordable to and occupied by very low-income households. The units must be available as affordable housing for 45 years for ownership housing or 55 years for rental housing.

Housing "developed by an agency" is housing constructed by the agency pursuant to a public works contract, whether inside or outside a redevelopment project area. In an agency-developed project, the agency serves as a co-owner/partner, rather than a mere lender for the project. Non-Agency-developed housing in the project area is housing by public or private persons or entities other than the redevelopment agency, and includes both agency-assisted and unassisted housing. Both trigger redevelopment production requirements.

Substantial rehabilitation is defined as rehabilitation with cost that constitutes at least 25 percent of the after rehabilitation value of the dwelling, inclusive of the land value. On or after January 1, 2002, "substantially rehabilitated dwelling units" means all units substantially rehabilitated, with agency assistance. Prior to January 1, 2002, "substantially rehabilitated dwelling units" mean substantially rehabilitated multi-family rented units with three or more units regardless of whether there is agency assistance, or substantially rehabilitated, with agency assistance, single-family dwelling units with one or two units. Table 8 summarizes the Agency's housing production status.

2. Project Area Status

Hueneme Project Area

The Hueneme Project Area was adopted prior to 1976 and redevelopment in this Project Area is complete. Inclusionary housing requirement is not applicable to this Project Area.

Central Community Project Area

Units Constructed or Substantially Rehabilitated: Since the last Implementation Plan (ended FY 2006), a total of 126 housing units have been constructed in the original Central Community Project Area. These units are not subject to redevelopment housing production requirements because this Project Area was adopted prior to 1976.

Only the 1998 Added Area within the Central Community Project Area is subject to the redevelopment housing production requirements. No housing has been substantially rehabilitated with Agency assistance or constructed in the Added Area and therefore, the Agency has not incurred any housing production obligations for this Project Area.

However, the Agency has been assisting with the revitalization of Jane Drive; some of the projects underway may be considered substantial rehabilitation depending on the final costs and after rehabilitation values. As of July 2007, Jane Drive Revitalization Project #5 is currently under construction using CDBG and Redevelopment Housing Set-Aside Funds. Jane Drive Revitalization Project #6 is in the design phase. The Agency will monitor the progress of these projects and ensure compliance with redevelopment inclusionary requirements.

Affordable Units Created: The Agency used Set-Aside funds to acquire the eight-unit "A" Street Apartments and six duplexes (12 units) as part of the Agency's revitalization efforts through acquisition/rehabilitation. The Agency is in the process of rehabilitating the "A" Street Apartments. When completed, these units will be rented as housing affordable to lower and moderate income households. Ultimately, the Agency plans to dispose of the "A" Street Apartments for ownership and management by private entities. Four of the Jane Drive Revitalization projects (eight units) have been completed with two additional projects (four units) underway.

Future Development Potential: Major residential development potential will likely occur in the Market Street Landing project, as well as in the Ventura East and Ventura West subareas. Table 7 shows the remaining vacant and underutilized sites in the City with residential development potential, as well as projects that are under construction or have been approved. The Agency will monitor its housing production and work to comply with all redevelopment requirements.

Table 7: Vacant and Underutilized Sites with Residential Potential					
Site	Site Area (acres)	Existing Use	General Plan/ Zoning	Potential Uses and Units (Net Increase)	Potential Affordability Level
Remaining Target Development Sites					
A (Pleasant Valley Rd/ San Pedro St)	2.16	Underutilized residential, commercial uses	Mixed Use/ R4	This one block area currently contains 23 existing units and an 11-unit motel. The Agency owns four vacant parcels on this block. The Agency's strategy is to purchase additional parcels as they become available on the market. The intention is to create an affordable housing block. The Agency will work to achieve maximum allowable density in this area, achieving a net increase of 31 units (25 units per acre).	31 Lower
B (5 th St/E. Clara St)	0.25	Vacant	Medium Density/R2	This small vacant lot can accommodate a small townhome project of 3 units	3 Moderate
C (Evergreen Ln/ E. Clara St)	0.20	Vacant	Public Facilities/RM	This vacant site is the former location of the City's water tower, which has been removed. The City-owned property can be used for the development of a small townhome project of 3 units. The Agency will pursue development of this site at its maximum allowable density.	3 Moderate
F (N. Surfside Dr/ E. Port Hueneme Rd)	1.88	Surfside Motel	Medium Density/R2	The existing Surfside Motel is listed for sale. The Agency is currently soliciting interest from both for-profit and non-profit housing developers to reconstruct the site as an affordable housing project. At its current General Plan/Zoning designations, 28 units can be achieved. However, the Agency intends to recommend a density bonus and \$2,000,000 in Redevelopment Housing Set-Aside funds to achieve additional affordable units.	28 Lower

Table 7: Vacant and Underutilized Sites with Residential Potential

G (N. Surfside Dr/ E. Port Hueneme Rd)	1.13	Commercial	Medium Density/R2	This site contains a number of derelict non-conforming commercial uses surrounded by recent residential development projects. As part of the Redevelopment Agency's current Implementation Plan, redevelopment of the Site "G" is specifically listed as an activity that will reduce the prevalence of blighting conditions found within the Central Community Project (i.e. implement redevelopment projects identified in General Plan). In addition, several developers active in the City have expressed interest in redeveloping Site G with a medium size townhome project similar to that achieved on abutting lots where non-conforming commercial uses were previously converted into residential projects (Courtyard Villas and Portside Homes).	15 Moderate
I (Market St/ E. Port Hueneme Rd)	6.20	Vacant, residential, commercial	Commercial/C	The Agency is in the process of negotiating a redevelopment agreement for this site, changing the land use from Commercial (C) to Mixed Use Residential (R4). The draft plan includes 37 "auto court" units that are most likely going to be offered at prices affordable to moderate income households, and 31 live/work units that are targeted for upper income price range. In addition, the developer has agreed to include 10 rental units that would be offered at rates affordable to lower income households.	10 Lower 37 Moderate 31 Upper
J (San Pedro St/ W. B St)	0.22	Vacant	High Density/R3	The property owner has indicated that this lot will be developed as two separate single-family homes. One unit is intended for a relative at no or affordable costs and another will be used as rental.	2 Moderate
K (3 rd St/Pearl St)	0.23	Residential	Medium Density/R2	This property is currently occupied by a single-family unit. Either a duplex or two single-family homes can be achieved on this site.	2 Upper
Total	12.89				162
Projects Approved or Under Construction					
Site	Site Area (acres)	Proposed Use	Potential Units (Net Increase)	Affordability Level	
D (Joyce Dr)	0.46	Private development of detached single family homes	This project is under construction.	4 Upper	
E (N. 2 nd St/E. Scott St)	0.97	Private development – detached single family homes	This project is under consideration by the Agency.	5 Upper	

Table 7: Vacant and Underutilized Sites with Residential Potential

H Naval Base Ventura County at Port Hueneme	---	Military housing	The Navy is partnering with a private firm to form a limited liability corporation (LLC) to develop, rehabilitate, own, and operate family housing units on the base. The LLC will take ownership of 502 units on the NBVC, demolish 285 existing units in Bruns Park but replace the demolished units in Bard Estates neighborhood with new units plus 6 additional units affordable to lower income enlisted personnel.	6 Lower
L (N. Surfside Dr/ E. Hueneme Rd)	17.0	John Laing Homes	The John Laing Homes project has been approved for 64 single-family homes (Beach House) and 86 townhomes (Hideaway). These units are priced at \$425,000 and up. However, John Laing Homes has agreed to donate 9 townhomes to the City, which will be operated as rentals by the City.	9 Lower and Moderate 141 Upper
Total	18.43			165

Source: City of Port Hueneme, July 2007.

NCEL Project Area

No residential development has occurred in this Project Area yet.

E. Summary of Replacement and Production Obligations

The Agency anticipates incurring a ten-unit replacement housing requirement for low income households but will have created eight affordable units for very low income households through the "A" Street Apartments project. In conjunction with the City's efforts to revitalize the Jane Drive neighborhood, the Agency has acquired three duplexes (six units). One duplex has been completely rehabilitated and two more rehabilitation projects are underway. The Agency has also financed non-substantial improvements to three other Jane Drive duplexes purchased by the City between 1999 and 2001. While all 12 units are (or will be) affordable to low income households with two to four persons, only six of the units are restricted to lower income tenants; the other six units are also available to moderate income households. As the "A" Street Apartments and the 12 units on Jane Drive are owned by the Agency or the City, no deed restriction is required. However, if these units are sold to private entities in the future, the Agency and the City will ensure that the affordability covenants meet redevelopment requirements.

Table 8: Housing Replacement and Production Status				
Construction and Rehabilitation	Very Low	Low/Moderate	Above Moderate	Total
Housing Constructed				
Hueneme	N/A	N/A	N/A	N/A
Central Community	0	0	0	0
NCEL	0	0	0	0
Total	0	0	0	0
Affordable Housing Status (as of June 2007)	Very Low	Low/Moderate	Above Moderate	Total
Inclusionary Requirement	0	0	0	0
Replacement Requirement				
Hueneme	0	0	N/A	0
Central Community	0	10	N/A	10
NCEL	0	0	N/A	0
Affordable Housing Created				
Hueneme	0	0	N/A	0
Central Community	8	12	N/A	20
NCEL	0	0	N/A	0
Surplus/Deficit	+8	+2	N/A	+10

F. Housing Fund Requirements

1. Statutory Requirements

CRL requires redevelopment agencies to set aside a minimum 20 percent of the tax increment to a Low- and Moderate-Income Housing Fund (Housing Set-Aside Fund). The Housing Set-Aside Fund must be used to increase, improve and preserve the community's supply of low- and moderate-income housing within the territorial jurisdiction of the agency.

CRL also sets forth a variety of options for expending the Housing Set-Aside Fund, including the following:

- Acquire real property or building sites.
- Improve real property or building sites with onsite or offsite improvements, but only if both:
 - The improvements are part of the new construction or rehabilitation of affordable housing units for low or moderate income persons that are directly benefited by the improvements, and are a reasonable and fundamental component of the housing units; and

- The agency requires that the units remain available at affordable housing cost to, and occupied by, persons and families of extremely low, very low, low, or moderate income for the same time period and in the same manner as provided the inclusionary housing requirements.
- Donate real property to private or public persons or entities.
- Finance insurance premiums.
- Construct buildings or structures.
- Acquire buildings or structures.
- Rehabilitate buildings or structures.
- Provide subsidies to, or for the benefit of, extremely low income households, very low income households, lower income households, or persons and families of low or moderate income, to the extent those households cannot obtain housing at affordable costs on the open market.
- Develop plans, pay principal and interest on bonds, loans, advances, or other indebtedness, or pay financing or carrying charges.
- Maintain the community's supply of mobilehomes.
- Preserve the availability to lower income households of affordable housing units in housing developments that are assisted or subsidized by public entities and that are threatened with imminent conversion to market rates.

While the Housing Set-Aside Fund can be used for on- and off-site improvements, the improvements must be made as part of an overall project/program that directly results in new construction or rehabilitation of affordable units.

2. Housing Set-Aside Funds Available

Between FY 2007 and 2011, the Agency anticipates receiving \$5,892,360 in Housing Set-Aside Funds (Tables 3 and 4). Combined with a current balance of \$3,073,989, close to \$9,000,000 may be available for housing programs and activities over the planning period of this Implementation Plan.

3. Excess Surplus

Pursuant to CRL, the Agency must expend the Housing Set-Aside Funds in a timely manner. CRL establishes a threshold for when "excess surplus" occurs and the penalty associated with the surplus. Specifically, excess surplus is defined as unexpended or unencumbered Housing Set-Aside balances that exceed the greater of \$1,000,000 or the aggregate amount deposited into the Housing Set-Aside Fund during the preceding four years. An agency with excess surplus has one year either to transfer the surplus to the local housing authority or to expend the fund. Failure to spend or encumber the excess surplus within an additional two years (for a total of three years from the date the funds became excess surplus) will result in the agency losing most of its discretionary powers over redevelopment until the surplus, plus 50 percent of the surplus amount, is spent or encumbered. Bond proceeds are not included in the calculation of excess surplus.

During the previous four years, the Port Hueneme Redevelopment Agency had a total Housing Set-Aside deposit of \$6,941,278 (Table 9). For this Implementation Plan period (FY 2006-2010), the Agency had a beginning balance of \$3,073,989. This beginning balance is less than the Agency's total deposit of the preceding four years; no excess surplus has incurred thus far.

	Hueneme	Central Community	NCEL	Total
Balance as of June 30, 2007	\$945,783	\$2,019,177	\$109,029	\$3,073,989
FY 2003/04	\$224,537	\$1,128,749	\$16,308	\$1,369,594
FY 2004/05	\$465,473	\$1,536,215	\$15,886	\$2,017,574
FY 2005/06	\$302,313	\$1,429,743	\$16,063	\$1,748,119
FY 2006/07	\$348,325	\$1,438,670	\$18,996	\$1,805,991
Total Deposit	\$1,340,648	\$5,533,377	\$67,253	\$6,941,278

4. Targeting Requirements

Expenditures by Income Level

CRL requires agencies to target expenditure of the Housing Set-Aside Funds in proportion to the total low and moderate income housing needs in the community. The intent is to ensure that very low income households are receiving a fair share of housing funds through redevelopment activities. In assessing the Agency's progress on this requirement, the expenditures for very low, low, and moderate income housing are compared to the share of housing dedicated to the low and moderate income groups in the City's RHNA. Table 10 summarizes the City's RHNA allocation of lower and moderate income units, and actual and projected Set-Aside expenditure by income group.

Between FY 2001 and FY 2006, the Agency had expended Housing Set-Aside Funds to benefit lower income households (approximately 42 percent) primarily through and acquisition/rehabilitation activities, and moderate income households primarily through its Home Buyer Assistance Program (approximately 58 percent). Overall expenditure on lower income households is less than the City's lower income RHNA allocation (58 percent) for the time period.

Table 10: Housing Set-Aside Expenditures by Income

Income Group	RHNA Allocation FY 2000-2007		Housing Set-Aside Expended FY 2001-FY2006		RHNA Allocation FY 2007-2013		Projected Housing Set-Aside Available FY 2007-FY 2011	
	Number	Percent	\$	Percent	Number	Percent	\$	Percent
Very Low	40	37.0%	\$2,644,372	34.0%	36	34.6%	\$3,102,357	34.6%
Low	23	21.3%	\$629,212	8.1%	31	29.8%	\$2,671,972	29.8%
Moderate	45	41.7%	\$4,507,057	57.9%	37	35.6%	\$3,192,020	35.6%
Total	108	100.0%	\$7,780,641	100.0%	104	100.0%	\$8,966,349	100.0%

The City's strategy is to utilize other funding sources that target lower income households as a means of leveraging Redevelopment Housing Set-Aside Funds. Specifically, the Community Development Block Grant (CDBG), HOME Investment Partnerships Act (HOME) funds and American Dream Downpayment Initiative (ADDI) are federally funded programs, with income limits not exceeding 80 percent of Area Median Income (i.e. lower income). Affordable Housing Program (AHP) funding and Individual Development and Empowerment Account (IDEA) funding from the Federal Home Loan Bank of San Francisco were also used to assist low income home buyers. In addition, funding through the California Housing Finance Agency's High Cost Area Program (HiCAP) was instrumental in closing the affordability gap for low and moderate income home buyers. During FY 2001 through FY 2006, the City expended approximately \$2,960,966 in in-lieu fees generated by the Coastal Inclusionary Housing program, as well as CDBG, HOME, ADDI, AHP, IDEA, and HiCAP funds to benefit lower income households, compensating for the under-expenditure of Housing Set-Aside Funds on the lower income groups. The Agency will monitor its expenditures in the future to ensure compliance with State law. Table 11 provides a summary of other funds expended for lower income households during the same period. The additional spending from other funding sources fully compensated for the under expenditure of set-aside funds for the lower income households (see Table 12).

Table 11: Other Funds Expended for Lower Income Households: FY2001-FY2006

Income Group	HMIRP Grants	Local In Lieu	CDBG	HOME/ ADDI	AHP	IDEA	HICAP	Total
Very Low	\$22,172	\$29,845	\$578,569	\$119,380	\$0	\$0	\$37,500	\$787,466
Low	\$56,864	\$345,898	\$227,865	\$1,230,208	\$50,000	\$7,665	\$255,000	\$2,173,500
Total	\$79,036	\$375,743	\$806,434	\$1,349,588	\$50,000	\$7,665	\$292,500	\$2,960,966

Table 12: Over/Under Expenditures by Income

Income Group	Housing Set-Aside Expended FY 2001-FY2006		Required Distribution FY 2001-FY2006			Other Funding Expended
	\$	Percent	RHNA Allocation FY 2000-2007	Required Distribution Based on RHNA	Over/Under Expenditure	
Very Low	\$2,644,372	34.0%	37.0%	\$2,878,837	(\$234,465)	\$787,466
Low	\$629,212	8.1%	21.3%	\$1,657,277	(\$1,028,065)	\$2,173,500
Moderate	\$4,507,057	57.9%	41.7%	\$3,244,527	\$1,262,530	—
Total	\$7,780,641	100.0%	100.0%	\$7,780,641	—	\$2,960,966

For the 2008-2014 RHNA period, the City of Port Hueneme has been allocated a housing need of 104 lower and moderate income units: 34.6 percent very low income, 29.8 percent low income; and 35.6 percent moderate income. The Agency will endeavor to expend Housing Set-Aside Funds in the same proportion as the identified needs. However, given limited land availability for housing production and high housing costs which exceed the affordability limits for lower income households outlined in the Health and Safety Code, it is expected the Agency will continue to look to non-Set-Aside resources such as City In Lieu fees, State programs, and Federal funds to help meet or exceed the expenditure targets in the lower income categories.

Expenditures by Household Type

Another provision of CRL addresses expenditures on senior versus family housing. Under CRL, the Housing Set-Aside Funds must be spent on family-households in at least the same proportion as the total family population in the community. According to the 2000 Census, approximately 10.7 percent of the population is persons over the age of 65. Therefore, up to 10.7 percent of Housing Set-Aside Fund may be spent on affordable housing opportunities for seniors, while the balance, 89.3 percent, may be spent on affordable housing opportunities for family-households.

The Agency has expended about 14 percent of Set-Aside Funds in recent years on housing for seniors, primarily as funding to rehabilitate Mar Vista Apartments. Table 13 summarizes the City's population by household type, and actual and projected expenditure by household type. However, of the \$2,960,966 of other funding expended on lower income households, \$2,487,066 were expended on family households, balancing the housing expenditures to reflect the City's demographic profile (Table 14).

Table 13: Housing Set-Aside Expenditures by Household Type

Household Type	Target Allocation	Housing Set-Aside Expended FY 2001-FY2006		Projected Housing Set-Aside Available FY 2007-FY 2011	
		\$	Percent	\$	Percent
Senior Housing	10.7%	\$1,102,850	14.2%	\$959,399	10.7%
Family/Non-Senior Housing	89.3%	\$6,677,791	85.8%	\$8,006,950	89.3%
Total	100.0%	\$ 7,780,641	100.0%	\$8,966,349	100.0%

Table 14: Over/Under Expenditures by Household Type

Household Type	Housing Set-Aside Expended FY 2001-FY2006		Required Distribution FY 2001-FY2006			Other Funding Expended
	\$	Percent	Target Allocation	Required Distribution Based on Target	Over/Under Expenditure	
Senior	\$1,102,850	14.2%	10.7%	\$832,529	\$270,321	\$473,900
Non-Senior	\$6,677,791	85.8%	89.3%	\$6,948,112	(\$270,321)	\$2,487,066
Total	\$7,780,641	100.0%	100.0%	\$7,780,641	---	\$2,960,966

G. Redevelopment Housing Programs

The CRL requires that the Agency includes a ten-year housing compliance plan in the Implementation Plan. During the planning period of this Implementation Plan, the Agency anticipates using the Housing Set-Aside Fund on the following programs:

- **Home Buyer Assistance Program (HBAP):** Down payment assistance is provided in the form of a secured Subordinate Mortgage with contingent, deferred interest in the form of an equity share in the property. Loan proceeds may only be used toward the purchase of a single-family home, condominium, or townhome located within the City of Port Hueneme. Eligible Borrowers are low or moderate income first time buyers, regardless of the city of current residency. The maximum assistance available under HBAP is different for low and moderate income borrowers. In any case, the HBAP loan amount may not exceed the lesser of the following:
 - 20 percent of the purchase price
 - 20 percent of the appraised value
 - \$60,000 (Moderate income Borrowers)
 - \$75,000 (Low income Borrowers)

- **Residential Rehabilitation Loan Program (RRLP):** Given at least 76 percent of the City's housing stock is approaching or over 30 years of age, this program provides financial

means to conserve the housing stock in the City's mature neighborhoods, to eradicate substandard housing conditions, and to eliminate and prevent slums and blighting influences, principally for the benefit of low and moderate income individuals and families. Housing rehabilitation efforts are targeted exclusively within the Neighborhood Strategy Area. Eligible properties under this program are:

- At least ten years old; and
- Not a part of a Planned Unit Development governed by a homeowner's association.

Property improvements which correct code violations and deferred property maintenance have first priority for funding.

- **Home Maintenance Incentive Rebate Program (HMIRP):** This program is a system of cash grants paid to eligible residential property owners who undertake certain property improvements in accordance with the City's Neighborhood Preservation Program Guidelines. The amount of each grant is based upon a percentage of the total verified amount spent by the owner on eligible property improvements. Eligible work under HMIRP is limited to improvements which are visible from the public right-of-way and which will enhance the exterior appearance of the property. Housing rehabilitation efforts are targeted exclusively within the Neighborhood Strategy Area. Eligible properties under this program are:
 - At least ten years old; and
 - Not a part of a Planned Unit Development governed by a homeowner's association.
- **Acquisition/Rehabilitation/Conversion of Rental Housing:** The Agency uses Housing Set-Aside Funds to acquire and rehabilitate deteriorating rental housing. The rehabilitated units will be deed-restricted as affordable housing.
- **Construction of Housing:** The Agency may use Housing Set-Aside Funds to assist in the construction of affordable housing. However, due to the limited land availability and costs involved, the Agency does not anticipate producing a significant number of units under this program. The potential Market Street project may be one Agency-assisted undertaking where Set-Aside funds could be used to produce new affordable housing.

Based on the Agency's potential available Set-Aside Funds of approximately \$9,000,000 (existing balance and deposits), the Agency assumes that 89 units may be assisted or produced over the next five years (Table 15), including redevelopment activities at Market Street and the Surfside Motel. Reduced level of efforts is anticipated for the ensuing five years (Table 16) given the substantial investment required for projects identified for the FY 2007-2011 period. The majority of the Redevelopment Housing Set-Aside funds is expected to be expended on homebuyer assistance and housing rehabilitation loans for moderate income households. The Agency will

continue to use CDBG, HOME, and other funds to augment the Set-Aside funds to assist very low and low income households.

Table 15: Agency Housing Plan: FY 2007 – FY2011

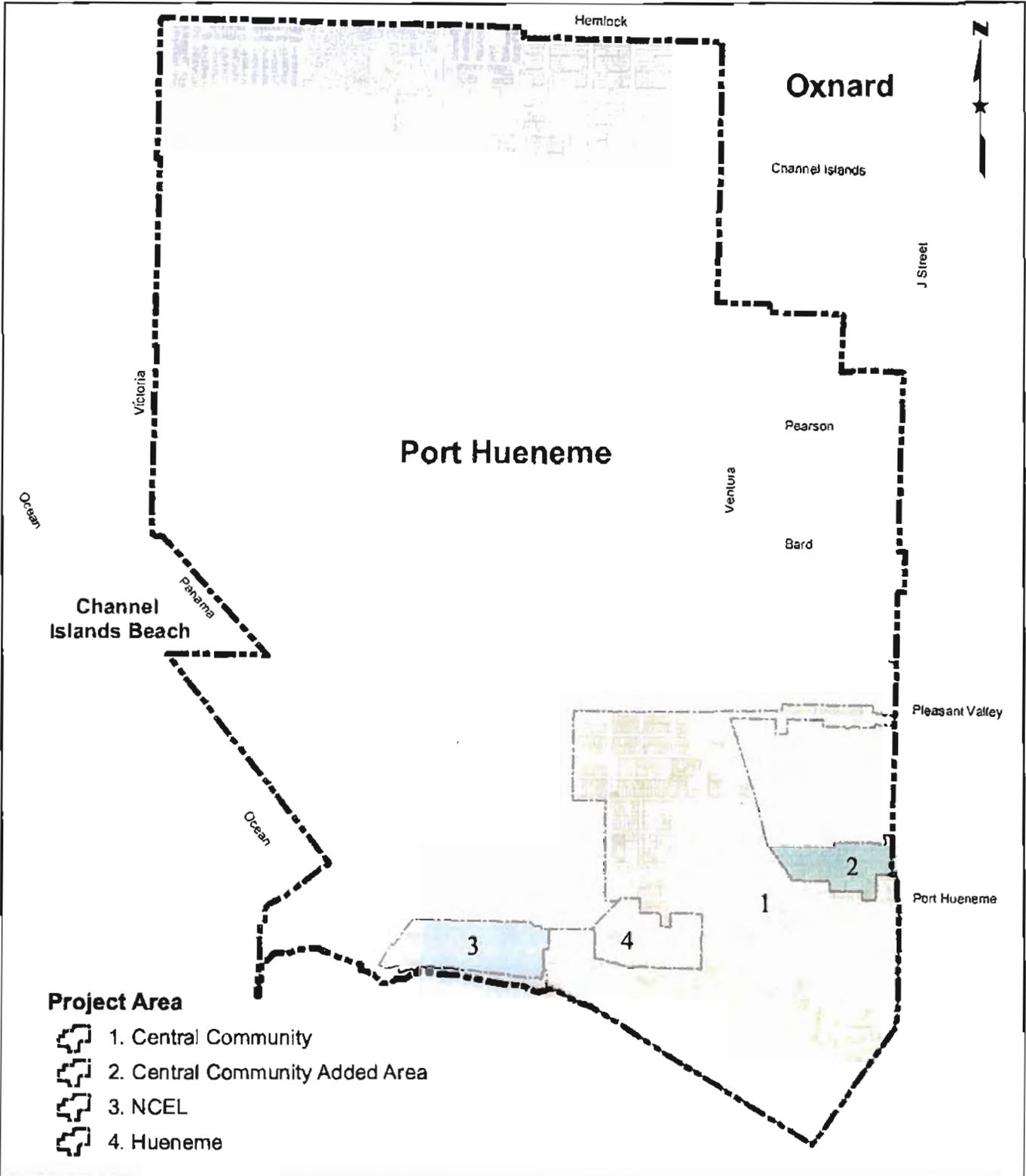
	Households to be Assisted			
	Very Low	Low	Moderate	Total
FY 2007/08				
Home Buyer Assistance Program	0	0	5	5
Residential Rehabilitation Loan	0	0	2	2
Home Maintenance Incentive Rebate	0	0	0	0
Rental Housing Acquisition/Rehab	8	2	2	12
Construction of Housing	0	0	0	0
Total:	8	2	9	19
FY 2008/09				
Home Buyer Assistance Program	0	0	5	5
Residential Rehabilitation Loan	0	0	2	2
Home Maintenance Incentive Rebate	0	0	0	0
Rental Housing Acquisition/Rehab	0	0	0	0
Construction of Housing	0	0	0	0
Total:	0	0	7	7
FY 2009/10				
Home Buyer Assistance Program	0	0	5	5
Residential Rehabilitation Loan	0	0	2	2
Home Maintenance Incentive Rebate	0	0	0	0
Rental Housing Acquisition/Rehab	0	0	2	2
Construction of Housing	0	10	0	10
Total:	0	10	9	19
FY 2010/11				
Home Buyer Assistance Program	0	0	5	5
Residential Rehabilitation Loan	0	0	2	2
Home Maintenance Incentive Rebate	0	0	0	0
Rental Housing Acquisition/Rehab	0	0	0	0
Construction of Housing	0	0	0	0
Total:	0	0	7	7
FY 2011/12				
Home Buyer Assistance Program	0	0	5	5
Residential Rehabilitation Loan	0	0	2	2
Home Maintenance Incentive Rebate	0	0	0	0
Rental Housing Acquisition/Rehab	0	0	2	2
Construction of Housing	0	28	0	28
Total:	0	28	9	37
Five-Year Total	8	40	41	89

Table 16: Agency Housing Plan: FY 2012 – FY2016

	Households to be Assisted			
	Very Low	Low	Moderate	Total
FY 2012/13				
Home Buyer Assistance Program	0	0	5	5
Residential Rehabilitation Loan	0	0	2	2
Home Maintenance Incentive Rebate	0	0	0	0
Rental Housing Acquisition/Rehab	0	0	0	0
Construction of Housing	0	0	0	0
Total:	0	0	7	7
FY 2013/14				
Home Buyer Assistance Program	0	0	5	5
Residential Rehabilitation Loan	1	0	1	2
Home Maintenance Incentive Rebate	0	0	0	0
Rental Housing Acquisition/Rehab	1	1	0	2
Construction of Housing	0	0	0	0
Total:	2	1	6	9
FY 2014/15				
Home Buyer Assistance Program	0	0	5	5
Residential Rehabilitation Loan	0	0	2	2
Home Maintenance Incentive Rebate	0	0	0	0
Rental Housing Acquisition/Rehab	1	1	0	2
Construction of Housing	0	0	0	0
Total:	1	1	7	9
FY 2015/16				
Home Buyer Assistance Program	0	0	5	5
Residential Rehabilitation Loan	1	0	1	2
Home Maintenance Incentive Rebate	0	0	0	0
Rental Housing Acquisition/Rehab	0	0	2	2
Construction of Housing	0	0	0	0
Total:	1	0	8	9
FY 2016/17				
Home Buyer Assistance Program	0	0	5	5
Residential Rehabilitation Loan	0	0	2	2
Home Maintenance Incentive Rebate	0	0	0	0
Rental Housing Acquisition/Rehab	0	0	0	0
Construction of Housing	0	0	0	0
Total:	0	0	7	7
Five-Year Total	4	2	35	41

Appendix A Project Area Boundaries

The following maps illustrate the boundaries of three Redevelopment Project Areas: Hueneme; Central Community; and NCEL.



PORT HUENEME REDEVELOPMENT PROJECT AREAS



City of Port Hueneme

REDEVELOPMENT AGENCY STAFF REPORT

TO: Redevelopment Agency Board Members

FROM: Greg Brown, Community Development Director

SUBJECT: ADOPT FIVE YEAR IMPLEMENTATION PLAN
COVERING FISCAL YEARS 2007-2011

DATE: September 19, 2007

RECOMMENDATION:

It is recommended the Redevelopment Agency Board, at the conclusion of the public hearing, adopt the attached resolution that adopts the Five Year Implementation Plan covering the Hueneme, Central Community, and Naval Civil Engineering Laboratory (NCEL) Project Areas.

FISCAL IMPACT:

Adoption of the Implementation Plan does not constitute approval of any specific program, project, or expenditure described in the Plan and has no direct fiscal impact to the Agency and has no consequence if potential projects and/or expenditures identified are not achieved.

RELATIONSHIP TO THE STRATEGIC PLAN:

The recommended action helps fulfill Initiative No. 6 (Civic Engagement) by improving citizen understanding of redevelopment programs and expenditures and helps fulfill Initiative No. 2 (Sustainable Development) by discussing how the Agency will seek to implement its obligations to replace and expand low and moderate income housing opportunities (workforce housing) over the next five years (Vital Factor 2-3).

BACKGROUND/ANALYSIS:

As part of the Community Redevelopment Law Reform Act of 1993 (enacted as Chapter 942 of the Statutes of 1993 and commonly referred to as "AB 1290"), redevelopment agencies are required to adopt, after a public hearing, an implementation plan for one or more redevelopment project areas every five

FIVE YEAR IMPLEMENTATION PLAN

September 19, 2007

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years. The Port Hueneme Redevelopment Agency has three active redevelopment project areas – the Hueneme, Central Community, and NCEL. The Implementation Plan accompanying this report covers all three Project Areas for the five-year period from July 1, 2007 through June 30, 2012 and incorporates recent changes in California Redevelopment Law.

The requirements for implementation plans reflect a legislative concern that redevelopment activities should have a continuing connection to alleviating blighting conditions that originally justified plan adoption. The implementation plan is one of several state requirements aimed at making sure that local redevelopment activities contribute to the elimination of blight. Implementation plans must describe specific goals and objectives for each project area; the specific programs, including potential projects, to be carried out in the project area(s); the estimated expenditures to be made during the five years covered by the plan; and an explanation of how the goals, objectives, programs, potential projects, and estimated expenditures will eliminate blight within the project area(s). The implementation plan must also describe how each agency will implement its obligations to replace housing units expected to be destroyed during the planning period and an explanation of how the plan will expand low and moderate-income housing opportunities.

During the next five-year period covered by this Plan, tax increment revenue from all three project areas net of debt service, affordable housing set-asides, and pass throughs to other taxing entities is estimated at \$4.9 million. This funding may be available for the Agency to fund future projects, programs, or advanced principal loan payments on existing promissory notes due the City. Based upon the Agency's current Low and Moderate Income Housing Set-Aside Fund balance and anticipated deposits over the next five years, approximately \$9 million may be available to help fund new, rehabilitated, or price restricted units over the next five years. Agency staff is estimating affordable housing assistance from this projected set-aside revenue for around 89 units during the next five years and 41 units for the ensuing five years.

The proposed Implementation Plan mirrors the last Plan relative to remaining blighting conditions and planned activities. The Agency will continue to pursue and promote private redevelopment throughout its Project Areas, complete identified public improvements (as funding is available), and implement its menu of housing programs for low and moderate income households throughout the City including the Home Buyer Assistance Program, Residential Rehabilitation Loan Program, Home Maintenance Incentive Rebate Program, Acquisition/Rehabilitation of Rental Housing, and construction of housing.

As required by redevelopment law, notice of the public hearing was posted in four permanent places within the combined project areas three weeks prior to the meeting (City Hall, Chamber of Commerce, Boys & Girls Club, and Pier and Bait

FIVE YEAR IMPLEMENTATION PLAN

September 19, 2007

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Snack Shop). In addition the public hearing notice was mailed to persons and agencies requesting notice for a period of three weeks prior to the meeting and published once for three successive weeks in a newspaper of general circulation. Publications, mailings, and postings were completed not less than 10 days prior to the date set for hearing (minimum 31 day notice).

Adoption of an implementation plan is not considered a project within the meaning of Section 21000 of the Public Resources Code (California Environmental Quality Act), and environmental review is not required as part of the Plan's adoption.

Alternatives:

The following alternatives are presented for the Council's consideration:

- Approve staff's recommendation;
- Modify staff's recommendation and approve;
- Reject staff's recommendation and provide direction to staff.

Attachments:

- Public Hearing Notice and Distribution List
- Redevelopment Implementation Plan FY 2007-2011

RESOLUTION NO. 804

A RESOLUTION OF THE REDEVELOPMENT AGENCY OF THE CITY OF PORT HUENEME EVIDENCING A PUBLIC HEARING AND RECEIVING AND ADOPTING THE AGENCY'S 2007-2011 FIVE-YEAR REDEVELOPMENT IMPLEMENTATION PLAN FOR THE CENTRAL COMMUNITY (A-38), HUENEME (R-76), AND NAVAL CIVIL ENGINEERING LABORATORY (NCEL) REDEVELOPMENT PROJECT AREAS PURSUANT TO CALIFORNIA HEALTH AND SAFETY CODE SECTION 33490

WHEREAS, Section 33490 of the California Health and Safety Code requires redevelopment agencies to conduct a public hearing and hear testimony of all interested parties for the purpose of reviewing and adopting a redevelopment implementation plan every five years for each redevelopment project within the jurisdiction; and

WHEREAS, a public hearing to hear all testimony of all interested parties for the purpose of reviewing and adopting the Five-Year Implementation Plan for the City's Central Community (A-38), Hueneme (R-76), and NCEL Redevelopment Project Areas occurred on September 19, 2007; and

WHEREAS, a notice of public hearing was posted at four different locations within the Redevelopment Project Areas and mailed to persons and agencies requesting notice for a period of three weeks prior to the meeting and published once for three successive weeks in a newspaper of general circulation. Said postings, mailings, and publications were completed not less than 10 days prior to the date set for hearing (minimum 31 day notice), in compliance with California Health and Safety Code Section 33490(d); and

WHEREAS, all public testimony, including that certain written report submitted by the Department of Community Development of the City of Port Hueneme dated September 19, 2007, was duly considered at the public hearing; and

WHEREAS, adoption of an implementation plan is not considered a project within the meaning of Section 21000 of the Public Resources Code (the California Environmental Quality Act "CEQA"); and

WHEREAS, Agency staff recommended adoption of the 2007-2011 Redevelopment Implementation Plan covering the Hueneme, Central Community, and NCEL Project Areas.

NOW, THEREFORE, BE IT RESOLVED that the Redevelopment Agency of the City of Port Hueneme does hereby declare it has duly heard all public

testimony of interested parties for the purpose of reviewing the 2007-2011 Redevelopment Implementation Plan for the Central Community (A-38), Hueneme (R-76) and NCEL Project Areas and the Redevelopment Agency hereby adopts said Redevelopment Implementation Plan.

BE IT FURTHER RESOLVED that adoption of an implementation plan is not considered a project within the meaning of Section 21000 of the Public Resources Code, and pursuant to CEQA Guidelines Section 15262, Agency adoption of the 2007-2011 Redevelopment Implementation Plan covering the Hueneme, Central Community, and NCEL Project Areas is hereby deemed exempt from CEQA.

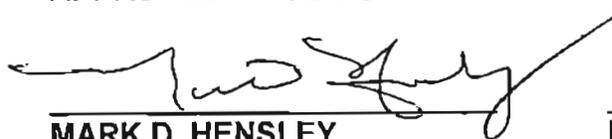
PASSED, APPROVED, AND ADOPTED this 19th day of September 2007.


MARICELA P. MORALES
CHAIR

ATTEST:


JUDY NICHOLS
DEPUTY AGENCY SECRETARY

APPROVED AS TO FORM:


MARK D. HENSLEY
AGENCY COUNSEL

APPROVED AS TO CONTENT:


DAVID J. NORMAN
AGENCY EXECUTIVE DIRECTOR

Attachment 4 – Phase I and Phase II Environmental Site Assessment Reports

PHASE I ENVIRONMENTAL SITE ASSESSMENT REPORT

**Ponoma & Hueneme Road
Port Hueneme, California**

December 15, 2004

**Prepared for:
The Olson Company**

SECOR Job No. 04OT.29218.11



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December 15, 2004

Mr. Henry Wang
The Olson Company
333 Lantana St. #277
Camarillo, California 93010

RE: PHASE I ENVIRONMENTAL SITE ASSESSMENT
Ponoma & Hueneme Road
Port Hueneme, California
SECOR Job No.: 04OT.29218.11

Dear Mr. Wang:

At the request and authorization of The Olson Company, SECOR International Incorporated (SECOR) has completed a Phase I Environmental Site Assessment (ESA) of the property located along Market Street between Port Hueneme Road and Scott Street, in Port Hueneme, California (referred to herein as the "Site"). This Phase I ESA was conducted in accordance with the scope of work and terms contained in the Master Consulting Services Agreement dated November 28, 2001 between the Olson Company and SECOR and ASTM Practice E1527-00. The following Executive Summary outlines SECOR's findings and recommendations. Please read the report for a comprehensive accounting of investigative results.

EXECUTIVE SUMMARY

The Site consists of 13 parcels comprising approximately 5 acres of land located along Market Street between Port Hueneme Road and Scott Road, in Port Hueneme, California. The Site is located in a mixed residential and commercial area. The Site is currently occupied by various business and residential structures as well as the Port Hueneme Chamber of Commerce.

The Site is bounded on the east by 'F' Alley and then a commercial plaza. To the west, the Site is bounded by Ponoma Street (closed) and then the Port Hueneme Harbor District asphalt parking lot. The Site is bounded on the south by Port Hueneme Road and then a residential apartment complex. To the north, the Site is bounded by Scott Road and then residential apartment complexes. Regionally, the Site is approximately 6.4 miles south of the 101-freeway, 2.6 miles southwest of the Pacific Coast Highway, 0.5 miles east of Port Hueneme Harbor, and 0.5 miles north of the Pacific Coast. A photographic log of current Site conditions is located in Appendix A.

Based on this Phase I ESA, SECOR identified the following issues as recognized environmental conditions that warrant further action or investigation:

- SECOR personnel identified approximately 30 mounds of dirt on the Site. According to the City of Port Hueneme Community Developer Director, Mr. Greg Brown, these soils have originated from various Public Works operations throughout Port Hueneme (including the addition of water/sewer lines and other misc. work). Given the undocumented origin and potential for contamination in this soil, SECOR recommends analyzing representative samples

Mr. Henry Wang
December 15, 2004
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from all the mounds on the Site (laboratory composite of approximately 10-15 samples) for petroleum hydrocarbons and metals in order to determine if contaminants are present at levels of concern, or removing the soil from the site.

- A dry cleaning facility was identified in the EDR proprietary historical database search on the subject property, discussed as follows:

Save-On Cleaners, a drycleaner facility historically addressed at 243 Market Street, was once located in the center of the Site. The facility is listed as having been active in 1961. The structure it once occupied has since been demolished and replaced by the existing office building addressed as 241-271 Market Street. No other details are provided in the EDR report with regards to any releases or violations. SECOR personnel contacted the Ventura County Department of Environmental Health and the California Regional Water Quality Control Board (CRWQCB), Los Angeles Region, in order to obtain further details on past releases or violations associated with this facility. According to Mr. Cesai Campos of the CRWQCB, no files exist.

Due to the lack of available records and the facility's location within the Site boundaries, SECOR suggests sampling the soils and groundwater beneath the former location of this facility in order to determine if the contaminants commonly associated with drycleaners facilities are present at levels of concern.

Although not considered RECs, the following issues should be taken into consideration:

- Given the pre-1978 construction of all of the onsite structures except the office building located in the western portion of the Site, lead based paint (LBP) may have been utilized. Thus, SECOR recommends a comprehensive, EPA/HUD-level LBP survey prior to demolition activities which may disturb any lead paint present.
- Given the pre-1978 construction of all of the onsite structures except the office building located in the western portion of the Site, asbestos containing materials (ACMs) may have been utilized. SECOR understands that future Site demolition is planned. Thus, SECOR recommends the completion of a complete AHERA level pre-demolition asbestos survey prior to demolition.

Except as listed above, no other RECs were identified by this Phase I ESA.

It has been a pleasure to provide these services for you, and we look forward to working with you in the future. Should there be any questions concerning the information contained in the following report, please contact the undersigned at (909) 335-6116.

Respectfully submitted,
SECOR International Incorporated


Justin Hone
Staff Geologist


Kyle D. Emerson, CEG-1271
Senior Vice President

Mr. Henry Wang
December 15, 2004
Page 3

cc: Perry S. Hughes
Cox, Castle, Nicholson LLP
2049 Century Park East, 28th Floor
Los Angeles, California 90067

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1.0 INTRODUCTION

1.1 OBJECTIVE

The purpose of this Phase I Environmental Assessment is to identify recognized environmental conditions (RECs) in connection with the Property. The term 'recognized environmental conditions', or RECs as defined in ASTM Standard Practice E1527-00, means the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, past release or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater or surface water of the property, even if those substances are present under conditions in compliance with environmental laws.

1.2 SCOPE OF WORK

This assessment has been performed in a manner which complies with requirements of The Olson Company's Master Service Environmental Consulting Agreement protocols for Phase I ESAs dated November 28, 2001, and ASTM Standard Practice E1527-00. The scope of services did not include an assessment of overall environmental regulatory compliance, any subsurface investigation (including soil or groundwater sampling, exploratory boreholes or other investigative techniques to quantify potentially identified hazardous materials), and asbestos, lead-based paint, mold, or radon gas surveys.

2.0 SITE DESCRIPTION

2.1 LOCATION AND STATISTICS

The Site consists of 13 parcels comprising approximately 5 acres of land located along Market Street between Port Hueneme Road and Scott Road, in Port Hueneme, California. The site is situated within a mixed residential and commercial area.

Property statistics:

Assessor Parcel Numbers (APNs): 206-0091-022, 206-0091-027, 206-0091-028, 206-0091-030, 206-0094-005, 206-0094-006, 206-0094-009, 206-0094-010, 206-0094-011, 206-0094-012, 206-0094-015, 206-0094-016, and 206-0094-017.

Current owners: City of Port Hueneme and other private parties.

2.2 SITE AND VICINITY CHARACTERISTICS

The Site is located in a mixed residential and commercial area. The Site is bounded on the east by 'F' Alley and then a commercial plaza. To the west, the Site is bounded by Ponomo Street (closed) and then the Port Hueneme Harbor District asphalt parking lot. The Site is bounded on the south by Port Hueneme Road and then a residential apartment complex. To the north, the Site is bounded by Scott Road and then residential apartment complexes.

Regionally, the Site is approximately 6.4 miles south of the 101-freeway, 2.6 miles southwest of the Pacific Coast Highway, 0.5 miles east of Port Hueneme Harbor, and 0.5 miles north of the Pacific Coast.

2.3 DESCRIPTIONS OF STRUCTURES, ROADS AND OTHER RELEVANT IMPROVEMENTS ON THE SITE

The Site is spilt by Market Street, which runs diagonally between the southwest and northeast corners of the Site (see Figure 2). The Site is improved with several commercial and residential buildings. In the eastern portion of the Site, SECOR personnel identified five distinct commercial structures, five residential structures, and one four-car garage apparently shared by some of the residences. The remainder of this portion of the Site is asphalt/concrete paved near the commercial structures and grass and dirt near the residences. In the western portion of the Site, SECOR personnel identified a single commercial structure. An asphalt parking area is located adjacent to this structure. The remainder of this portion of the Site is undeveloped, covered with seasonal grasses, weeds, or bare dirt. A photographic log of current Site conditions is located in Appendix A.

2.4 ENVIRONMENTAL LIENS

SECOR, during the course of this due diligence investigation, did not uncover any environmental liens on the Site. A preliminary Title Report was not provided for SECOR's review.

2.5 CURRENT PROPERTY USE

The Site is currently occupied by various business and residences as well as the Port Hueneme Chamber of Commerce.

3.0 PROPERTY RECONNAISSANCE

SECOR performed a reconnaissance of the Site on December 2, 2004. The City of Port Hueneme Community Development Director, Mr. Gregory Brown, granted access to the Site. Mr. Brown was not present during SECOR's Site walk on December 2, 2004. Weather conditions during the reconnaissance were clear and no weather related restrictions were encountered.

The purpose of the reconnaissance was to identify existing conditions and land uses that may suggest potential environmental impact to the Site. Such conditions, to the extent visible and accessible, include storage, disposal and treatment of solid and/or hazardous waste, storage tanks and other chemical containers, odors, pools of liquid, staining, drains, sumps, pits, ponds, lagoons, septic systems, wells, unusual soil disturbance, stressed vegetation, and electrical transformers.

Field notes of the property reconnaissance are detailed further in the remainder of this report. Photographs taken of the Site are included in Appendix A.

3.1 INTERIOR PROPERTY OBSERVATIONS

In the eastern portion of the Site, SECOR personnel identified five distinct commercial structures, five residential structures, and a four car garage apparently shared by some of the residences. These structures are discussed as follows:

220 Port Hueneme Road: This structure was occupied by the City of Port Hueneme Chamber of Commerce and consisted of a Spanish tile roof and stucco exteriors. No City building records were identified for this structure which indicated its build date. Sanborn Fire Insurance maps of the area, however, indicate that this structure was erected some time prior to 1929. No RECs were identified within this structure.

237 Port Hueneme Road: This structure was occupied by a SSA Marine business office (a company specializing in cargo terminal operations) and consisted of a flat roof with stucco exteriors. Building records on file at the City of Port Hueneme Building and Safety Department indicated that the structure was built in 1956. Although access was not provided to the interior of this structure, SECOR considers business office operations unlikely to have environmentally impacted the Site.

241 Port Hueneme Road: This structure was occupied by a welding supply business and consisted of a flat roof with stucco exteriors. Building records on file at the City of Port Hueneme Building and Safety Department indicated that the structure was built in 1951. SECOR personnel observed the storage of several compressed gas containers of oxygen and acetylene (common gases used for torch welding) located just outside the rear doors to this facility. Although access was not provided to the interior of this structure, SECOR considers the retail business office operations unlikely to have environmentally impacted the Site.

253 Port Hueneme Road: This wood-framed, single family, residential structure consisted of a shingled roof and wood exteriors. No City building records were identified for this structure which indicated its build date. Aerial photos of the area, however, indicate that this structure was erected some time between 1964 and 1977. Although access was not provided to the interior of this structure, SECOR considers this residence unlikely to have environmentally impacted the Site.

261-65 Port Hueneme Road: This structure was divided into three sections and was occupied by a liquor store and OST Trucks and Cranes (business offices only) and consisted of a flat roof with

stucco exteriors. One section of this structure was vacant. Building records on file at the City of Port Hueneme Building and Safety Department indicated that the structure was built in 1965. Although access was not provided to the interior of this structure, SECOR considers the retail business and office operations unlikely to have environmentally impacted the Site.

242-50 Market Street: This building was occupied by Unique Cuts (a hair salon), Seaman's Store, and Channel Islands Realty. It consisted of a flat roof with stucco exteriors. Building records on file at the City of Port Hueneme Building and Safety Department indicated that the structure was built in 1966. Although access was not provided to the interior of this structure, SECOR considers the retail business and office operations unlikely to have environmentally impacted the Site.

260-70 Market Street: This building was occupied by Art Palace (an art studio), a florist, and a residence. It consisted of a shingled roof with stucco exteriors. Building records on file at the City of Port Hueneme Building and Safety Department indicated that the structure was built in 1957. Although access was not provided to the interior of this structure, SECOR considers the retail business and office operations unlikely to have environmentally impacted the Site.

272 Market Street: This wood-framed, single family, residential structure consisted of a shingled roof and stucco exteriors. Building records on file at the City of Port Hueneme Building and Safety Department indicated that the structure was built in 1954. Although access was not provided to the interior of this structure, SECOR considers this residence unlikely to have environmentally impacted the Site.

274-76 Market Street: This wood-framed residential duplex consisted of a shingled roof and stucco exteriors. Building records on file at the City of Port Hueneme Building and Safety Department indicated that the structure was built in 1957. Although access was not provided to the interior of this structure, SECOR considers this residence unlikely to have environmentally impacted the Site.

278-80 Market Street: This wood-framed residential duplex consisted of a shingled roof and stucco exteriors. Building records on file at the City of Port Hueneme Building and Safety Department indicated that the structure was built in 1958. Although access was not provided to the interior of this structure, SECOR considers this residence unlikely to have environmentally impacted the Site.

282-84 Market Street: This wood-framed residential duplex consisted of a shingled roof and stucco exteriors. Building records on file at the City of Port Hueneme Building and Safety Department indicated that the structure was built in 1964. Although access was not provided to the interior of this structure, SECOR considers this residence unlikely to have environmentally impacted the Site.

In the western portion of the Site, SECOR personnel identified a single commercial structure, discussed as follows:

241-271 Market Street: This office building was occupied by several businesses and consisted of a shingled roof with wood and stucco exteriors. Building records on file at the City of Port Hueneme Building and Safety Department indicated that the structure was built in 1987. Although access was not provided to the interior of this structure, SECOR considers the business office operations unlikely to have environmentally impacted the Site.

3.2 EXTERIOR PROPERTY OBSERVATIONS

In the eastern portion of the Site, the exterior areas consist of asphalt and concrete near the commercial structures and grass and dirt near the residential structures.

In the western portion of the Site, the exterior areas consist of an asphalt parking lot near the commercial structure. The remainder of this portion of the Site is undeveloped, covered with seasonal grasses, weeds, or bare dirt. SECOR personnel identified approximately 30 mounds of dirt in this portion of the Site. According to the City of Port Hueneme Community Developer Director, Mr. Greg Brown, these soils have originated from various Public Works operations throughout Port Hueneme (including the addition of water/sewer lines and other misc. work). Given the undocumented origin and potential for contamination in this soil, SECOR recommends analyzing representative samples from all the mounds on the Site (laboratory composite of approximately 10-15 samples) for petroleum hydrocarbons and metals in order to determine if contaminants are present at levels of concern, or removing the soil from the site.

3.2.1 Surface Drainage

Surface drainage on the Site would flow to the southwest, following the local topography. There was no standing water and no obvious drainage problems observed during the Site visit.

3.2.2 Surface Water

During SECOR's Site reconnaissance, no surface water was identified.

3.2.3 Exterior Hazardous Materials Storage Areas

No exterior hazardous material storage areas were visually identified at the Site.

3.2.4 Exterior Subsurface Structures

No exterior subsurface structures were visually identified at the property.

3.3 STORAGE TANKS

No aboveground storage tanks (ASTs) were observed at the Site during SECOR's site reconnaissance.

No underground storage tanks (USTs) were observed at the Site during SECOR's site reconnaissance. Furthermore, no records were identified which referred to the historical existence of any USTs on the Site.

3.4 POLYCHLORINATED BIPHENYLS (PCBS)

Electrical transformers, hydraulic equipment capacitors, fluorescent light fixtures, and similar equipment may contain polychlorinated biphenyls (PCBs) in the hydraulic fluids or dielectric insulating fluids within the units. The federal Toxic Substances Control Act (TSCA) generally prohibited the domestic manufacture of PCBs after 1979. There is, however, potential that the dielectric fluid in electrical and hydraulic equipment manufactured and constructed prior to that date contains PCBs.

During SECOR's Site reconnaissance, potential PCB containing equipment was observed. A pad-mounted transformer and fluorescent lighting were identified on the Site. Given that these features appeared to be in

good condition with no observable leakage, SECOR considers them unlikely to environmentally impact the Site. SECOR recommends that during demolition that the transformer cabinet and fluorescent light ballasts be properly disposed of in accordance with current regulations.

3.5 LEAD-BASED PAINT (LBP)

Lead is a pliable, soft metal that is used in the construction of pipes, rods, and containers. Before 1978, lead was a common ingredient in paint because it added strength, shine and extended the life of the paint. In 1978 the EPA banned the use of lead pigments in paints used on interior and exterior residential surfaces. Lead poisoning can result from children having access to, and ingestion (by chewing) of lead-based paint covered surfaces. Inhalation of dust produced by normal oxidation, or scraping/sand-blasting of the paint, which may contain significant amounts of lead, is also a health hazard. The EPA/HUD action level for lead-based paint (LBP) is 0.5% dry weight.

Given the pre-1978 construction of all but one of the onsite structures, LBP may have been utilized (only the office building on the western portion of the Site was built after 1978). Thus, SECOR recommends a comprehensive, EPA/HUD-level Lead Based Paint survey prior to demolition activities which may disturb any lead paint present.

3.6 ASBESTOS CONTAINING MATERIALS (ACMs)

Asbestos is a common term for a group of naturally occurring mineral fibers. Due to its durability and insulating quality, it was used in a wide variety of building products including structural fireproofing, pipe and duct insulation, plasters, roofing, floor tile, and linoleum. Adverse health effects have been associated with the inhalation of airborne asbestos fibers. The asbestos fibers that are tightly bound in building materials, however, do not represent an exposure hazard unless disturbed in such a way that releases airborne fibers (i.e., cutting, drilling, or sanding). By June of 1978, the US Environmental Protection Agency (US EPA) had effectively banned the use of asbestos in building materials.

Given the pre-1978 construction of all but one of the onsite structures, ACMs may have been utilized (only the office building on the western portion of the Site was built after 1978). Accordingly, ACMs represent a recognized environmental condition. SECOR understands that future Site demolition is planned. Thus, SECOR recommends the completion of a complete AHERA level pre-demolition asbestos survey prior to demolition.

3.7 SOLID WASTE DISPOSAL ISSUES

SECOR did not observe any improper discharge or related surface staining on the Site. SECOR recommends removing the debris prior to Site redevelopment.

3.8 PESTICIDE ISSUES

Site reconnaissance and historical research (aerial photos, see section 5) indicate that the Site had not been used for agricultural purposes. Therefore, SECOR considers residual pesticides unlikely to environmentally impact the Site. No further investigation is recommended at this time.

3.9 RADON GAS

Radon-222 (radon) is a naturally occurring gas that is prevalent in certain areas of the country. The U.S. EPA has determined that exposure to 4.0 pCi/L of radon gas on a regular basis increases the risk of lung

cancer. In 1990, the California Department of Health Services conducted a two-phase statewide radon survey. The first phase of the survey involved a radon selection of owner-occupied single-family dwellings, monitored utilizing a short-term (two-day) radon detector. Following sample collection, the detectors were sent to the EPA for analysis. In the second phase, 10 percent of the previous group were monitored with long-term (one year) radon detectors that were returned to the EPA for analysis.

The Site is located in an area designated as a Radon Zone Level 1 with a predicted average indoor screening level greater than 4pCi/L. According to the EDR report, 0 of the 16 sites (0%) tested in the 93041 zip code exhibited levels above 4Pci/L. The information regarding this determination is contained in the EDR report attached as Appendix B, page A-28. Even though the subject Site lies within a Radon Zone Level 1, there is no evidence of reported high Radon in the vicinity of the Site. Generally, the Radon is generated by marine sedimentary rocks exposed in the mountains to the north and east from the Site. The sediments created from run off from these exposed rocks are no reported to exist in large amounts in the vicinity of the Site. Therefore, SECOR has concluded it is unlikely Radon exists at the Site at levels requiring further assessment or action.

3.10 MOLD

Mold and mildew are considered fungi (the plural of fungus). Fungi are the biological term for molds, mildew, yeast, and mushrooms. Microfungi are the fungi most likely to affect buildings and are commonly found in bathrooms (i.e. Auerbasidium or Cladosporium), around windows (i.e. Caldosporium) and on drywall, baseboards and carpet (is Penicillium, Aspergillus, Chaetomium or Stachybotrys), and in other locations of the building and building systems. Microfungi are so small that they can only be seen when they are growing in visible colonies (with millions of spores) or with the aid of a microscope.

A mycotoxin (a substance produced by molds under certain conditions) is produced both inside the spores and on the surface of the spores and can cause a toxic response in humans when ingested, inhaled, or exposed to the skin. A mold spore, the reproductive part of the mold, can also cause allergic reactions.

Standing water and wet materials are breeding grounds for microorganisms such as bacteria and mold. Failure to remove contaminated materials and to reduce moisture and humidity can allow the unchecked growth of mold causing damage to building materials and present long-term health risks such as disease and allergic reactions.

SECOR conducted a limited visual mold investigation during the Site reconnaissance that consisted of visual observation of exposed surfaces. No obvious mold-contaminated surfaces were noted during SECOR's Site inspection.

3.11 OIL WELLS

SECOR reviewed oil field maps provided by the Division of Oil, Gas, and Geothermal Resources (DOGGR) website in an effort to determine if the Site is located within an active oil field. The area of the Site is depicted within District 2, Map No. W2-1 (dated April 18, 2002). According to these records, the Site is not located within an oil field boundary. The nearest wells shown on the DOG map is 'Chevron USA Inc., Hueneeme Core Hole 1,' a plugged and abandoned oil well located approximately one-half mile northeast of the Site. The nearest oil field lies approximately 2 miles north of the Site. Due to distance and well type, SECOR concludes that environmental impact to the Site from this well is unlikely.

3.12 ENVIRONMENTAL SETTING

3.12.1 Regional Geology and Hydrogeology

The Site is located on the Oxnard Plain in the western portion of the onshore Ventura Basin within the Transverse Range. The Oxnard Plain extends inland along the northwestern edge of the Santa Monica Mountains and extends into the lower Santa Clara River Valley. The region is relatively flat lying, consisting of alluvial fan deposits that are the result of erosion of the nearby uplands with sediments transported and deposited by the Santa Clara River and its tributaries. The Oxnard Plain slopes gently southwest toward the Pacific Ocean that is located approximately 0.6 miles southwest of the Site. The surface elevation of the Site is approximately 10 feet above mean sea level. Oxnard Plain sediments are composed of gravels, sands, sandy silts, and silts. Thin layers of clay are common but are not laterally extensive. The site is situated within a 500-year floodplain.

The Site, as is most of Southern California, is located in a seismically active area. According to the Southern California Earthquake Data Center (SCEDC), the nearest recently active fault is the Oak Ridge Fault. Located approximately three miles south of the Site, this 90 km long, south-dipping thrust fault is believed to have been most recently active in the Late Quaternary. The Oak Ridge Fault extends to the Pacific Ocean to the west and appears to be overthrust by the Santa Susana Fault to the east. Slip rates range between 3.5 and 6.0 mm per year and probable magnitudes range between M_w 6.5 – 7.5. It is also believed that the fault associated with the 1994 Northridge earthquake was probably part of the Oak Ridge fault system (SCEDC Website). The Site is not located within an Alquist-Priolo earthquake fault zone (CDMG-CD, 2000).

The Site is located within the Ventura County Groundwater Basin (Compilation of Technical Information Records for the Ventura County Cooperative Investigation, prepared by Ventura County Public Works, July 1975). The basin is recharged through precipitation and runoff waters that percolate into deep aquifers. According to Ventura County Water Resources and Engineering Department, average depth to groundwater is 5 feet. Regional groundwater flow direction in the vicinity of the Site is expected to flow southwest towards the Pacific Ocean.

3.13 ADJACENT SITE RECONNAISSANCE

The Site is located within residential neighborhoods and commercial zones. The Site is bounded to the south by Port Hueneme Road followed by residential apartments. To the west and northwest, the Site is bounded by Ponoma Street followed by the Port Hueneme Harbor District. To the north, the Site is bounded by Scott Street followed by residential apartments. A commercial center is located east of the Site. No recognized environmental conditions were observed during adjacent site reconnaissance.

4.0 PUBLIC RECORD REVIEW SECTION

4.1 ENVIRONMENTAL DATA RESOURCES REPORT

SECOR contracted with Environmental Data Resources, Inc. (EDR) to review databases maintained by various federal and state environmental agencies. The purpose of the review was to identify reported listings for the subject property or other properties in the vicinity. The reviewed databases included federal and state lists of known or suspected contaminated sites, known handlers or generators of hazardous waste, known waste disposal facilities, and permitted storage tanks. The complete database search is attached as appendix B. The Site appeared on the UST and HIST UST databases. There were 10 facilities that could not be mapped due to poor or inadequate address information.

The databases which were researched and the searched distances for each database, if applicable, include the following described below:

- US Environmental Protection Agency (EPA): National Priorities List (NPL), Federal Superfund List, one mile. Date of government version 07/30/04;
- US EPA: Comprehensive Environmental Response, Cleanup and Liability Information System (CERCLIS), list of sites on or proposed for the NPL, one-half mile. Date of Government version 07/22/04;
- US EPA: CERCLIS/No Further Remedial Action Planned (NFRAP): list of sites removed from CERCLIS, one-quarter mile. Date of government version 08/10/04;
- US EPA: Resource Conservation and Recovery Act (RCRA) Corrective Action Order (CORRACTS): RCRA facilities with a "corrective action order" where a release of hazardous waste to the environment has occurred, one mile. Date of government version 09/23/04;
- US EPA: Resource Conservation and Recovery Information System (RCRIS). Includes selective information on sites that generate, transport, store or treat hazardous waste as defined by the RCRA act, one-half mile for treatment, storage, and disposal (TSD) facilities and one-quarter mile for large and small quantity generators (LQG and SQG). Date of government version 08/10/04;
- US EPA: Emergency Response Notification System (ERNS), list of reported releases of oil and hazardous substances, target property. Date of government version 12/31/03.
- STATE equivalent NPL list Annual Workplan Sites (AWP) provided by the California Environmental Protection Agency, Department of Toxic Substances Control (DTSC), one mile. Date of government version 10/05/04.
- STATE equivalent CERCLIS list (CAL-SITES) provided by the DTSC, one mile. Date of government version 10/05/04;
- CHMIRS – California Hazardous Material Incident Report System. Source is the Office of Emergency Services, one mile. This list has not been updated since 12/31/03;
- CORTESE – Hazardous Waste and Substances Sites List. Source is the Cal EPA office of Emergency Information, one mile. Date of government version 04/01/01;
- STATE Leaking Underground Storage Tank (LUST) list. Source is the State Water Resources Control Board, one-half mile. Date of government version 10/13/04;
- STATE Solid Waste Information System (SWIS) database consists of open as well as closed and inactive solid waste disposal facilities and transfer stations, one-half mile. Date of government version 09/13/04;
- STATE Registered Underground Storage Tank (UST) list. Records obtained from the Ventura County Environmental Health Division (date of government version 10/13/04);
- STATE Registered Aboveground Storage Tank (AST) list. Registered AST with the State Water Resources Control Board, one-quarter mile. Date of government version 12/01/03;

- DRYCLEANERS – A list of dry cleaner related facilities that have EPA ID numbers. Source is the Department of Toxic Substances Control, one-quarter mile. Date of government version 04/21/04;
- CA SLIC – SLIC Region comes from the California Regional Water Quality Control Board. Date of government version 10/1304;
- HAZNET – Hazardous Waste Information System. The data is extracted from copies of hazardous waste manifests from the Department of Toxic Substances Control, one-quarter mile. Date of government version 12/31/02.

The complete database listings prepared by EDR and a map showing the location of listed sites relative to the subject property is presented in Appendix B. The results of SECOR's review of listed sites is summarized and discussed below.

US EPA NPL

No sites are listed in the EDR report from the NPL database listing within a one-mile radius of the Site.

US EPA CERCLIS

No sites are listed in the EDR report from the CERCLIS database listing within a one-half mile radius of the Site.

US EPA CERCLIS-NFRAP

No sites are listed in the EDR report from the CERCLIS-NFRAP database listing within a one-quarter mile radius of the Site.

US EPA RCRA-CORRACTS

One facility was identified in the EDR report from the RCRA-CORRACTS database listing within a one-mile radius of the subject property:

US Navy – NCBC Building 5258 is located approximately 1 mile north of the Site. The facility is cross-listed on the CORTESE database. The facility is upgradient from the Site and numerous violations are listed. However, due to distance from the Site, it is unlikely that this CORRACTS facility has environmentally impacted the Site.

US EPA RCRIS

Five RCRIS sites were identified in the EDR database search within a one-quarter mile of the Site. All five of the sites were listed as Small Quantity Generators (SQG) with no history of violations. Therefore, it is unlikely that they have environmentally impacted the Site.

USEPA ERNS

The target property is not listed in the ERNS database.

AWP

One facility was identified in the EDR report from the AWP database listing within a one-mile radius of the subject property:

Port Hueneme Warehouse C/O Exxon – 757 Industrial Avenue is located approximately ½ mile southeast of the Site. The facility is cross-listed on the CAL-SITES, RCRIS-SQG, FINDS, LUST, and WMUDS/SWAT databases. Groundwater contamination has been confirmed at this facility. However due to its downgradient location and distance from the Site, it is unlikely that this facility has environmentally impacted the Site.

CAL-SITES

Three CAL-SITES facilities were identified in the EDR database search within a one-mile of the Site. However, with the exception of the below listed facility, the facilities have a "No Further Action" status from DTSC and are unlikely to have environmentally impacted the Site.

Port Hueneme Warehouse C/O Exxon – 757 Industrial Avenue is located approximately ½ mile southeast of the Site. The facility is cross-listed on the CAL-SITES, RCRIS-SQG, FINDS, LUST, and WMUDS/SWAT databases. Groundwater contamination has been confirmed at this facility. However due to its downgradient location and distance from the Site, it is unlikely that this facility has environmentally impacted the Site.

CHMIRS

No sites are listed in the EDR report from the CHMIRS database listing within a one-quarter mile radius of the Site.

CORTESE

Four CORTESE facilities were identified in the EDR database search within a one-half mile of the Site. However, two of the facilities listed in the EDR report stated a "Case Type" of "Soil Only" indicating that those two facilities are unlikely to have environmentally impacted the Site. The remaining two facilities are discussed below:

Port Hueneme (City) – 700 Hueneme Road is located approximately one-quarter mile northeast of the Site. The facility is cross-listed on the LUST database. The facility is up-gradient from the Site. Groundwater contaminated with gasoline has been confirmed at the facility. Venting bore holes have been constructed to allow volatilization of contaminants in order to remove the free product. Due to the facility's distance from the Site and "case closed" status, it is unlikely that this facility has environmentally impacted the Site.

Port Hueneme (City) – 212 Pleasant Valley Road is located approximately one-half mile north of the Site. The facility is cross-listed on the LUST database. The facility is upgradient from the Site. Groundwater contaminated with oil has been confirmed at the facility. Venting bore holes have been constructed to allow volatilization of contaminants in order to remove the free product. Due to the facility's distance from the Site and "case closed" status, it is unlikely that this facility has environmentally impacted the Site.

LUST

Seven CORTESE facilities were identified in the EDR database search within a one-half mile of the Site. However, five of the facilities listed in the EDR report stated a "Case Type" of "Soil Only" indicating that those five facilities are unlikely to have environmentally impacted the Site. The remaining two facilities are discussed below:

Port Hueneme (City) – 700 Hueneme Road is located approximately one-quarter mile northeast of the Site. The facility is cross-listed on the LUST database. The facility is up-gradient from the Site. Groundwater contaminated with gasoline has been confirmed at the facility. Venting bore holes have been constructed to allow volatilization of contaminants in order to remove the free product. Due to the facility's distance from the Site and "case closed" status, it is unlikely that this facility has environmentally impacted the Site.

Port Hueneme (City) – 212 Pleasant Valley Road is located approximately one-half mile north of the Site. The facility is cross-listed on the LUST database. The facility is upgradient from the Site. Groundwater contaminated with oil has been confirmed at the facility. Venting bore holes

have been constructed to allow volatilization of contaminants in order to remove the free product. Due to the facility's distance from the Site and "case closed" status, it is unlikely that this facility has environmentally impacted the Site.

UST

Four facilities with registered USTs were identified in the EDR database search within a one-quarter mile of the Site. No violations were listed and none were reported as leaking.

HIST UST

Three HIST UST facilities were identified in the EDR database search within a one-quarter mile of the Site. No violations were listed and none were reported as leaking.

DRYCLEANERS

Two DRYCLEANERS facilities, both operated by 'Beach Port Cleaners,' were identified in the EDR database search within a one-quarter mile of the Site. One facility is located approximately 1/8 mile north east and one is approximately 3/16 miles west of the Site at 324 East Scott Street and 147 North Ventura Road, respectively. However, due to the small quantity of generated waste, no history of violations, and the distance from the Site ($\geq 1/8$ mile), it is unlikely that these DRYCLEANERS facilities have environmentally impacted the Site.

CA SLIC

No sites are listed in the EDR report from the CA SLIC database listing within a one-half mile radius of the Site.

HAZNET

No sites are listed in the EDR report from the HAZNET database listing within a one-half mile radius of the Site.

EDR PROPRIETARY HISTORICAL DATABASES

Two DRYCLEANERS facilities were identified in the EDR proprietary historical database search within 1/8 mile of the Site, discussed as follows:

Save-On Cleaners – 243 Market Street was located in the center of the Site. The structure it once occupied has been demolished and since replaced by the existing office building addressed as 241-271 Market Street. The facility is listed as having been active in 1961. No other details are provided in the EDR report with regards to any releases or violations. Due to the lack of available records and the facility's location within the Site boundaries, SECOR suggests sampling the soils and groundwater beneath the former location of this facility in order to determine if the contaminants commonly associated with drycleaners facilities are present at levels of concern.

Hueneme Cleaners – 230 East Port Hueneme Road was located approximately 100 feet south of the Site. The structure it once occupied has been demolished and since replaced by the existing residential apartments. The facility is listed as having been active in 1976. No other details are provided in the EDR report with regards to any releases or violations. Due to the down-gradient location, however, SECOR considers this facility unlikely to have environmentally impact the Site.

4.2 CITY, COUNTY AND STATE RECORDS REVIEW

4.2.1 City of Port Hueneme Building and Safety Department

SECOR staff visited the City of Port Hueneme Building and Safety Department to research historical building permits on file for the Site. Permits were found on file for the majority of the Site's structures. Records indicated that all of the Site's structures except the office building addressed as 241-271 Market Street were constructed prior to 1978. These records indicated build dates in the 1950's and 1960's for most of the Site's commercial and residential structures.

No environmental issues were identified by this agency file review.

4.2.2 Ventura County Department of Environmental Health

The Ventura County Department of Environmental Health was contacted on December 9, 2004, to determine if the addresses currently found on the Site were listed in any records maintained by their office. SECOR also submitted a records search in order to determine if the historical drycleaners facilities found on and near the Site may pose potential environmental concerns. According to County personnel, no records could be located for the Site.

4.2.3 Los Angeles Regional Water Quality Control Board

The RWQCB, Los Angeles Region, was contacted on December 2, 2002 to determine if the addresses currently found on the Site were listed in any records maintained by their office. SECOR also submitted a records search in order to determine if the historical drycleaners facilities found on and near the Site may pose potential environmental concerns. According to Board personnel, no records could be located for the Site.

5.0 HISTORICAL RECORDS REVIEW

SECOR developed an understanding of past use of the property through research of the following available information resources.

5.1 AERIAL PHOTOGRAPHIC REVIEW

Aerial photographs for the property and surrounding areas were obtained from EDR to evaluate historical usage of the site and adjacent properties. The photographs were also reviewed to evaluate any discernible evidence of potential sources of negative environmental impact at the site. The general activity on a property and land use changes can often be discerned from the type and layout of structures visible in aerial photographs and maps; however, specific elements of a site operation cannot normally be determined.

The following aerial photographs of the Site and surrounding areas were examined during SECOR's historical investigations.

1. **Photographer: Fairchild**
Date: 1945
Scale: 1" : 400'

The areas surrounding the Site to the east appear to be predominantly developed with residential structures while the areas to the west appear to be occupied by harbor related commercial structures. There are several small structures located on the Site, some residences and some small commercial structures.

2. **Photographer: Robinson**
Date: 1959
Scale: 1" : 555'

The Site is shown to be developed with several small commercial structures. The existing residences in the northeastern corner of the Site appear in this photograph. A commercial structure which is believed to be the location of the historical drycleaners on the Site appears in this photograph along Market Street (the drycleaners was addressed as 243 Market Street).

3. **Photographer: Mark Hurd**
Date: 1964
Scale: 1" : 666'

The Site and surrounding areas appear similar to the 1959 photograph. A commercial structure which is believed to be the location of the historical drycleaners on the Site appears in this photograph along Market Street (the drycleaners was addressed as 243 Market Street).

4. **Photographer: Teledyne**
Date: 1977
Scale: 1" : 666'

The Site and surroundings appear similar to the 1947 photograph. Apartments are partially constructed to the south of the Site. The harbor district now borders the western boundary of the Site.

5. Photographer: USGS

Date: 1989

Scale: 1" : 666'

The existing structure in the western portion of the Site appears to have been constructed while all other former commercial structures on the western portion have been demolished. The Site appears similar to existing conditions.

6. Photographer: USGS

Date: 1994

Scale: 1" : 666'

The Site and surrounding areas appear similar to the 1989 photograph.

7. Photographer: USGS

Date: 2000

Scale: 1" : 666'

The Site and surroundings appear as they were in the 1994 photograph.

SECOR's interpretation of historical aerial photographs indicates the Site was developed prior to 1945. No RECs were identified as a result of aerial photograph review.

5.2 FIRE INSURANCE MAPS

Available Fire insurance maps were requested from Environmental Data Resources. Coverage was available for the Site vicinity for the years 1907, 1912, 1925, 1949, 1961, and 1962. The Site appears to be developed with several residential structures and a lumber yard from 1907 until 1949 when the entire Site appears to be commercially developed with a lumber yard and other lumber related facilities. The existing structures located in the western portion of the Site appear in the 1962 map. At sometime between 1925 and 1949, North Commercial Avenue was renamed Hoover Avenue. No RECs were identified during the review of available Sanborn Fire Insurance maps.

5.3 HISTORICAL TOPOGRAPHIC MAP REVIEW

SECOR reviewed five historical topographic map (topo's) years dated 1904, 1947, 1951, and 1967 (1949 Photo-revised). The 1902 topo map shows the Site as developed and at the center of "Hueneme," old Port Hueneme. There are symbols indicating structures exist on some on the Site and surrounding properties. The 1947 map shows the Site and surroundings areas similar to the 1902 map except that the town is called Port Hueneme and the Harbor has been formed with an inlet created at Hueneme Point. A railroad is shown traveling east from the harbor. The 1951 topo map shows the existing Naval Reservation to the northwest of the Site and the Site at an elevation of approximately 10 feet above msl. The 1967 top map shows the areas to the northeast of the Site to be developed with streets.

SECOR identified no RECs as a result of topographic map review.

5.4 HISTORICAL CITY STREET DIRECTORIES

Available historical city street directories were requested from Environmental Data Resources. No RECs were identified based on this search. No records were available for years earlier than 1980.

5.5 INTERVIEWS

SECOR interviewed Mr. Gregory Brown (City of Port Hueneme Community Development Director) during telephone conversations on November 23 and December 9, 2004. Inquiries were made regarding the environmental status of the property during the interviews as well as to obtain physical street addresses for the Site structures. Additional concerns were not identified that were not already identified in the previous sections of this report. SECOR also interviewed City officials during records searches. No additional information was revealed during interviews with City officials.

6.0 CONCLUSIONS AND RECOMMENDATIONS

The Site consists of 13 parcels comprising approximately 5 acres of land located along Market Street between Port Hueneme Road and Scott Road, in Port Hueneme, California. The Site is located in a mixed residential and commercial area. The Site is currently occupied by various business and residential structures as well as the Port Hueneme Chamber of Commerce.

The Site is bounded on the east by 'F' Alley and then a commercial plaza. To the west, the Site is bounded by Ponomo Street (closed) and then the Port Hueneme Harbor District asphalt parking lot. The Site is bounded on the south by Port Hueneme Road and then a residential apartment complex. To the north, the Site is bounded by Scott Road and then residential apartment complexes. Regionally, the Site is approximately 6.4 miles south of the 101-freeway, 2.6 miles southwest of the Pacific Coast Highway, 0.5 miles east of Port Hueneme Harbor, and 0.5 miles north of the Pacific Coast. A photographic log of current Site conditions is located in Appendix A.

Based on this Phase I ESA, SECOR identified the following issues as recognized environmental conditions that warrant further action or investigation:

- SECOR personnel identified approximately 30 mounds of dirt on the Site. According to the City of Port Hueneme Community Developer Director, Mr. Greg Brown, these soils have originated from various Public Works operations throughout Port Hueneme (including the addition of water/sewer lines and other misc. work). Given the undocumented origin and potential for contamination in this soil, SECOR recommends analyzing representative samples from all the mounds on the Site (laboratory composite of approximately 10-15 samples) for petroleum hydrocarbons and metals in order to determine if contaminants are present at levels of concern, or removing the soil from the site.
- A dry cleaning facility was identified in the EDR proprietary historical database search on the subject property, discussed as follows:

Save-On Cleaners, a drycleaner facility historically addressed at 243 Market Street, was once located in the center of the Site. The facility is listed as having been active in 1961. The structure it once occupied has since been demolished and replaced by the existing office building addressed as 241-271 Market Street. No other details are provided in the EDR report with regards to any releases or violations. SECOR personnel contacted the Ventura County Department of Environmental Health and the California Regional Water Quality Control Board (CRWQCB), Los Angeles Region, in order to obtain further details on past releases or violations associated with this facility. According to Mr. Cesai Campos of the CRWQCB, no files exist.

Due to the lack of available records and the facility's location within the Site boundaries, SECOR suggests sampling the soils and groundwater beneath the former location of this facility in order to determine if the contaminants commonly associated with drycleaners facilities are present at levels of concern.

Although not considered RECs, the following issues should be taken into consideration:

- Given the pre-1978 construction of all of the onsite structures except the office building located in the western portion of the Site, lead based paint (LBP) may have been utilized. Thus, SECOR recommends a comprehensive, EPA/HUD-level LBP survey prior to demolition activities which may disturb any lead paint present.

- Given the pre-1978 construction of all of the onsite structures except the office building located in the western portion of the Site, asbestos containing materials (ACMs) may have been utilized. SECOR understands that future Site demolition is planned. Thus, SECOR recommends the completion of a complete AHERA level pre-demolition asbestos survey prior to demolition.

Except as listed above, no other RECs were identified by this Phase I ESA.

7.0 CLOSURE

The conclusions presented in this report are professional opinions based on data described in this report. The report was prepared in accordance with SECOR's Master Service Agreement with this Client, and to the extent any provisions of the report conflicts with the Master Service Agreement, the Master Service Agreement shall control. Without limitation of the foregoing, the opinions of this report have been arrived at in accordance with currently accepted hydrogeologic and engineering standards and practices applicable to this location, and are subject to the following inherent limitations

- 1) SECOR derived the data in this report primarily from visual inspections, examination of records in the public domain, and interviews with individuals having information about the Site. The passage of time, manifestation of latent conditions, or occurrence of future events may require further study at the Site, analysis of the data, and reevaluation of the findings, observations, and conclusions in the report.
- 2) The data reported and the findings, observations, and conclusions expressed in the report are limited by the scope of work. The scope of the Phase I ESA performed by SECOR was performed in accordance with the scope of work presented in the Master Service Agreement and ASTM Practice E1527-00.
- 3) The professional opinions presented in this report are intended only for the purpose, Site location, and project indicated. This report is not a definitive study of contamination at the Site and should not be interpreted as such. An evaluation of subsurface soil and groundwater conditions was not performed as part of this investigation. No sampling or chemical analyses of structural materials or other media was completed as part of this study unless explicitly stated.
- 4) This report is based, in part, on unverified information supplied to SECOR by third-party sources. While efforts have been made to substantiate this third-party information, SECOR cannot guarantee its completeness or accuracy.

8.0 REFERENCES

Technical References

California Division of Mines and Geology (CDMG), 1969, Geologic Map of California, Los Angeles Sheet, 1:250,000 scale.

California Division of Oil and Gas (DOG) Website, 2002, Map W2-1, dated April 18, 2002
http://www.consrv.ca.gov/dog/maps/index_map.htm.

County of Ventura Environmental Health Department (VEHD) website, 2004, Online Records,
<http://www.vcenvhealth.org/>

Environmental Data Resources Database Search Report, generated November 23, 2004, Inquiry Number: 1313737.2s

Historic Topographic Maps; 1904, 1947, 1951, and 1967 (1949 Photo-revised).

Southern California Earthquake Data Center (SCEDC) Website, 2004, <http://www.data.scec.org>

Agency Contacts:

City of Port Hueneme Building and Safety Department, Mr. Gregory Brown and Mrs. Yvonne Gonzales:
(805) 986-6553

Los Angeles Regional Water Quality Control Board, Mr. Cesai Campos (213) 576-6748

PHASE II ENVIRONMENTAL SITE ASSESSMENT REPORT

**Ponoma & Hueneme Road
Port Hueneme, California**

**Prepared for:
The Olson Company**

February 10, 2005

SECOR Job No.: 04OT.29218.12



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February 10, 2005

Mr. Henry Wang
The Olson Company
333 Lantana St. #277
Camarillo, California 93010

RE: PHASE II ENVIRONMENTAL SITE ASSESSMENT REPORT
Ponoma & Hueneme Road
Port Hueneme, California
SECOR Job No.: 04OT.29218.12

Dear Mr. Wang:

At the request and authorization of The Olson Company, SECOR International Incorporated (SECOR) is pleased to present this report detailing the findings of the Phase II Environmental Site Assessment (ESA) of the property located north of the intersection of Port Hueneme Road and Ponoma Street, Port Hueneme, California (referred to herein as the Site). This work was conducted in general accordance with SECOR's proposal dated January 4, 2005 and the terms contained in the Master Consulting Services Agreement with the Olson Company dated November 28, 2001. The findings of the Phase II ESA are contained in the attached document. In addition, SECOR has provided below, a brief summary of the findings of the completed assessment.

EXECUTIVE SUMMARY

At the request and authorization of The Olson Company, SECOR performed a Phase II Environmental Site Assessment (ESA) of the property located north of the intersection of Port Hueneme Road and Ponoma Street, Port Hueneme, California. The Phase II ESA was conducted based on the recommendations of SECOR's draft Phase I ESA December 15, 2004. SECOR developed a scope of work to address the environmental concerns identified during the Phase I ESA. The results of that investigation are provided below.

SECOR conducted a Phase II subsurface soils investigation of the Site on January 27, 2005. The lithology encountered during drilling consisted of brown sands and silts with intermittent clay layers to the maximum explored depth of approximately 14 feet bgs. Groundwater was encountered at a depth of approximately 11 feet. No chemical odors or obvious signs of contamination were observed during drilling operations.

SOIL MOUND ASSESSMENT

SECOR obtained representative samples from all the mounds on the Site (laboratory composite to 3 samples of approximately 10 samples collected from the piles) for petroleum hydrocarbons and metals in order to determine if contaminants are present at levels of concern. The results of laboratory analysis of these samples are discussed as follows:

- Two of the three composite samples, identified as 'Composite: 1, 2, 3' and 'Composite 7, 8, 9, 10', indicated detectable arsenic concentrations of 1.6 and 2.9 milligrams per kilogram (mg/kg), respectively. These concentrations exceed the US EPA Region IX Preliminary Remediation Goal (PRG) level of 0.39 mg/kg. Studies indicate, however, that soils in California typically

have naturally occurring background arsenic concentrations which range between 0.6 and 11 mg/kg.

Given that the observed arsenic levels fall within the naturally occurring background levels for arsenic in California, SECOR does not recommend any further action with regards to arsenic contamination in the stock piles of fill dirt located on the Site. All other detected metal concentrations were well below their respective US EPA Region IX PRGs for residential soils in all three composite samples.

- All three composite samples indicated detectable concentrations of petroleum hydrocarbons. Samples 'Composite: 1, 2, 3', Composite 4, 5, 6', and 'Composite 7, 8, 9, 10' indicated total recoverable petroleum hydrocarbon (TRPH) concentrations of 100, 14, and 390 mg/kg, respectively.

Given that each of the samples contained detected concentrations (some approaching potential action levels) of petroleum hydrocarbons SECOR recommends that the City of Port Hueneme remove the soil mounds to an off-site location prior to development.

DRY CLEANERS ASSESSMENT

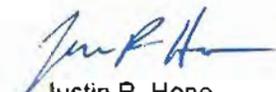
Given that the exact physical location of the former drycleaners structure could not be identified through historical records, no soil samples were obtained directly beneath the location. An approximate location was provided, however, by aerial photographs and street address information. Groundwater sampling locations were placed on the down-gradient side of this approximate location.

All three groundwater samples (HP-1, HP-2, and HP-3) indicated volatile organic compound (VOC) concentrations well below their respective State of California Department of Health Services Maximum Contaminant Levels (MCLs). In addition, the contaminants most often associated with drycleaner operations (i.e. tetrachloroethene and trichloroethene) were non-detectable. SECOR considers it unlikely that the former drycleaners facility located on the Site has impacted groundwater beneath the Site and therefore no additional investigation is recommended.

Based on the assessment work completed the RECs identified by the Phase I ESA have been addressed and no further assessment is recommended.

It has been a pleasure to provide environmental consulting services for you on this project and we look forward to working with you in the future. Should there be any questions regarding the information provided within the accompanying report, please do not hesitate to contact the undersigned at (909) 335-6116.

Respectfully submitted,
SECOR International Incorporated


Justin R. Hone
Staff Geologist


Kyle D. Emerson, CEG 1271
Senior Vice President

Mr. Henry Wang
February 10, 2005
Page 3

cc: Mr. Perry Hughes
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- Figure 1 – Site Location Map
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APPENDICES

- Appendix A – Laboratory Data Sheets and QA/QC Results, Chain-of-Custody Records
Appendix B – Boring Logs

1.0 INTRODUCTION

This report documents the methodology and findings of a Phase II environmental site assessment (ESA) completed by SECOR International Incorporated (SECOR) at the property located north of the intersection of Port Hueneme Road and Ponomo Street, Port Hueneme, California (referred to herein as the Site). The Phase II ESA was conducted to address the recognized environmental conditions (RECs) identified within SECOR's Phase I ESA investigation dated December 15, 2004 (SECOR, 2004).

Based on the recommendations contained in the above referenced Phase I ESA, SECOR developed a scope of work to address the RECs at the above referenced property. The investigation was conducted in accordance with the scope of work and terms provided in The Olson Company's Master Consulting Services Agreement dated November 28, 2001. The scope of work completed and the results of that investigation are provided below.

1.1 SITE DESCRIPTION AND OPERATIONS

The Site consists of 13 parcels comprising approximately 5 acres of land located along Market Street between Port Hueneme Road and Scott Road, in Port Hueneme, California. The Site is located in a mixed residential and commercial area. The Site is currently occupied by various business and residential structures as well as the Port Hueneme Chamber of Commerce.

The Site is bounded on the east by 'F' Alley and then a commercial plaza. To the west, the Site is bounded by Ponomo Street (closed) and then the Port Hueneme Harbor District asphalt parking lot. The Site is bounded on the south by Port Hueneme Road and then a residential apartment complex. To the north, the Site is bounded by Scott Road and then residential apartment complexes. Regionally, the Site is approximately 6.4 miles south of the 101-freeway, 2.6 miles southwest of the Pacific Coast Highway, 0.5 miles east of Port Hueneme Harbor, and 0.5 miles north of the Pacific Coast.

1.2 REGIONAL GEOLOGY AND HYDROGEOLOGY

The Site is located on the Oxnard Plain in the western portion of the onshore Ventura Basin within the Transverse Range. The Oxnard Plain extends inland along the northwestern edge of the Santa Monica Mountains and extends into the lower Santa Clara River Valley. The region is relatively flat lying, consisting of alluvial fan deposits that are the result of erosion of the nearby uplands with sediments transported and deposited by the Santa Clara River and its tributaries. The Oxnard Plain slopes gently southwest toward the Pacific Ocean that is located approximately 0.6 miles southwest of the Site. The surface elevation of the Site is approximately 10 feet above mean sea level. Oxnard Plain sediments are composed of gravels, sands, sandy silts, and silts. Thin layers of clay are common but are not laterally extensive. The site is situated within a 500-year floodplain.

The Site, as is most of Southern California, is located in a seismically active area. According to the Southern California Earthquake Data Center (SCEDC), the nearest recently active fault is the Oak Ridge Fault. Located approximately three miles south of the Site, this 90 km long, south-dipping thrust fault is believed to have been most recently active in the Late Quaternary. The Oak Ridge Fault extends to the Pacific Ocean to the west and appears to be overthrust by the Santa Susana Fault to the east. Slip rates range between 3.5 and 6.0 mm per year and probable magnitudes range between M_w 6.5 – 7.5. It is also believed that the fault associated with the 1994 Northridge earthquake was

probably part of the Oak Ridge fault system (SCEDC Website). The Site is not located within an Alquist-Priolo earthquake fault zone (CDMG-CD, 2000).

The Site is located within the Ventura County Groundwater Basin (Compilation of Technical Information Records for the Ventura County Cooperative Investigation, prepared by Ventura County Public Works, July 1975). The basin is recharged through precipitation and runoff waters that percolate into deep aquifers. According to Ventura County Water Resources and Engineering Department, average depth to groundwater is 5 to 7 feet. Regional groundwater flow direction in the vicinity of the Site is expected to flow southwest towards the Pacific Ocean.

2.0 BACKGROUND INFORMATION

This Phase II ESA was conducted, based on the results of SECOR's Phase I ESA, which identified the following recognized environmental conditions as warranting further investigation:

- SECOR personnel identified approximately 30 piles of dirt on the Site. According to the City of Port Hueneme Community Developer Director, Mr. Greg Brown, these soil piles were brought to the Site from various Public Works operations throughout Port Hueneme (including the addition of water/sewer lines and other miscellaneous work). Given the undocumented origin and potential for contamination in this soil, SECOR recommended analyzing representative samples from the soil piles on the Site (through laboratory composite samples) for petroleum hydrocarbons and metals in order to determine if contaminants are present at levels of concern that would warrant removal from the site.
- A dry cleaning facility was identified in the EDR proprietary historical database search on the subject property, discussed as follows:

Save-On Cleaners, a drycleaner facility historically addressed at 243 Market Street, was once located in the center of the Site. The facility is listed as having been active in 1961. The structure it once occupied has since been demolished and replaced by the existing office building addressed as 241-271 Market Street. No other details are provided in the EDR report with regards to any releases or violations. SECOR personnel contacted the Ventura County Department of Environmental Health and the California Regional Water Quality Control Board (CRWQCB), Los Angeles Region, in order to obtain further details on past releases or violations associated with this facility. According to Mr. Cesai Campos of the CRWQCB, no files exist. Due to the lack of available records and the facility's location within the Site boundaries, SECOR suggests sampling the soils and groundwater as close as possible to the former location of this facility in order to determine if the contaminants commonly associated with drycleaners facilities are present at levels of concern.

The results of the Phase II investigation are reported herein.

3.0 FIELD INVESTIGATION PROGRAM

3.1 SCOPE OF WORK

Based on the findings of SECOR's Phase I ESA (SECOR, 2004), and in accordance with SECOR's *Proposal to Conduct Phase II Environmental Site Assessment*, dated January 4, 2005, SECOR was authorized to implement a soils investigation to assess the potential subsurface soil impacts at the subject property. The completed work included the following:

As required by law, SECOR marked the proposed boring locations and acquired a current Underground Service Alert (USA) ticket number prior to commencement of Site drilling activities. Also, in accordance with federal OSHA regulations (29 CFR, Section 1910.120), SECOR developed a site specific Health and Safety Plan (HASP) for the subject property. All SECOR personnel and subcontractors were required to be familiar with, and comply with, all provisions of the HASP.

3.2 SOIL SAMPLING PROCEDURES

SECOR obtained representative samples from a majority of the soil piles on the Site. Samples were collected from the interior of the soil piles using a shovel. Samples were placed in glass jars and submitted to a laboratory for analysis. The laboratory composited the ten individual samples into 3 samples collected from the soil piles. These samples were analyzed in the laboratory for total recoverable petroleum hydrocarbons (TRPH) by EPA test method 8015m and for heavy metals by EPA test method 6010. The Chain-of-Custody records for the soil samples collected during this investigation are presented in Appendix A.

3.3 GROUNDWATER SAMPLING PROCEDURES

Groundwater sampling locations HP-1, HP-2, and HP-3 were placed on the southeast, south, and southwest sides, respectively, of the former drycleaners location on the Site (historically addressed as 241 Market Street). These locations were selected as the closest positions to the prior dry cleaners in a immediately downgradient and cross gradient locations of the former drycleaner location. This was based on the anticipated groundwater flow direction projected from regional topography. These boring locations are presented on the attached Site Plan, Figure 2.

Wet soils, were encountered at a depth of approximately 11 feet bgs in all borings. This interface was the basis for establishing the required hydropunch sampling depth. Upon reaching this approximate depth interval, a 1.25-inch outer-diameter hydropunch sampling tool was pushed down the open borehole. Upon reaching the base of the boring, the hydropunch sampling tool was advanced approximately two feet (approximately 13 feet bgs) into undisturbed saturated sediments using a hydraulic ram on the drilling rig. The outer portion of the sampling tool was then withdrawn approximately four feet to allow the inner slotted stainless steel casing to come into contact with groundwater. Surging and bailing was then accomplished using 3/8-inch diameter poly tubing and a 2-foot long by 1/2-inch diameter bailer to induce the creation of native filter pack around the slotted section.

Groundwater sampling at each location was performed after approximately 500 milliliters (ml) of water was purged from the stainless steel casing. During sampling, groundwater was transferred directly

from the poly tubing into clean, 40mL, glass vials with HCl preservative provided by the laboratory. Once the containers were full, threaded lids were attached, the containers labeled and placed into an iced cooler pending transport, under Chain-of-Custody, to a laboratory for chemical analysis. The Chain-of-Custody records for the hydropunch groundwater samples collected during this investigation are presented in Appendix A.

3.4 BORING ABANDONMENT PROCEDURES

Following the completion of drilling and sampling, the borings were abandoned by removing the sampling equipment from the borehole and subsequently backfilling with hydrated granular bentonite. The tops of borings were capped with soil or concrete to match existing surface conditions.

3.5 DECONTAMINATION PROCEDURES

To maintain quality control during soil sampling, prior to each sampling interval, the sampling equipment was decontaminated in an Alconox scrub solution and double-rinsed, first with tap water followed by a final rinse using distilled water. In addition, prior to, and between each boring advanced, the hollow steel rods were cleaned following the same protocol.

4.0 LABORATORY TESTING PROGRAM

All soil and groundwater samples obtained from the subsurface investigation were delivered under chain-of-custody (Appendix A) to Centrum Analytical Laboratories, Inc. (Centrum) located in Riverside, California. Centrum is certified to perform hazardous waste testing by the State of California Department of Health Services, Environmental Laboratory Accreditation Program.

The soil samples (S-1 through S-10) were submitted to the laboratory for total recoverable petroleum hydrocarbons (TRPH) and Metals by EPA Test Methods 418.1 and 6010/7000, respectively. As stated above these ten samples were composited by the laboratory for analysis. The groundwater samples (HP-1 through HP-3) were submitted to the laboratory for volatile organic compounds (VOCs) analysis by EPA Test Method 8260B. Analytical laboratory test results are attached as Appendix A and summarized in Tables 1 and 2.

5.0 INVESTIGATION FINDINGS

5.1 FIELD OBSERVATIONS

The lithology encountered during drilling consisted of brown sands and silts with intermittent clay layers to the maximum explored depth of approximately 14 feet bgs. Groundwater was encountered at a depth of approximately 11 feet.

No chemical odors or obvious signs of staining were observed during drilling operations.

5.2 ANALYTICAL RESULTS

The laboratory test results are discussed below. A summary of the laboratory test results are attached as Tables 1 and 2. The complete laboratory analytical test results are presented on the laboratory data sheets attached as Appendix A. Boring locations are presented on the attached Site Plan, Figure 2.

SOIL SAMPLES

SECOR obtained representative samples from a majority of the soil piles on the Site. The ten soil samples collected from the field were composited in the laboratory into 3 samples. These samples were analyzed for petroleum hydrocarbons and metals in order to determine if contaminants are present at levels of concern. The results of laboratory analysis of these samples are discussed as follows:

- Two of the three composite samples, identified as 'Composite: 1, 2, 3' and 'Composite 7, 8, 9, 10', indicated detectable arsenic concentrations of 1.6 and 2.9 milligrams per kilogram (mg/kg), respectively. These concentrations exceed the US EPA Region IX Preliminary Remediation Goal (PRG) level of 0.39 mg/kg. Studies indicate, however, that soils in California typically have naturally occurring background arsenic concentrations which range between 0.6 and 11 mg/kg. All other detected metal concentrations were well below their respective US EPA Region IX PRGs for residential soils in all three composite samples.
- All three composite samples indicated detectable concentrations of petroleum hydrocarbons. Samples 'Composite: 1, 2, 3', 'Composite 4, 5, 6', and 'Composite 7, 8, 9, 10' indicated total recoverable petroleum hydrocarbon (TRPH) concentrations of 100, 14, and 390 mg/kg, respectively.

GROUNDWATER SAMPLES

Given that the exact physical location of the former drycleaners structure could not be identified through historical records, no soil samples were obtained directly beneath the location. An approximate location was provided, however, by aerial photographs and street address information. Groundwater sampling locations were placed on the down-gradient side of this approximate location.

Laboratory results of the three groundwater samples (HP-1, HP-2, and HP-3) did not detect volatile organic compound (VOC) concentrations above their respective State of California Department of Health Services Maximum Contaminant Levels (MCLs) which would be used as the most conservative clean up objective for this property. In addition, the contaminants most often associated with drycleaner operations (i.e. tetrachloroethene and trichloroethene) were below laboratory detection limits. All detected VOCs were considered to be at trace concentrations.

6.0 CONCLUSIONS AND RECOMMENDATIONS

At the request and authorization of The Olson Company, SECOR performed a Phase II Environmental Site Assessment (ESA) of the property located north of the intersection of Port Hueneme Road and Ponomo Street, Port Hueneme, California. The Phase II ESA was conducted based on the recommendations of SECOR's draft Phase I ESA December 15, 2004. SECOR developed a scope of work to address the environmental concerns identified during the Phase I ESA. The results of that investigation are provided below.

SECOR conducted a Phase II subsurface soils investigation of the Site on January 27, 2005. The lithology encountered during drilling consisted of brown sands and silts with intermittent clay layers to the maximum explored depth of approximately 14 feet bgs. Groundwater was encountered at a depth of approximately 11 feet. No chemical odors or obvious signs of contamination were observed during drilling operations.

SOIL MOUND ASSESSMENT

SECOR obtained representative samples from all the mounds on the Site (laboratory composite to 3 samples of approximately 10 samples collected from the piles) for petroleum hydrocarbons and metals in order to determine if contaminants are present at levels of concern. The results of laboratory analysis of these samples are discussed as follows:

- Two of the three composite samples, identified as 'Composite: 1, 2, 3' and 'Composite 7, 8, 9, 10', indicated detectable arsenic concentrations of 1.6 and 2.9 milligrams per kilogram (mg/kg), respectively. These concentrations exceed the US EPA Region IX Preliminary Remediation Goal (PRG) level of 0.39 mg/kg. Studies indicate, however, that soils in California typically have naturally occurring background arsenic concentrations which range between 0.6 and 11 mg/kg.

Given that the observed arsenic levels fall within the naturally occurring background levels for arsenic in California, SECOR does not recommend any further action with regards to arsenic contamination in the stock piles of fill dirt located on the Site. All other detected metal concentrations were well below their respective US EPA Region IX PRGs for residential soils in all three composite samples.

- All three composite samples indicated detectable concentrations of petroleum hydrocarbons. Samples 'Composite: 1, 2, 3', Composite 4, 5, 6', and 'Composite 7, 8, 9, 10' indicated total recoverable petroleum hydrocarbon (TRPH) concentrations of 100, 14, and 390 mg/kg, respectively.

Given that each of the samples contained detected concentrations (some approaching potential action levels) of petroleum hydrocarbons SECOR recommends that the City of Port Hueneme remove the soil mounds to an off-site location prior to development.

DRY CLEANERS ASSESSMENT

Given that the exact physical location of the former drycleaners structure could not be identified through historical records, no soil samples were obtained directly beneath the location. An approximate location was provided, however, by aerial photographs and street address information. Groundwater sampling locations were placed on the down-gradient side of this approximate location.

All three groundwater samples (HP-1, HP-2, and HP-3) indicated volatile organic compound (VOC) concentrations well below their respective State of California Department of Health Services Maximum Contaminant Levels (MCLs). In addition, the contaminants most often associated with drycleaner operations (i.e. tetrachloroethene and trichloroethene) were non-detectable. SECOR considers it unlikely that the former drycleaners facility located on the Site has impacted groundwater beneath the Site and therefore no additional investigation is recommended.

Based on the assessment work completed the RECs identified by the Phase I ESA have been addressed and no further assessment is recommended.

7.0 CLOSURE

SECOR's investigation has been performed with the degree of skill generally exercised by practicing engineers and geologists in the environmental field. SECOR makes no other warranty, either expressed or implied, concerning the conclusions and professional advice that is contained within the body of this report.

Inherent in most projects performed in a heterogeneous subsurface environment, continuing excavation and assessments may reveal findings that are different than those presented herein. This facet of the environmental profession should be considered when formulating professional opinions on the limited data collected on these projects.

This report has been issued with the clear understanding that it is the responsibility of the owner, or their representative, to make appropriate notifications to regulatory agencies. It is specifically not the responsibility of SECOR to conduct appropriate notifications as specified by current County and State regulations.

The information presented in this report is valid as of the date our exploration was performed. Site conditions may degrade with time; consequently, the findings presented herein are subject to change.

8.0 REFERENCES

Technical References

California Division of Mines and Geology (CDMG), 1969, Geologic Map of California, Los Angeles Sheet, 1:250,000 scale.

California Division of Oil and Gas (DOG) Website, 2002, Map W2-1, dated April 18, 2002
http://www.consrv.ca.gov/dog/maps/index_map.htm.

County of Ventura Environmental Health Department (VEHD) website, 2004, Online Records,
<http://www.vcenvhealth.org/>

Environmental Data Resources Database Search Report, generated November 23, 2004, Inquiry Number: 1313737.2s

Historic Topographic Maps; 1904, 1947, 1951, and 1967 (1949 Photo-revised).

Southern California Earthquake Data Center (SCEDC) Website, 2004, <http://www.data.scec.org>

Agency Contacts:

City of Port Hueneme Building and Safety Department, Mr. Gregory Brown and Mrs. Yvonne Gonzales:
(805) 986-6553

County of Ventura Department of Environmental Health website, 2004,
<http://www.ventura.org/envhealth/>

Los Angeles Regional Water Quality Control Board, Mr. Cesai Campos (213) 576-6748

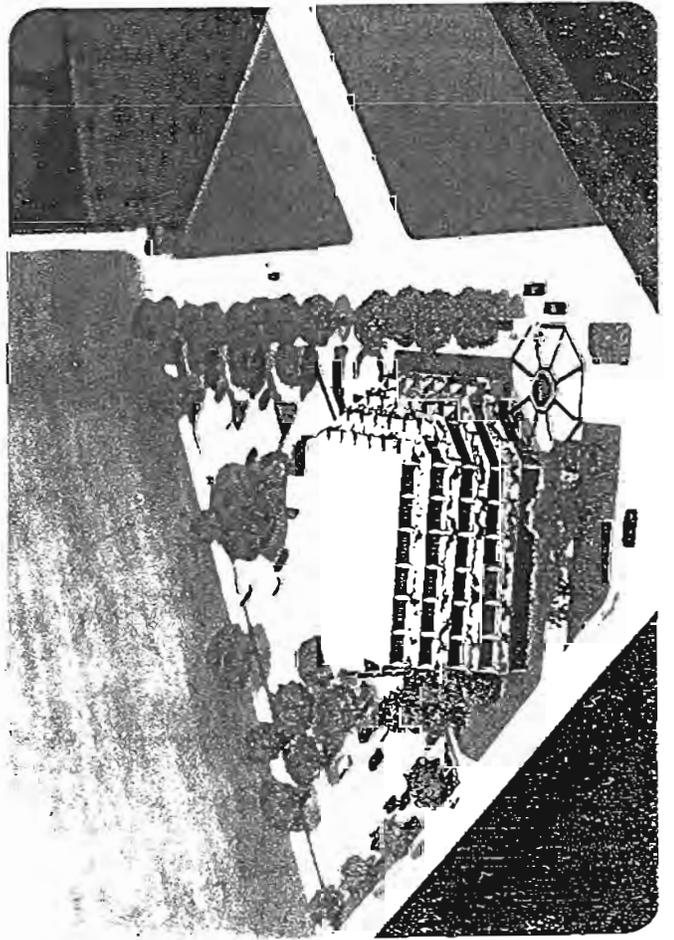
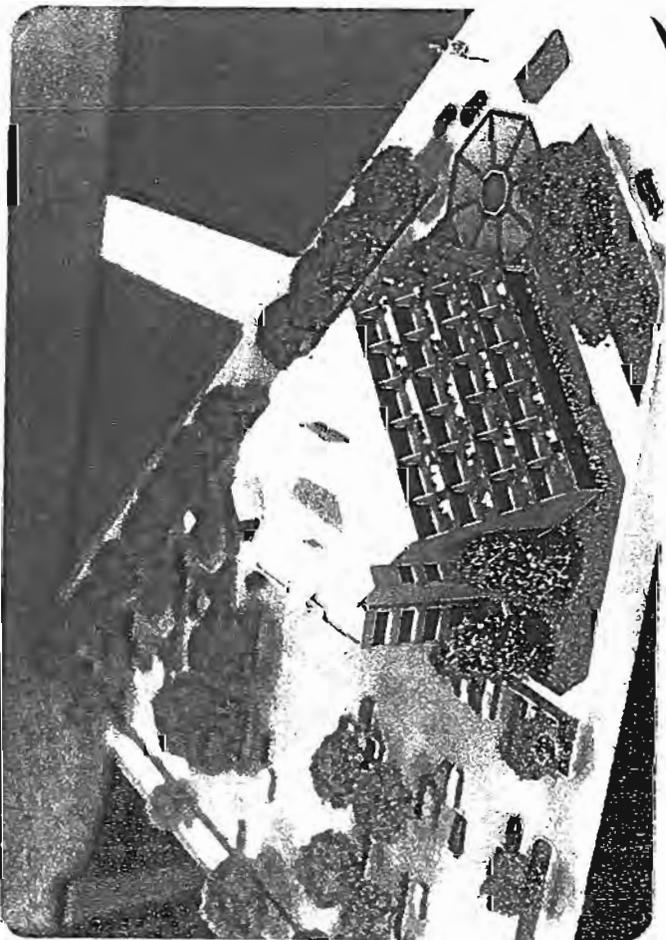
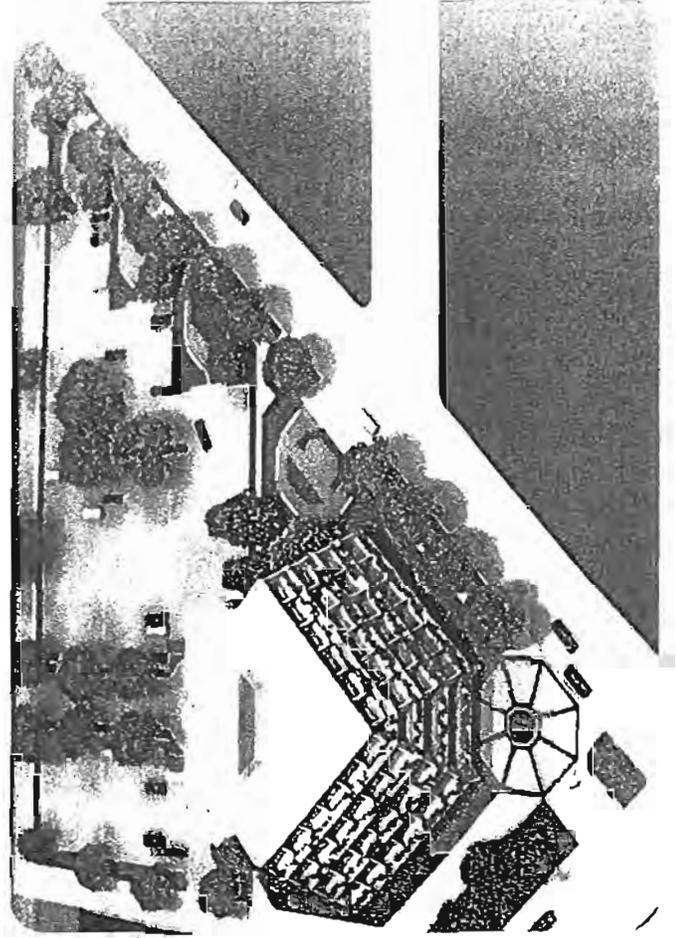
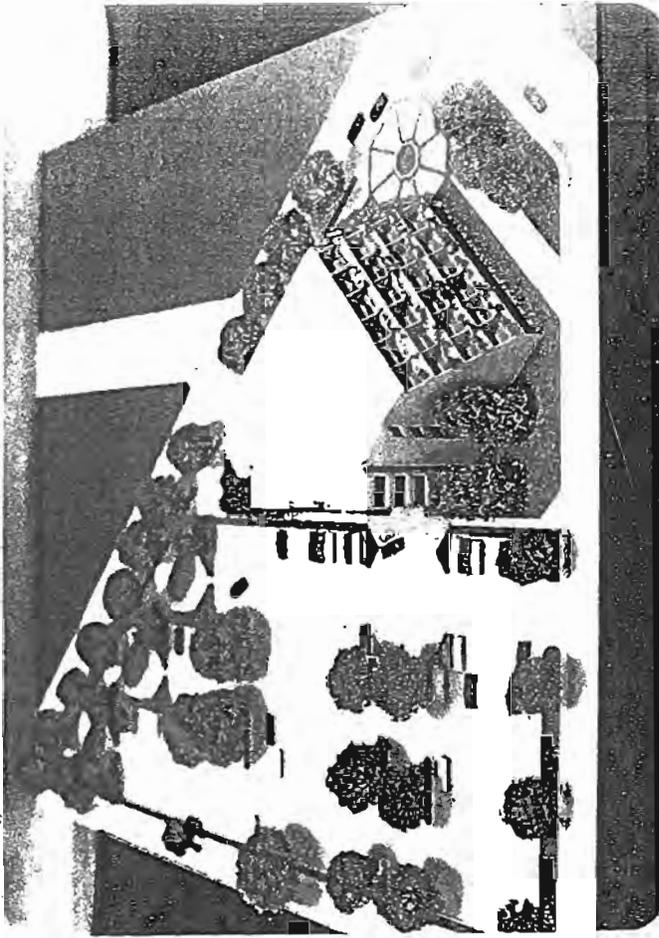
Previous Environmental Reports

SECOR International Inc. (SECOR), 2004, *Phase I Environmental Site Assessment, Port Hueneme Road and Ponoma Street, Port Hueneme, California*, dated December 15, 2004.

SECOR International Inc. (SECOR), 2004, *Proposal to Conduct Phase II Environmental Site Assessment, Port Hueneme Road and Ponoma Street, Port Hueneme, California*, dated January 5, 2005.

Attachment 5 – Development Proposal Site Plans, Section, and Model Photographs

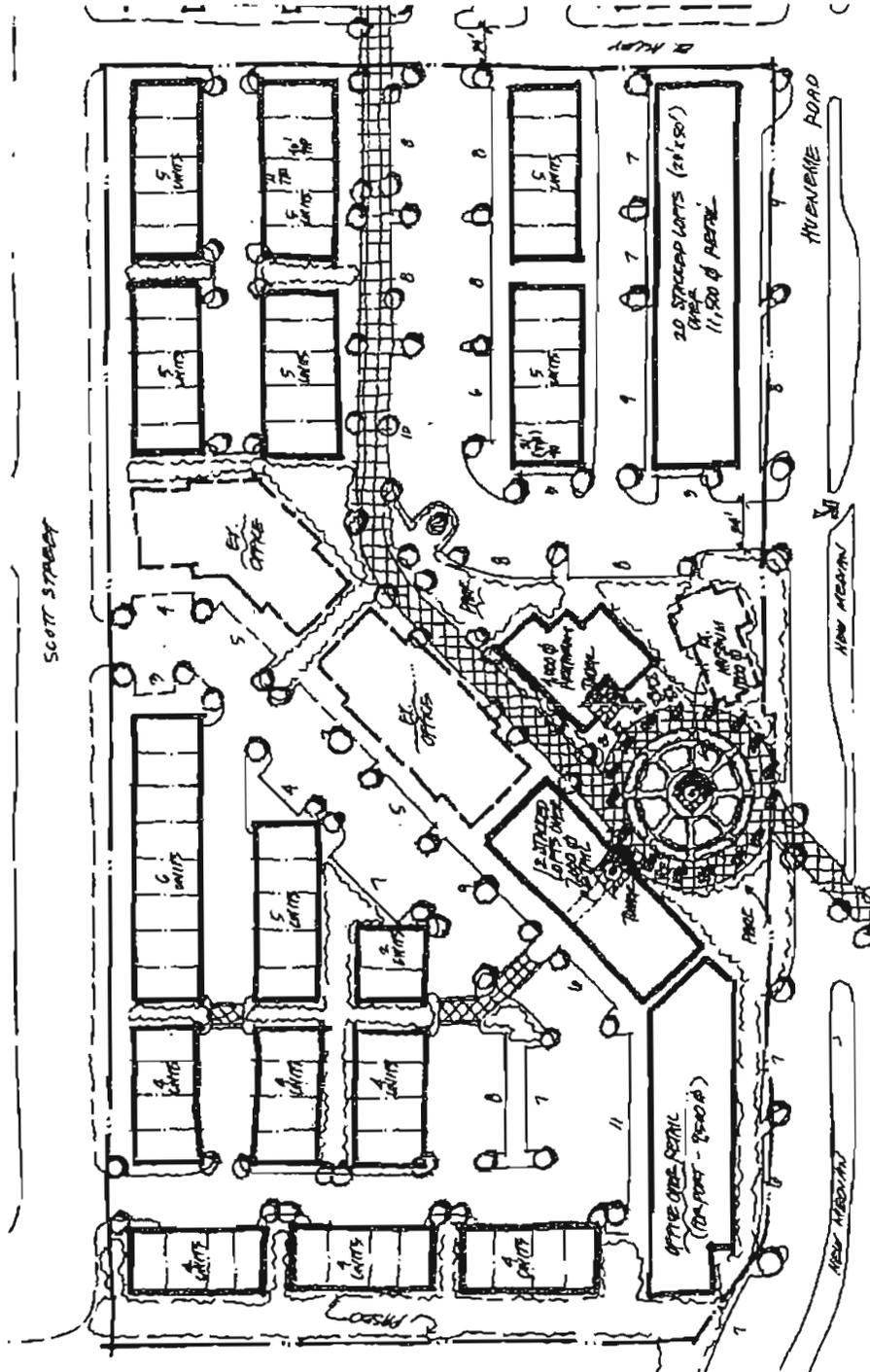
1970 Market Street Office Model Photos



1980 Harbor Plaza Site Plan

2001 Olson Market Street Site Plan

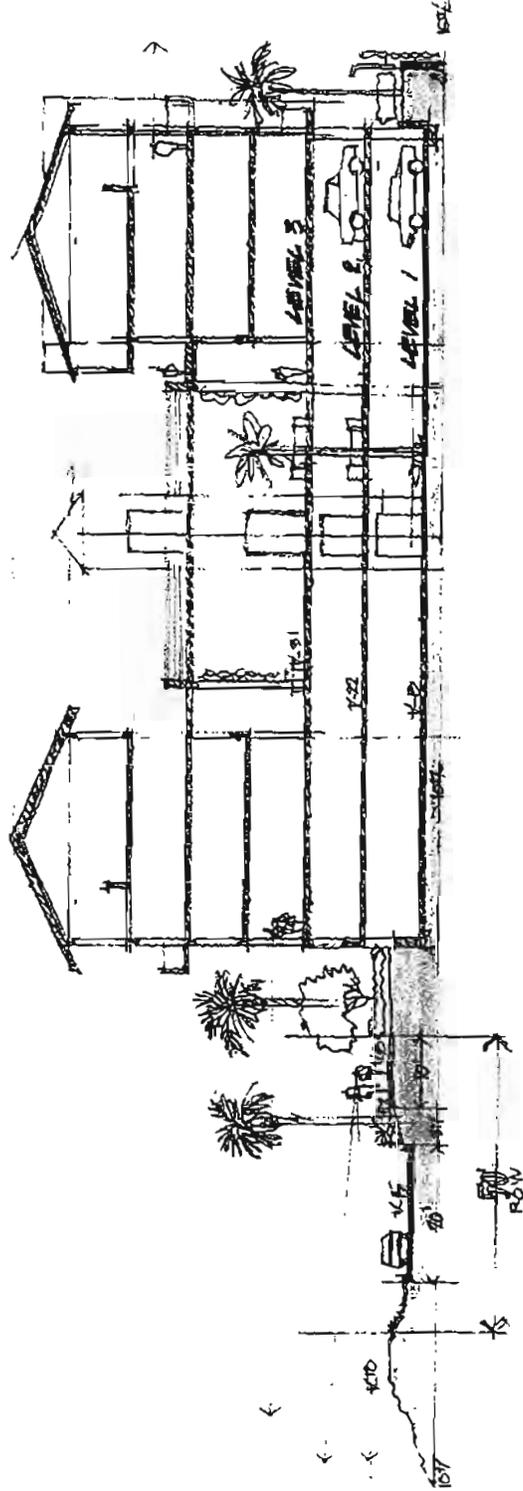
CONCEPTUAL DEVELOPMENT PLAN (BASELINE DESIGN)



MARKET STREET LANDING
Exclusive Negotiation Agreement

2003 Harbor District Market Street Plan

**2004 Olson Market Street & Shoreline Lot
Site Plans**

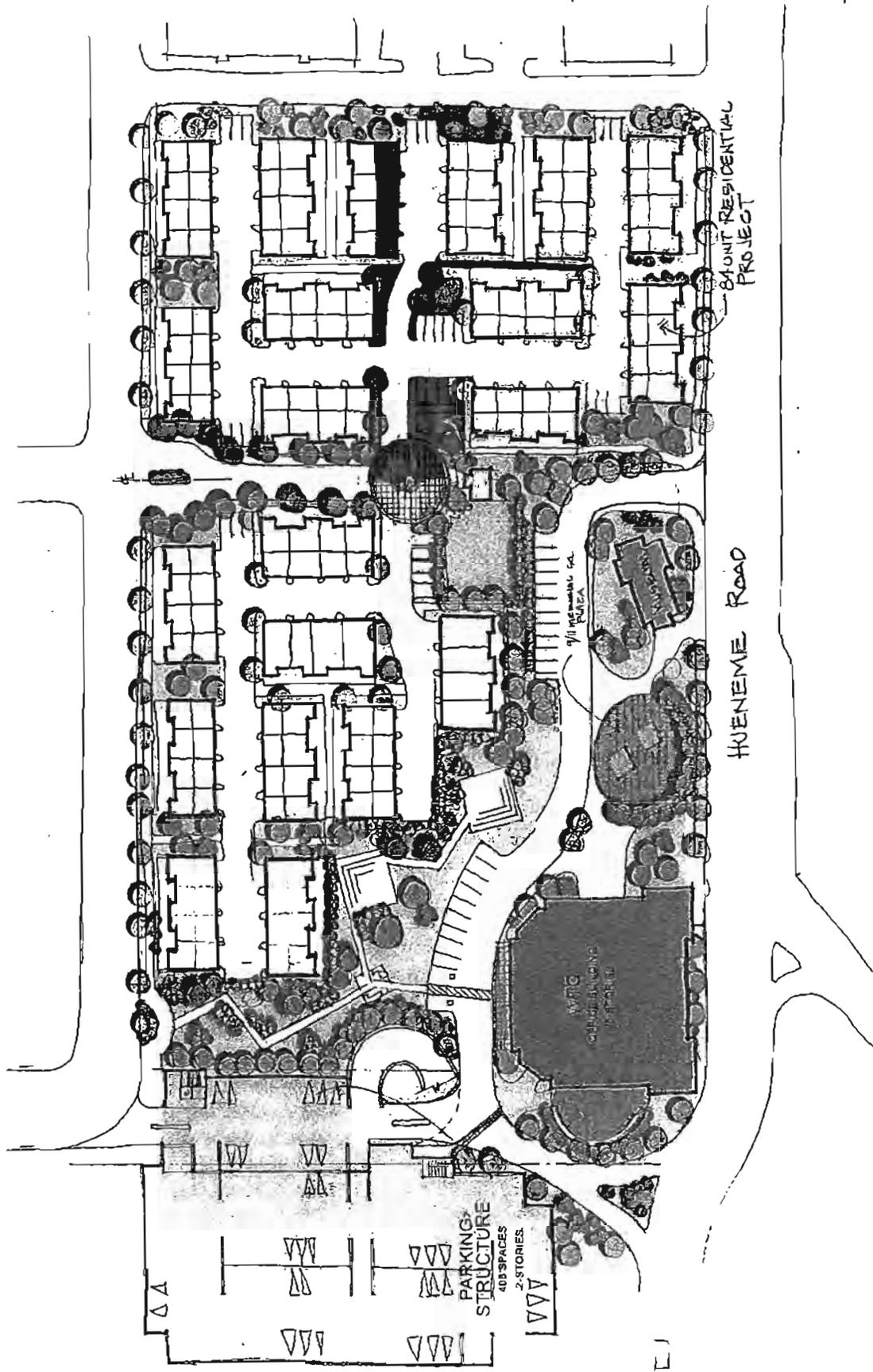


SCALE 1" = 10'-0"

Section X-X

THE OLSON COMPANY

2004 Harbor District Site Plan

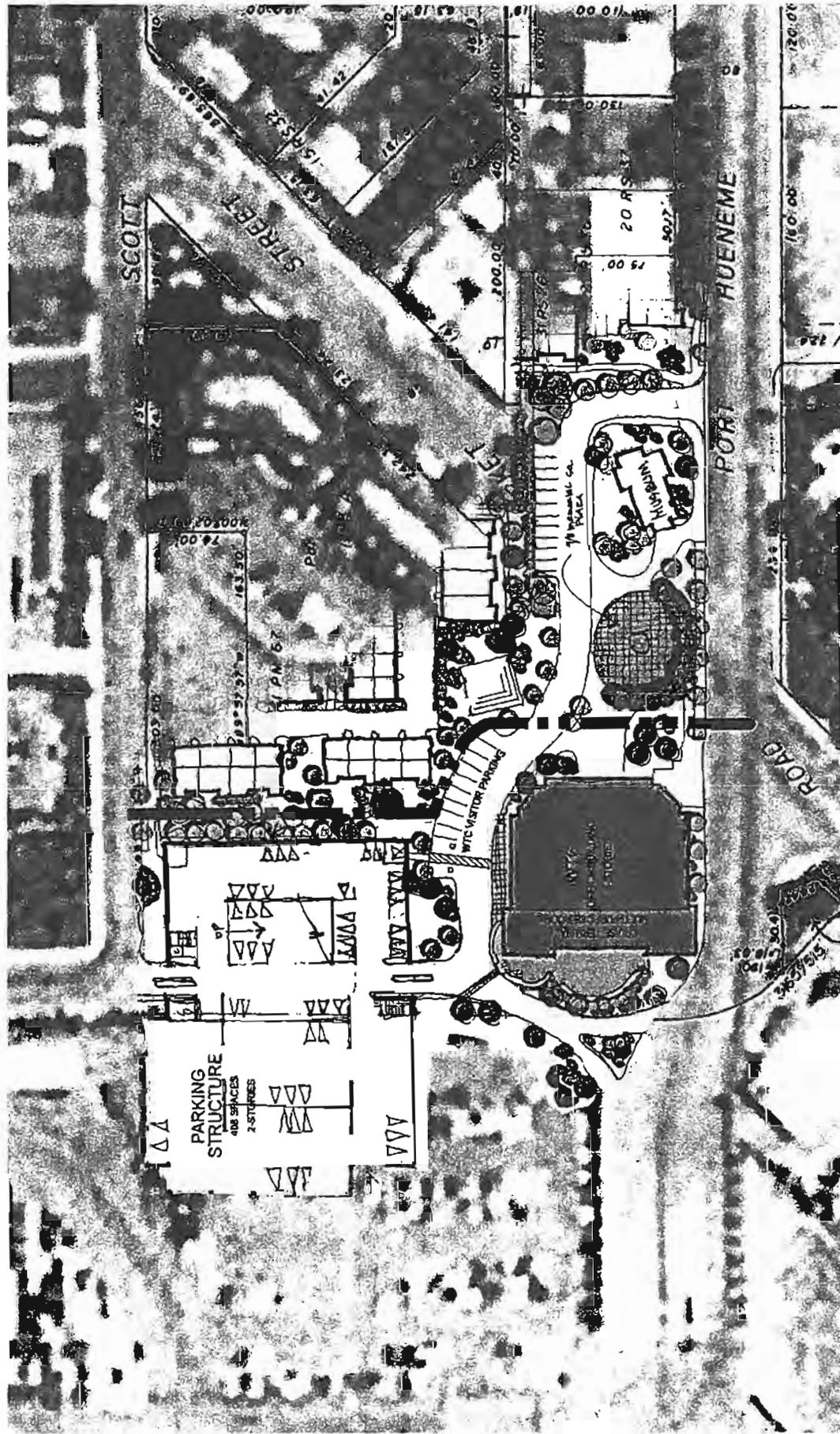


Concept Design 'F'
 1" = 40.0'
 NORTH

OXNARD HARBOR DISTRICT
 WORLD TRADE CENTER
 HUENEME ROAD PORT HUENEME CA

LAUTERBACH & ASSOCIATES
 ARCHITECTS . I . N . C
308 MONTGOMERY AVE. • DOWNEY, CA 90241 • TEL. (562) 696-0075 • FAX (562) 696-0075

8-11-04



Attachment 6 – City of Port Hueneme General Plan, Land Use Element

CITY OF PORT HUENEME

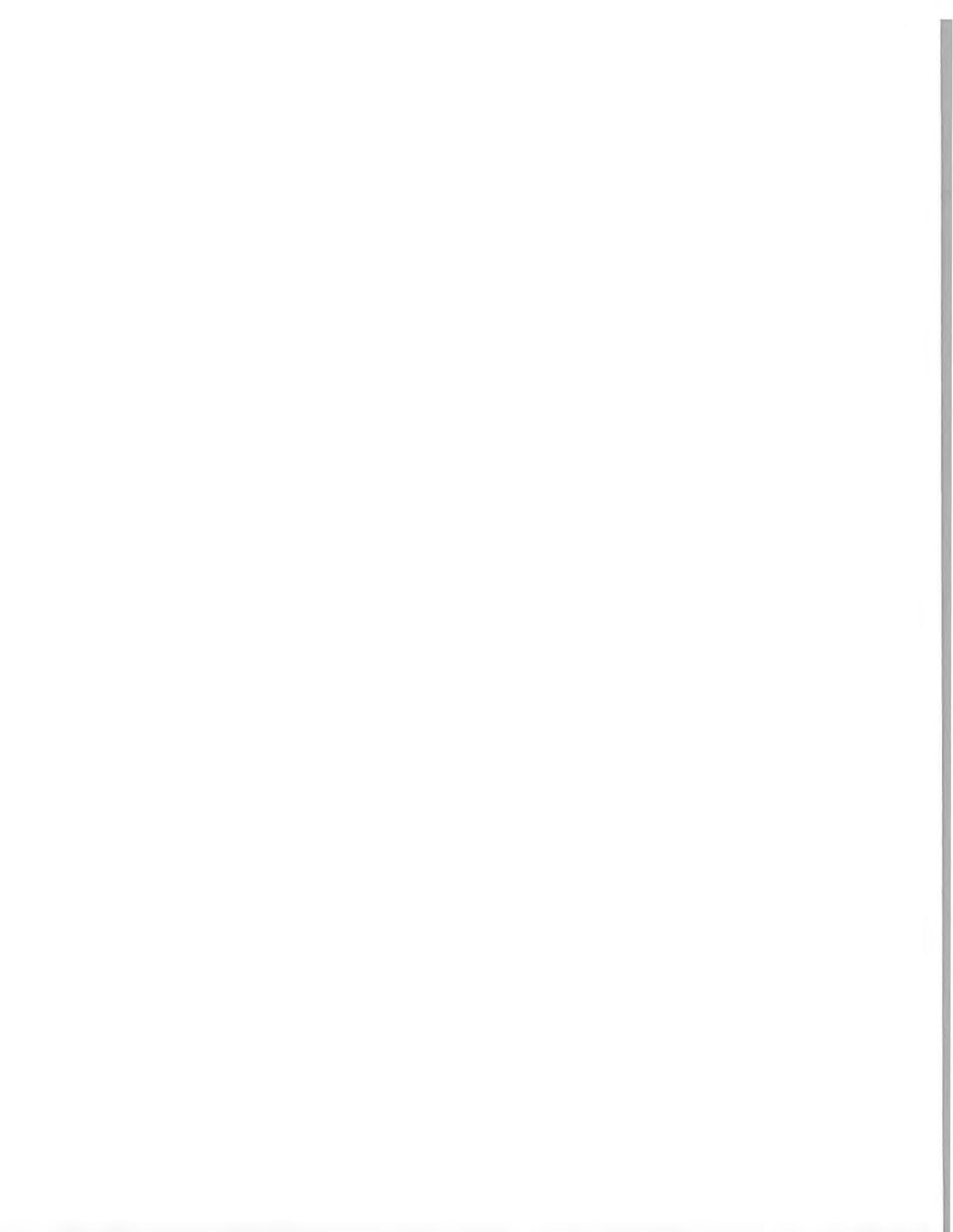
GENERAL PLAN

LAND USE ELEMENT

City of Port Hueneme
250 N. Ventura Avenue
Port Hueneme, CA 93041
(805) 488-3625

Consultants to the City:
Cotton/Beland/Associates, Inc.
747 East Green Street, Suite 300
Pasadena, California 91101-2119

#720



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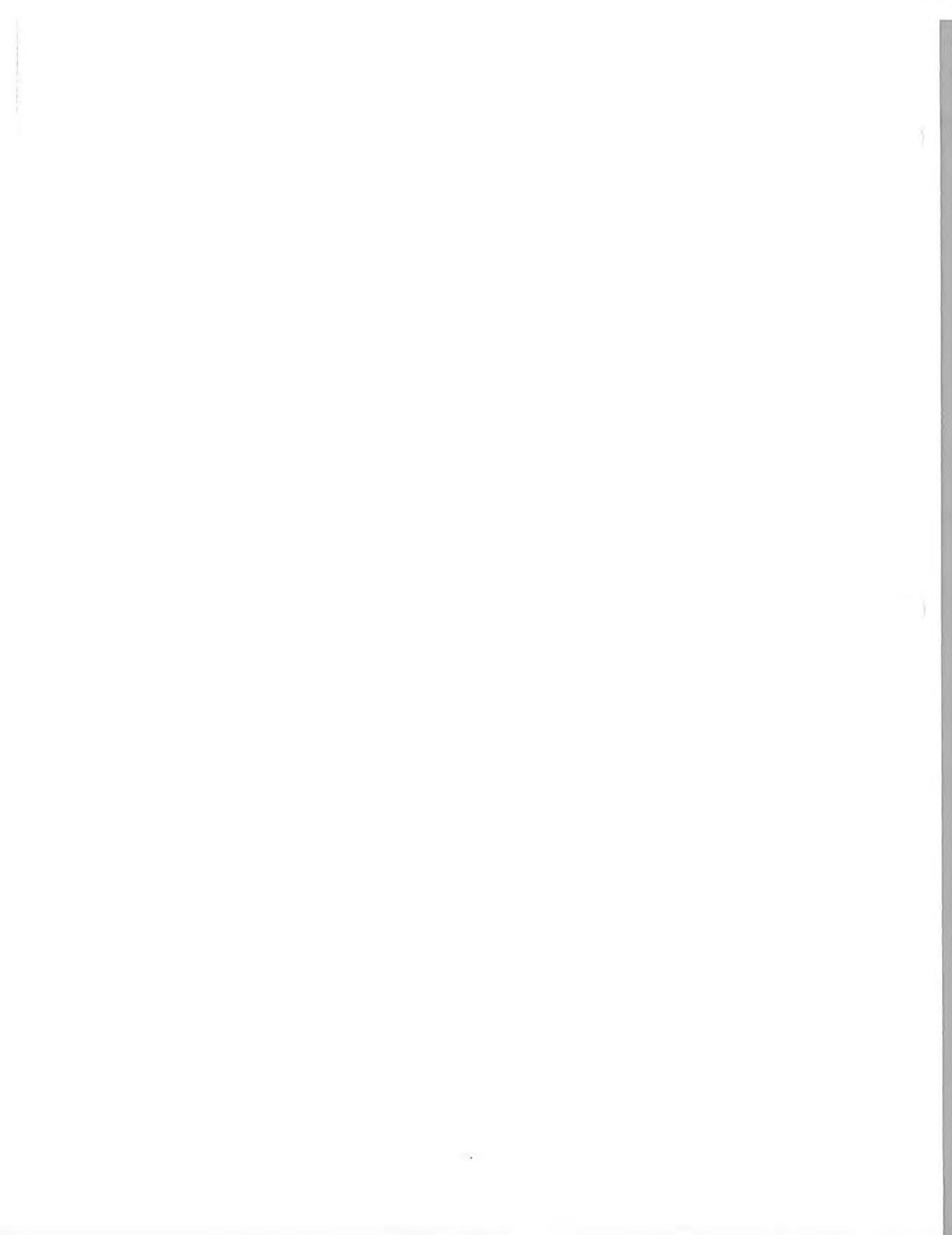
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LAND USE ELEMENT

What is the Land Use Element? The Land Use Element and Land Use Policy Map look to the Port Hueneme of 2015. The Land Use Element includes a Land Use Policy Map which presents a graphic representation - a snapshot - of the City's future.

The element text defines the goals the City will pursue toward this future. Together the text and the map provide the foundation for land use decision making into the next century.

Purpose of the Element: The Land Use Element and the Land Use Policy Map are the two most important components of the General Plan. Together, these two parts of the Plan establish the overall policy direction for land use planning decisions in the City. The Land Use Policy Map displays graphically the location and distribution of land use in Port Hueneme, whereas the element text describes the form these uses will take, as well as the programs the City will pursue to implement the land use goals.

Goals and policies set forth in the Land Use Element shape and reflect the policies and programs contained in the other General Plan elements. For example, the street system and circulation improvements described in the Circulation Element are designed to accommodate the intensity of use allowed by land use policy. Housing Element programs focus on neighborhood stabilization and rehabilitation of single-family units. This is being done to ensure the long-term viability of existing neighborhoods and provide a mix of housing types.

The City intends to achieve a number of objectives through implementation of the goals and policies contained in this element.

Scope and Content: To best address land use issues affecting Port Hueneme, this element is divided into six subsequent sections - Intergovernmental Relationships, Related Plans and Programs, Land Use Issues, Land Use Element Goals and Policies, Land Use Plan, and Implementation of the Land Use Plan. The first three subsections highlight related governmental agencies, plans, and programs which effect land use planning in the City and land issues facing the City. They set the framework for goal formulation and policy and program development. These goals and policies are stated in the fourth subsection. Lastly, the Land Use Plan describes in detail the Land Use Policy map and identifies how long-term land use policy will be implemented in Port Hueneme while the Implementation subsection describes how the plan will be realized.

*Focus of the
Land Use Element*

Small Development Sites: Much of Port Hueneme is urbanized, with little likelihood of changing over the plan's time horizon. Preparation of this General Plan focused on vacant areas and areas which redevelopment plans identified as blighted and in need of being recycled to viable uses. Key development areas are summarized in the Land Use Plan subsection and specific redevelopment projects are prioritized in the Implementation subsection. With the exception of vacant retail commercial sites north of Channel Island Boulevard, several properties adjacent the intersection of Pleasant Valley Road and Evergreen Avenue, and a small site on Hueneme Road and "J" Street, all of the small development sites are within the Central Committee's Redevelopment Project Area.

Market Street: The area between the Port, Scott Street, Hueneme Road, and Ventura Boulevard is of special importance. New development in vacant portions of this area, i.e., the western half and along Market Street, must tie into existing commercial uses fronting on Ventura Road, the Museum, the Port, and the Beach area.

The Sunkist Site: . The Land Use Element proposes the Commercial - Visitor-serving category for this 11-acre site providing for visitor-serving and coastal-related commercial uses. This designation remains unchanged from the 1977 General Plan, as amended.

Naval Civil Engineering Laboratory (NCEL) Reuse Site: In April, 1996, the NCEL was operationally closed and its mission and personnel transferred to the adjacent USNCBC. The General Plan proposes the "Port" land use category for the former NCEL site to accommodate port and coastal-related industry. Seawall and waterfront access together with some recreation and visitor-serving uses are also included within the overall plan for this site.

Pleasant Valley Road Extension: The extension of Pleasant Valley Road across the US Navy Construction Battalion Center (CBC) to connect with Victoria Avenue is shown and addressed in detail in the General Plan Circulation Element.

The Military and the Port: An important objective of the General Plan is the establishment of stronger ties and ongoing linkages between the City, the Port and the Military. The 1987 Agreement between the City and Port, and numerous city/military improvements around the perimeter of the CBC have established a strong precedent for continued cooperation between the three primary jurisdictions in Port Hueneme.

Intergovernmental Relationships Government agencies at the local, regional, state and federal level influence and affect the City of Port Hueneme. A brief summary of the primary impacts that these agencies have on the City are described below.

Ventura County Air Pollution Control District: The Ventura County Air Pollution Control District adopted the 1987 Air Quality Management Plan in July 1988. The California Legislature passed the California Clean Air Act (CCAA) shortly after the 1987 AQMP was adopted. The CCAA requires all nonattainment areas (areas which exceed the established air quality standards) in the State to develop plans to meet federal and state air quality standards. As a result, the 1991 AQMP was created. The Plan contains control measures to reduce pollution emissions.

The 1991 AQMP will be revised periodically to comply with new federal planning and additional CCAA requirements. Controls implemented through the Plan could increase business operation costs, making it less desirable for commercial and industrial developments to locate in Port Hueneme and the surrounding area. The Plan, as a result, may limit further development in Port Hueneme.

The City of Port Hueneme has incorporated goals and policies into the Conservation/Open Space/ Environmental Resources Element to adequately address air quality issues confronting the City.

City of Oxnard Wastewater Division: The Oxnard Treatment Plant, maintained by the Oxnard Wastewater Division, treats all wastewater generated within the City of Port Hueneme. The plant's processing capacity recently (1992) increased from 22.6 to 31.7 million gallons/per day.

As a result of structural improvements, the Oxnard Treatment Plant is able to more efficiently handle wastewater from the City. However, Port Hueneme will not currently benefit from capacity increases because the City in 1976 entered an agreement with the Oxnard Treatment Plant establishing a processing limit of 3.7 million gallons per day. Flow in 1996 was estimated to average 2.4 million gallons per day. As a result of capacity increases, Port Hueneme may re-negotiate their contract limit later, if necessary. (See the Circulation/Infrastructure Element for further discussion).

Ventura County Local Agency Formation Commission: LAFCO is charged with the responsibility for encouraging an orderly formation and development of local government agencies within Ventura County.

The City of Port Hueneme's sphere of influence (the area designated by LAFCO that can be annexed by a jurisdiction) is contiguous with the City's existing boundaries. No additional annexations are anticipated to occur.

Ventura County Regional Council (VCRC): The Association of Ventura County Cities (AVCC) is in the process of forming a new body - the Ventura County Regional Council - to address planning issues on a subregional level. Issues such as traffic, growth management, water conservation, solid waste management, and open space linkages are some of the issues that the VCRC may address.

VCRC policies may result in proposed amendments to the General Plan.

Southern California Association of Governments (SCAG): In the latter half of the 1980s, growing regional concern and legislation regarding traffic, air pollution, rising housing costs, and other issues affecting the Southern California community as a whole led SCAG to prepare comprehensive regional plans which address these concerns.

Two plans which affect planning in Port Hueneme include SCAG's Regional Mobility Plan, and Growth Management Plan. These plans intend to work in concert to reduce traffic congestion and pollutant levels. Planning strategies focus on reducing automobile and truck traffic on the regional transportation network, as well as at local levels.

These regional plans contain strategies that directly affect the City of Port Hueneme.

Hueneme and Oxnard Elementary School Districts: Both school districts educate students from Port Hueneme. Each district does not exclusively serve Port Hueneme and students from other communities attend schools within these districts. In addition, students in Port Hueneme may attend schools outside the corporate limits of the City but within the respective school district.

Hueneme School District operates eleven school sites. Four of these sites - Bard, Hueneme, Parkview, and Sunkist Elementary Schools - are located in Port Hueneme. The Oxnard School District maintains eighteen school sites. The Hueneme School District generally includes the eastern portion of Port Hueneme; the Oxnard School District, the northern portion.

New development occurring within Port Hueneme and the surrounding area may increase the number of students within each school district. The Public Safety/Facilities Element addresses these issues relating to schools and establishes goals and policies to guide the education system.

Oxnard Union High School District: The Oxnard High School District encompasses the entire City of Port Hueneme and extends into the Cities of Oxnard and Camarillo. The majority of students in Port Hueneme attend Hueneme High School.

Similarly to the elementary school districts, new development may increase the high school's student population. Refer to the Public Safety/Facilities Element for additional information.

City of Oxnard: The City of Oxnard has a population of approximately 156,000 persons, according to the 1998 California Department of Finance Estimates. Port Hueneme is almost completely surrounded by the City of Oxnard with only a small portion of unincorporated land situated on Port Hueneme's southwestern border.

Due to close proximity of the two cities, policies in either jurisdiction affect the neighboring City. The most significant new development that may occur in Oxnard is along Ormond Beach which is located southeast of Port Hueneme. Development occurring as a result of this plan may impact traffic, air quality, and other issues in Port Hueneme.

A joint planning agreement between the Cities of Oxnard and Port Hueneme was created in 1991 to coordinate the development of the specific plan for Ormond Beach. The agreement established that both cities should work together to:

- create compatible land development policies;
- develop design standards for Hueneme Road;
- create a waterfront development program;
- link non-vehicular transportation networks;
- evaluate cooperative redevelopment opportunities;
- plan capital improvements; and
- evaluate Ormond Beach's economic impact.

Oxnard Harbor District: The City of Port Hueneme and Oxnard Harbor District entered an agreement in March, 1987. The agreement requires the City to consider amending the City's General Plan, Local Coastal Program, and Zoning Ordinance to impose a single zoning classification upon the property owned by the Oxnard Harbor District within the City. The agreement also specifies that the City will institute development policies and standards which streamline permit processing.

In response to this agreement, the City of Port Hueneme is revising its General Plan to include one land use designation for property owned by the Oxnard Harbor District. In addition, the General Plan contains policies to streamline permit processing for District projects.

California Coastal Commission: Port Hueneme adopted a Local Coastal Plan in February 1983 and certified it in 1984. Prior to the adoption of the LCP, the California Coastal Commission had primary responsibility in the jurisdiction over the issuance of development permits for projects which are consistent with Coastal Act policies. Once the LCP was approved, approval of development projects within the coastal zone reverted to Port Hueneme.

Although the City of Port Hueneme has primary responsibility to issue building permits, the Coastal Commission retains discretionary review on appealable projects within the coastal zone.

The Plan section of this Element contains a discussion of Port Hueneme's Local Coastal Plan and the General Plan.

California Regional Water Control Board: The California Regional Water Quality Control Board is responsible for maintaining acceptable water quality.

Water in the City's water system as well as water emitted by sewage outfalls is subject to quality standards set by the Board. The Board also has overall responsibility for the Ventura County Storm Water Management Program implemented by the City in cooperation with Ventura County and the Ventura County Flood Control District under the National Pollutant Discharge Elimination System (NPDES) permit program (page 17).

(See the Conservation/Open Space/Environmental Resources Element for additional information).

Port Hueneme Water Agency (PHWA): The Port Hueneme Water Agency is a joint powers agency formed in 1994 by the City of Port Hueneme and Channel Islands Beach Community Services District (CIBCSD). The purpose of the PHWA is to improve the quality and reliability of drinking water supplies, and to secure adequate water supplies for current and projected future water demands, for four project participants in the Port Hueneme area of coastal Ventura County. The project participants also include the Navy bases at Point Mugu and Port Hueneme.

The PHWA facilities are expected to be fully operational by the beginning of 1999. The project would involve the construction of a regional desalination water treatment plant and various pipelines to : (1) Treat groundwater currently received from the UWCD to meet current and anticipated drinking water standards; (2) Import State Water project water from the Calleguas Municipal Water District and the Metropolitan Water District of Southern California. These facilities would allow the project participants to meet projected future demands for drinking water quality standard with greater reliability and with less dependence on local groundwater resources which are threatened by sea-water intrusion. UWCD groundwater would be used to meet minimum daily water demands, while imported state water would be used to meet peak daily demands. A PHWA Environmental Impact Report was certified by the Agency Board of Directors on May 22, 1996.

Related Plans and Programs In addition to locally adopted plans, Port Hueneme is affected by a number of regional policies. City and regional plans which relate to the General Plan are discussed briefly in the following paragraphs.

Ventura County Air Quality Management Plan (1994 with 1995 update): The Ventura County Air Quality Management Plan (AQMP) establishes policies and programs for the attainment of federal and state air quality standards. The Plan contains measures to reduce emissions of reactive organic compounds and nitrogen oxides, the two precursors to ozone. In addition to control measures, the report includes information about air quality trends, and emission forecasts.

Many policies and programs from the AQMP have been incorporated into the Conservation/Open Space/Environmental Resources Element.

Transportation Control Measures (1988): As an outgrowth of the 1987 Ventura County Air Quality Management Plan, the City of Port Hueneme is obligated to implement various transportation control measures which serve both to alleviate traffic congestion and reduce photochemical smog. A number of these measures (e.g. jobs/housing balance recommendations) influence policy direction for the distribution of land uses within the City and have been included in the Conservation/Open Space/ Environmental Resources Element.

Ventura County Congestion Management Plan (1991): State law requires that Ventura County create a Congestion Management Program (CMP) prior to the County receiving gas tax monies, made available through Proposition 111. The CMP represents an effort to manage traffic congestion by coordinating the many transportation, land use, and air quality programs in Ventura County. As part of this program, the City of Port Hueneme is required to adopt their own land use impact program and establish policies to maintain LOS standards which are outlined in the Circulation/Infrastructure Element.

Port Hueneme Risk Assessment (1990): The Port of Hueneme comprises a significant portion of the City's coastline. Operations occurring in the Port could affect residents and businesses in the City. In 1990, a risk assessment for the Port of Hueneme was prepared which analyzes the potential risk to the surrounding community from facilities and operations at the Port. The report includes specific measures to ensure the safety of Port operations. These measures are incorporated into the Public Safety/Facilities Element.

Seismic Hazards Mapping Act (1990): The Seismic Hazards Mapping Act of 1990 calls for the delineation of seismic hazard zones bounding areas of high potential for liquefaction, earthquake-induced landslides, and other ground failures.

The principal role of the State is to identify seismic hazard study zones. Based on State prepared maps, the local government is charged with adopting policies to reduce the extent of earthquake damage. Preliminary policies are included in the Public Safety/Facilities Element to support the Seismic Hazards Mapping Act.

City of Port Hueneme Multihazard Functional Plan (1998): The Multihazard Functional Plan provides the basis for disaster response planning in Port Hueneme. (See the Public Safety/Facilities Element for additional information). The Plan addresses the jurisdiction's planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and nuclear defense operations. Operational data, including a listing of resources, key personnel, essential facilities, contacts, and other data needed for conducting emergency operations is also provided.

Ventura County and Incorporated Cities Hazardous Waste Management Plan (1988): The Hazardous Waste Management Plan is designed to ensure that safe, effective, and economical facilities for the management of hazardous wastes are available when they are needed. To attain this goal, the Plan establishes goals, policies, and programs to encourage the safe handling, storage, and transportation of hazardous materials.

The Public Safety Element addresses the hazardous materials issue and incorporates policies from the County's Hazardous Waste Management Plan to manage hazardous materials.

Parks and Recreation Master Plan (1990): The Parks and Recreation Master Plan forms a framework for the future provision and operation of active and passive parks, pedestrian and bicycle paths, recreation and leisure programs, and community service facilities which physically relate to parks provisions. This Plan includes two parts: an inventory of existing recreation facilities in Port Hueneme and a plan that specifies improvements for the future operation of each facility. In addition, the Plan includes a summary of proposed expenditures and available funding sources.

This Plan served as the basis for the development of the parks and recreation portion of the Conservation/ Open Space/Environmental Resources Element.

Water Conservation Retrofit Program (1991): Port Hueneme has adopted a Water Conservation Retrofit Program to decrease the City's water consumption. The program requires all new buildings and all existing buildings which are altered to conform with the American National Standards Institute requirements for ultra-low consumption plumbing fixtures, such as low flush toilets and low flow showerheads. (See the Conservation/Open Space/ Environmental Resources Element).

Fox Canyon Ground Water Management Agency Ordinance 5, 1990): State legislation (AB 2995) passed in 1982, created the Fox Canyon Ground Water Management Agency (GWMA) to manage the area's groundwater conditions. In August 1990, the GWMA adopted Ordinance 5 which requires all users of groundwater supplies in their jurisdiction to reduce their pumping from groundwater supplies in accordance with specific date and percentage goals.

Many elements including Land Use, Conservation/Open Space/Environmental Resources, and Circulation/Infrastructure address the water supply issue and Ordinance 5.

Urban Water Management Plan (1990): The Urban Water Management Act, adopted in 1985, requires that urban water purveyors serving more than 3,000 acre feet of water a year for municipal use must adopt an urban water management plan. Port Hueneme was one of the 12 water purveyors in the County that were required to comply with this law. In 1990, the City of Port Hueneme adopted an urban water management plan that encouraged water conservation techniques.

The UWMP is the City's key water planning element which addresses SB 901 Water Supply Assessment requirements. The document assists the City in coordinating land use and water supply planning and helps to ensure that there are adequate water supplies to support proposed development projects. The PHWA water quality and supply improvement project is a key component of the UWMP and has resolved the City's historical environmental constraints relative to its future water needs. (Refer to the Circulation/ Infrastructure, and Conservation/Open Space/ Environmental Resource Elements)

Port Hueneme Local Coastal Program (1984): Port Hueneme's current LCP was certified by the California Coastal Commission in 1984. The LCP exists as an amendment to the existing (1977) General Plan and discusses the allowable land uses and applicable coastal resource issues for the planning areas within the city's coastal zone. The LCP continues to be implemented as the primary planning document for the coastal zone. The updated General Plan incorporates policies from the LCP to preserve coastal resources. (See the Conservation/Open Space/Environmental Resources Element).

Community Redevelopment Law: California, through the Community Redevelopment Law (Health and Safety Code Sections 33000 et. seq.) authorizes a city to undertake redevelopment projects to revitalize blighted areas. An adopted plan provides additional tools to a city to effectuate productive change. (See the Economic Development Element). These include the use of tax increment (i.e., amount of additional tax revenue above a "frozen" base generated by increased property valuations resulting from new development on the project), property acquisition, consolidation of small parcels, joint public-private partnerships, clearance of land and resale to developers, and relocation of tenants. A minimum of twenty percent of the tax increment, in most cases, is to be used for the development of low and moderate income housing.

Ventura West Specific Plan (1978): The Ventura West Specific Plan, adopted in January 1978, serves as an important redevelopment tool in Port Hueneme. The Plan identifies target areas and outlines specific actions to be undertaken at each site. The objective of the plan is to improve Ventura West as a residential neighborhood through rehabilitation, new construction, and new public improvements, while maintaining the area's role as a housing resource for those of low and moderate income.

Five Year Implementation Plan (1998): Under the requirements of the Community Redevelopment Law Reform Act of 1993, the Port Hueneme Redevelopment Agency adopted a second Five-Year Implementation Plan in December, 1998. This plan covers all three Agency's Redevelopment Project Areas, and describes the link between the elimination of blight and the proposed actions of the Agency. In summary, the plan describes the specific goals and objectives of the Agency, programs and expenditures to be made over the next five years, and the connection between the Agency's intended actions and the alleviation of blight. In addition, the Plan serves as a Housing Fund Deficient Reduction Plan; that is, it describes the programs and expenditures to be made over the next five years in furtherance of affordable housing. Under operative statutes, the Five-Year Implementation Plan must conform with the Housing Element of the General Plan.

Cost Control System for the City of Port Hueneme (1992): The Cost Control System report provides the base data for the City of Port Hueneme to chart a future financial course that will preserve the quality of life which local citizens have come to expect. (See the Economic Development Element). The report examines revenue sources and the costs associated with operating existing and future programs and facilities.

City of Port Hueneme Administrative Supplement to the State CEQA Guidelines (1991): To administer CEQA, public agencies are required to adopt objectives, criteria and specific procedures consistent with CEQA and the State CEQA Guidelines. In compliance with this mandate, the City of Port Hueneme has prepared an Administrative Supplement which contains an overview of the environmental review process, a description of the planning department and city council's responsibilities, a discussion of projects that are exempt under CEQA, and an outline of the steps involved in preparing an EIR.

City Landscape Design Standards: The City of Port Hueneme Landscape Design Standards establish the minimum landscape requirements for all new private developments within the community. A plant palette and list of materials that can be utilized for landscaping are included within the document.

South Coast Area Transit Joint Powers Agreement: South Coast Area Transit (SCAT) is the regional transportation system serving residents of western Ventura County. The system grew out of the merging of the City of San Buenaventura's Citizens Transit Bus Service (which provided transit services to the cities of San Buenaventura and Ojai) and the City of Oxnard's Municipal Bus Lines (which provided transit services to the cities of Oxnard and Port Hueneme). A Joint Powers Agreement was signed in 1973 between these four cities. In 1977, the City of Santa Paula and County of Ventura were added as participating members. In 1994, Santa Paula discontinued its membership.

The Board of Directors meets monthly to provide policy formation and direction for SCAT operations. Each Board member has a weighted vote, which is based on the number of service miles traveled throughout each jurisdiction and thus, the amount of annual funds contributed to SCAT operations.

Ventura County Fire Prevention District Joint Powers Agreement: Since incorporation, the City has been serviced by the Ventura County Fire District (VCFD). Throughout the County, the District has 32 fire stations and employs 463 full-time staff and approximately 40 reserve personnel. The 856-square mile service area includes the cities of Port Hueneme, Camarillo, Thousand Oaks, Moorpark, Simi Valley, Ojai and the unincorporated areas of Ventura County. In addition to field operations, VCFD provides the City with fire safety planning and plan check services for new construction, fire code inspection and enforcement, and hazardous materials containment/cleanup.

Ventura County Storm Water Management Program. Under provisions of the National Pollutant Discharge Elimination System (NPDES) permit program, the County of Ventura, Ventura County Flood Control District, and Ventura County cities have joined to adopt a program for managing urban pollutant runoff. The program is governed by NPDES permit No. CAS063339 administered by the California Regional Water Quality Control Board. The program includes specific mitigation measures to manage storm runoff for construction and public work projects as well as long-term measures to reduce pollutants entering waterways through urban runoff.

Land Use Issues As part of the update to the Port Hueneme General Plan, the General Plan Advisory Committee reviewed a number of issue papers. These papers presented key issues to be addressed in the General Plan. The committee met over a period of several months to discuss and present their opinions concerning each issue area.

The following section is comprised of two parts: general issues and environmental constraints. The section sets forth the primary issues to be resolved and serves as the background data to guide future policies in the City.

The issues identified in this section provide the foundation on which Land Use Element Goals and Policies are based.

Housing Trends: Single-family homes comprise a substantial portion (58 percent) of Port Hueneme's housing stock, according to the 1990 Census. However, the type of housing development in the City has shifted from single-family homes to multi-family units.

This intensification of land use occurred as a response to market demand, and the fact that land and development costs, coupled with redevelopment and state housing policy requirements, necessitated multi-family densities.

Population growth resulting from residential development provides additional support for retail activity in a City. However, a substantial portion of the residential development can be attributed to second-home owners. Second-home buyers provide some additional support for housing in Port Hueneme, but they provide only marginal support for retail activity as a result of the shorter-term nature of their visits.

Commercial Trends: Commercial development in Port Hueneme includes both retail uses and hotels.

Retail uses, located in Port Hueneme, serve local neighborhoods within the community. New retail space supportable by population growth in Port Hueneme and nearby Oxnard is estimated to be 42,000 square feet by 2000 and 114,000 square feet by 2010.

New retail development will be similar to existing uses because limited opportunities exist to attract retail uses that serve the region, such as large discount stores. Stores with regional markets usually have site requirements that exceed the largest parcels in Port Hueneme.

Opportunities for future hotel development in Port Hueneme are limited. Existing hotels experience low occupancy rates and clientele from businesses and the Navy Base are not anticipated to increase. Overall, the extent to which the market is now overbuilt suggests that development of a new facility is not feasible until the latter part of this decade.

Industrial Trends: The City of Port Hueneme has experienced little industrial growth in recent years, primarily due to the amenities other sites in adjacent cities can offer.

The industrial sector's slow growth is anticipated to continue because sites in the Cities of Oxnard and Camarillo are located closer to Interstate 101. However, harbor related industries, located in Port Hueneme, are anticipated to expand as a result of potential joint use initiatives with the USNCBC and Port acquisition of the NCEL site.

U.S. Naval Construction Battalion Center: The U.S. Naval Construction Battalion Center (USNCBC) occupies over half of Port Hueneme's land area. The size and configuration of this property effectively fragments the north and south portions of the community.

Although the City has no direct jurisdiction over the USNCBC, naval operations substantially impact the City's land use patterns. Some means of cooperation between the City and USNCBC can be accomplished through the General Plan.

The General Plan focuses on areas of joint concern and benefit for the City and the U.S. Navy. Principal areas of interest include:

1. Potential consolidation, and possible relocation, of certain Base activities;

2. Private/public use of select Base properties through sale, lease and joint use agreements; and
3. Opportunity for traffic improvements including the widening of Channel Islands Boulevard/ Ventura Road intersection, widening of Pleasant Valley Road west of Ventura Road, and a street connection from Pleasant Valley Road to Victoria Street to improve north-south circulation and to create a link between Port Hueneme and the Channel Islands Marina.

Port of Hueneme/Harbor: The Port of Hueneme is an important commercial/industrial area of the City, under the jurisdiction of the Oxnard Harbor District. The Port is a facility of statewide significance, being the only deep water harbor between Los Angeles and San Francisco.

In 1978, the District adopted a Master Plan for the Port and had it certified by the California Coastal Commission. At that time, the primary cargo was liquid bulk petroleum products for the Southern California Edison (SCE) Ormond Beach Power Plant. Although the Port maintains the capability of handling the same level of through put, there has been a significant decrease in liquid bulk tonnage due to SCE's trend away from liquid petroleum and toward natural gas fuels. During this same period, however, general cargo has increased annually.

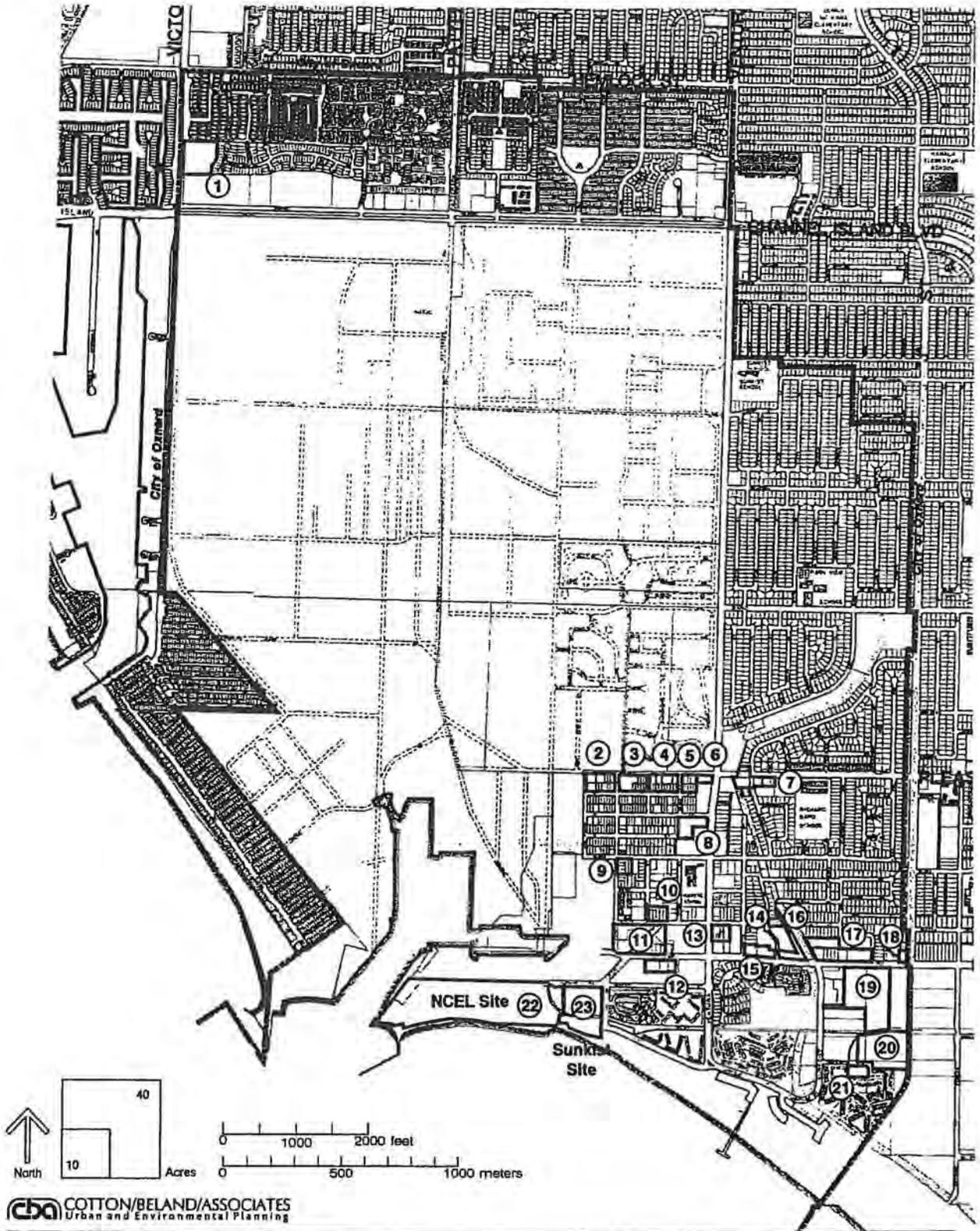
Today, the District's primary emphasis has shifted to general cargo (break bulk, neo-bulk, (i.e., cars) limited containers, and dry bulk). General cargo destined for world trade markets including imports and exports, is carried on larger vessels requiring 30 to 35 feet of water depth. Commodity types consist of bananas, automobiles, fresh fruit (California citrus), lumber products and wood pulp.

The District foresees a continuation of the present type and mix of commodities handled with an emphasis on world trade imports and exports. Consequently, it plans to modernize and upgrade existing facilities in line with its existing (1987) Master Plan, as amended.

Specific uses as to land, water and wharf areas within the confines of the harbor are governed by the Port Master Plan authored and administered through the Oxnard Harbor District. While the Oxnard Harbor District is the agency principally responsible for overall implementation of the Port Master Plan, the City of Port Hueneme, under its vested "police powers," retains development review and permit authority within the harbor.

Key Development Parcels: Figure LU-1 identifies those parcels where change is anticipated to be most likely to take place. These parcels, totaling nearly 100 acres in area, are believed to have the greatest development (if vacant), redevelopment or infill potential.

Five of the key parcels are wholly or partially vacant, nine include residential uses (often in conjunction with another use), and three are industrial. Commercial uses occupy the remaining parcels or portions. The largest parcel, the NCEL site, totals approximately 34 acres, and the others range from 11 acres down to 0.25 acre. The site acreage, current zoning, current use, future use options, and potential dwelling unit capacity is tabulated for each of the key development sites in Table LU-1. All but five of the parcels are within the redevelopment project area (i.e., parcel 1 on Victoria Avenue, parcel 7 fronting on Pleasant Valley Road east of Ventura Road, and parcel 18 at Port Hueneme Road and "J" Street).



**Figure LU-1
Key Development Parcels**

**Table LU-1
Key Development Parcels**

Site	Area (acres)	1993 Land Use	1996 Dwelling Units	General Plan Land Use Policy	Potential Net New Dwelling Units ¹
1	4.49	Vacant	0	Commercial	---
2	2.16	Residential, Commercial	23	Mixed Use	21
3	2.16	Residential, Commercial	23	Mixed Use	18
4	2.16	Residential, Commercial	11	Mixed Use	29
5	1.08	Residential, Vacant	5	Mixed Use	13
6	0.52	Motel, Commercial	0	Commercial	---
7	1.77	Retail	0	Commercial	---
8	1.98	Vacant (Hospital property)	0	Medium Density Residential	21
9	0.92	Vacant	0	Medium Density Residential	14
10	0.97	Residential	12	Medium Density Residential	2
11	5.61	Residential, Commercial	8	Commercial	- 8
12	1.50	Vacant	0	High Density Residential	38
13	0.46	Residential, Commercial	2	Commercial	- 2
14	0.33	Residential	2	Medium Density Residential	5
15	1.47	Residential, Vacant	5	Medium Density Residential	24
16	1.88	Motel	0	Medium Density Residential	38
17	4.32	Residential, Commercial	15	Medium Density Residential	71
18	0.25	Vacant Gas Station	0	Medium Density Residential	4
19	10.08	Vacant	0	Industrial	---
20	8.13	Industrial	0	Industrial	---
21	1.02	Industrial	0	Industrial	---
22	34.32	NCEL	0	Port	---
23	11.00	Sunkist Site	0	Commercial-Visitor	---
Total	98.58		106		288

¹Medium Density Residential, 7-15 units/acre; Mixed Use = 15-25 units/acre.
Source: City of Port Hueneme, Cotton/Beland/Associates, April 1996.

Urban Design: Urban design plans and programs are included in various Port Hueneme projects, including the Hueneme Beach Master Plan, the Surfside Village Redevelopment Project, the Central Gate Improvements for the Port of Hueneme, the NCEL Community Reuse Plan, and development of the Market Street area.

The City has broadened its use of planned development zoning in order to evaluate private projects for site design and architectural quality. Also, the City's various landscape design standards have been consolidated into Landscape Design Guidelines.

The application of urban design standards is not intended to result in unnecessary delays in the planning process. The City continues its emphasis on permit streamlining, including the City Council assuming Planning Commission duties in 1992.

Evolving Land Use: The City has encouraged private reinvestment through density bonuses and zoning enhancements. This process has fostered, and will continue to foster, revitalization of under-used and "blighted" areas. Care is being taken to avoid adverse impacts on single-family neighborhoods, since the process of revitalization often requires an intensification of land use. Development at greater-than-prior densities is usually necessary to achieve an adequate return on investment.

Increase in land use intensity results in greater demands on city services. Fortunately, this is not a major concern in Port Hueneme, since basic utility systems and services are well established, and the compact nature of the city has an "economy of scale" effect.

While overcrowding is a concern in several older multi-family areas of the city, it has not caused an undo strain on city services. The principal problems with overcrowding are the adverse effect on public health and safety, and resultant blighting effects on property.

Environmental Constraints Environmental constraints in Port Hueneme include water availability and quality, sewage treatment capacity, sand replenishment and the beach, seismic safety, flooding, hazardous materials, and noise. These constraints are considered in the General Plan to protect the environment and City residents.

Water Quality: The Port Hueneme Water Agency (PHWA, joint powers agency), on May 22, 1996, certified an Environmental Impact Report on its program to address the water quality and supply environmental constraints identified below. The City is underlain by a large groundwater basin called the Oxnard Basin. Groundwater is located in a series of multiple aquifers that are confined under artesian pressure and are separated from one another by continuous layers of silt or clay. Groundwater movement is normally toward the coast and natural discharge is offshore through submerged outcrop areas.

During 1995 and 1996, the City's three standby emergency wells began to flow to the surface under artesian pressure. Two of the wells flow directly into the Bubbling Springs and one well discharge pipe has been capped. Possible causes of this condition include groundwater recharge by the United Water Conservation District and the fact that the City of Oxnard did not pump from local wells in 1995 and 1996.

Due to overpumping from irrigation of agricultural lands in the Oxnard-Port Hueneme area since the 1920s, groundwater levels decreased and sea water invaded aquifers near the coast. Since the late 1960s, sea water intrusion into coastal aquifers has been significantly reduced due to decreased irrigation pumping related to conversion of farmlands to urban uses. However, information developed by the United States Geological Survey found in the Regional Aquifer System Assessment (1996), indicates that there is an overall deficit of groundwater recharge into the Oxnard Plain groundwater basin, and an inflow of seawater into the upper aquifer system persists. Groundwater levels throughout the City are generally shallow, especially near the ocean and declining to the north.

Domestic water is purchased by the City from the United Water Conservation District, which has historically received both imported and well water. Water is brought into the City by a pipeline along Pleasant Valley Road. In addition to this source of water, three emergency wells are located within the City. Domestic water received from the United Water Conservation District meets all established primary water quality standards. However, not all secondary water quality standards have been met, including total dissolved solids (TDS).

The Port Hueneme Water Agency water quality improvement program was designed to mitigate the water quality environmental constraint. The PHWA water quality goal is to reduce the UWCD total dissolved solids and hardness from about 1,100 ppm and 500 ppm to 370 ppm and 150 ppm, respectively. The desalination treatment plant operations will ensure that anticipated future drinking water quality regulations are met. The PHWA will also import State Water Project water, which has the same water quality as the PHWA water quality goal, into the coastal Ventura County area.

The desalination plant will discharge brine which initially will be disposed of into the Regional Wastewater Treatment Facilities (RWTF). This brine discharge will consume part of the RWTF plant capacity allocated to the agencies obtaining water from the desalination plant. This issue is discussed further under Sewage Treatment Plant Capacity, below.

The Ventura County Flood Control District is pursuing a project to line both the Oxnard Industrial Drain and the J Street Drain. These projects are expected to be completed by 1999. Upon completion of the lining of these drains, PHWA is expected to be able to discharge brine directly into the drains, since the brine would no longer be able to enter the groundwater basin through this path.

Water Supply: State legislation (AB 2995), passed in 1982, created the Fox Canyon Ground Water Management Agency (GMA) to manage groundwater supplies overlying and underlying the Fox Canyon aquifer. GMA's jurisdiction encompasses a number of communities including Moorpark, Camarillo, Oxnard, Port Hueneme, and portions of Ventura. The GMA was formed as a condition to receiving a State Water Resources Control Board grant to deter sea water intrusion. (When groundwater is over-pumped, sea water can infiltrate the aquifer and degrade water quality.)

In August 1990, the GMA adopted Ordinance 5 which requires all applicable users of groundwater supplies to reduce their pumping. Reductions are based on a strict formula that requires users to reduce their water consumption in 5% increments every five years (see Table LU-2). The goal is to achieve a 25% reduction in groundwater consumption by the year 2010. Each 5% reduction is calculated from the user's base year water consumption (historical allocation), which is the average water usage by that particular user between 1985 and 1989.

Like all jurisdictions extracting water from groundwater resources within GMA's jurisdiction, Port Hueneme is required to limit its water usage. The United Water Conservation District, which provides water to Port Hueneme, has a base year consumption rate of 3,593 acre feet. According to the target dates, the following water consumption reduction schedule will be required:

**Table LU-2
United Water Conservation District Water Allocation to
Port Hueneme With Mandatory Reduction**

Year	Future Water Allocations With Mandatory Water Reductions	Percent Reduction
1992	3,413 acre-feet	5%
1995	3,234 acre-feet	10%
2000	3,054 acre-feet	15%
2005	2,880 acre-feet	20%
2010	2,694 acre-feet	25%

Reduction each year is calculated from the base year consumption rate of 3,593 acre feet.

During the 1991-1992 fiscal year, Port Hueneme utilized 2,683 acre feet of water. Due to the implementation of water conservation best management practices, this is greatly reduced from 1990-1991 consumption rate of 3,009 acre feet; and 1989-1990, 3,349. Ordinance 5, if fully implemented, requires Port Hueneme to reduce its water consumption to 2,694 acre feet in the year 2010. The City must continue to conserve water or obtain another source of water to achieve the year 2010 reduction goal.

The Port Hueneme Water Agency water supply improvement program was designed to mitigate the water supply environmental constraint. The project will provide two independent water supply sources, namely 75% groundwater from UWCD and 25% State Water Project water from CMWD/MWD.

The delivery pipelines from each of these supply sources would have adequate capacity to serve the entire future projected demands including peak hour and fire flow capacity required by the four project participants if the other source were curtailed. The water quality and quantity objectives of the PHWA would not be met if untreated UWCD water were the sole source of supply.

The treatment facility is only sized to meet current average day (1996) demand. Expansion of the treatment facility to meet future average day demand would require the installation of additional treatment facilities and would require additional environmental review. Future peak demands could be met by expanding the treatment facilities or by increasing the amount of imported State Water Project water from CMWD/MWD (see Table LU-3).

**Table LU-3
Current and Future Water Demands of the Subregion**

Water Purveyor	Water Demand (acre-feet per year)					
	Current (1996)			Future (2010)		
	Potable (PHWA)	Non-Potable (Other sources)	Total	Potable (PHWA)	Non-Potable (Other sources)	Total
City of Port Hueneme	2,807	22	2,829	3,578	22	3,600
Channel Islands Beach Community Services District	800	0	800	1,035	0	1,035
NCBC Port Hueneme	807	294	1,101	807	294	1,101
NAWS Point Mugu	758	23	781	833	50	883
Total Water Demand	3,176	339	5,511	4,243	366	6,619

Source: Port Hueneme Water Agency, *Water Quality Improvement Program EIR*, May 6, 1996.

Sewage Treatment Plant Capacity: The City has adequate sewage treatment capacity in the regional wastewater treatment facility to accommodate anticipated sewer flow from buildout of the General Plan. However, the operation of the PHWA desalination facilities will temporarily consume part of the wastewater treatment facility capacity until the lining of the Oxnard Industrial Drain and the J Street Drain is completed.

Table LU-4 below summarizes treatment plant capacity and the relation of brine discharge to plant capacity ownership of each of the agencies participating in the Port Hueneme Water Agency improvements program. Total brine discharge from the desalination facility at peak performance is estimated to be 600,000 gallons per day (0.6 mgd). Port Hueneme Water Agency members are responsible for the following percentages of brine discharge: City of Port Hueneme, 54%; Channel Islands Beach Community Services District, 15%; US Naval Construction Battalion Center, 16%; and US Navy Point Mugu 15%.

**Table LU-4
Sewage Treatment Plant Capacity and Desalination Brine Discharge**

Agency	Wastewater Flow (million gallons per day)				
	Peak Seasonal RWTF capacity ownership	Average historical usage	Available capacity	Desalination brine usage	Remaining capacity
City of Port Hueneme and Channel Islands Beach Community Services District	3.70	2.50	1.20	0.41	0.79
US Navy CBC	1.50	0.77	0.73	0.09	0.64
US Navy Point Mugu	0.50	0.35	0.15	0.09	0.06

Sand Replenishment and the Beach: The maintenance of sandy beaches is critical because beaches serve as natural buffers between wave action and easily eroded uplands. Sandy beaches tend to dissipate wave energy, yet incur very little damage. Naturally occurring buffer zones (such as coastal sand dunes) are generally more effective at reducing wave damage and protecting the coastline than man-made protective devices. Extensive beach erosion can result in loss of recreational values and their contribution to tourism, and loss of protection from storm and wave damage.

Coastal and beach erosion occurs along the Ventura-Oxnard coast. The direction of littoral drift of sand is predominantly from northwest to southeast (downcoast), although temporary reversals do occasionally occur during summer and fall. The estimated annual sand transport rate for the Port Hueneme to Point Mugu littoral subcell is 1.254 million cubic yards. The Port Hueneme Harbor entrance has a major impact on this littoral transport as do flood control structures and reservoirs on the rivers and streams in Santa Barbara and Ventura Counties. These structures reduce the peak waterflows, indirectly reducing the amount of sand reaching the coast.

Locally, the Port Hueneme Harbor was constructed in 1940 at the end of the Hueneme submarine canyon. The harbor jetties, acting in conjunction with the submarine canyon, intercept most, if not all, of the littoral transport. This sand is then effectively prevented from reaching Hueneme Beach and areas to the south.

To offset this erosion, the U.S. Army Corps of Engineers initiated a sand bypassing project in 1953 to mechanically transfer sand past the harbor mouth. The construction of Channel Islands Harbor in 1960 included a sandtrap, from behind which sand is dredged every two years and deposited downcoast of the harbor entrance. Average annual volumes of sand that have been bypassed between the first maintenance cycle in 1960 to 1993 have been equivalent to a beach replenishment rate of about 1.06 million cubic yards per year. The width of the beach south of Port Hueneme is directly related to the amount of sand artificially delivered to it from the Channel Islands Harbor.

Seismic Safety: The entire Southern California region, including the City of Port Hueneme, is a seismically active area. An abundance of active, potentially active and inactive faults traverse the area. No faults are known to pass through the City; therefore, no part of the City is located within a designated Alquist-Priolo Special Studies Zone.

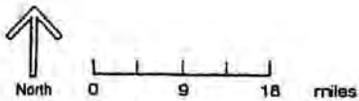
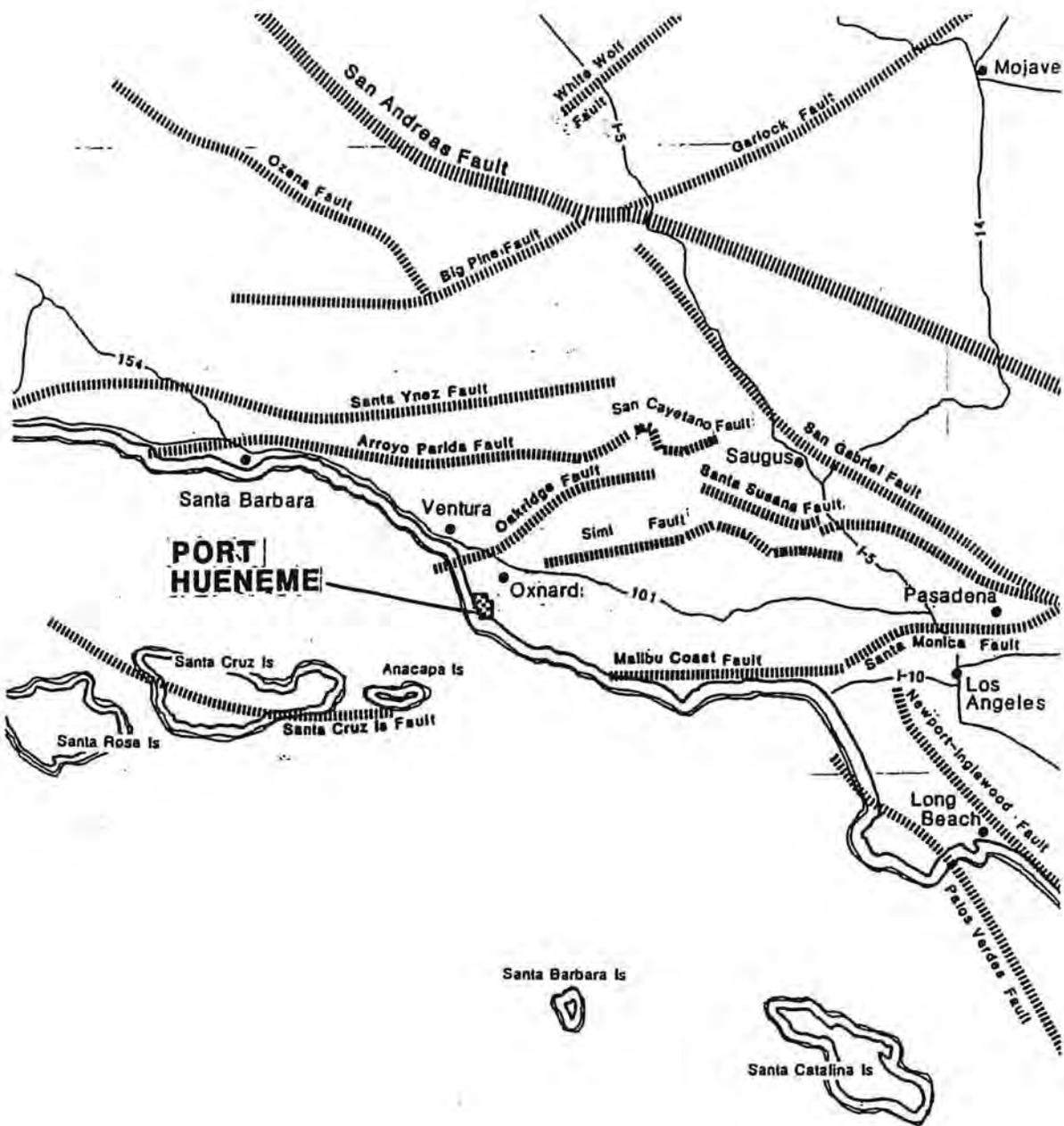
However, regional faults capable of producing ground shaking within the City include the Oak Ridge fault, the Simi fault, the Santa Cruz fault, the Malibu Coast fault, the San Cayetano fault, the Santa Ynez fault, the Santa Susana fault, and the San Andreas fault (see Figure LU-2).

Ground shaking, rather than surface fault rupture, is the cause of the most damage during earthquakes. The severity, or intensity, of ground shaking is largely dependent on the size (magnitude) of the earthquake; the distance from the fault that generated the earthquake; and the underlying geologic material. Ground shaking can cause considerable damage to structures, especially older unreinforced masonry buildings. A recent study undertaken by the City found no such structures in Port Hueneme. Newer construction techniques provide a greater level of protection from groundshaking. In addition to causing ground shaking, earthquake ground motion may also contribute to secondary seismic hazards including: subsidence, soil liquefaction and tsunamis.

Subsidence is sinking of the ground surface caused by lowering of the groundwater table or removal of fluids (oil or water) from the subsurface strata. Several incidents of subsidence have occurred on the Oxnard Plain, but most have been manmade fill or very loose material, and were not seismically related. This potential is considered low within the City.

Liquefaction is a condition which occurs when unconsolidated, saturated soils change to a near-liquid state during groundshaking. For liquefaction potential to exist, three principal conditions must usually be met: soil relative density less than 70 percent; the water table within the upper 40 feet of soils; and poorly graded soils.

The Oxnard Plain has a high ground water table and is underlain by several saturated aquifers. A general potential for liquefaction exists throughout the entire area.



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Source: California Division of Mines and Geology
Fault Map of California, 1982

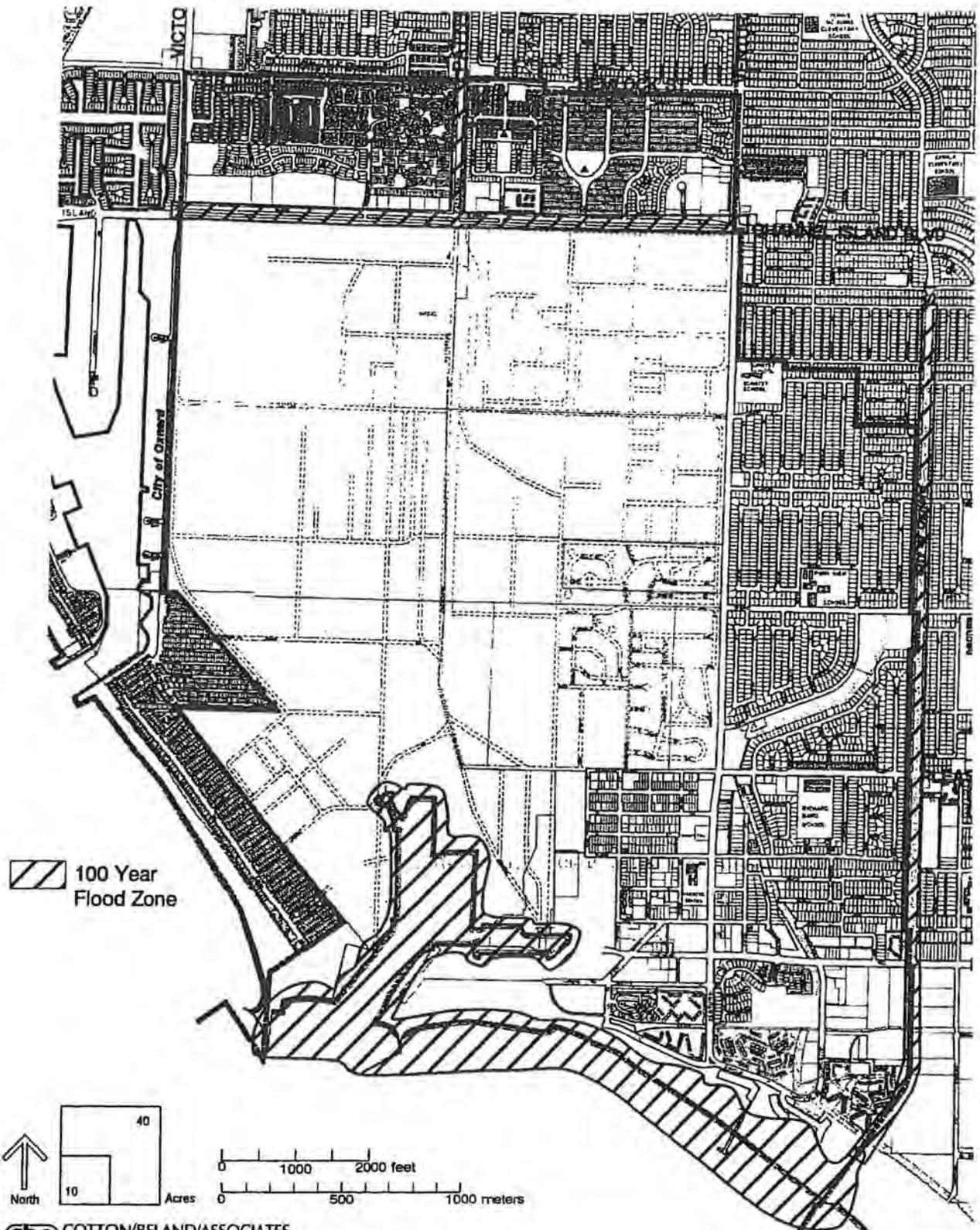
**Figure LU-2
Regional Fault Map**

Tsunamis, or seismic sea waves, are generated by undersea seismic movement. The Ventura County coast has a low tsunami damage potential, but may be unsafe during such an event. These waves are not common and Port Hueneme is somewhat sheltered from tsunamis generated in the North Pacific by the Channel Islands; however, it is relatively exposed to tsunamis generated in the South Pacific.

Flooding: In Port Hueneme, potential flood hazards may result from overflow of natural watercourses and man-made drainage systems due to excessive and unusual storm run-off or high ocean tides. The storm drainage and flood control system within the City generally consists of surface drainage with limited storm drains. Bubbling Springs is the major flood control channel constructed in the City. Run-off through this system ultimately drains to the ocean. Other runoff collected is diverted to the harbor. The City's existing storm drain system and flood control facilities generally have sufficient capacity to protect developed areas from flooding.

However, the Federal Emergency Management Agency has identified a localized area that is subject to flooding during the 100-year flood. The 100-year flood is based on historical records which suggest that a flood of this size would be expected to occur on the average of once within a 100-year period. Technically, a 100-year flood has a one-percent chance of occurring within a given watershed in any given year (Note: the 100-year flood designation does not mean that this level of runoff will occur only once every hundred years). In Port Hueneme, the 100-year flood area includes the harbor, flood control channels, and beach. The extent of potential flooding is shown in Figure LU-3.

The City of Port Hueneme is a participant in the National Flood Insurance Administration Program through the Federal Emergency Management Agency (FEMA), which provides federal flood insurance subsidies and federally financed loans for property owners in flood prone areas.



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Source: Federal Emergency Management Agency FIRM Map, 1988
 Note: The entire city is within the 500-year flood zone and certain areas are subject to 100-year flooding with average depths less than one foot. Areas where the drainage area is less than one square mile may also be flooded.

Figure LU-3
100 Year Flood Zone

The U.S. Department of Housing and Urban Development (HUD), through the Flood Insurance Program has identified and mapped those areas of Port Hueneme at risk to periodic flooding. The resulting Flood Insurance Map (FIRM) is designed for flood insurance and floodplain management applications. The FIRM includes flood zone designations for special areas which may be subject to flooding and the anticipated floodwater depths in these areas.

Hazardous Materials: Hazardous materials are present in various forms and concentrations throughout the City of Port Hueneme. The major concerns regarding these materials include the activities at the Port of Hueneme and on Navy controlled properties; the transport of these materials through the City; and the storage and use of hazardous materials within industrial, commercial and residential areas.

The area of most concern relates to port activities. Operations at the port include storage and transfer of offshore drilling equipment, automobiles, petroleum fuels, produce and other products. Activities also occasionally include temporary storage of drilling muds. In general, the only potentially hazardous materials handled in bulk at the Port are petroleum fuels. This includes fuel imported for the Southern California Edison (SCE) electric power-generating plant, fuel for vessels, and fuel used by the offshore oil industry.

Petroleum fuel storage is limited to two tank facilities: the SCE tank farm northeast of the harbor and the Tesoro tank farm located along Hueneme Road immediately north of the Sunkist Site.

The results of the risk assessment prepared for the Port indicate that the probability of a fire or explosion at these facilities is extremely low. This is because the tanks are constructed with weak seam roofs which release under low pressure and direct explosions skyward; no flammable materials are handled (only combustible); there are no open flames or other sources of ignition present at the facility; and the most common cause of tank explosions is lightning which is not prevalent in southern California. The probabilities of accidental release at the SCE facility would be approximately the same as for the Tesoro facility.

Various hazardous materials such as drilling muds, chemicals, waste oil, etc. generated by offshore oil industry are periodically brought into the Port by support vessel and then transferred to truck for disposal. It is possible that combustible or flammable materials may be brought in and that a transfer spill could occur and ignite. The size of such a fire would not be large enough to create a radiant heat hazard footprint that would extend off the Port property.

Also, various hazardous materials such as acids and solvents are periodically brought into the Port by truck and transferred to oil industry support boats. Transfer accidents from these activities are possible and would be similar to those described above.

Noise: Excessively high noise levels endanger the public's health and welfare. Certain land uses are more sensitive to noise than others (i.e., schools). As a result, federal and state agencies have established noise/land use compatibility guidelines. These guidelines are all based upon cumulative noise criteria such as Leq (equivalent noise level), CNEL, or Ldn. These standards state that it is normally unacceptable for residential uses, schools, libraries, churches, hospitals, and nursing homes to be exposed to noise levels over 65 dB. Other land uses may be exposed to higher noise levels, such as playgrounds, neighborhood parks, golf courses, office buildings, industrial, manufacturing, and agriculture uses. The Noise Element contains an evaluation of the current noise environment and future noise levels in relation to established noise standards.

Land Use Element Goals and Policies The goals and policies contained in this element address preservation of major areas of the City, revitalization of others, and guidance for new development in undeveloped portions of the City. Goals and policies focus on maintaining a balance between residential, commercial, and industrial land use, promoting high quality development, and minimizing existing and potential land use conflicts.

Within the goals and policies section of each element, parenthetical references identify sections of the California Coastal Act to which General Plan policies apply. (*See the Land Use Element section: "Relationship of the California Coastal Act and Port Hueneme Local Coastal Program" for additional information*).

GOAL 1: CONTINUED DEVELOPMENT OF LAND USES WHICH WILL CREATE AND SUSTAIN A STRONG, VIABLE ECONOMIC BASE FOR THE CITY.

Policy 1-1: Encourage development of new uses which complement, rather than compete, with existing uses (*Coastal Act/30234*);

Policy 1-2: Expand redevelopment activities to facilitate and achieve desired reuse of blighted properties, and maximum long-term economic benefit to the community;

Policy 1-3: Seek to attract and increase employment opportunities within new development;

Policy 1-4: Cooperatively explore joint-use opportunities with the Navy and with the Oxnard Harbor District (*Coastal Act/30250*);

Policy 1-5: Maintain balance of land use intensities with existing and planned capacity of public facilities and services (*Coastal Act/30250, 30254*);

Policy 1-6: Create a harbor visitor center which includes a marine/harbor "experience", to attract tourists (*Coastal Act/30213, 30220, 30250*);

Policy 1-7: Investigate feasibility of a small amusement park as an interim use on vacant property in the Market Street or southeastern industrial area;

Policy 1-8: Pursue development of a seaside dinner house (*Coastal Act/30213, 30250*);

Policy 1-9: Invest in public relations to attract new businesses and tourists to Port Hueneme (*Coastal Act/ 30213, 30250*);

Policy 1-10: Preserve and exploit historic resources, with special attention given to the pine trees and Museum on Market Street, the Lighthouse, and the Bard Mansion;

Policy 1-11: Seek City participation in non-military use of military land (*Coastal Act/30250*); and

Policy 1-12: As part of the City's annual review of the General Plan, the relationship between the General Plan and the Zoning Ordinance will be carefully assessed to insure conformity between the two documents.

Policy 1-13: The City supports special and/or temporary events having the potential to generate revenues and support local businesses without creating an undo burden on police, fire, and maintenance services.

GOAL 2: CREATIVE UTILIZATION AND RESPONSIBLE CONSERVATION OF THE CITY'S MAJOR NATURAL ASSET - THE BEACH AND HARBOR ENVIRONMENT.

Policy 2-1: Promote tourism by encouraging development of visitor-serving uses, and educational uses and activities (*Coastal Act/30213, 30250*);

Policy 2-2: Consider adoption of a City-wide assessment for continued improvement and maintenance of recreation facilities (*Coastal Act/30213, 30254*);

Policy 2-3: Establish annual parking fees for beach parking areas, with a special reduced fee permit for city residents (*Coastal Act/30213, 30254*); and

Policy 2-4: Consider creating public access (i.e., walkway) to the Lighthouse at the Harbor entrance and other Port areas, especially along the ocean frontage between Hueneme Beach park and the Harbor entrance (*Coastal Act/30210, 30211*).

GOAL 3: DEVELOPMENT AND MAINTENANCE OF A HOUSING STOCK WITH A BROADER RANGE OF CHOICE FOR LOCAL RESIDENTS.

Policy 3-1: Encourage development of diversified housing types which meet community needs -- with special emphasis on owner occupant and family ownership as well as senior occupancy;

Policy 3-2: Coordinate local housing programs with the Navy so that impacts on local housing needs and resources are fully considered;

Policy 3-3: Seek to establish a mixture of housing types within local neighborhoods to avoid economic stratification and to enhance community diversity;

Policy 3-4: Carefully analyze impacts of future redevelopment activities on the City's existing and potential housing; and

Policy 3-5: Encourage neighborhood self-help groups and organizations which promote public safety and security, property improvements, and maintenance and beautification.

Policy 3-6: Help coordinate activities between neighborhood groups and the City.

GOAL 4: "FAIR SHARE" PAYMENT FOR USE OF CITY SERVICES AND FACILITIES.

Policy 4-1: Revise City fee schedules to assure equitable charges to users for services provided, and to recognize the need for certain subsidies (e.g., for senior citizen and youth related programs) to achieve City service priorities;

Policy 4-2: Establish Capital Facilities Plan to maintain City assets, and promote public understanding of City needs;

Policy 4-3: Promote expanded utilization of the Cultural Center (eg. films, etc.);

Policy 4-4: Facilitate volunteerism as a means to expand and support City services; and

Policy 4-5: Investigate and, as appropriate, initiate measures to ensure the Oxnard Harbor District and U.S. Navy contribute their fair share to the maintenance and improvement of City facilities and services (*Coastal Act/30254*).

GOAL 5: PROTECT THE CITY'S INTERESTS BY CONTINUED PARTICIPATION WITH ADJACENT AND REGIONAL JURISDICTIONS TO ADDRESS COMMON ISSUES; INCLUDING AIR QUALITY, TRANSPORTATION, WATER QUALITY AND SUPPLY, AND SOLID WASTE DISPOSAL.

Policy 5.1: Consider the environmental impacts of development decisions. (*Coastal Act/30240, 30241, 30242, 30243, 30244, 30260-264*).

GOAL 6: CREATE AN AESTHETICALLY PLEASING AND EFFICIENTLY ORGANIZED CITY.

Policy 6.1: Create an urban structure that is understandable and has an efficient relationship between activities and land uses.

Policy 6.2: Implement the Market Street/Hueneme Beach-West End Specific Plan to revitalize the City's downtown area and adjacent residential uses.

Policy 6.3: Implement City Landscape Design Guidelines and maintain city staff evaluation of development projects for site design and architectural quality.

Policy 6.4: Develop specific zoning regulations to ensure quality design, and compatibility with adjacent land uses, for alterations and additions to residential structures.

The Land Use Plan This section of the Land Use Element identifies the pattern of land use in Port Hueneme and describes the standards for future development. The Land Use Policy Map visually illustrates land use distribution, and the text indicates the types and intensities of uses permitted within each land use category depicted on the map.

Under the Land Use Plan, mixed-use development will be permitted along Pleasant Valley Road west of Ventura Road (see Figure LU-4, page 45). This strip of land contains commercial uses with some low and medium density uses and several vacant lots. The mixed-use designation would allow commercial uses fronting on Pleasant Valley Road with residential uses facing "C" Street. The vacant lots located south of Scott Street and west of Market Street (i.e., Market Street Landing) will be developed as commercial uses. (See Table LU-5, page 60).

Land Use Policy Maps: The General Plan Land Use Policy Map shows a community with diverse residential neighborhoods and broad opportunities for commercial enterprises. Figure LU-4 shows the Land Use Policy Map for the City's corporate limits at a parcel-specific level.

The map displays land uses for the entire General Plan planning area, which encompasses the City Limits/Sphere of Influence. The map divides the City into various land use categories and assigns each category a name, or land use designation. Land use designations provide necessary information about the type and nature of development permitted at a given location. State law requires that the General Plan provide clear and concise definitions of the land use categories indicated on the Land Use Policy Map. These definitions are provided under the heading "Land Use Classifications".

The Port Hueneme General Plan establishes 11 land use categories. The three residential categories allow for a range of housing types for all density ranges. Three commercial designations and one industrial designation are provided to accommodate and encourage a range of income-generating businesses.



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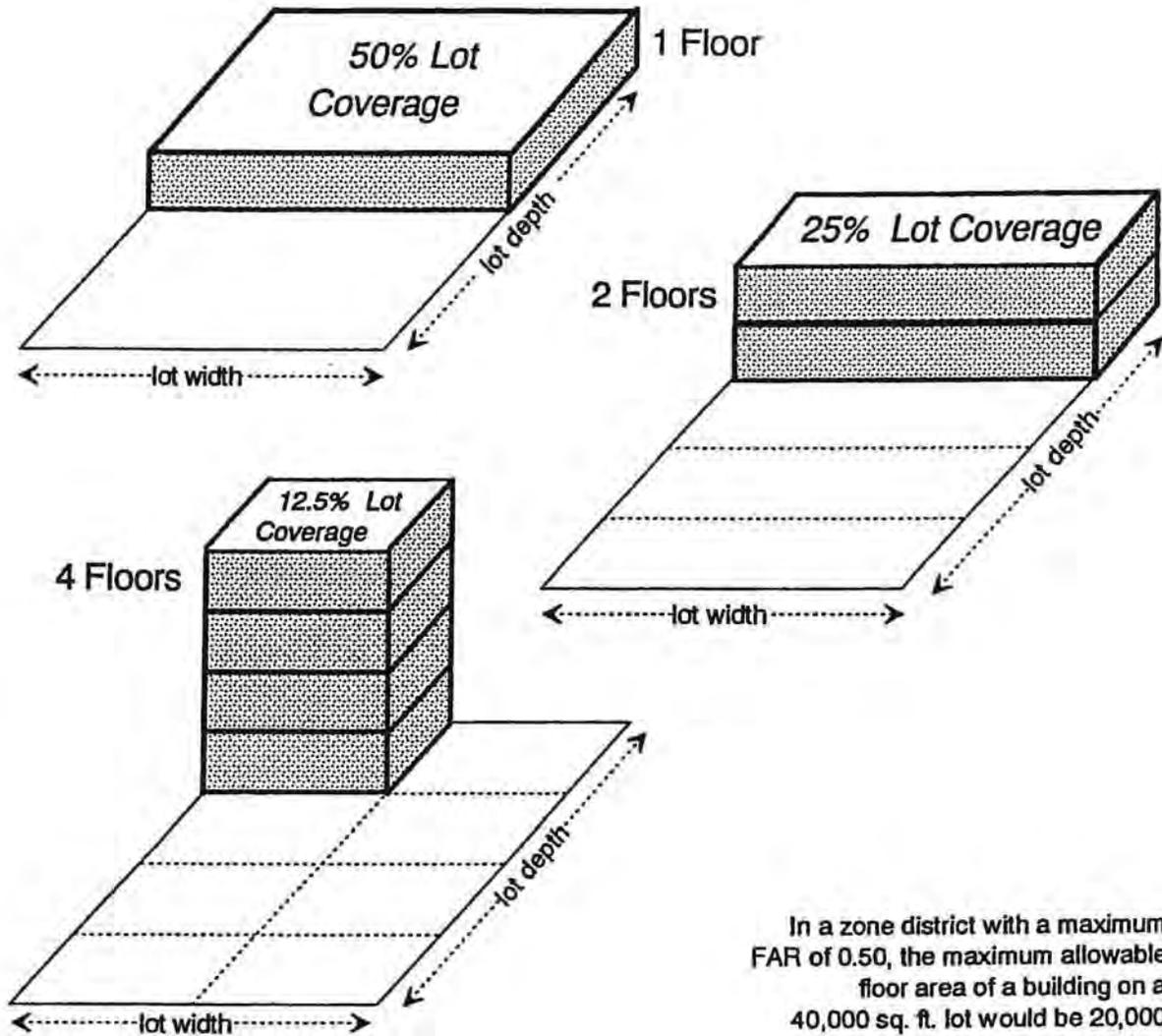
**Figure LU-4
Land Use Policy Map**

The Public Facilities and Open Space categories are intended, respectively, to protect public lands for necessary public service and open space uses. Finally, the Transportation designation applies to major transportation corridors which facilitate the movement of people and goods through and within Port Hueneme. This element uses specific urban planning terms to define the 11 land use categories. For residential uses, the term "density" means the population and development capacity of land. Density ranges are expressed in persons per acre or dwelling units (the individual residential living spaces) per acre.

Development "intensity," which applies to non-residential uses, refers to the extent of development on a lot - the total building square footage, building height, the floor area ratio, and/or the percent of lot coverage. The General Plan's Housing Element discusses the relationship between residential densities and factors including income level, family size, overcrowding, senior citizens, second homes, etc. The General Plan proposes replacing the City's current lot coverage and building height standards with floor area ratio standards for non-residential land use designations.

Simply stated, floor area ratio, or FAR, represents the ratio between the total gross floor area of all buildings on a lot and the total area of that lot. Gross floor area includes enclosed mechanical equipment, elevator shafts, lobbies, hallways, storage/maintenance rooms, as well as enclosed above- and below-ground parking. For example, a 20,000 square foot building on a 40,000 square foot lot yields an FAR of 0.50:1, as illustrated in Figure LU-5. The FAR controls use intensity on a lot. A 0.50 FAR allows a low-rise building which covers most of the lot, a mid-size structure with reduced lot coverage, or a tall building with ample surrounding open space. FARs encourage diversity in building design, such as articulated building facades and stepped-back structures.

Possible Building Configurations for 0.50 FAR



In a zone district with a maximum FAR of 0.50, the maximum allowable floor area of a building on a 40,000 sq. ft. lot would be 20,000 sq. ft. (20,000 sq. ft. divided by 40,000 sq. ft. equals .50).

NOTE: Variations may occur if upper floors are stepped back from ground level lot coverage.

$$\text{Floor Area Ratio (FAR)} = \frac{\text{Gross Building Area (All Floors)}}{\text{Lot Area}}$$

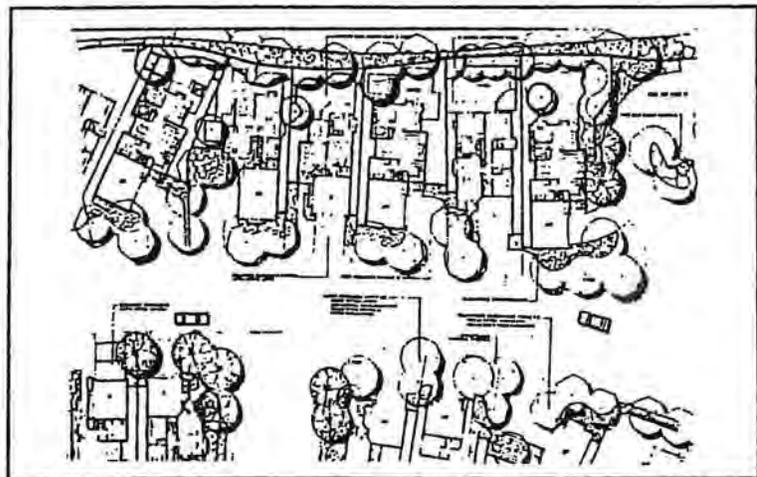
**General Plan Land
Use Designations**

All land in the City is designated with one of the following nine land use designations. Building elevation and site plan examples follow each land use designation. These examples are only for illustrative purposes to help the reader visualize the bulk and density of the various land use designations.

Residential - Single-Family: (up to 7 dwelling units/acre; maximum Floor Area Ratio (FAR) 0.5). This land use category includes all areas for development with conventional single-family detached housing.

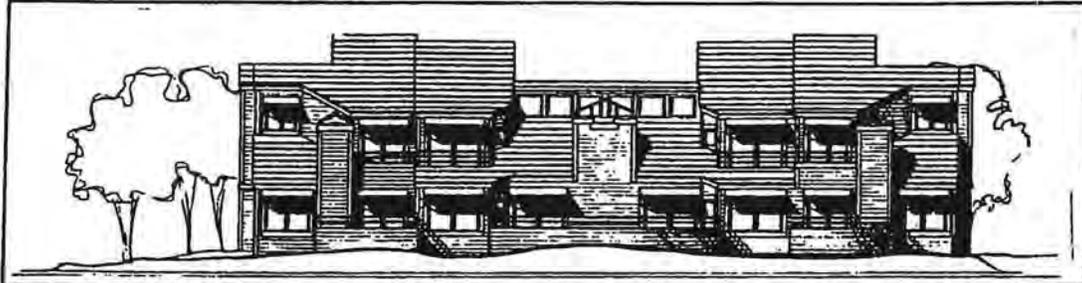


PROJECT EXAMPLE: Weston Communities, 6.26 Dwelling Units/Acre



PROJECT EXAMPLE: Weston Communities, Site Plan

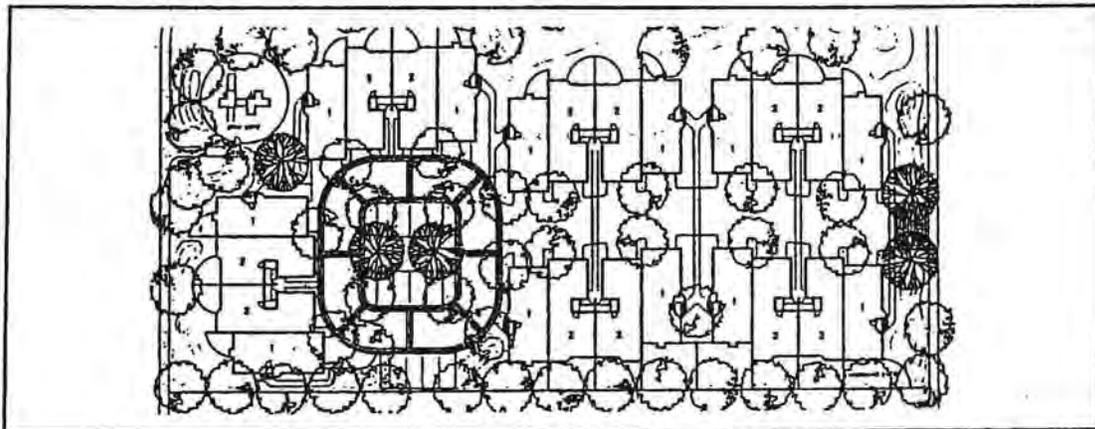
Residential-Medium Density: (7-15 dwelling units/acre). This land use category includes densities appropriate for single-family attached townhouses, two-story townhouses, condominiums, and low-density apartments.



PROJECT EXAMPLE: Port Harbor Homes, 13 Dwelling Units/Acre (Southern View)

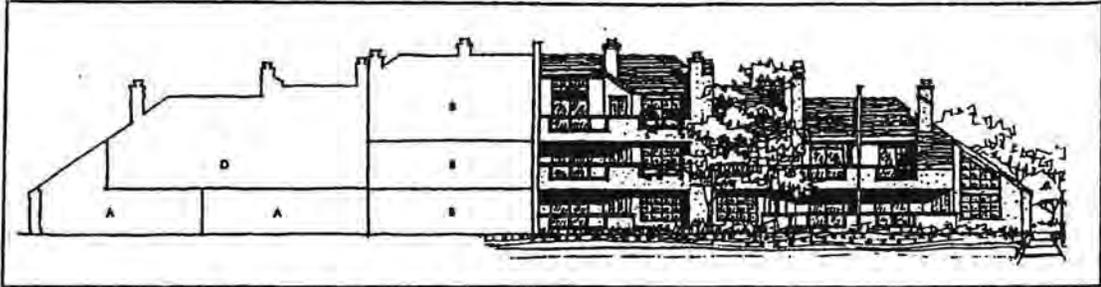


PROJECT EXAMPLE: Port Harbor Homes, (Northern View)

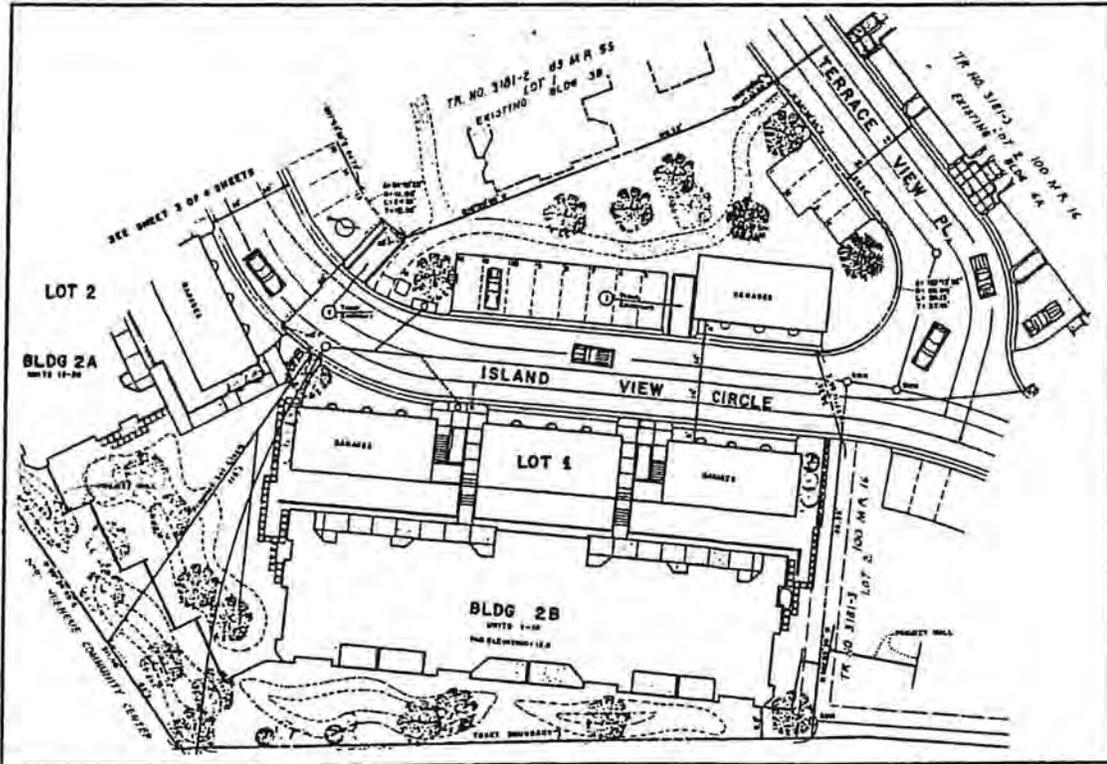


PROJECT EXAMPLE: Port Harbor Homes, Site Plan

Residential-High Density: (16-25 dwelling units/acre). This land use category includes higher density condominiums and apartments of two stories to four stories. Low- and moderate income housing can be developed at this density with density bonuses to reduce housing cost.



PROJECT EXAMPLE: Beachport Condominiums, 17 Dwelling Units per Acre

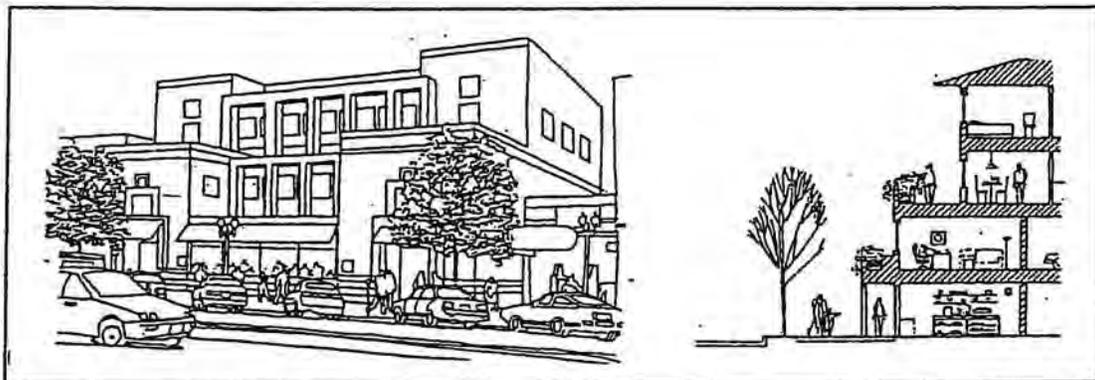


PROJECT EXAMPLE: Beachport Condominiums, Site Plan

Mixed-Use Residential - (15-25 dwelling units/acre, commercial 0.5 FAR). The Mixed-Use designation allows for a mixture of retail commercial, office and residential uses in the same building, on the same parcel, or within the same area. The primary uses within this designation are residential; however, commercial use is encouraged when developed in conjunction with residential development. When mixtures of uses occur in the same building, retail uses or offices are usually located on the ground floor with residential or office uses above. This designation applies to properties adjacent to the south side of Pleasant Valley Road west of Ventura Road and is intended to serve as a buffer between Pleasant Valley Road and the Ventura West residential neighborhood. All existing residential uses are allowable activities within this designation; however, the residential density cannot be increased.



PROJECT EXAMPLE



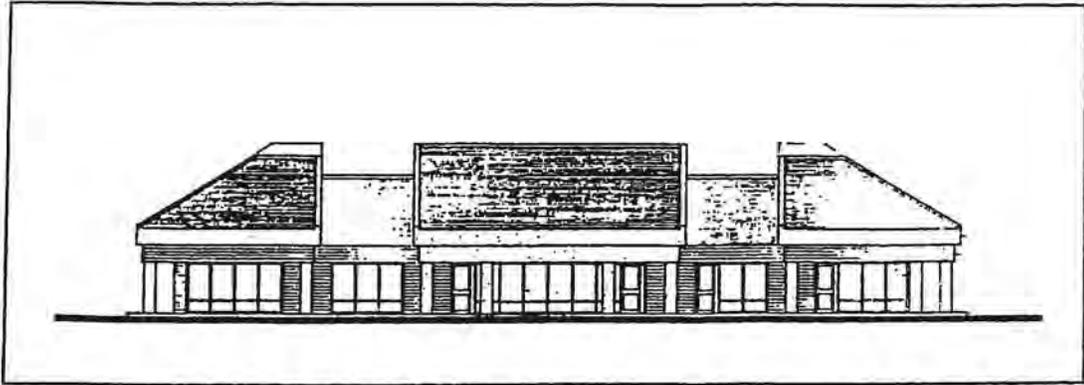
PROJECT EXAMPLE

Source: Gast Hillmer, Urban Design

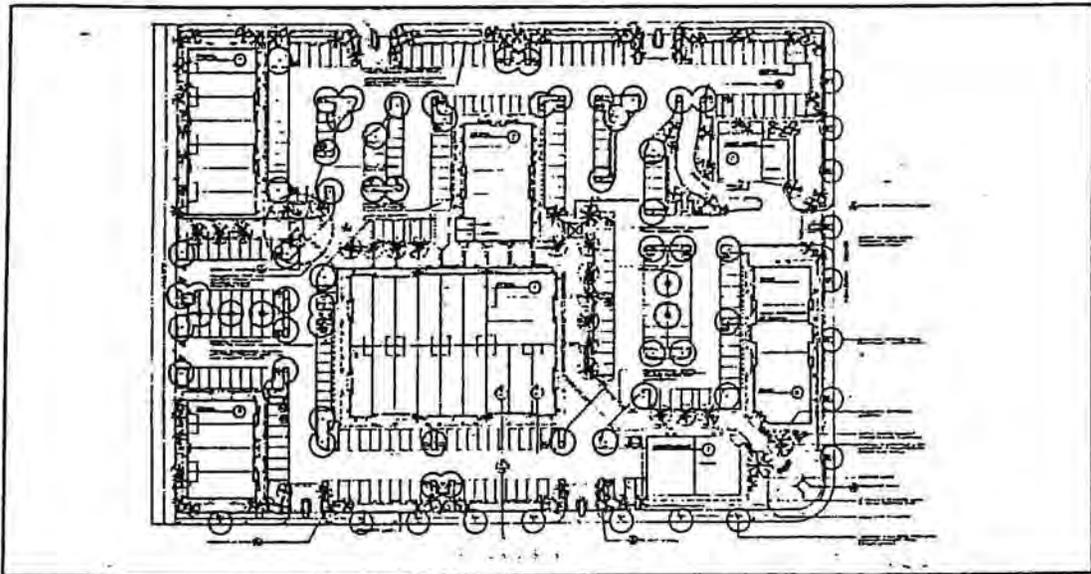
Commercial - Visitor - Commercial- Visitor-serving (0.50 FAR, 35 foot maximum building height). Service amenities and accommodations associated with commuters, travelers and visitors to the beach, military facilities and Port. (See diagrams under Commercial Retail for examples.)

This designation is proposed for the 11-acre Sunkist site. Development on the Sunkist Site is directed to meet the following objectives:

- Development of the Sunkist Site with visitor-serving and coastal-related commercial uses.
- Relocation of the existing seawall so as to align the seawall with the balance of shoreline protection immediately west of the Sunkist Site.
- Development of a pedestrian promenade across the frontage of the Sunkist Site and extending across the frontage of the Naval Civil Engineering Laboratory (NCEL) to the harbor entrance, utilizing the existing lighthouse as a thematic termination point.
- Construction of public parking on the Gion Easement (a one-half acre parcel landward of Surfside Drive, southeasterly of the Sunkist Site).
- Landscaping improvements, including sand stabilization, restrooms, parkway and urban design improvements, for the west end of Hueneme Beach Park, and Market Street area.
- Repositioning of the east-west spur of the Ventura County Railroad that traverses the Sunkist Site.

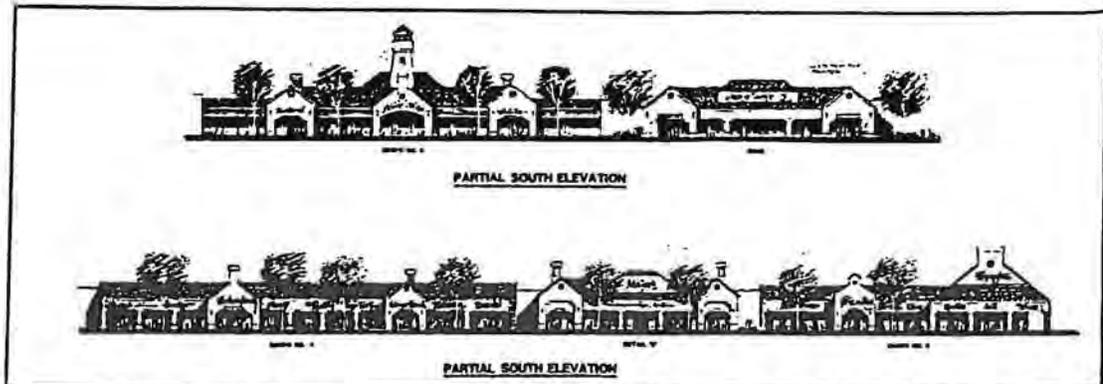


PROJECT EXAMPLE: Beachport Commercial Center, FAR 0.25

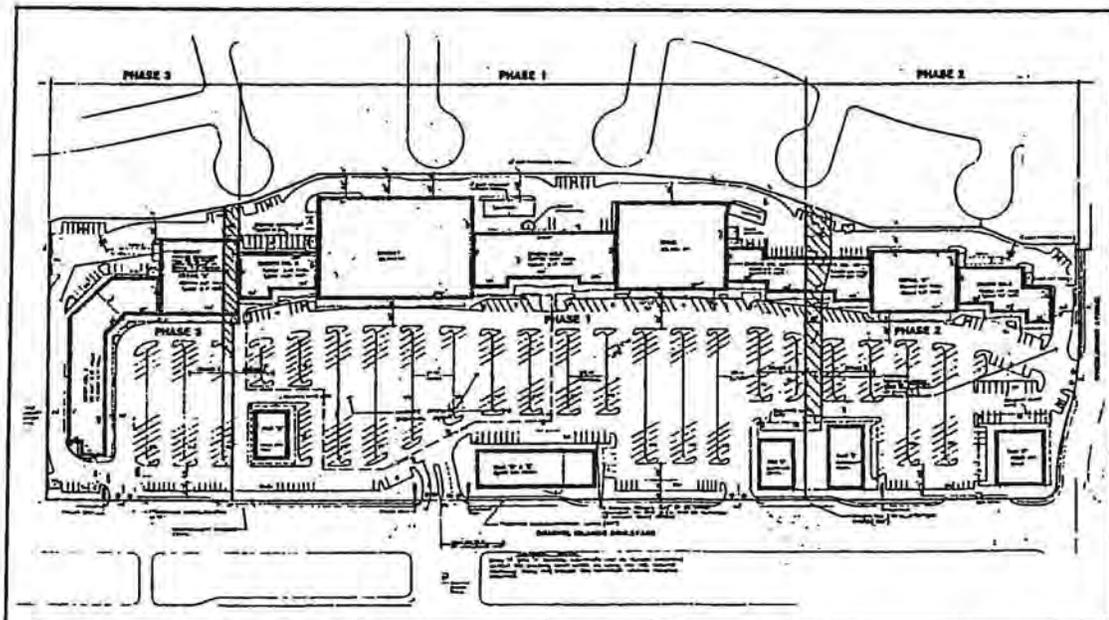


PROJECT EXAMPLE: Beachport Commercial Center, Site Plan

Commercial Retail - Commercial-Retail/Service: (FAR 0.55, 35-ft. max building height). This land use category includes miscellaneous retail and service uses for which a shopper in general makes a single-purpose trip to visit one establishment. Such uses include service and repair facilities, small offices, medical/dental, hardware and building materials stores, auto and accessories dealers, appliance outlets, etc. Office uses are also permitted in areas designated for Commercial-Retail/Service.



PROJECT EXAMPLE: Port Hueneme Shopping Center, FAR 0.27



PROJECT EXAMPLE: Port Hueneme Shopping Center, Site Plan

Industrial (FAR 0.75). This category includes business involved in light manufacturing, distribution, and services. In general, customers of businesses located within this category are other businesses.

Port - Port Activity (FAR 0.75). This category is comprised of all property owned or leased by the Oxnard Harbor district. Specific uses include ship off-loading facilities, warehouses, port related offices, port-related public open space and recreation uses, and fuel storage. Port activity is buffered from nearby residential areas and access is controlled to minimize impacts on city streets.

Open Space (D) - Dedicated Open Space. This open space category includes areas which have been dedicated to a public entity for use as open space. The Open space designation allows some physical development, principally for recreational purposes. This open space category includes City parks and Hueneme Beach.

Public Facility (FAR 0.50). This land use category includes all City, County and other government properties, such as post offices, the Civic Center, public schools and playgrounds, and fire stations. Public Facilities also include public utilities and utility rights of way. Churches are permitted in areas designated for Public Facilities, subject to a Conditional Use Permit.

Military - The military category applies to all properties owned by the federal government and operated by the U.S. Navy. This includes the U.S. Naval Construction Battalion Center (CBC).

*Implications of
Land Use Policy*

The maximum permitted development intensities specified in each of the General Plan land use categories enable the City to anticipate the future level of development citywide and to plan public service and infrastructure needs accordingly. Such maximum intensities permitted by land use policy will not be achieved on every parcel of land. Existing, good quality construction at lower densities and intensities probably will not recycle within the 20-year plan period to more intense uses. Also, lot size constraints and configurations, individual development objectives, unique project designs, and other factors will lead to varying intensities throughout the City.

For the purpose of forecasting growth, certain assumptions must be made about the average level of development expected within each of the General Plan land use designations which allow development. Table LU-4 outlines density/intensity assumptions and indicates the number of residential units, square footage of commercial, industrial, and other anticipated development, as well as forecasts for the resident population of the City at build out.

The Land Use Element provides definitive statements of land use goals. But how does the City achieve these goals? What approaches and resources can be used in the short, medium, and long term to create a strong, viable City?

Land Use Policy represents the City's effort to balance housing choices and to further strengthen the retail/commercial sector in Port Hueneme. Compared to the existing condition, overall residential acreage designated under Land Use Policy will increase by 125 acres, resulting from an increase in medium density residential acreage and reductions in low and high density residential uses. Land designated for Retail/General Commercial uses will increase by more than 50 percent and industrial acreage will be doubled primarily as a result of the development of currently vacant land. In addition, four acres of land along Pleasant Valley Road will be designated as Mixed Use.

**Table LU-4
Land Use Policy Development Potential**

Land Use Category	Typical FAR ⁽¹⁾	Area (acres)	Dwelling Units	Nonresidential (000 sq ft)
Residential - Single Family (0-7 du/net acre)	(Note 2)	0.0		
Residential - Medium Density (7-15 du/net acre)	(Note 2)	14.2	198	
Residential - High Density (16-25 du/net acre)	(Note 2)	1.5	38	
Mixed Use Residential (15-25 du/acre, Comm. 0.5 FAR)	0.40	7.5	81	66
Commercial Retail (0.55 FAR)	0.25	12.9		140
Commercial Visitor (0.55 FAR) (Sunkist Site)	0.25	11.0		120
Industrial (0.75 FAR)	0.50	19.2		419
Port (0.75 FAR) ⁽³⁾	0.34	38.1		566
Open Space (D)		0.0		0
Transportation		0.0		0
Public Facilities		0.0		0
Total		104.4	317	1,311

Notes:

- (1) Typical FAR is the average intensity at which typical development is anticipated to occur. Actual development may be less or more on an individual site.
- (2) The amount of new development estimated for these uses is based on the specific characteristics of individual sites, not to exceed the maximum land use intensity identified in the General Plan.
- (3) The port project involves demolishing one existing structure and constructing two new structures for a net increase of 97,000 square feet.

***Relationship of the
General Plan and
Zoning Ordinance***

A general plan establishes policies and goals to guide future development within a community. Once the plan is adopted, the City must implement the general plan through various strategies. One effective tool to implement a general plan is the zoning ordinance. The California Supreme Court has stated that "zoning is intended to represent a considered, specific, and lasting implementation of the broad policy statements of policy of the general plan" (United Outdoor Advertising v. Business, Transportation, and Housing Agency (1988) 44 Cal.3d 242).

Regulations contained in a zoning ordinance are required by law to be consistent with the policies established in the general plan. This requirement for zoning consistency applies to counties, general law cities, and charter cities with a population of more than two million (Government Code Section 658960).

Port Hueneme must ensure that its zoning is consistent with the General Plan. Table LU-5 shows the relationship between the Port Hueneme General Plan land use categories and zone districts. This table indicates how properties citywide should be zoned to be consistent with the General Plan.

On a regular basis, City staff will be using the zoning ordinance to review development proposals to ensure consistency with zoning requirements and, by relationship, General Plan policy. Code enforcement efforts allow the City to identify blight and unsafe conditions and thus implement City revitalization goals.

**Table LU-5
Relationship Between the General Plan and Zoning Ordinance**

Zoning Category		General Plan Land Use Category										
		<i>Residential Single-Family</i>	<i>Residential Medium Density</i>	<i>Residential High Density</i>	<i>Mixed Use Residential</i>	<i>Commercial Retail</i>	<i>Industrial</i>	<i>Port</i>	<i>Open Space</i>	<i>Public Facilities</i>	<i>Commercial Visitor</i>	<i>Military</i>
R-1	Single-Family	●										
R-2	Limited Multi-Family		●									
R-3	Multi-Family			●								
R-4	Mixed Use				●							
C-1	General Commercial					●						
C-S	Special Commercial										●	
P-R	Park Reserve							●	●			
M-PR	Port Related Uses						●	●				
PD	Planned Development	Applies to all parcels designated PD on the Zoning Map										
M-1	Light Industry					●			●			
FH	Flood Hazard Overlay	Applies to all parcels within the Special Flood Hazard Area										

Note: This table reflects changes made to the Zoning Ordinance to achieve consistency with the General Plan. The zoning category R-4 Transitional Residential/Coastal Related Industry has been eliminated, and categories Public Facilities and Mixed Use have been added. In addition, the M-CR Coastal Related Industry and M-CD Coastal Dependent Industry have been combined into one new category designated Port-Related Uses.

***Relationship of the
California Coastal Act
and Port Hueneme Local
Coastal Program***

Adopted in 1976, the California Coastal Act is intended generally to protect the natural and scenic qualities of the California coastal zone. The coastal zone includes both land and water area. Approximately one-half of Port Hueneme's land area lies within the California coastal zone. Over half of the City area within the zone is part of the U.S. Naval Construction Battalion Center (USNCBC). Figure LU-6 illustrates the coastal zone boundaries in Port Hueneme. Except for USNCBC property, the area within the coastal zone is subject to the California Coastal Act.

To meet coastal act requirements, Port Hueneme must have a Local Coastal Program (LCP) certified by the California Coastal Commission. Port Hueneme's current LCP was certified by the California Coastal Commission in 1998. The LCP exists as an amendment to the existing General Plan and discusses the allowable land uses and applicable coastal resource issues for the planning areas within the City's coastal zone. The LCP continues to be implemented as the primary planning document for the coastal zone. Consistent with the coastal act's basic goal to "protect, maintain, and, where feasible, enhance and restore" the coastal zone, the Port Hueneme LCP identifies attainable goals and objectives specifically related to local conditions. The current LCP acts as the baseline for the revised program included as part of this General Plan Update.

The proposed General Plan document will constitute a portion of the City's LCP by including the necessary coastal resources and management policies within the General Plan elements.



cba COTTON/BELAND/ASSOCIATES
 Urban and Environmental Planning

Source: City of Port Hueneme

**Figure LU-6
 Coastal Zone Boundaries**

Within each General Plan element, parenthetical references identify sections of the California Coastal Act to which General Plan policies apply. For example, a policy statement relating to coastal visual resources will be followed by the parenthetical reference (Coastal Act/30251) to indicate that the policy addresses scenic and visual qualities of coastal areas as required by that section of the coastal act. Each General Plan element also contains a table that identifies the coastal act planning and management issue areas included in that element. Table LU-6 indicates where coastal act issues are included in the General Plan. Table LU-7 identifies in which Port Hueneme planning areas the coastal act issues apply.

***Relationship of the
General Plan and the
California Environ-
mental Quality Act***

The California Environmental Quality Act (CEQA) requires that an Environmental Impact Report (EIR) be prepared if significant adverse impacts could result from a proposed project. The purpose of the EIR, under the provisions of CEQA is "...to identify the significant effects of a project on the environment, to identify alternatives to the project, and to indicate the manner in which these significant effects can be mitigated or avoided" (Government Code Section 21002.2 (a)). The EIR serves as an informational document for use by decision makers, public agencies, and the general public. It is not a City policy document; it does, however, discuss the potential relative impacts of the alternatives identified in the document.

CEQA and CEQA Guidelines recognize the difficulty in preparing an EIR for a General Plan, since it does not represent a specific development proposal with defined project characteristics. In accord with the Guideline provisions, a program EIR is typically prepared to evaluate the impacts of implementing a plan allowing the City to consider broad policy alternatives and program-wide mitigation measures (Section 15168 of CEQA Guidelines).

**Table LU-6
General Plan and Local Coastal Program
Reference Matrix**

Coastal Resources Planning and Management Issue Areas	Port Hueneme General Plan Element						
	Land Use	Housing	Circulation/ Infrastructure	Noise	Public Safety/ Facilities	Conservation/ Open Space/ Env. Res.	Economic Development
Shoreline Access (30210-212.5)	✓					✓	
Visitor Serving and Recreational Facilities (30213)	✓					✓	
Water-Oriented Recreation (30220-324)	✓				✓		
Water and Marine Resources (30230-232)						✓	
Diking, Filling, and Dredging (30233)	✓				✓		
Commercial Fishing and Recreational Boating (30234)	✓						
Shoreline Structures/Flood Control (30235-236)	✓						
Environmentally Sensitive Habitat (30240)	✓					✓	
Agriculture (30241-242)	✓						
Soil Resources (30243)	✓						
Archaeological/Paleontological Resources (30244)	✓					✓	
Locating and Planning New Development (30250, 252, 255)	✓	✓	✓	✓	✓	✓	✓
Coastal Visual Resources (30251)						✓	
Hazard Areas (30253)			✓	✓	✓		
Public Works (30254)	✓		✓		✓		
Industrial Development and Energy Facilities (30260-264)	✓						

*Indicates presence of coastal act issue area within an element of the General Plan.

**Table LU-7
Planning Area and Local Coastal Program
Reference Matrix**

Coastal Resources Planning and Management Issue Areas	Port Hueneme Planning Area Within Coastal Zone				
	Channel Islands	Ventura West	Ventura East	Surfside	Navy CBC(1)
Shoreline Access (30210-212.5)		✓		✓	
Visitor Serving and Recreational Facilities (30213)	✓	✓	✓	✓	
Water-Oriented Recreation (30220-324)					
Water and Marine Resources (30230-232)			✓	✓	
Diking, Filling, and Dredging (30233)					
Commercial Fishing and Recreational Boating (30234)		✓			
Shoreline Structures/Flood Control (30235-236)					
Environmentally Sensitive Habitat (30240)					
Agriculture (30241-242)					
Soil Resources (30243)					
Archaeological and Paleontological Resources (30244)					
Locating and Planning New Development (30250, 252, 255)	✓	✓	✓	✓	
Coastal Visual Resources (30251)		✓		✓	
Hazard Areas (30253)					
Public Works (30254)		✓		✓	
Industrial Development and Energy Facilities (30260-264)		✓		✓	

*Indicates presence of coastal act issue area within a Port Hueneme Planning Area.
(1)Federal lands - excluded from LCP jurisdiction

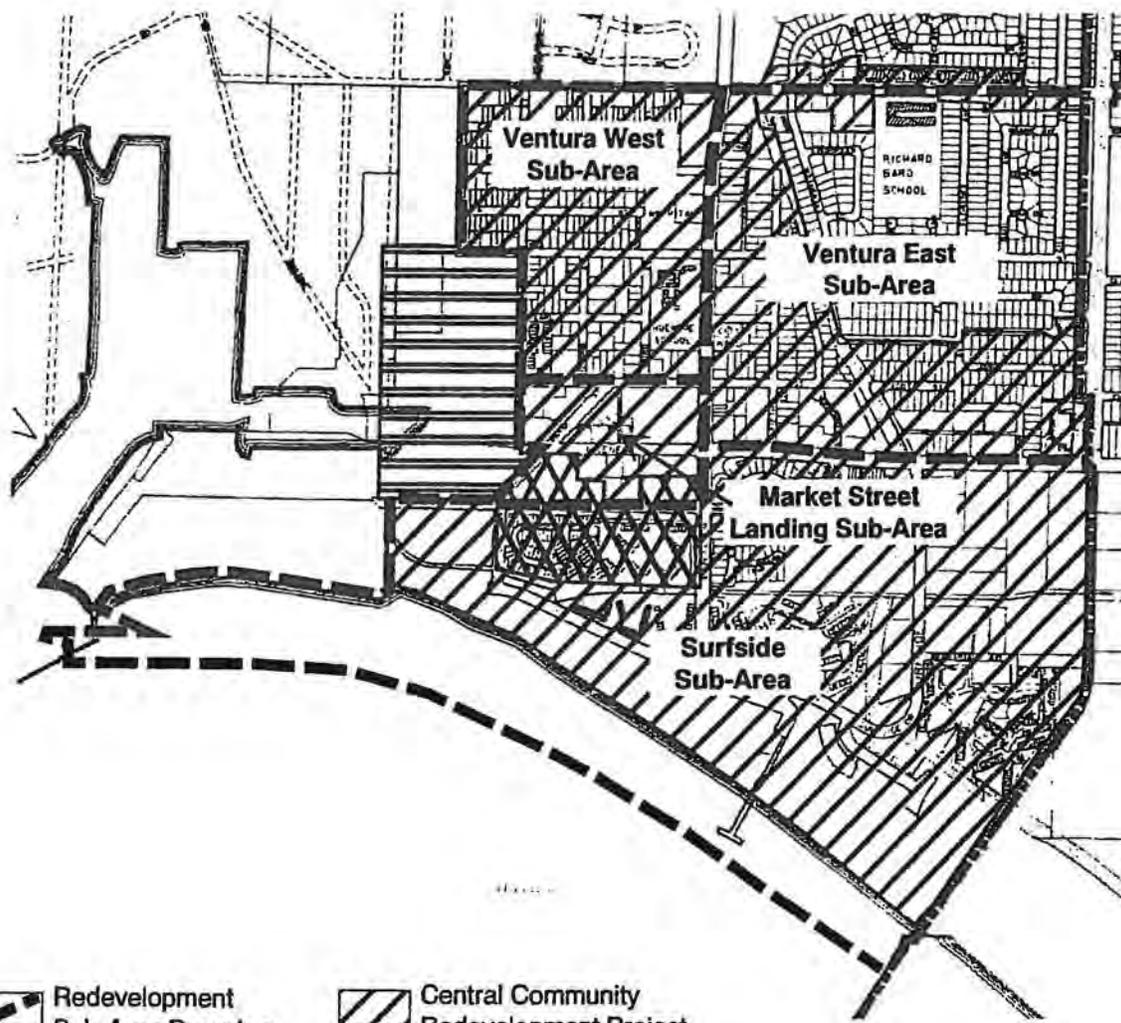
Redevelopment Redevelopment is the principal means by which cities can affect community revitalization, replacing dysfunctional land and buildings with uses which foster economic development, increase housing opportunities, provide public amenities, enhance urban aesthetics, and promote public health and welfare. To facilitate this process, State law provides a method for financing redevelopment known as "tax increment." At the time a project is created, the assessed value of properties within the boundaries of the designated project area is frozen. Property tax agencies (i.e., school districts, fire districts, etc.) continue to receive revenue based on the assessed value within the frozen base. As assessed property values increase beyond the frozen base, the "increment" of increase is funnelled directly to the Redevelopment Agency to retire accumulated debt. This debt is typically created by a combination of Agency borrowing and issuance of Tax Allocation Bonds. These funds, in turn, are reinvested into the project area to stimulate new development and provide necessary public improvements and supporting infrastructure. When all debt has been retired, all the tax revenue generated from the project area flows back to the appropriate governmental taxing entities. The theory behind this process is to allow cities to rehabilitate blighted areas using their own economic resources.

Harbor (R-70) Redevelopment Project: Redevelopment has long been the mainstay of community revitalization in Port Hueneme dating back to 1962 with creation of the Harbor (R-70) Redevelopment Project (see Figure LU-7). It was through this first project which the City acquired and cleared 37 acres of land for expansion of the Port of Hueneme. The project was carried out over a six-year period and included the acquisition of 120 separate properties along with the relocation of over 200 households and businesses. At a total cost in excess of \$10 million, the Project was officially completed in 1972, more than doubling the land area then owned by the Oxnard Harbor District and greatly enhancing cargo throughput capacity of the Port.

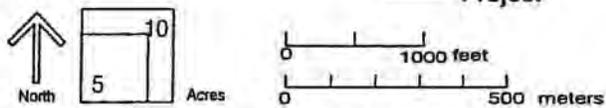
Hueneme (R-76) Redevelopment Project: Utilizing dredge spoil from Harbor expansion, the City's first redevelopment effort was followed in 1967 by the Hueneme (R-76) Redevelopment Project, encompassing what later became the Seaview Apartments, Anacapa View Condominiums and Single Family Homes, and a portion of the Port Hueneme Country Inn (see Figure LU-7). The project area encompasses a total of 50 acres and has included the acquisition of 36 separate properties along with the relocation of 76 households and businesses. By 1996, the area was occupied by 90 units of City-owned below market rate rental housing, 200 market rate condominiums, 84 detached single family beach homes and a 135-room full service hotel. At inception of the Hueneme (R-76) Redevelopment Project in 1967, total assessed valuation was calculated at \$943,880. By 1996, assessed valuation had increased to \$33,922,845. The 1991 tax increment derived from the Hueneme (R-76) project totaled \$343,413.

Central Community (A-38) Redevelopment Project: The Redevelopment Plan for the Central Community Project was adopted by the City Council pursuant to Ordinance No. 351 on February 14, 1973. The project area was expanded in December 1975 and in 1998 by adoption of City Council Ordinances No. 419 to encompass 415 acres and Ordinance No. 623 to add 17 acres. This project is located in the southeast quadrant of the City (see Figure LU-7).

Conditions within the project area prior to adoption of the Plan met the statutory tests for blight, with findings of substandard, deteriorating and obsolete buildings; inadequate public improvements, facilities and utilities; a prevalence of depreciated values, and economic maladjustment; and other conditions detrimental to public health, safety and welfare. Accordingly, the Central Community Project was created specifically to eradicate blighting influences within the project area through a coordinated program of new development and property revitalization.



-  Redevelopment Sub-Area Boundary
-  Central Community Redevelopment Project
-  Hueneme Redevelopment Project
-  Harbor Redevelopment Project



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Urban and Environmental Planning

Source: City of Port Hueneme

Figure LU-7
Relationship of Redevelopment
Projects to Sub-Areas

The Plan's primary goal is to realize the City's full residential and commercial development potential by way of capitalizing upon the City's beach frontage, its most valued natural asset. A detailed discussion and ranking of individual sites within the Redevelopment Project area begins on page 76 of this element. Additional supporting information is contained in the General Plan's Economic Development Element.

The project area includes four major sub-areas: Surfside, a predominantly residential and visitor-serving area situated south of Hueneme Road; Market Street Landing, a commercial corridor between Hueneme Road and Scott Street extending westerly from Ventura Road to Ponomo Street; Ventura West, the City's oldest residential neighborhood situated westerly of Ventura Road between Scott Street and Pleasant Valley Road; and Ventura East, a predominantly residential area comprised of various housing types and densities situated easterly of Ventura Road between Hueneme Road and Pleasant Valley Road (see Figure LU-7).

The Surfside area has served as the focus of redevelopment since creation of the Central Community Project, replacing dysfunctional residential, commercial and industrial uses with new beach-oriented residential, public recreational, and visitor-serving commercial development. Market Street Landing is the remaining commercial nucleus of Port Hueneme's former downtown, the revitalization of which is intended to maximize the City's retail and professional office development potential. Ventura West is the most impacted area of the City wherein residential redevelopment is proposed on the periphery of housing rehabilitation and code enforcement proposed for the remainder of the area. Ventura East has been classified as a transitional neighborhood. A comprehensive program of housing rehabilitation assistance, commercial property revitalization, and code enforcement is active in this area.

Since adoption of the Plan in 1973, a wide variety of development has taken place. The following summarizes the developments which have occurred within the project area since adoption of the Plan, as well as proposed development, which will have a significant impact on the area's economic growth.

Hueneme Beach Park: Encompassing 60-acres of publicly controlled land, Hueneme Beach Park is the City's largest recreational facility and constitutes its most valued asset. Between adoption of the Central Community Project Redevelopment Plan in 1973 and 1991, the City has invested over \$1.3 million in public improvements within Hueneme Beach Park including additional off-street parking; lowering of the main beach parking area to increase water visibility; enhancement of the existing fishing pier by development of a plaza at its entrance including concession area, thematic play area, and additional pieces of barbecue and playground equipment; sand stabilization improvements; and extensive landscaping and open turf throughout. In July of 1986, construction was completed on additional thematic beach improvements including scenic monumentation at the terminus of Ventura Road and a new mini-park at the northeasterly corner of Surfside Drive and Oceanview Drive.

Moranda Park: Located at the terminus of Moranda Parkway southerly of Hueneme Road between Ventura Road and Surfside Drive, Moranda Park was constructed by the City in 1979 at a total cost of \$525,000. This seven-acre public recreational facility includes eight tennis courts, two softball diamonds, four basketball courts, two handball courts two volleyball courts two horseshoe pits, and a tot lot for children. A multipurpose building houses a recreation office, meeting room, and restroom facilities.

Dorill B. Wright Cultural Center: Located along Surfside Drive between Hueneme Beach Park and Moranda Park, the Dorill B. Wright Cultural Center was constructed by the City in 1983 at a total cost of \$2.2 million. This 20,000 square foot multipurpose building, situated strategically across the street from the City's fishing pier, provides amenities suitable for performing arts, exhibits, lectures, banquets, conferences, and a variety of meetings, both small and large. The Cultural Center includes an auditorium with a combination of movable and fixed seating for up to 750 persons, gallery area, three meeting rooms, kitchen and arts/crafts area. A new 151-space parking lot was constructed on property owned by the Agency adjacent to the Cultural Center to accommodate the facility's increased usage.

Street Scene and Urban Design Improvements: Between 1976 and 1991, more than \$1 million in public funds were expended in upgrading the appearance of major arterial streets serving the City. Within the Central Community Project, this program has involved Ventura Road, Hueneme Road, Surfside Drive and Pleasant Valley Road. Within these rights-of-way, the City has constructed raised landscaped median islands, thematic street trees, stamped concrete crosswalks, and city entrance signs. Currently in process is the acquisition and improvement of rights-of-way necessary for the widening of Pleasant Valley Road, west of Ventura Road. When completed, this four lane arterial will receive the same thematic treatment as has been accomplished elsewhere within the Project Area.

Bubbling Springs Recreational Corridor: Extending northerly from the intersection of Surfside Drive and Oceanview Drive to its terminus within 20-acre Bard Park, the Bubbling Springs Recreational Corridor was constructed by the City in 1980 at a total cost of \$1.1 million. This project entailed the conversion of a mile-long flood control drainage channel into an open space linear park complete with landscaping, bike and pedestrian walkway, and miscellaneous recreational improvements.

The Recreational Corridor fulfills a vital component of the Agency's urban design program by interconnecting Bard Park, Moranda Park, Dorill B. Wright Cultural Center and Hueneme Beach; integrating the redevelopment area with neighborhoods removed from the Central Community Project. These amenities, together with street scene and urban design improvements, serve as the impetus for private reinvestment elsewhere within the Central Community Project.

Surfside Village: Encompassing approximately 50 acres within the southeasterlymost portion of the Central Community Project, Surfside Village is the single largest private redevelopment project thus far undertaken since adoption of the Redevelopment Plan. Initiated by way of an Owner Participation Agreement in February 1978, Surfside Village is a multifaceted project involving three different private developers and encompassing three distinct residential, retail commercial, and visitor-serving components. The residential component of Surfside Village encompasses 339 single family, townhouse and condominium units.

The Port Hueneme Country Inn constitutes the visitor-serving component of Surfside Village and is comprised of 135 hotel guest rooms on which construction was completed July 28, 1986. To compliment the \$4.2 million Country Inn, a 4,000 square foot restaurant is planned on an adjoining parcel.

The retail commercial component of Surfside Village consists of a neighborhood shopping center known as Beachport Commercial Center and is comprised of seven separate buildings encompassing a total of 53,974 square feet of leasable retail floor area. Phased construction of the \$3.5 million Beachport Commercial Center commenced in February of 1986 was completed in 1991.

Port Hueneme Athletic Center: Located on the south side of Pleasant Valley Road between Evergreen Lane and Maplewood Drive, the Port Hueneme Athletic Center was constructed in 1978 on land acquired with tax increment funds. This \$700,000 facility is shared by the City's Community Services Department and the Boys and Girls Club and includes a gymnasium, indoor racquetball court, weight room, two locker rooms, workshop, games room, library, and office space.

Casa Pacifica: Located southwesterly of the intersection of Ventura Road and Pleasant Valley Road, a 90-unit senior citizen complex was constructed in 1980 on land acquired with tax increment and federal CDBG funds. Under the auspices of the federally-assisted Section 8 New Construction Program, the \$2.4 million Casa Pacifica was developed by Shappel Government Housing, Inc., a private for-profit syndication.

Port Hueneme Municipal Service Yard: Located at the southeasterly corner of Hueneme Road and Surfside Drive, the Port Hueneme Municipal Service Yard was completed in 1983 at a cost of \$2.2 million. This project entailed renovation of an abandoned 39,000 square foot industrial storage facility for subsequent reuse by the Hueneme School District and City of Port Hueneme who jointly occupy the southerly one-half of this facility. The northerly one-half of the renovated structure has since been leased by the City to offshore oil related business.

Harbor Plaza: Located at the westerly terminus of Market Street Landing between Market Street and Ponomo Street, Harbor Plaza is a multi-phased garden office complex encompassing 65,000 square feet of leasable floor space. Under terms of a Disposition and Development Agreement entered into on March 7, 1984 by and between the Agency and IDM Corporation, the first phase encompassing 15,000 was completed on December 31, 1985. With IDM having decided not to proceed with the remaining phases, the Agency is currently entertaining development proposals for the balance of the site.

Harbor Village Apartments: Located at the northwesterly corner of Fifth Street and Hueneme Road is the site of a 60-unit apartment complex known as Harbor Village Apartments. Under terms of an Owner Participation Agreement between the Agency and Martin V. Smith & Associates, construction of the \$2.5 million Harbor Village apartments project was completed in mid-1987.

Herbert C. Templeman Educational Center: Located at the northwesterly corner of Scott Street and Ventura Road, the Herbert C. Templeman Educational Center is a 8,765-square foot professional office building which serves as the administrative headquarters for the Hueneme Elementary School District. This project was a cooperative venture involving the City of Port Hueneme, Hueneme School District and Port Hueneme Redevelopment Agency, allowing the District to convert existing office space at Hueneme Elementary School into additional classrooms. Construction of this \$700,000 office building was completed at the end of 1987.

Port Harbor Homes: Located at the northeasterly corner of Scott Street and Ponomo Street is the site of a 24-unit residential planned unit development known as Port Harbor Homes. One-half of the 1.84-acre site was owned by a group of local investors and the balance of the site, comprised of six parcels and ten dwellings, was acquired by the Redevelopment Agency under terms of an Owner Participation Agreement. Construction of the \$5 million project was completed in early 1990.

Bubbling Springs Villas: Located at the northeasterly corner of Fifth Street and Clara Street is the site of ten townhouses and four apartments known as Bubbling Springs Villas. This site encompasses approximately one acre of land and served as the home of the City's former municipal service yard.

A unique feature of the Bubbling Springs Villas is the development of thematic landscape and fencing improvements to conceal the unsightliness of the City's water tower that is situated on the middle of the site. Equally unique is the thematic paint scheme that transformed the tower into a "hot air balloon". Under terms of a Disposition and Development Agreement, the entire project was completed in late 1989 by the Fuller Development Company.

La Entrada: Located along the northerly side of Pleasant Valley Road from Maplewood Court to Camellia Drive is the site of a 27-unit residential planned unit development known as La Entrada. The site was originally occupied by 43 World War II vintage duplex units and acquired for road widening purposes. The remnant right-of-way totaling 2.19 acres was subsequently conveyed by the Redevelopment Agency to the Fuller Development Company which completed construction of La Entrada in late 1990. A unique feature of the project was the involvement of 16 different property owners whose single family homes abut an adjacent alley used as primary access to La Entrada.

Surfside Annex: Located along the easterly and westerly sides of Surfside Drive in the vicinity of Industrial Avenue is the site of Surfside Village Annex. This project represents the final increment of Surfside Village encompassing a new assembly building for the Veterans of Foreign Wars, 39,000 square feet of commercial mini-storage, and 30 new townhomes (Beachport Cottages). Both the assembly building and mini-storage were completed in mid-1992. The Beachport Cottages were completed in early 1993.

Neighborhood Preservation Program: The Neighborhood Preservation Program encompasses a variety of activities which collectively serve to arrest neighborhood decline, remove blighting influences, and foster housing conservation. The Program is financed by a combination of tax increment revenues, developer in-lieu fees, and federal CDBG funds and includes the following components: housing rehabilitation, compulsory building code enforcement, special refuse service, fair housing, commercial revitalization, and selective site acquisition and clearance.

From the Program's inception in 1978 to 1996, more than 1,000 loans and rebates were funded resulting in the improvement of more than 1,100 dwellings with a combined construction value in excess of \$7 million.

Financial Impact: At inception of the Central Community Project in 1973, total assessed valuation was calculated at \$15,140,495. By 1996, assessed valuation had increased to 194,509,950. The 1996 tax increment derived from the Central Community project totals \$2,063,625.

Future Prospect: The Redevelopment Plan for the Central Community Project is due to expire in the year 2003; eminent domain must commence by 1997. With less than 10 years remaining, the Agency has identified 23 parcels which are likely candidates for future redevelopment.

Redevelopment Projects: The following is an evaluation of the separate parcels within the redevelopment area. This analysis is a site-by-site comparison of the incremental fiscal impacts which would be generated by the redevelopment of each site. All sites should generate a positive recurring fiscal impact. The parcels are sorted in descending order based on net recurring revenue.

Parcel 19 shows the highest net recurring revenue of \$65,000 annually. This parcel is designated for industrial development with a 0.5 FAR.

The residential parcels were assumed to be developed with up to 25 dwelling units per acre. The net recurring revenue associated with the residential parcels range from \$28,395 to \$1,428 annually. Primarily, the parcels with the highest net recurring revenues are also the largest in acreage. This does, however, vary for some parcels due to different assessed values. Since the analysis takes into account the *incremental* costs and revenues, the current property tax revenues are deducted from property tax revenue which will be generated by the redevelopment. Therefore, the most recently sold properties have higher assessed values and higher current property taxes leading to a smaller incremental increase in property tax revenue. Parcel 11 is designated for retail development with a 0.25 FAR. This parcel is expected to generate an incremental net recurring revenue of \$7,065 annually.

The recurring costs include the following cost items:

- Community Development;
- Recreation and Community Service;
- Public Works; and
- Police.

Recurring revenue items include the following:

- Property taxes;
- Transfer taxes;
- Sales taxes;
- Franchise Fees;
- Business Licenses; and
- Other Miscellaneous Revenues.

The one-time fees consist of a bed tax levied per residential unit in the amount of \$450 per unit.

At the time of this analysis, an accurate fiscal analysis of redevelopment costs compared with anticipated revenues was not feasible given the then current expectation of major state policy changes to redevelopment law.

No significant off-site infrastructure costs are anticipated due to the nearly built-out nature of the City.

**Table LU-8
Redevelopment Project Estimated Site-by-site Fiscal Impact
In Descending Order by Net Revenue**

Annual Recurring Fiscal Costs/Revenues									
Parcel	Area (acres)	Recurring Costs	Recurring Revenues	Net Recurring Revenue	One-Time Fees	Purchase Price & Relocation Cost	Present Value of Net Recurring Revenue (20 Years @ 4%)	Ratio Present Value of Net Recurring Revenue/ Purchase Price & Relocation Cost	Priority Ranking Value to Purchase Price Ratio/Blighting Factor*
19 Industrial	10.08	\$ 7,049	\$ 72,649	\$ 65,600	\$ 0	\$ 2,400,500	\$ 891,511	0.37	1/2
20 Industrial	8.13	11,864	40,259	28,395	36,585	2,830,500	385,897	0.14	3/2
11 Commercial	5.61	8,187	23,346	15,159	25,245	2,698,860	206,029	0.08	5/2
17 Residential	4.32	6,304	19,610	13,306	19,440	4,148,060	180,832	0.04	9/1
13 Retail	0.46	322	7,387	7,065	0	337,000	96,015	0.28	2/1
04 Residential	2.16	3,152	10,005	6,853	9,720	2,145,800	93,121	0.04	10/3
03 Residential	2.16	3,152	9,941	6,789	9,720	2,209,100	92,265	0.04	11/3
15 Residential	1.47	2,145	7,147	5,002	6,615	843,200	67,972	0.08	6/2
16 Residential	1.88	2,743	6,843	4,100	8,460	2,643,000	55,706	0.02	13/1
02 Residential	2.16	3,152	6,833	3,681	9,720	2,973,621	50,022	0.02	14/3
05 Residential	1.08	1,576	4,981	3,405	4,860	491,700	46,278	0.09	4/3
08 Residential	1.98	2,889	6,241	3,352	8,910	655,000	45,545	0.07	7/4
21 Industrial	1.02	1,488	4,436	2,948	4,590	685,000	40,062	0.06	8/5
10 Residential	0.97	1,416	4,143	2,727	4,365	855,600	37,072	0.04	12/3
06 Commercial	0.52	759	2,187	1,428	2,340	777,800	19,408	0.02	15/3

Source: The Natelson Company, February 1993.

- Notes: 1. See the discussion Key Development Parcels in the Land Use Issues section and Figure LU-1 for location of these parcels. Also, see the Economic Development Element for additional discussion.
2. Not all parcels shown on Figure LU-1 are included in Table LU-8. Excluded are parcels which are subject to existing development agreements of record or are not otherwise candidates for immediate redevelopment.
3. The above listing is advisory only and not intended as a statement of policy either as to the scope of future acquisition/redevelopment or the sequence of implementation.
- * The priority rating is based on present (1993) value to purchase ratio and an assessment of blighting factors using a 1 to 5 scale with 1 as the most blighted and 5 the least blighted.

Attachment 7 – City of Port Hueneme General Plan, Local Coastal Program Amendment 2-06

***Local Coastal Program
Amendment 2-06***

(2006 John Laing Homes)

LOCAL COASTAL PROGRAM

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Section I

Introduction

SECTION 1: INTRODUCTION

What is the Local Coastal Program?

The Local Coastal Program (also called the LCP), mandated by the California Coastal Act of 1976, is a planning document prepared by cities and counties who have shoreline areas. The California Coastal Act is legislation intended to ensure that coastal areas of California are developed in a manner responsive to public objectives. The Act establishes these objectives as Coastal policies, and provides guidelines for municipal and county governments to reevaluate their existing coastal area planning and zoning concepts to determine consistency with the Act.

The California Coastal Act of 1976 declares that:

"to achieve maximum responsiveness to local conditions, accountability and public accessibility, it is necessary to rely heavily on local government and local land use planning procedures and enforcement"

in carrying out the state's coastal objectives and policies. To this end, the Act directs each local government lying wholly or partly within the coastal zone to prepare a Local Coastal Program (LCP) for its portion of the coastal zone.

An LCP consists of:

"a local government's (a) land use plans, (b) zoning ordinances, (c) zoning district maps, and (d) within sensitive coastal resources, other implementing actions which, when taken together, meet the requirements of, and implement the provisions and policies of the Coastal Act at the local level."

The land use plan, the heart of the LCP, is defined as:

"the relevant portions of a local government's general plan, or local coastal element, which are sufficiently detailed to indicate the kinds, location, and intensity of land uses, the applicable resource protection and development policies, and where necessary, a listing of implementing actions."

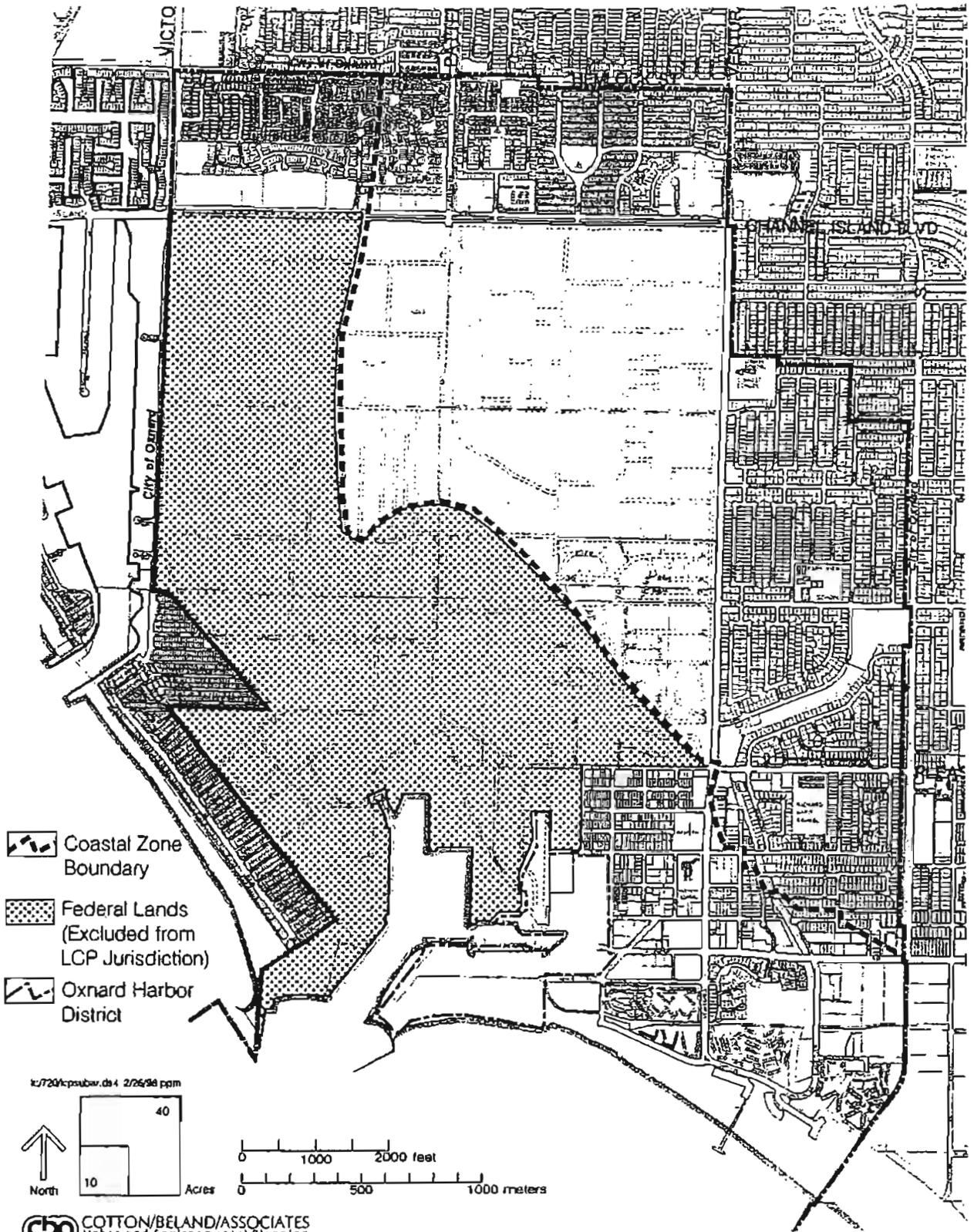
What Does This Have to do
Port Hueneme?

Much of the City of Port Hueneme is within the Coastal Zone, as shown in Figure 1. This document, the Local Coastal Program, prescribes the policies and procedures governing use and development of land within the Coastal Zone of Port Hueneme. For this Coastal area, the LCP becomes the primary planning document, and takes precedence over prior planning and zoning.

The City of Port Hueneme received certification of their first Local Coastal Program on July 25, 1984. The City's LCP was comprehensively revised to reflect the new goals and policies contained in the 2015 General Plan Update.

How was the LCP Developed?

Prior to certification of the City's 1984 LCP, Port Hueneme could not unilaterally approve development projects within the Coastal Zone. The Coastal Commission retains primary responsibility and jurisdiction over the issuance of development permits for projects until the end of the LCP certification process. Once the LCP has been certified, the ability to approve development projects within the coastal zone reverts to the local agency, subject to the finding that the project is consistent with the LCP. The City of Port Hueneme has been able to approve development projects within its Jurisdiction since certification of the City's LCP in 1984.



**Figure 1
Coastal Zone**

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Urban and Environmental Planning



CITY OF PORT HUENEME
LOCAL COASTAL PLAN

What was the Process in Port Hueneme?

The City of Port Hueneme completed a General Plan review and update in April 1977. The Plan served as the foundation for the development of the City's first Local Coastal Program. One of the Plan's major policies was the "creative utilization and preservation of the City's natural assets, which include the beach and harbor orientation".

As a result, the General Plan recommendations were deemed to be fundamentally consistent with the letter--and more importantly with the spirit--of the Coastal Act of 1976. After a series of public meetings and hearings, Port Hueneme's first LCP was certified by the California Coastal Commission on July 25, 1984.

The Local Coastal Program was revised in conjunction with the City's 2015 General Plan Update, initiated in 1992 and certified in 1998. The revised General Plan considers coastal issues and contains a number of goals and policies to conserve the City's unique coastal resources. Similar to the 1977 General Plan, the updated version contains a goal promoting "Creative utilization and responsible conservation of the City's major natural asset -the beach and harbor environment." The revised Local Coastal Program reflects the City's continued commitment to conserve coastal resources.

What is the Relationship Between the LCP, the General Plan, and Other Planning Programs for the Coastal Area?

Put simply, the Local Coastal Program constitutes a refinement of the land use policies and implementing instruments of Port Hueneme's General Plan (GP) as they pertain to development of areas within the Coastal Zone. As the primary components of the General Plan, Port Hueneme's General Plan Update and Central Community Project Redevelopment Plan collectively serve as the foundation upon which the LCP Land Use Plan is based.

Secondary components which serve to implement the LCP include:

Ventura West Specific Area Plan

Neighborhood Preservation Program

Hueneme Beach Master Plan

Neighborhood Strategy Area Urban Design Study

What is the Relationship
Between the LCP and the
Oxnard Harbor District?
Master Plan for the
Port of Hueneme?

The Coastal Act contains special provisions governing the ports of Port Hueneme, Long Beach and Los Angeles, and the San Diego Unified Port District. These ports must prepare, adopt, and have certified by the Coastal Commission a Port Master Plan. The Coastal Act provides that:

"for information purposes, each city, county, or city and county which has a port within its jurisdiction shall incorporate the certified port master plan into its local coastal program."

The Port Master Plan certified in May, 1979, and as amended, by the Coastal Commission covers only the area within the boundaries of the Port of Hueneme itself. This certified Master Plan was incorporated by reference for information purposes into the City of Port Hueneme Local Coastal Program in July 1984.

The City of Port Hueneme and the Oxnard Harbor District have entered into four additional agreements which affect future development in the Port. The Port Development Review Committee Agreement created in April 1979, and amended in 1982, requires the consultation and cooperation on planning for areas in and around the Port of Hueneme. In addition, the City and District entered into an agreement in 1987, which requires the City to consider amending the City's General Plan, Local Coastal Program, and Zoning Ordinance to impose a single zoning classification on property owned by the Oxnard Harbor District within the City. The agreement further specifies that the City will institute development policies and standards which streamline permit processing. In response to this agreement, the City has revised its General Plan to have only a "Port" land use designation for property owned by the Oxnard Harbor District. In addition, the Plan contains policies to streamline permit processing for District properties. Lastly, the City and District entered into a Memorandum of Understanding in December of 1995 and September of 2000, concerning acquisition and use of the former U.S. Naval Civil Engineering Laboratory which was closed and realigned in April 1996, under the third round of the U.S. Base Realignment and Closure Act of 1990, and the purchase of the Sunkist Site by the District in September of 2000.

SECTION II

Land Use Program

COASTAL POLICIES

SECTION II: LAND USE PROGRAM

The Local Coastal Program for the City of Port Hueneme must conform to the policies of the California Coastal Act. These policies have been organized into 16 groups, as shown below:

- . Shoreline Access
- . Recreation and Visitor-Serving Facilities
- . Water-Oriented Recreation
- . Water and Marine Resources
- . Diking, Dredging, and Filling
- . Commercial Fishing and Recreational Boating
- . Shoreline Structures/Flood Control
- . Environmentally Sensitive Habitat Areas
- . Agriculture
- . Hazard Areas
- . Soils Resources
- . Archaeological/Paleontological Resources
- . Locating and Planning New Development
- . Coastal Visual Resources and Special Communities
- . Public Works
- . Industrial and Energy Development

The following sections briefly summarize applicable Coastal Act policies concerning these policy groups. These descriptions are excerpted from the Local Coastal Program Manual published by the California Coastal Commission and the California Coastal Act (Public Resources Code, Division 20).

Shoreline Access

Coastal Act Sections 30210 and 30211: Maximum access and recreational opportunities shall be provided for all the people, consistent with public safety needs and the need to protect public rights, rights of private property owners and natural resource areas from over use. Development shall not interfere with the public's right of access to the sea.

Visitor-Serving and Recreation Facilities

Coastal Act Sections 30212.5, 30213, and 30220: Wherever appropriate and feasible, public facilities, including parking, shall be distributed throughout an area to mitigate against the impacts of overuse of any single area. Lower-cost visitor and recreational facilities shall be protected, encouraged and where feasible, provided. Developments providing public recreational opportunities are preferred. Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

Water-Oriented Recreation

Coastal Act Section 30221: Oceanfront land suitable for recreational use shall be protected for recreational use and development, unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

Coastal Act Section 30222: The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

Water and Marine Resources

Coastal Act Section 30230: Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

Coastal Act Section 30231: The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Coastal Act Section 30236: Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to: (1) necessary water supply projects, (2) flood control projects where no other method for protecting existing structures in the flood plain is feasible and where such protection is necessary for public safety or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat.

Diking, Dredging, Filling and Shoreline Structures

Coast Act Section 30233: (a) the diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures

have been provided to minimize adverse environmental effects.

(b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and

Commercial Fishing and Recreation Boating

Coastal Act Section 30224: Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.

Coastal Act Section 30234: Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demands for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.

Coastal Act Section 30255: Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland.

Shoreline Structure

Coastal Act Section 30235: Revetments, breakwaters, groins, harbor channels, seawalls, cliff-retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution

problems and fishkills should be phased out or upgraded where feasible.

Environmentally Sensitive Habitat Areas

Coastal Act Section 30240: (a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on such resources shall be allowed within such areas.

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.

Agriculture

Coastal Act Section 30241: The maximum amount of prime agricultural land shall be maintained in production, and conflicts between agricultural and urban land uses shall be minimized. Stable boundaries shall be established separating urban and rural areas. Conversion of agricultural lands shall be limited to areas where the viability of existing agricultural use is already severely limited by conflicts with urban uses, and where the conversion would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development.

Soil Resources

Coastal Act Section 30243: The long-term productivity of soils and timberlands shall be protected, and conversions of coastal commercial timberlands in units of commercial size to other uses or their division into units of noncommercial size shall be limited to providing for necessary timber processing and related facilities.

Archaeological or Paleontological Resources

Coastal Act Section 30244: Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.

Locating and Planning New Development

Coastal Act Section 30250: (a) New development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing development areas able to accommodate it, in other areas with adequate public services and where it will have significant adverse effects, either individually or cumulatively on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

Coastal Act Section 30252: The location and amount of new development should maintain and enhance public access to the coast by: (1) facilitating the provision of extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

Coastal Act Section 30253: New development shall: (1) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development, and (2) Minimize energy consumption and vehicle miles traveled.

Coastal Visual Resources and Special Communities

Coastal Act Section 30251: The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development

shall be sited and designed to protect views to and along the ocean and scenic areas, such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government, and shall be subordinate to the character of its setting.

Coastal Act Section 30253: New development shall, where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.

Hazard Areas

Coastal Act Section 30253: New development shall: (1) minimize risks to life and property in areas of high geologic, flood, and fire hazard; and, (2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

Public Works

Coastal Act 30254: New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division of the Coastal Act. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal-dependent land use, essential public services and basic industries vital to the economic health of the region, state or nation, public recreation, commercial recreation and visitor-serving land uses shall not be precluded by other development.

Industrial Development and Energy Facilities

Coastal Act Sections 30255 and 30260: Coastal-dependent developments shall have priority over other developments on or near the shoreline. Coastal-dependent industrial facilities shall be encouraged to locate or expand within existing sites and shall be

permitted reasonable long-term growth where consistent with this division of the Coastal Act.

The Coastal Act defines “coastal-dependent development or use” as:

“any development or use which requires a site on, or adjacent to, the sea to be able to function at all.”

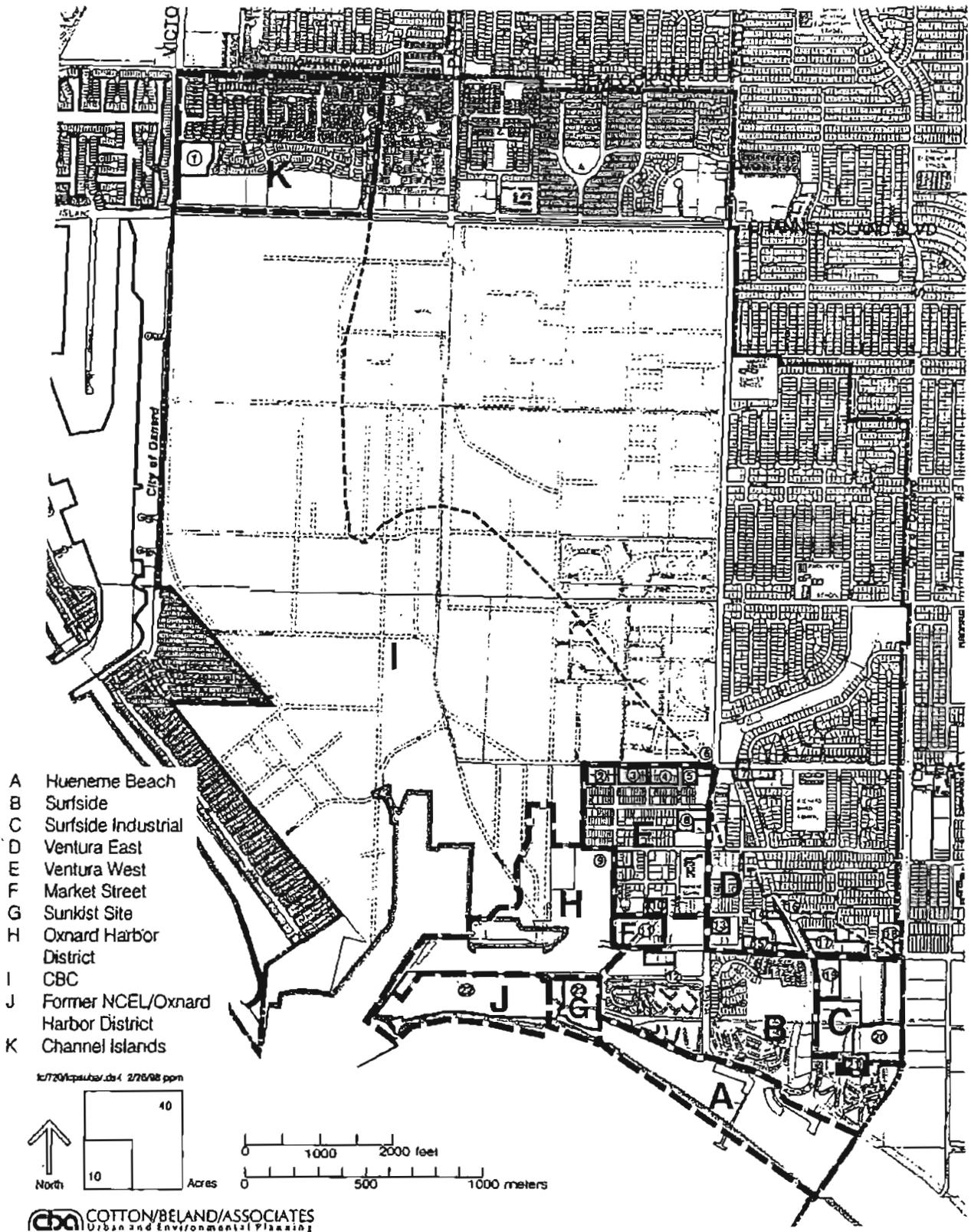
Given this definition of “coastal-dependent,” “coastal-dependent industry” is therefore industrial development which requires water adjacency.

Housing

Housing policies for coastal areas are now included in the California Government Code Article 10.7, Section 65590. As a result, this Local Coastal Program does not discuss coastal housing issues.

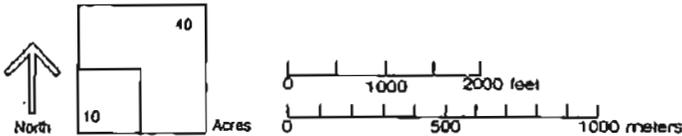
The following section analyzes existing conditions and potential development in the City’s Coastal Zone. To facilitate this analysis, the City’s Coastal Zone was divided into 11 sub-areas, which are shown in Figure 2.

The City of Port Hueneme is approaching build-out with very few sites available for new development. The 2010 General Plan Update concentrates on 23 key development sites that are vacant, underutilized or may convert to other uses. With regard to the Local Coastal Program, 21 of these key development sites are located within the coastal zone. The following sections identify the future development sites and define specific development policies for each coastal subarea.



- A Hueneme Beach
- B Surfside
- C Surfside Industrial
- D Ventura East
- E Ventura West
- F Market Street
- G Sunkist Site
- H Oxnard Harbor District
- I CBC
- J Former NCEL/Oxnard Harbor District
- K Channel Islands

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Urban and Environmental Planning



CITY OF PORT HUENEME
LOCAL COASTAL PLAN

Figure 2
Coastal Zone Subareas and Key Development Sites

EXISTING CONDITIONS AND POTENTIAL DEVELOPMENT

Area A: Hueneme Beach Park - 68 acres

Existing Land Use:

. Recreation

from neighboring Los Angeles.

General Plan Land Use:

. Parks and Open Space

Area A is entirely in public (City of Port Hueneme) ownership. There is no development except for beach-related structures (pier, concession stands, restrooms) and public parking lots. The beach is a recreational resource of regional importance, attracting visitors from all parts of Ventura County as well as

A comprehensive Hueneme Beach Master Plan has been prepared, covering projected improvements to the facility over a five-to ten-year period. Recently completed improvements include the lowering of the main beach parking area (to increase water visibility from Surfside Drive), enhancement of the existing pier by development of a plaza area at its base (including concession area, thematic play area and additional pieces of children's play equipment), and the addition of facilities at the eastern edge of Hueneme Beach Park (including picnic areas, open turf play area, playground equipment and additional parking). In conjunction with these improvements, a mini park on the north side of Surfside Drive (in the area where the pedestrian overcrossing of the Ventura County Railway tracks is located) has been developed.(1)

Key to these improvements to beach facilities is implementation of a sand replenishment program to prevent beach erosion caused by the jetty at the mouth of the Port. (2)

The Beach Master Plan also includes improvements to be undertaken at a later date. These include development of a park and vista point at the entrance to the harbor, connected to the main portion of Hueneme Beach Park by an extension of Surfside Drive and by a meandering promenade.

(1) These improvements to Hueneme Beach Park have been approved by the South Central Coast Regional Commission under Development Permit 179-33.

(2) This program is conducted by the Army corps of Engineers.

These improvements require the consent of the Navy, (whose Civil Engineering Laboratory (NCEL) is located in the area) or the excessing of the NCEL.(1) Also included in future plans for Hueneme Beach is enhancement of the park's westerly end along Surfside Drive to compliment and interconnect the pier/plaza area.

Area B: Surfside - 90 acres

Surfside is the beachfront residential area. Major existing residential development in the area consists of recently built high- and medium-density condominiums (approximately 12-25 dwelling units per acre) and a City-owned 90-unit below market-rent garden apartment complex (Seaview Apartments).

The majority of commercial development in Area B is located along Hueneme Road. Commercial development consists primarily of neighborhood shopping areas and a hotel. The area also contains the headquarters of the local VFW Chapter, Moranda Park, a community recreation facility, and Bubbling Springs Linear Park.

Improvements to Moranda Park have greatly enhanced access to and from adjacent public and private developments. In addition, integration of the Park with the surrounding area has been vastly improved by the realignment of the entrance from Port Hueneme Road and landscape/open space treatment integration of the park with the surrounding of the southwest corner of Surfside Drive and Port Hueneme Road.

Bubbling Springs Linear Park was formerly a drainage channel. Improvements have been undertaken to convert it into a recreational corridor, linking Richard Bard Bubbling Springs Park (outside the Coastal Zone) with Moranda Park and Hueneme Beach Park. Improvements to Bubbling Springs Linear Park were approved by the South Coast Regional Commission under Development Permit 137-02. Key development site number 12 is located in the Surfside Area. Site 12 is planned for High Density Residential use, accommodating an estimated 38 dwelling units. Currently, this site is vacant.

Existing Land Use:

- . Vacant
- . Low Density Residential
- . Medium Density Residential
- . High Density Residential
- . Park
- . Commercial

General Plan Land Use:

- . Low Density Residential
- . Medium Density Residential
- . High Density Residential
- . Commercial
- . Parks and Open Space

(1) These improvements are not proposed for certification as a part of this LCP, and are only proposed if a change in status occurs at the NCEL.

Area C: Surfside Industrial - 40 acres

Area C contains industrial uses (auto salvage, general industrial, mini-storage) and public facilities.

Existing Land Use:

- . Vacant
- . Industrial
- . Public Facilities

General Plan Land Use:

- . Public Facilities
- . Industrial

General Plan land use and zoning designate the area for light industrial and public facilities use.

During the General Plan update process, a new General Plan category (Industrial) has been applied to this area. The Industrial designation permits businesses involved in laboratory, research, light manufacturing, distribution and services together with City and public facilities.

Key development sites 19-21 are located in the Surfside Industrial Area. Sites 19-21 are all planned for light industrial use. Site 19 is vacant and Site 20 is substantially vacant. Site 21 has existing light industry development.

Area D: Ventura East - 30 acres

Area D consists primarily of residential uses of various housing types and densities. Ventura East also contains the Port Hueneme Civic Center and a small number of commercial uses along Port Hueneme and Ventura Roads. The Bubbling Springs Linear Park passes through Area D.

Existing Land Use:

- . Vacant
- . Low Density Residential
- . Medium Density Residential
- . Commercial
- . Public Facilities
- . Park

General Plan Land Use:

- . Commercial
- . Public Facilities
- . Parks, and Open Space
- . Low Density Residential
- . Medium Density Residential
- . High Density Residential

That portion of Ventura East which faces Port Hueneme Road also contains a number of commercial establishments which may be considered "recreation and visitor-serving facilities". These establishments include two motels and several retail businesses, whose clientele at present consists more of local residents and business related (Navy) visitors rather than visitors oriented towards the beach and Port. However, the proximity of this area to Hueneme Beach Park suggests that these establishments do cater to beach visitors, especially in summer. As a counterpart to the City's housing conservation effort, all commercial properties within Ventura East have been targeted for revitalization through the Community Development Block Grant Program.

Key development sites 13-17 are located in the Ventura East Area. Sites 14-17 are all planned for Medium Density Residential use, accommodating an estimated 133 dwelling units. Site 13 is planned for future commercial develop-

ment. Currently, these sites contain a variety of uses. Sites 13 and 17 have existing residential and commercial development. Residential units are located on Site 14, residential and vacant land on site 15, and Site 16 contains a commercial use.

Area E: Ventura West - 77 acres

Ventura West is primarily a residential area, with a mix of single-family (5,000 square foot lot average) and multi-family units. Commercial development (motel, body shop, cocktail lounges, restaurants, junior market) is concentrated along Pleasant Valley Road at the north end of the area. Also located within Area E are an elementary school, fire station, residential care facility, hospital, pharmacy and medical offices. Area E also contains Mar Vista, a 60-unit assisted housing senior citizens residence. Another 90-unit senior citizens residence, Casa Pacifica, has recently been developed within Ventura West. Ventura West has been classified as a "deteriorated" neighborhood for which a Specific Area Plan has been prepared and adopted governing the scope of revitalization proposed therein. With the overall objective being the maintenance of this neighborhood as a source of low and moderate income housing, specific actions proposed as part of the Ventura West Specific Area Plan include:

Existing Land Use:

- . Commercial
- . Public Facilities
- . Vacant Land
- . Low Density Residential
- . Medium Density Residential
- . High Density Residential

General Plan Land Use:

- . Commercial
- . Public Facilities
- . Low Density Residential
- . Medium Density Residential
- . High Density Residential
- . Mixed Use

- . Redevelopment, housing rehabilitation, code enforcement and selective site clearance and acquisition to effectuate neighborhood revitalization.
- . Downzoning commensurate with the predominance of single-family residences, proximity to major thoroughfares and dwelling units suitable for rehabilitation.
- . Realignment of interior streets to reinforce "a sense of place" and neighborhood character.

By virtue of the dilapidated conditions prevalent within the "ABC" Street portion of Ventura West (four block area located westerly of Ponomo Street between Pleasant Valley Road and Clara Street) together with its proximity to the USNCBC and Port of Hueneme, the City has maintained a transitional zoning classification

which provides for the simultaneous development of residential and harbor-related uses for this area. As one of several tasks included within the scope of the joint Oxnard Harbor District/City Coastal Energy Impact Program Study, the "ABC" area was examined in detail relative to the potential of redeveloping the same for immediate industrial reuse. For a variety of reasons, it was concluded that such an endeavor, at least for the near term, would not be economically feasible; hence, its preclusion from the LCP and General Land Use Plan.

The Ventura West Area contains the largest number of key development sites within any coastal zone sub-area. Key development sites 2-4 are very similar with each accommodating existing residential and commercial development. Site 5, located adjacent to sites 2-4, contains only residential uses. The General Plan land use policy map designates sites 2-5 for mixed use development.

The four remaining development sites (6, 8, 9 and 10) contain various land uses. Currently, a motel and various commercial uses are located on site 6. The land use plan continues to support future commercial development on site 6. Site 8 is currently vacant and is planned for medium density residential development, thereby accommodating an additional 21 dwelling units. Site 9 and 10 will continue to accommodate residential uses with an additional 16 dwelling units slated for these sites.

Area F: Market Street - 8 acres

Market Street is the remaining commercial nucleus of Port Hueneme's former downtown. Almost the entire Market Street area is within key development site 11. The area is zoned for general commercial use and contains a variety of small retail shops, the Hueneme Bank building (an historical landmark and home of the Chamber of Commerce and Port Hueneme Museum), and a few vacant parcels. Under the current General Plan, the area is designated for commercial and visitor serving use.

The General Plan update supports the development of visitor serving commercial and harbor-related offices in areas proximate to the Port of Hueneme, Market Street included.

Existing Land Use:

- . Vacant
- . Commercial
- . Park
- . Public Facility

General Plan Land Use:

- . Parks and Open Space
- . Commercial and Visitor Serving
- . Public Facilities

Area G: Sunkist Site - 14.1 acres

Existing Land Use:

- . Vacant

General Plan Land Use:

- . Parks and Open Space
- . Visitor Commercial
- . Port

The Sunkist Site is so named because of an old citrus packing plant, which occupied the site until it was destroyed by fire in 1977. The site is a designated County historical landmark since it was the location of the original Port Hueneme Wharf. (The warehouse itself was not related to the historical designation.) The site is divided by a strip of land paralleling Port Hueneme Road occupied by railroad tracks.

The railroad was formerly used to bring citrus from farms in the surrounding area to the packing plant for eventual export. Use of the railroad for this purpose has declined greatly.

The Sunkist Site represents key development site 23. Of the approximately 14.1 acres contained in the site, 2.53 acres lies south of an existing seawall; the beach on that portion below the wall fluctuates with the sand pumping cycle from Channel Islands Harbor. The City's General Plan designates the site as suitable for Visitor Commercial (but unspecified) use on the 1.51 acres abutting north of the seawall, with the area, located south of the seawall, designated for Parks and Open Space use. The balance of the site is designated as Port under ownership of the Oxnard Harbor District and is governed by its certified Port Master Plan. It has been the City's intention to tie future development of the Sunkist Site to the Market Street area. The beach area below the seawall is owned by the City and public access is easily and frequently obtained by climbing the riprap and/or by walking across the beach from Hueneme Beach Park to the east. The Hueneme Beach Master Plan calls for a meandering promenade along the seawall portion of the Sunkist Site.

Areas H & J: Port of Hueneme/Oxnard Harbor District - 110 acres

Existing Land Use:

- . Harbor Related

General Plan Land Use:

- . Port

Areas H & J comprise the commercial/industrial port area of Port Hueneme, under the jurisdiction of the Oxnard Harbor District. The Port is a facility of statewide significance, being the only deep water harbor between Los Angeles and San Francisco.

Area J represents key development site 22 and is the former site of the U.S. Naval Civil Engineering Laboratory (NCEL). The NCEL was selected for closure under the Port third round of the Defense Base Realignment and Closure Act of 1993. In accordance with base closure statutes and Department of Defense policy, a community reuse plan was prepared for the former NCEL site to guide

Department of Defense decisions as to whom and for what purpose the NCEL would be used following closure of the installation.

The NCEL Community Reuse Plan was prepared in a collaborative fashion with a broad-based 26 member Advisory Task Force comprised of various public/private regulatory and resource agencies; community and neighborhood representatives; civilian tenants of the NCEL; adjoining property owners; homeless service providers; and the input and direction of the U.S. Navy, Oxnard Harbor District and City of Port Hueneme through an Executive Committee. This year-long planning effort evaluated disposal and reuse of the NCEL relative to regional considerations and property characteristics; environmental opportunities and constraints; utility and infrastructure needs; market support and financial considerations; implementation strategies; homeless strategies; and site planning considerations. The planning process included over eight public meetings and several public hearings on the Plan and related environmental documents.

In short, the Plan recommends a broad range of coastal oriented uses for the 34-acre site; that is, traditional terminal operations and cargo storage; public access and visitor serving commercial; education tied to a maritime/marine biology curriculum; and aquaculture/marine fisheries. The underlying tenet of the Reuse Plan is that the NCEL be conveyed at no cost and be held in single public ownership. The basic land use pattern as recommended under the NCEL Community Reuse Plan is as follows:

- . The northern strip of NCEL land encompassing some five to six acres should be devoted exclusively to port-related uses.
- . The central portion of the site should be available for a broad spectrum of port and coastal-oriented uses.
- . The southerly strip of land, encompassing the shoreline revetment and approximately 50 feet at back of the revetment should be reserved for public access consistent with the Hueneme Beach Master Plan.

On August 2, 1995, the City Council and Surplus Property Authority of the City of Port Hueneme approved the final NCEL Community Reuse Plan

dated July 1995. On December 21, 1995, the City, the Surplus Property Authority and Oxnard Harbor District reached agreement on operations, management and ownership. This Memorandum of Understanding (NCEL MOU) cleared-the way for a public benefit conveyance from the federal government to the Oxnard Harbor District for port related purposes.

As part of the NCEL conveyance, the Navy has agreed to adjust its boundaries such that the "sandspit" area fronting the Coast Guard Lighthouse at the foot of the east harbor jetty will be conveyed by either fee or license for incorporation into the public access and recreation strip of land along the shoreline revetment.

The Oxnard Harbor District has a certified Port Master Plan for the area within its jurisdiction. In addition to the NCEL MOU, the City and the District have entered into a second MOU governing the acquisition of the Sunkist Site and two additional agreements to guide future development within the Port of Hueneme. The Port Development Review Committee Agreement will provide an organized means of exchanging information about proposed developments in and near the harbor. The City and District entered another agreement in 1987 which requires the City to consider amending the City's General Plan, Local Coastal Program, and Zoning Ordinance to impose a single zoning classification on the property owned by the Oxnard Harbor District. In addition, the agreement specifies the City will institute development policies and standards to stream-line permit processing for District projects. In conformance with this agreement, the LCP and General Plan have one land use designation for District properties located within the City. In addition, the Zoning Ordinance will be amended to be consistent. (See the Implementation Section of this LCP).

The District does contain one important recreation and visitor-serving facility whose future is of concern to the City. Hueneme Sportfishing is a commercial enterprise with five boats available either for individuals on scheduled departures or for charter by fishing parties.

Area I: Naval Construction Battalion Center (CBC) - 815 acres

The CBC controls the remainder of the harbor area. Federal facilities such as the CBC are exempt from the LCP except that the City may provide for interim zoning for Federal lands which is applicable immediately upon divestiture.

Area K: Channel Islands - 160 acres

Existing Land Use:

- . Vacant
- . Commercial
- . Low Density Residential
- . Medium Density Residential
- . High Density Residential

Area K has developed primarily with residential units. Both single-family and multi-family units are located in Area K. Commercial development (office, neighborhood commercial, specialty retail) is located along Channel Islands Boulevard.

Key development site 1 is located in the Channel Islands area. The site encompasses approximately 4.5 acres and is currently vacant. The site is planned for future commercial development. The General Plan calls for the continued development of commercial uses along Channel Islands Boulevard and the preservation of low, medium, and high density dwelling units.

General Plan Land Use:

- . Commercial
- . Low Density Residential
- . Medium Density Residential
- . High Density Residential

Coastal Land Use Program

Areawide Hazardous Wastes

The City of Port Hueneme has problems and opportunities involving the generation, Local storage, transfer and disposal of hazardous wastes and materials as does any urban area. There are also special sources of hazardous wastes and materials associated with the CB Center, Port of Hueneme, railroad, and oil storage and transportation. A County and City Hazardous Waste Plan, under guidance of the State Department of Health Services, has been prepared as authorized by passage of Assembly Bill 2948 (Tanner 1986). The Plan serves as the primary planning document to:

- . Analyze hazardous waste generation
- . Determine facility capacities and needs
- . Reduce waste generation and hazard
- . Manage small hazardous waste volumes
- . Determine the need for additional facilities
- . Identify locations for expansion and new facilities
- . Set goals, objectives and policies through the year 2000
- . Schedule City and County implementation.

As provided under the State Health and Safety Code (Section 25135.7), the City of Port

Hueneme has chosen to incorporate by reference the County Plan into the City's Zoning Ordinance. The County Plan intends to develop further provisions to specifically allow hazardous waste and materials handling facilities in certain zones within the coastal zone as necessary in the future. Any subsequent changes in the County Plan will require an amendment to the Land Use Plan of this Local Coastal Program. The City will participate in hazardous waste control through participation in intergovernmental efforts such as joint powers agreements.

LOCAL COASTAL LAND USE PLAN

The planning process for the updated General Plan devoted a great deal of attention to development of consensus among citizens, staff, and the consultant team on a set of goals and objectives to guide the future development of the City. Because the General Plan was and is seen as the "blueprint" planning document for development of Port Hueneme, the establishment of obtainable goals specifically related to conditions in Port Hueneme, rather than generalized goals which might be considered objectives for any city, was considered essential. These goals as stated in the General Plan remain valid, and are the basis upon which the City's Local Coastal Program has been developed.

- GP-1 Continued development of land uses which will create and sustain a strong, viable economic base for the City.
- GP-2 Creative utilization and responsible conservation of the City's major natural assets the beach and harbor environment.
- GP-3 Development and maintenance of a housing stock with a broader range of choice for residents of the City.
- GP-4 Improvement of accessibility to the City from the regional freeway and highway system.
- GP-5 "Fair Share" Payment for use of City services and facilities.
- GP-6 Protect the City's interest by continued participation with adjacent and regional jurisdictions to address common issues, including air quality, transportation, water quality and supply and solid waste disposal.
- GP-7. Create an aesthetically pleasing and efficiently organized City.

To these fundamental General Plan goals, the Local Coastal Program adds the following objectives as shown below:

- LCP-1 To maximize public opportunities for coastal access and recreation in a manner which protects natural resource areas from overuse, maintains public safety needs and respects the rights of private property owners.
- LCP-2 To protect, encourage and, where feasible, provide for increased recreational opportunities, including low and moderate cost facilities, within and adjacent to beach and harbor areas through both public and private development.
- LCP-3 To accommodate expansion of the Port of Hueneme in a manner which is compatible with the policies and land use designations of the LCP.

This is the most important section of the Local Coastal Program, because it establishes policies consistent with the Coastal Act to serve as guidelines for future development and redevelopment of the City's Coastal Zone. Table I shows the relationship of City General Plan goals and City-wide LCP objectives (presented above) to each geographic sub-area in the Coastal Zone. Table I also indicates the Coastal Act policy groups of concern to the geographic sub-areas within Port Hueneme.

Insert Table 1

1

The following sections define specific development policies for each Coastal subarea, as well as land uses consistent with such policies.

Area A: Hueneme Beach Park

LCP Land Use:

- . Parks and Open Space

Related Documents:

- . Beach Master Plan
- . Development Permit 179-33

The Hueneme Beach Master Plan is the product of a two-year planning effort which began in conjunction with redevelopment of the south-central portion of the City's Central Community Project. As adopted by the City Council in April, 1978, the Beach Master Plan establishes long-term priorities and design guidelines with respect to the programming capital improvements over an unspecified time frame. Accordingly, the Hueneme Beach Master Plan is hereby incorporated by reference into this LCP and shall heretofore serve as the City's formal policy framework within which all future actions in Area A must be consistent.

Within this context, the following specific development policies shall apply:

Shoreline Access/Recreation and Visitor-Serving Facilities/Public Works

- . Improvements to Hueneme Beach Park shall provide for the continued maintenance and public use of the beach and access to the ocean, which development shall be consistent with the Hueneme Beach Master Plan.

Shoreline Access

- . Public nonvehicular access to Hueneme Beach Park shall be protected, maintained and, where feasible, expanded.

Coastal Visual Resources

- . Because the viewshed at Hueneme Beach Park is an important public resource, improvements to the park shall not interfere with public enjoyment of views of the beach and ocean.

Environmentally Sensitive Habitat Areas

1. Definition and Location. Many undeveloped areas of the coastal zone provide habitat for many species of animals and plants; the intent of the Coastal Act is to preserve and

protect significant habitat resources. Pursuant to section 30107.5 of the Public Resources Code, an Environmentally Sensitive Habitat (ESHA) is defined as:

... any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.

Habitats found in the City of Port Hueneme at the east end of Hueneme Beach Park include dune plant communities and rare and endangered species such as the least tern and snowy plover (as identified by the California Department of Fish and Game and United States Department of the Interior, Fish and Wildlife Service).

Environmentally Sensitive Habitats are vulnerable to disturbances or destruction from human activities. Unrestricted access, recreational uses, and development pose the greatest threat to such habitats.

2. Planning Issues. Since the City of Port Hueneme's Local Coastal Program was certified by the Coastal Commission in 1984, certain protected species (including least terns and snowy plovers) have been observed or reported to be found at the east end of Hueneme Beach Park. Hueneme Beach Park, including the east end of the Park where these habitats and species have been observed, has been improved for public recreational purposes consistent with Coastal Development Permit No. 179-33 and the 1972 Boundary Agreement between the City, State Lands Commission, and various parties. In addition to the fishing pier, shoreline projects include completion of the main plaza of Hueneme Beach Park from Ventura Road to the easterly end of Oceanview Drive and construction of various thematic improvements at the southerly terminus of Ventura Road and a mini-park plaza at the southeast corner of Surfside Drive and Oceanview Drive. Potential impacts from these recreational uses include trampling or alteration of vegetative cover and disturbance of wildlife. These problems are primarily due to limited public awareness of habitat value and potential damage from these activities. Some potential impacts could be mitigated by proper management and maintenance of park areas and some control over types and locations of recreational activities. This area may also have potential for habitat restoration.

3. Resource Conservation Zone Overlay. The Land Use Plan includes a Resource Conservation Zone Overlay over the east portion of Hueneme Beach Park depicted geographically in Figure 3. The following provides a programmatic policy to help protect this area prior to any future development. The Resource Conservation Zone

Overlay depicted on the Land Use Map is not definitive and may need modification in the future as a result of the habitat study discussed below.

4. Resource Protection Zone Policies.

a. Future Development Projects. Prior to issuance of a coastal development permit by the City within the Resource Conservation Zone Overlay area, the proposed coastal development permit shall be found in conformity with applicable habitat protection policies of the Land Use Plan. In order to determine project conformity, the City shall cause completion of a habitat study of the Resource Conservation Zone Overlay by a qualified biologist or resource ecologist. The study shall encompass, at a minimum, the area located between Parking Lot B and the "J" Street Canal, and the Resource Conservation Zone Overlay, prior to the filing of any application for a coastal development permit, except for Special Use Permits. The qualified biologist or resource ecologist shall be selected by the Port Hueneme City Manager in consultation with United States Department of Interior Fish and Wildlife Service, the Coastal Commission Executive Director, and California Department of Fish and Game. The scope of work, methodology, period of time to be studied, and results of the study shall be submitted for review and comment by the participating parties listed above. Thereafter, final recommendations of the habitat study shall be submitted by the City as an LCP Amendment to the Coastal Commission for certification and incorporation into the City's Local Coastal Program prior to the issuance of the coastal development permit.

The Habitat Protection Study shall determine East Hueneme Beach Park's significance relative to Coastal Act definitions and resource protection policies concerning Environmentally Sensitive Habitat Areas (ESHA) and buffer areas, and potential for habitat restoration. The habitat study shall make recommendations necessary to protect any ESHA from significant adverse impacts. Such recommendations shall include, but not be limited to: (1) the specific location of any ESHA, as defined by Public Resources Code Section 30107.5, that shall be protected; (2) buffer areas to protect identified ESHA; and, (3) the following limitations appropriate for activities within identified ESHA and ESHA buffer areas: (a) restrictions and possible seasonal closures related to public access and recreation; (b) appropriate signage and fencing; (c) appropriate public viewing areas and interpretive displays; (d) specification of the intensity and location of such uses; and, (e) delineation of areas and identification of conceptual proposals for potential habitat restoration, enhancement, and their funding sources.

Once the habitat study is completed, subsequent applicats for coastal development permits in the Resource Conservation Zone Overlay area may be required to update the habitat study consistent with the parameters listed above.

b. Temporary Development or Special Use Permits Projects. All temporary development projects or Special Use Permits issued within Hueneme Beach Park (Coastal Zone Subarea A) shall be conditioned to identify the location of and potential sensitive resources within the Resource Conservation Zone Overlay and downcoast Ormond Beach areas and prohibit participants from traversing or otherwise disturbing dune areas within the Resource Conservation Zone Overlay. Applicable habitat protection policies resulting from the habitat study recommendations described in Section 4(a), above, shall be incorporated as conditions of approval for temporary development projects or Special Use Permits within Hueneme Beach Park. Special Uses or temporary developments within Hueneme Beach Park shall be focused west of Parking Lot C. Parking Lot C may be used for uses subordinate and ancillary to the main focus of special uses or temporary development activity, limited overnight recreational vehicle use, and other parking events.

c. Resource Conservation Zone Signage. The City, after consultation with the United States Department of Interior Fish and Wildlife Service and/or California Department of Fish and Game, shall post appropriate signs along the existing pedestrian walkways located between Parking Lot B and Surfside III adjacent to the Resource Conservation Zone to inform the public as to the sensitivity of the area. Said signage shall not prohibit public access to or along the beach strand.

5. Specific Habitat Types. Habitats found at the beach and policies protecting these habitats are listed below. These policies are in addition to existing State and Federal regulations which protect species of plants and animals and their habitats.

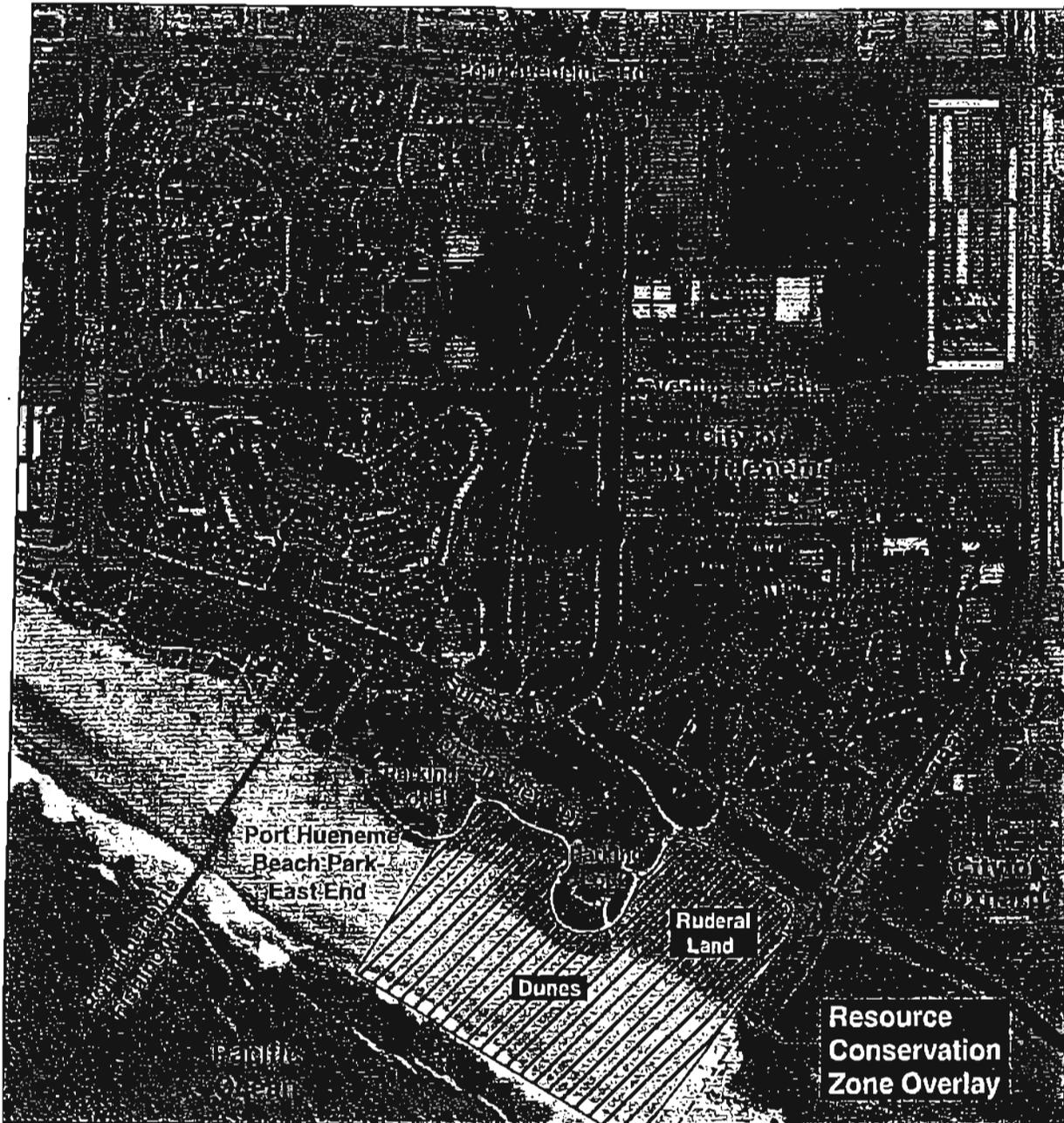
a. Dunes are distinct and sensitive ecosystems that contain certain rare, endangered, protected, or unusual plant and animal species. Dune land forms serve an important function in protecting inland areas from storm damage and erosion. This highly specialized habitat is extremely unstable due to the interaction among surf, wind, and sand conditions. Sparse, highly adapted vegetation provides the only stabilization for sand movement. The small number of undisturbed dune areas in Southern California make many of the dune species uncommon, rare, or endangered. The principal threats to dune habitats are land uses or recreational activities which result in removal of the

vegetation which stabilizes the sand. Public access, recreation, and off-road vehicle use may contribute to degradation of the dune resources unless adequately controlled.

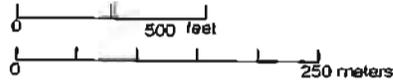
i. Sand Dune Protection Policy. Due to State-wide significance, Southern foredune and backdune habitats within the Resource Conservation Zone Overlay shall be preserved and protected. Disturbance or destruction of any Southern foredune or backdune vegetation shall be prohibited. The cleaning of debris within Southern foredune and backdunes may be done by hand but not with the use of mechanized equipment. Cleaning of debris in said dune areas should not occur between April 1 through August 30 unless accomplished in consultation with either the U.S. Department of Interior Fish and Wildlife Service or California Department of Fish and Game. All non-authorized motor and non-motorized vehicles shall be banned within the Resource Conservation Zone Overlay's coastal strand and dune areas.

ii. Sand Dune Land Use Policy. Proposed scientific and educational uses, and limited well defined public access routes shall be allowed within the Resource Conservation Zone Overlay sand dunes with appropriate mitigation. The City shall allow access to the dune areas consistent with the regulations of the U.S. Department of Interior Fish and Wildlife Service and/or California Department of Fish and Game between April 1 through August 30 to protect critical plant life habitat or rare and endangered wildlife which is occupying the habitat during nesting and breeding seasons.

b. The west bank of the "J" Street Canal may have eroded and encroached into Hueneme Beach Park. As such, all diking, dredging, and filling activities that may occur along the western bank of the "J" Street Canal in the City of Port Hueneme shall conform to the provisions of Sections 30233 and 30607.1 of the Coastal Act to address the marine environment, riparian habitat, and adjacent wetlands. In addition, a buffer strip, a minimum of one-hundred feet (100') in width shall be maintained from the "J" Street Canal wherein no permanent structures shall be permitted except structures of minor nature, such as, fences, interpretive signs or viewing platforms, and existing unpaved access roads.



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CBA COTTON/BELAND/ASSOCIATES
Urban and Environmental Planning



Figure 3
Resource Conservation Zone Overlay

Area B: Surfside

LCP Land Use:

- . Commercial
- . Parks and Open Spaces
- . Public Facilities
- . Low Density Residential
- . Medium Density Residential
- . High Density Residential

Related Documents:

- . Central Community Redevelopment Project
- . Hueneme Redevelopment Plan

With the exception of key development site 12 proposed for High Density Residential use, the Surfside area is almost entirely built out with - existing development determined to be consistent with California Coastal Act policies.

Area C: Surfside Industrial

LCP Land Use:

- . Industrial
- . Public Facilities
- . Low Density Residential
- . Medium Density Residential

Historically, the Surfside Industrial area has been identified as an area that is appropriate for future industrial development including accommodating harbor-related growth. However, much of this area has remained vacant or underutilized since it was initially designated for coastal-related land uses at the time of initial LCP Certification. Since 1984, coastal dependent and related land uses have been redirected and accommodated at locations more proximate to the port. In this regard, overall acreage available to accommodate priority industrial uses within the City has grown from 88 acres in 1984 to 122 acres in 2002 (reuse of the former NCEL and Sunklist Site in particular). In addition, harbor-related tenants currently out-lease approximately 140 acres from the CBC and approximately 435 acres of additional Navy land is potentially available for such purposes under the 1983 agreement between the City and Port District.

Related Documents:

- . Central Community Redevelopment Project

Inasmuch as Area C lacks immediate water adjacency, coastal-dependent uses have been precluded from locating therein. Furthermore, pre-existing development within the Surfside Industrial area, north of the Ventura County Railroad, consist predominately of low intense industrial users (i.e., self-storage, warehousing and institutional uses). Areas south of the railroad are generally more invasive (i.e., manufacturing and open storage) and create potential conflict with adjacent residential development. While existing industrial development should not be precluded from continuing or being replaced by other industrial and coastal related uses, residential development of vacant and underutilized land could foster other important land use and affordable housing objectives. Within this context, therefore, the following specific development policies shall apply:

Coastal Related Industry

Due to the lack of immediate water adjacency, coastal-dependent uses shall be precluded from locating within the Surfside Industrial area.

Preference shall be given to coastal-related uses in locating on property with an industrial designation.

Residential development may be allowed on remaining vacant land provided that site specific designs and conditions of approval mitigate potential conflicts with adjacent uses.

Area D: Ventura East

LCP Land Use:

- . Commercial
- . Medium Density Residential
- . Low Density Residential
- . Parks and Open Space
- . Public Facilities

Related Documents:

- . Development Permit 137-02
- . Central Community Redevelopment Project
- . Neighborhood Preservation Program

Conditions prevalent within Ventura East pre-suppose a threefold development strategy: (1) neighborhood stabilization via code enforcement and property maintenance incentives; (2) housing conservation via rehabilitation assistance and affirmative action with respect to fair housing practices; and (3) urban design improvements via commercial property rehabilitation and cosmetic street scene treatment. Within this framework, the following specific development policies shall apply:

Shoreline Access

- . New development in Ventura East shall not adversely affect the public nonvehicular beach access provided by Bubbling Springs Linear Park, and if possible, shall enhance it.

Recreation and Visitor-Serving Facilities

- . Due to the lack of immediate water adjacency and/or proximity to water oriented activities, development of new recreational and visitor-serving facilities within Ventura East shall not be encouraged. New development, however, shall be prohibited from adversely affecting pre-existing recreational and visitor-serving uses, provided that such uses are not allowed to deteriorate into sub-standard or dangerous condition.

Water and Marine Resources

The biological productivity of the Bubbling Springs Waterway and any adjoining habitat shall be protected, maintained and, where feasible, enhanced.

Area E: Ventura West

LCP Land Use:

- . Low Density Residential
- . Medium Density Residential
- . Commercial
- . Public Facilities
- . High Density Residential
- . Mixed Use

Related Documents:

- . Ventura West Specific Area Plan
- . Development Permit 179-33
- . Central Community Redevelopment Project
- . 1979 Coastal Energy Impact Program
- . Neighborhood Preservation Program
- . Port Development Review Committee Agreement

The Ventura West Specific Area Plan was adopted in February, 1978. The Specific Area Plan delineates a three-fold revitalization strategy: (1) redevelopment via selective site acquisition and clearance to facilitate elimination of dilapidated conditions, provision of sites for development of low and moderate income housing, and promotion of long-term economic development objectives; (2) neighborhood stabilization via code enforcement and urban design improvements to facilitate elimination of blight and blighting influences, and stimulation of private reinvestment; and, (3) housing conservation via rehabilitation assistance and property maintenance assistance incentives to facilitate eradication of substandard housing conditions, provision of expanded housing opportunities for persons of low and moderate income, and institution of community pride and neighborhood cohesion.

Collectively, these action plans and programs have served as the overriding development strategy for Area E. Within this context, the Ventura West Specific Area Plan is hereby incorporated by reference into this LCP and shall heretofore serve as the City's formal policy frame work within which all future actions in Area E must be consistent.

As to the "ABC" area of Ventura West, a mixed use and medium density residential land use designation is proposed with a transition encouraged to coastal related industry as needed to serve harbor related uses. In this respect, establishment of a "transitional" zoning classification which provides for the simultaneous development and coexistence of residential and harbor-related uses under specific performance criteria is suggested. Compatibility between residential and any future coastal related industrial land uses will be provided with adequate land use transition or buffer areas such as sound walls, landscaped open space, park lands, and existing streets.

Within this context, the following specific development policies shall apply:

Housing

- . Development within Ventura West should be consistent with that of the Ventura West Specific Area Plan and shall, where feasible, protect, maintain and provide expanded housing opportunities for persons of low and moderate income in furtherance of neighborhood revitalization.

Coastal-Related Industry

- . The transition of uses within the "ABC" portion of Ventura West from that of residential and commercial to coastal-related shall be accommodated through permissive zoning to the extent that such are mutually compatible. The transition of this area shall be coordinated between the City and Oxnard Harbor District. To protect existing residential land uses while providing for adequate buffer area within the streets, land proposed for conversion may be converted to coastal-related industrial uses on a full block-by-block basis for the "ABC" area.
- . Due to the lack of immediate water adjacency, coastal-dependent uses shall be precluded from development within the "ABC" area of Ventura West.

Area F: Market Street

Resolution of the Market Street area in relation to Coastal Act policies and concerns regarding Port access and utility presupposes a three-fold development strategy for Area F: (1) redefining the Market Street commercial corridor so as to include Area G within the urban design concept; (2) restricting uses within the Market Street corridor in relation to their proximity to the Pacific Ocean and Port of Hueneme; and (3) emphasizing visual linkage to the Port of Hueneme as a primary design consideration with direct access being secondary thereto. Within this context, the following specific development policies shall apply:

Shoreline Access/Coastal Visual Resources /Commercial Fishing and Recreational Boating

- . Due to the Market Street area location near the Port of Hueneme, the City where feasible, will increase

LCP Land Use:

- . Commercial
- . Public Facilities
- . Parks and Open Space

Related Documents:

- . Port Development Committee Review Agreement
- . Central Community Redevelopment Project

access to the Port's industrial, commercial, fishing and sports fishing activities and the ocean's recreational and visitor-serving amenities. In addition, if possible new development will increase visual access to the Port.

- By virtue of its proximity to the Port of Hueneme and distance from the Pacific Ocean, the Market Street area shall serve as an interface between uses of a general commercial, speciality retail and harbor-related nature.

Recreation and Visitor-Serving Facilities

- Development within the Market Street area shall be coordinated between the City and Oxnard Harbor District which development shall not be designed so as to interfere with the Port's functions.

Area G: Sunkist Site

The Sunkist Site, as a large parcel with ocean and frontage under public ownership by the City and Oxnard Harbor District, represents a coastal resource requiring careful planning.

Development of the Sunkist Site should be undertaken comprehensively in accordance with the Oxnard Harbor District's Port Master Plan Amendment No. 6 approved by the Coastal Commission on May 7, 2002 and the strategy set forth below.

As to the nature of allowable uses, the prominence of Area G relative to its proximity to both the Pacific Ocean and the Port of Hueneme presupposes port-related use and a limited range of commercial uses. Specifically, Section 30222 of the Coastal Act provides that "visitor-serving commercial and recreational facilities designed to enhance public opportunities for coastal recreation" have priority over all other uses except agriculture and coastal-dependent uses. Accordingly, it is proposed that port-related uses and recreational and visitor-serving development occur as the predominate land use.

Within this context, the following specific development policies shall apply:

Shoreline Access/Coastal Visual Resources

LCP Land Use:

. Commercial and

. Visitor-Serving
. Parks and Open Space
. Port

Related Documents:

. Port Development Review
Committee Agreement
. Hueneme Beach Master Plan
. Central Community Redevelopment
Project
. Sunkist Site MOU

Development of the Sunkist Site shall preserve, enhance and, where feasible, increase visual and physical access, both vertical and lateral, to and along the beach consistent with the Hueneme Beach Master Plan.

Recreation and Visitor-Serving Facilities

No development on any portion of the Sunkist Site shall be approved in the absence of a comprehensive master plan for the entire parcel. This plan will include a recreational component, which plan and corresponding development shall be subject to the following standards:

(i) The developable portion of Area G owned by the City located on 1.51 acres situated southerly of the existing Ventura County Railroad tracks shall be limited to visitor-serving and commercial-recreational facilities as listed in the underlying zone classification.

(ii) The developable portion of Area G located northerly of the City owned lot may include Port-Related Industrial uses as listed in the underlying zone classification.

(iii) Development on the northerly portion of the Sunkist Site shall be coordinated between the City and Oxnard Harbor

(iv) Construction of public parking on the Gion Easement (a one-half acre parcel landward of Surfside Drive, southeasterly of the Sunkist Site) should occur concurrently with construction of the City-owned visitor-serving lot or the Lighthouse promenade.

(v) Landscaping improvements, including sand stabilization, restrooms, parkway and urban design improvements, for the west end of Hueneme Beach Park, and urban design pedestrian connection to the Market Street area.

Areas H& J: Port of Hueneme/Oxnard Harbor District

Closure of the NCEL in April 1996, presented both opportunities and problems. To address these issues, the NCEL Community Reuse Plan Port Hueneme was adopted by the City Council in August 1995, and endorsed by the Board of Harbor Commissioners in December 1995. Within this context, land use recommendations set forth in the Reuse Plan may serve as a guiding development strategy for Area J and is hereby incorporated by reference into this LCP.

A change in land use set forth in the Reuse Plan recommendations involves shoreline access. Improvements originally proposed, if a change occurs at the NCEL, is illustrated in the 1979 Hueneme Beach Master Plan. This original plan depicts a single phase extension of Surfside Drive at back of revetment to a large (five to six-acre) park near the harbor entry encompassing a large parking lot, turnaround, and thematic structures. However, the Reuse Plan suggests a different approach whereby needed repair of the revetment is to be coordinated with improvements to shoreline access. In this way, rather than merely extending Surfside Drive, the NCEL Reuse Plan combines a narrow roadway at back of revetment separated from a new bike and pedestrian pathway atop or alongside the revetment to increase visibility and access to the ocean. Determination of the need for roadway access would be made as land uses are finalized and specific developments are designed, as well as as the nature and timing of development to the adjacent Sunkist Site.

In addition, while the Beach Master Plan depicts a large park at the terminus of the shoreline access, it is not recommended in the Reuse Plan because: (1) it is not considered necessary to meet recreational needs; (2) it would conflict with existing structures and activities to remain on-site; and, (3) it would be difficult to fund (both in terms of improvements and ongoing maintenance). It is recommended therefore, that a more modest shoreline access turnaround and vista occur at the existing lighthouse and "sandspit" at the base of the east harbor jetty providing views of the harbor entrance with limited parking if vehicular access is installed. Public access to the approximate to the 1/2 acre "sandspit" area at the base of the east harbor jetty is dependent upon successful property line adjustment from Navy ownership/use.

Specific uses as to land, water and wharf areas within the confines of Areas H and J are

LCP Land Use:

- . Port
- . Parks and Open Space

Related Documents:

- . Memorandum of Understanding
- . Naval Civil Engineering Laboratory
- . Harbor Redevelopment Plan
- . Port Development Review Committee Agreement
- . Port Master Plan

governed by a Port Master Plan which, as authored and administered through the Oxnard Harbor District, has been prepared and certified independent of this LCP. In accordance with California Coastal Act Section 30711, the certified Port Master Plan, as amended is hereby incorporated by reference to serve as site-specific development policy for purposes of this LCP. While the Oxnard Harbor District is the agency principally responsible for overseeing implementation of the Port Master Plan, the City of Port Hueneme, under its vested "police powers", through its Zoning Ordinance retains local discretionary permit authority within Areas H and J. The Port of Hueneme, Oxnard Harbor District, amended Port Master Plan No. 5 addresses the former NCEL property. The Plan was approved by the Coastal Commission in September 1996, and given final certification on September 13, 1996. This Port Master Plan, as amended, is incorporated by reference in this LCP and shall serve as the overriding development strategy for Areas H & J.

Development within Areas H and J shall be coordinated between the City and Oxnard Harbor District. Within this framework, those policy groups identified in Table I concerning the Port of Hueneme (Shoreline Access, Coastal-Dependent Industry, Recreation and Visitor-Serving Facilities, Coastal Visual Resources and Commercial Fishing/Recreational Boating, Locating and Planning New Development, Hazard Areas, and Industrial and Energy Development) shall serve as guidance for specific development proposals to be evaluated by the City for Area H. In addition to these Policy groups, land use recommendations found in the NCEL Community Reuse Plan shall serve as guidance for specific development proposals to be evaluated by the City for Area J.

The Port Master Plan, as amended, shall serve as the overriding development strategy for Areas H and J. The Port of Hueneme, Oxnard Harbor District, has coastal development permit authority for development projects within the boundaries of the certified Port Master Plan.

The City has the authority to enforce its building and zoning ordinances within the Port District boundaries if three conditions are met: (1) the ordinances do not conflict with the Coastal Act itself or with the provisions of the Port Master Plan; (2) the ordinances impose "further conditions, restrictions, or limitations on land and water use or any activity beyond those imposed by said Act or

Master Plan; and, (3) the uses or activities affected might adversely affect coastal zone resources.

Area I: Naval Construction Battalion Center (CBC)

The CBC controls the remainder of the harbor area. Federal facilities such as the CBC are exempt from the LCP.

Area K: Channel Islands

Area K (Channel Islands) has developed into a residential area with low and high density uses. In addition, commercial uses have located along Channel Islands Boulevard. The General Plan calls for the continued preservation of these areas as residential neighborhoods and continued development of commercial uses along Channel Islands Boulevard.

LCP Land Use:

- . Commercial
- . Low Density Residential
- . Medium Density Residential
- . High Density Residential

Locating New Development

Development within Area K shall be consistent with that of the use designations and performance standards applicable to the underlying zone classification of land upon which such development is proposed. No development on any portion of undeveloped land within Area K shall be approved in the absence of a comprehensive master plan for all of the property designated for such use.

Recreation and Visitor-Serving Facilities

By virtue of its proximity to the Channel Island Marina and the extent of existing and planned recreational and visitor-serving facilities the commercial development within Area K shall not be limited exclusively to such facilities and uses.

Areawide Hazardous Wastes

The City will guide the siting of hazardous waste and hazardous materials handling facilities through use of the County siting criteria. Siting criteria shall regulate generation, handling and disposal through performance standards and permitting procedure for facility location, intensity, density,

Related Documents:

- . Ventura County Hazardous Waste Management Plan

type and design. Appropriate mitigation to hazards and other adverse impacts identified through the environmental review and permit process shall be incorporated into conditions of approval.

The City intends to regulate significant generation and handling of hazardous waste and materials as part of discretionary review during the permit process of the underlying development or activity, or as part of any necessary Local Coastal Program Amendment. The City intends to regulate siting and design of hazardous waste and handling facilities through development review during the permit process: (e.g. transfer and storage; treatment; recycling; solidification or stabilization; incineration; and repositories for treated residues). Facilities involving hazardous wastes and/or materials will be inspected, monitored, and subject to enforcement. Existing ordinance provisions relative to Oil and Gas Extraction and Substandard Buildings apply to hazardous wastes and will continue to be utilized. Additional standards and procedures should be developed for incineration, oil recovery, contaminated soils, oil disposal sites, oil spill cleanup and disposal. Additional fees should be charged as necessary to cover the costs of regulating hazardous wastes.

Criteria for facility siting include: public access; flood plains; beach erosion and runoff; agricultural lands, seismic safety; proximity to emergency services; protection of immobile populations; sewer capacity; proximity to water wells; groundwater monitoring; air quality; location of wetlands; sensitive habitats; endangered species; cultural and aesthetic resources; consistency with the LCP; and other criteria developed through the planning and environmental review process. The following shall be considered relative to wetlands: pollution source and wetland sharing the same aquifer; sea water intrusion into existing or abandoned wells; and pollution upstream as well as adjacent to wetlands.

IMPLEMENTATION

This Section of the Local Coastal Program describes how the LCP will be implemented. Implementation of the LCP will consist of three basic components:

- . Amendment of the City's General Plan
- . Revision of the City's Zoning Text and Map
- . Implementation of the Port Development Review Committee Agreement.

Community Development Action Plan Amendments

The City of Port Hueneme 2015 General Plan was a comprehensive update. The land use policy changes contained in the updated General Plan were incorporated into the Local Coastal Program. Because both of these documents were amended simultaneously, they have been designed to be consistent.

Zoning Revisions

Regulations contained in a zoning ordinance are required by law to be consistent with the policies established in the general plan. This requirement for zoning consistency applies to counties, general law cities, and charter cities with a population of more than two million. As a charter City, Port Hueneme will ensure that its zoning is consistent with the General Plan. In addition, the General Plan and Zoning Ordinance must be consistent with the Local Coastal Program.

Revisions to the City's Land Use Map, as shown in Figure 4 were designed to bring land use into conformity with land use designations of the 2015 General Plan and Local Coastal Program. Revisions to the City's Zoning Map, as shown in Figure 5, were designed to bring zoning into conformity with land use designations of the 2015 General Plan and Local Coastal Program.

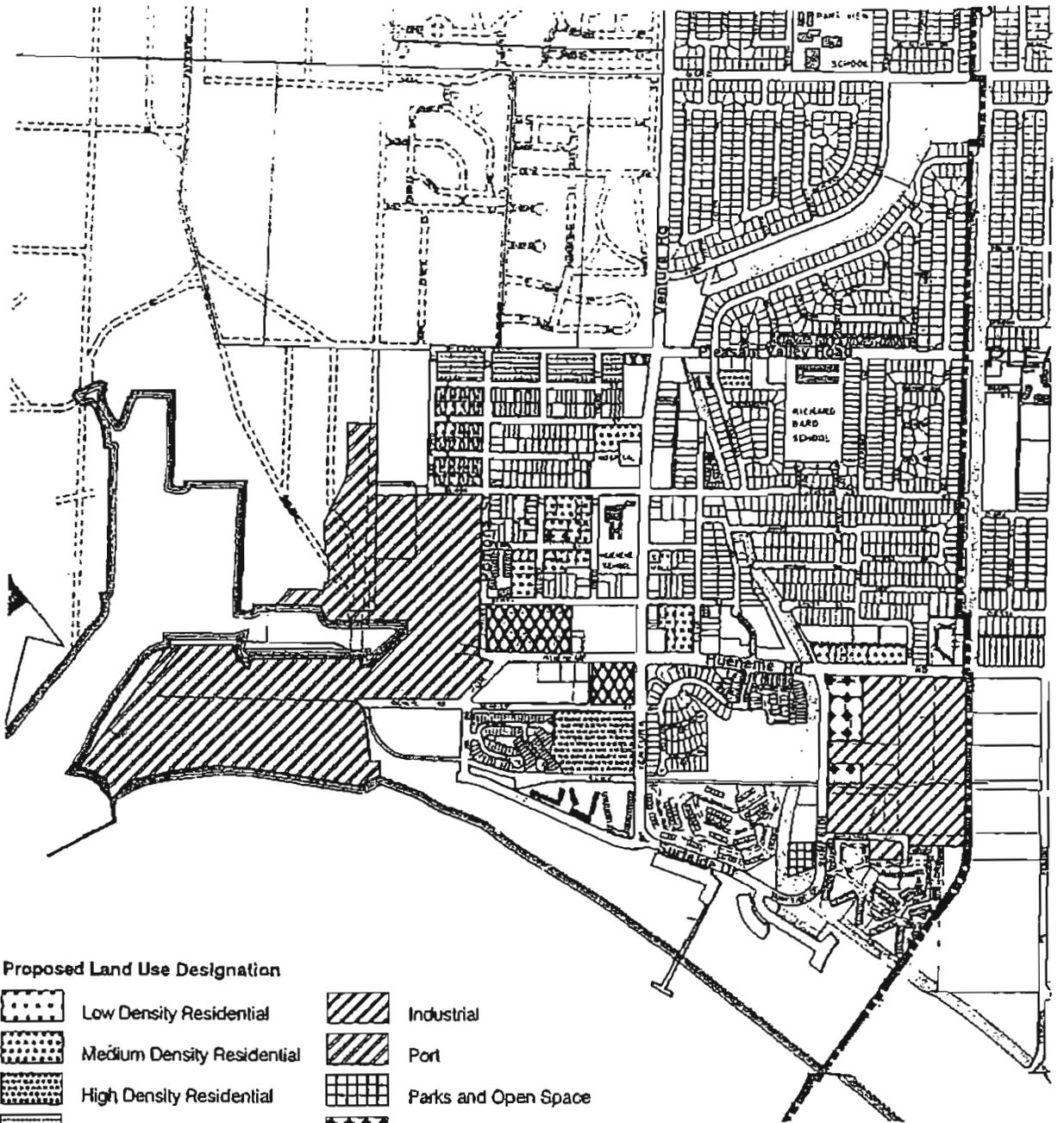
Modifications to the Zoning ordinance included:

- Creation of the following categories: Port Related Industry, Mixed Use, and Light Industry.

- Elimination of Coastal Related
Industry and Coastal Dependent Industry.

The City of Port Hueneme previously applied two separate zoning designations (Coastal Related Industry and Coastal dependent Industry) to land at the Port. In accordance with the 1987 Settlement Agreement between the City and Oxnard Harbor District, the City amended its Zoning Ordinance to include a single zoning designation (Port Related Industry) for this area.

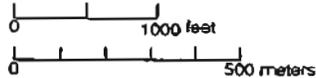
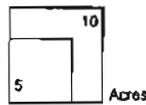
Two additional new categories were created: Mixed Use and Light Industry. The Mixed Use Designation applies to the properties aligning Pleasant Valley Road. The Light Industry designation applies to the same area formally zoned Coastal Related Industry located at the southeast intersection of Port Hueneme Road and Surfside Drive.



Proposed Land Use Designation

- | | | | |
|--|----------------------------|--|----------------------|
| | Low Density Residential | | Industrial |
| | Medium Density Residential | | Port |
| | High Density Residential | | Parks and Open Space |
| | Mixed Use | | Public Facility |
| | Commercial | | |

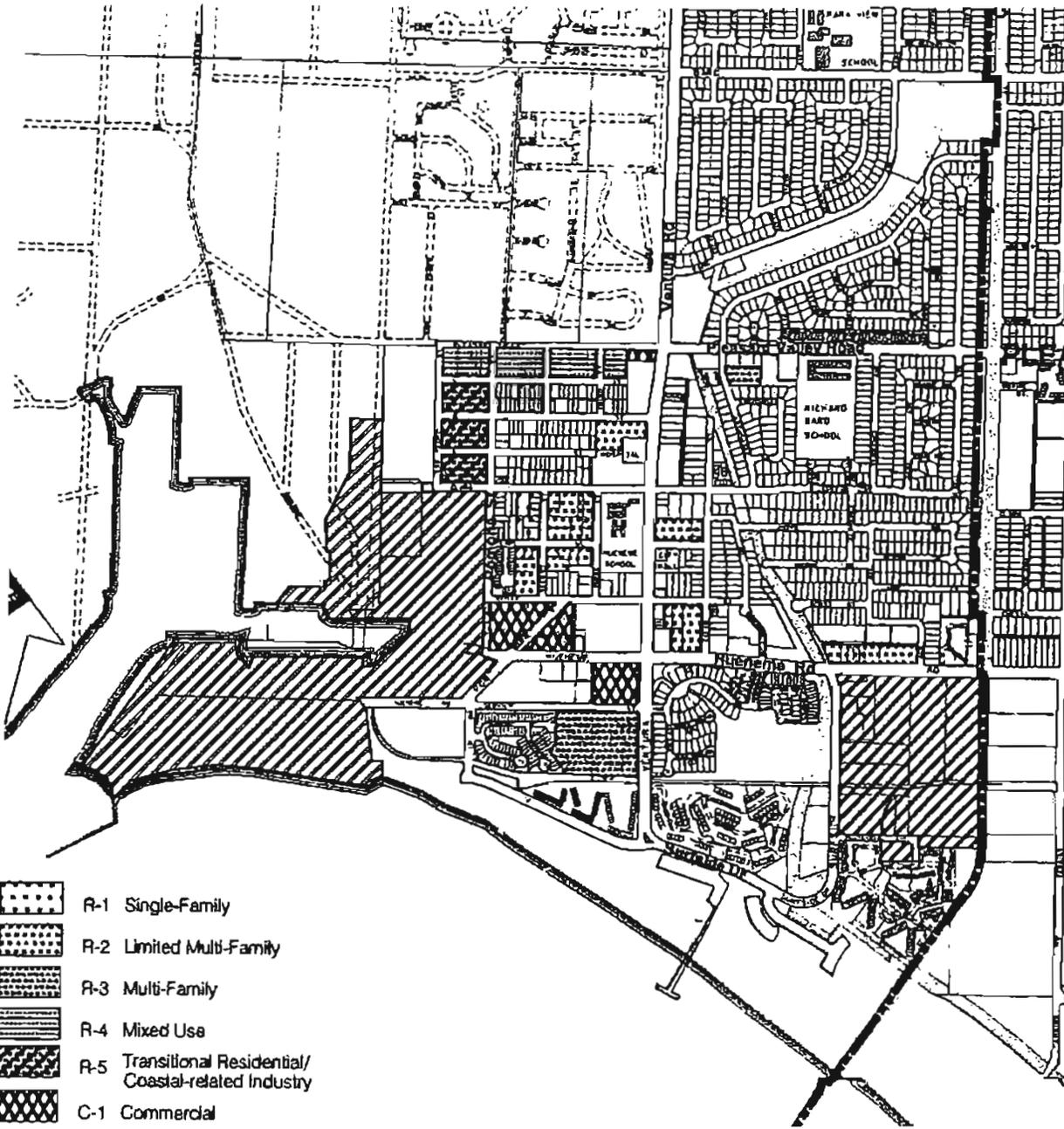
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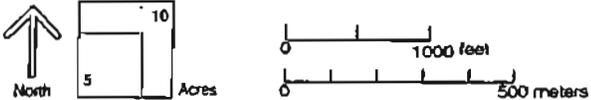


Figure 4
Land Use Revisions



-  R-1 Single-Family
-  R-2 Limited Multi-Family
-  R-3 Multi-Family
-  R-4 Mixed Use
-  R-5 Transitional Residential/
Coastal-related Industry
-  C-1 Commercial
-  M-1 Light Industrial
-  M-PR Port Related Uses

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cba COTTON/BELAND/ASSOCIATES
Urban and Environmental Planning



CITY OF PORT HUENEME
LOCAL COASTAL PLAN

Figure 5
Zoning Revisions

Implementing Programs

Several "implementing programs" will continue to be executed by the City of Port Hueneme. These Programs include the Neighborhood Preservation Program and assorted agreements between the City and Oxnard Harbor District consisting of the 1979 Port Development Review Committee Agreement, the 1983 Infrastructure and Port Expansion Agreement, 1987 Wharf No. 2 Settlement Agreement, 1995 NCEL Disposition Agreement and 2000 Sunkist Site Memorandum.

The Neighborhood Preservation program is an on-going program to preserve and maintain the City's housing stock. The Program includes the following four components: housing rehabilitation program, code enforcement, commercial revitalization, and selective acquisition. Based on the age and condition of the housing-stock, the City has delineated a Neighborhood Strategy Area (NSA) in which rehabilitation and code enforcement efforts are focused.

The City of Port Hueneme and Oxnard Harbor District have entered into a series of agreements Dating back to 1979 which affect future planning efforts In the coastal zone. The Port Development Review Committee Agreement, last amended in 1982, serves as the mechanism through which development of the Port of Hueneme and surrounding areas is to be coordinate between the City and District. The other cooperative agreements expressly provide for expansion of the port; the 1987 Agreement granted approval for 17 additional acres of coastal dependent and coastal related zoning; the 1995 NCEL Agreement added 34 acres to the inventory of port-related land; and the 2000 Sunkist Site Memorandum authorized development of an additional 10 acres for port purposes.

Most significant among these agreements is the 1983 Infrastructure and Port Expansion Agreement which authorizes the Oxnard Harbor District to acquire or lease 600 acres on adjacent Navy land and an additional 40 acres of property in Area C: Surfside Industrial. As of 2004, approximately 165 acres of this total are used for port purposes. As a complimentary action, the 1987 Settlement Agreement called for creation of a single zone classification to streamline and simplify the development review process for port related uses (See the above discussion about "Zoning Revisions").

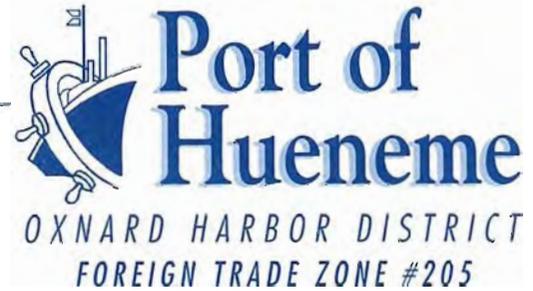
The Ventura County Hazardous Waste Management Plan delineates the basic criteria to be employed, in addition to LCP policies, in the siting and design of facilities associated with generation, handling and

disposal of hazardous wastes and materials. Specifically, Tables 11A, 11-B, 11-C, 4A and 4B, and Figures 4-1 and 4-2 of the County Plan are incorporated by reference herein.

Section III

Zoning Ordinance

Attachment 8 – Oxnard Harbor District Letter of Interest



April 3, 2013

Greg Brown
Community Development Director
250 North Ventura Road
Port Hueneme CA. 93041

Re: Market Street Property
On-Dock City Leased Property

Dear Mr. Brown,

Please accept this letter as an expression of interest by the Port of Hueneme in the both the Market Street parcel, formally a redevelopment asset and the on-dock property currently leased by the City.

We understand that the next step in developing the Market Street parcel includes final approval of the last Redevelopment Agency audit by the State. Once approved, the City will start a Long-Range Property Management Plan pursuant to AB 148. The Port is very interested in acquiring this property to support its commercial operations and global networking. We propose to align any potential investment with community valued development. We are in the process of building a strategic action plan for the Port. With the City as a trade development task force member on this project, there is the opportunity to align our strategic plans and seek development opportunities that create a win for both the City and the Port.

We would also like to work with you to look at opportunities regarding the on-dock property now leased by the City. The Port would like to convey our interest to use this property to support commercial port operations. With Chiquita moving to containers and increases in high and heavy cargo, the parcel would be very instrumental in supporting our customer base. We feel this can be done without adverse impact to existing tenants. We fully support continuing onsite operations dependent on the coastal resource, including the aqua culture facility.

The Port stands ready to work with the City of Port Hueneme to explore these acquisition opportunities that would create a very real path toward building new revenue streams for both the Port and the City.

Thank you for your consideration,

Sincere Regards,

Kristin Decas
CEO & Port Director

Cc: Dick Velthoen

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CEO & Port Director