



2045 PORT HUENEME GENERAL PLAN



October 2022



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1 Introduction



Port Hueneme is a small coastal town located in Ventura County, just south of the City of Oxnard and east of Channel Islands Harbor. The City is home to Naval Base Ventura County (NBVC) and the Port of Hueneme and about five miles to the south is Naval Air Station Point Mugu. Port Hueneme is primarily built out and has a total land area of 4.5 square miles with a population of 23,647 people. Regional access to the City is provided by Highway 101 and State Route 1. The City also includes beach front properties, parks, and public beaches visited from residents and non-residents alike.

This General Plan is the first comprehensive update of the City's General Plan since 1997 and provides modern and comprehensive policies for air quality, circulation, climate action, conservation and open space, economic development, housing, land use, local coastal program, noise, public safety and facilities, and social equity for the entire City. This General Plan creates a framework for the City that depicts the community's vision and desires through year 2045. The vision for the City over the next 20-25 years was developed with community input and incorporates the State's planning priorities (see 1.1 Community Input below). The plan includes ten elements plus this Introduction that identify the various policies and actions to successfully execute the vision. Two new Elements, the Climate Action Plan Element and the Social Equity Element, are included in this General Plan to ensure a prosperous future for all Port Hueneme residents. The plan is intended to ensure that the City remains livable, economically resilient, and sustainable in the long-term. See 1.2, Vision, for more details.

1.1 Community Input

Various workshops, meetings, and an online survey were conducted to gain a better understanding of the community's ideas and inputs for the General Plan and City itself. Outreach efforts included:

- First Community Workshop; November 19th, 2020
- Second Community Workshop; March 30th, 2021
- Climate Action Plan Questionnaire
- Online Questionnaire
- Stakeholder Meetings

Key Community Desires

Key community desires identified through the outreach effort included:

- Maintaining the small-town character and beach access.
- Improved directional signage to amenities.
- More commercial amenities, including expanded/improved local outdoor and/or high-end dining, shopping, and employment opportunities.
- More affordable housing that meets the needs of local residents.
- An identifiable downtown that serves as a community gathering place.
- Preservation and enhancement of coastal open space.
- Improved transit improvements, including enhanced bus stops, enhanced pedestrian or bicycling route to nearby transit, and an increased number of bus stops.
- Enhancement and maintenance of pedestrian, bicycle, and recreational facilities.

For more information regarding community input, see Appendix A for the General Plan Questionnaire Results Summary.

1.2 Vision

Based on the community desires expressed, the main vision of the City is to improve local opportunity and tourism, community design, and social equity over the next 25 years. Figure I-1 to Figure I-3 describe how the City envisions improving in all three of these areas. The Vision Map on Figure I-4 illustrates how the above community desires may translate to physical changes over the next 25 years. The goals and policies aimed at achieving the community's overall vision are described in the subsequent elements of this plan.

Figure I-1 Local Opportunity and Tourism Vision

Local Opportunity and Tourism

- Develop a Downtown Area Revitalization of housing through commercial and mixed-use
- Recreational spaces according to the Parks and Recreation Master Plan
- Growth of local Businesses
- Development of additional hotels/lodging facilities
- Beach Area tourism enhancement

Conceptual View of Downtown Market Street



Downtown Area Enhancements

- Existing Class II Bike Lanes
- Enriched Pedestrian Connections
- Potential Plaza/ Farmers Market
- Streetscape Enhancements
- Crosswalk Improvements



Figure I-2 Community Design Vision

Community Design

- Enhance streetscape design (landscaping, street furnishings, decorative paving, and lighting)
- Directional signage at recreational areas and downtown locations
- Prioritize locations for gateway signage and entry treatments
- Provide quality and connected bike paths and sidewalks

Conceptual View of Mixed-use Opportunity Site



Figure I-3 Social Equity Vision

Social Equity

- Provision of recreational opportunities and technology for City youth
- Support educational opportunities at the Port
- Community gatherings at local parks and beaches
- Farmer's markets events to promote healthy food
- Ensure land uses near Port and NBVC are compatible with needs of City's hotels/lodging

Community Gatherings at Parks and Beaches



Figure I-4 Overall Vision Map



1.3 Growth Forecast

Growth is a central issue guiding the development of the General Plan. Table I-1 shows current and forecast population, households, and employment for the City. Port Hueneme's population is forecast to reach approximately 25,242 by 2045. This represents an increase of approximately 1,785 people (7.6 percent) from the estimated 2019 population of 23,547. Employment in Port Hueneme is forecast to grow to 4,948 jobs, a 30 percent increase over the 2019 employment figure of 3,800 jobs.

Table I-1 Forecast Population and Housing Growth

Year	Population (people)	Households (residential units)	Employment (jobs)
2019	23,457	8,280	3,800
2045	25,242	8,910	4,948
Increase, 2019-2045	1,785	630	1,148

¹ Source: Rincon Consultants 2021

² Future population growth was calculated using projected household growth and the City's household size of 2.8 persons. Household based growth factors use the RHNA allocation of housing needs for Port Hueneme up to 2030 and a buffer derived from the Housing Element sites inventory.

1.4 What the General Plan Does

The General Plan is a "constitution" for local decision-making that provides a blueprint for how Port Hueneme will grow and develop. Through goals and policies, the General Plan guides development in way that accomplishes the community's vision and incorporates public health, safety, quality of life and resource considerations.

Implementation actions that specify how the desired future can be achieved are detailed in a separate document to act as a living document that can be updated continuously as actions are completed and priorities change.

As mandated by State law, a general plan must do the following:

- Identify land use, circulation, environmental, economic, and social goals and policies for the City and its surrounding planning area as they relate to future growth and development.
- Provide a basis for local government decision-making, including decisions on development approvals and exactions.
- Provide citizens the opportunity to participate in the planning and decision-making process in their communities.
- Inform citizens, developers, decision-makers, and other cities and counties of the ground rules that guide development in a particular community.

Additional general plan requirements are described below.

Comprehensiveness

Every city and county must adopt “a comprehensive, long-term general plan” (California Government Code Section 65300). It must cover a local jurisdiction’s entire planning area and address the broad range of issues associated with a city’s or county’s development. Links to regional plans may also be provided, incorporating regional policy and context where appropriate.

Internal Consistency

State law mandates that certain regional issues are considered in the General Plan, such as regional housing needs. Local general plans should recognize the city’s role in the region if regional needs are to be satisfied, federal and State standards met, and coordination achieved in the location of public facilities. Accordingly, general plans should describe how the general plan’s goals and policies correspond to regional plans and the plans of adjoining communities. A city or county may need to reexamine its own general plan when its neighbors make important changes to their plans.

Long-term Perspective

Because the General Plan affects the welfare of current and future generations, State law requires that the plan take a long-term perspective. The General Plan projects conditions and needs into the future as a basis for determining objectives. It also establishes long-term policy for day-to-day decision making based upon those objectives.

General Plan Organization

State law requires general plans to include eight mandatory elements, but allows flexibility in how each local jurisdiction structures these elements. The Port Hueneme General Plan is organized into eleven chapters: this introduction and ten elements. The elements cover all the required topics of California General Plan law. Each element is summarized below. See Table I-2 for the Goals of each Element.



Land Use (Required)

This element addresses planned land uses in the City. Among other items, the land use element includes land use designations, descriptions of the uses allowed under the various land use categories, a land use map, and building intensity standards (e.g., units per acre, floor area ratio) for land use designations.



Circulation (Required)

This element includes goals and policies that establish a balanced, multimodal approach to serve existing and future development, providing access to all areas of the community.



Housing (Required)

This element includes goals, policies, and programs to meet the City’s housing needs in compliance with State-mandated Regional Housing Needs Assessment (RHNA) requirements.

**Conservation and Open Space (Two Required Elements)**

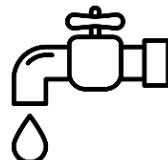
This element identifies and define strategies to protect natural resources, including but not limited to biological communities, estuaries, fisheries resources, open spaces, and viewsheds.

**Air Quality**

This element includes policies to avoid exposure to unhealthful air quality and help meet ambient air quality standards set by the United States Environmental Protection Agency and the California Air Resources Board.

**Noise (Required)**

This element includes goals and policies aimed at minimizing exposure to noise, including noise generated by both transportation and non-transportation sources.

**Public Safety and Facilities (Required)**

This element includes goals and policies aimed at protecting the community from natural and manmade hazards, includes those associated with geotechnical and seismic issues, flooding, and hazardous materials. It also addresses the public services and facilities needed to support and protect the community, including police and fire protection, schools and libraries, water, sewer, utilities, and emergency preparedness.

**Economic Development**

This element establishes strategies to attract and retain retail and shopping opportunities that meet community needs while enhancing the City's tax base, attract businesses that will create jobs for local residents, and enhance tourism in the City.

**Social Equity (Required)**

This element identifies and defines disadvantaged communities and demographics in Port Hueneme, strives to understand the unique and disproportionate challenges faced by these communities, and guides the City's efforts to address issues related to public health, social equity and environmental justice.

**Climate Action Plan**

This element is a certified greenhouse gas reduction strategy that includes goals and policies for reducing greenhouse gas emissions and adapting to climate change. It includes targets for reductions in greenhouse gas emissions and addresses potential climate change impacts that could affect the community, including sea level rise, increased temperatures, precipitation extremes, and regional wildfires.

Table I-2 General Plan Purpose and Goals

General Plan Element	Purpose	Goals	
Land Use	Meeting the community's housing needs and providing for a healthy local economy that is equitable, sustainable, and prosperous for all residents and businesses.	LU 1	Continued development of land uses that will create and sustain a strong, viable economic base for the City.
		LU 2	Creative utilization and responsible conservation of the city's major natural asset -- the beach and harbor environment.
		LU 3	Development and maintenance of a housing stock that meets the needs of local residents.
		LU 4	"Fair share" payment for use of City services and facilities.
		LU 5	Protection of the City's interests by continuing collaboration efforts with adjacent and regional jurisdictions to address common issues, including air quality, transportation, water quality and supply, solid disposal, and natural hazards (e.g., sea level rise).
		LU 6	An aesthetically pleasing and efficiently organized city.
Circulation	Development and operation of all components of the circulation system serving Port Hueneme.	CI 1	Provision of a comprehensive transportation system for the movement of persons and goods with maximum safety, efficiency, equity, and convenience.
		CI 2	Provision of a balanced roadway system that will provide adequate accessibility to existing and future land uses with minimum impact on residential neighborhoods.
		CI 3	Encouragement of alternative transportation modes to reduce the use of single passenger vehicles.
		CI 4	Improvement of accessibility and integration of the City with the regional transportation system.
Housing	Providing a comprehensive strategy to meet the community's housing needs for all income levels for the 2021-2029 planning period.	HE 1	Maintenance and enhancement of the quality of residential neighborhoods in Port Hueneme.
		HE 2	Adequate provision of housing by location, type of unit, and price to meet the existing and future needs of Port Hueneme.
		HE 3	Provision of increased opportunities for home ownership.
		HE 4	Removal of governmental constraints on housing development.
		HE 5	Promotion of fair housing practices.
Conservation and Open Space	Preservation and management of human and natural resources.	COS 1	Protection of the remaining native and non-native plant and animal species in the city.
		COS 2	Preservation of remaining open space areas and maintain recreational facilities.
		COS 3	Development, financing, and maintenance of local parks, recreation, and community service facilities that meet the needs of the residents of Port Hueneme.
		COS 4	Operation of recreation and community service programs that meet the needs of all sections of the City's population.
		COS 5	Preservation of existing water resources.

General Plan Element	Purpose	Goals	
Air Quality	Avoiding exposure of residents, workers, and visitors to unhealthy air quality and helping the region attain air quality standards.	COS 6	Conservation of energy resources through the use of available technology and conservation practices.
		COS 7	Minimization of solid waste produced in Port Hueneme.
		COS 8	Maintenance and enhancement of the City's historic and cultural resources.
Noise	Minimizing exposure to excessive noise from all noise sources.	AQ 1	Reduction of air pollution generated by passenger vehicles.
Public Safety and Facilities	Protection of the community from natural and manmade hazards and maintenance of public services to meet community needs.	AQ 2	Minimization of exposure to air pollutants, including toxic air contaminants.
		N 1	Protection of the Public from excessive noise and vibration from both stationary and mobile noise sources.
		PSF 1	Protection of Port Hueneme's residents, workers, and visitors from natural hazards, including flood and seismic.
		PSF 2	Minimization of impacts to life and property associated with the use, storage, or transport of hazardous material and urban fire hazards.
		PSF 3	Protection of all persons and property from criminal activities.
		PSF 4	Provision of opportunities for quality education to all kindergarten, elementary school, middle school, and high school-aged residents.
		PSF 5	Maintenance of a consistent level of quality water service in the City.
		PSF 6	Maintenance of a consistent level of quality sewer service throughout the entire City.
		PSF 7	Provision and maintenance of necessary storm drainage control facilities.
		PSF 8	Provision of adequate utility infrastructure by service providers in an aesthetically pleasing way; promotion of energy conservation through application of energy saving technology and available energy.
		PSF 9	Provision of quality communication systems that meet the demands of new and existing development in the City
		PSF 10	Protection of public's safety at public parks and recreation facilities.
		PSF 11	Protection of Port Hueneme's public safety from infectious diseases.

General Plan Element	Purpose	Goals	
Economic Development	Ensures development supports economic growth of the community, including jobs, income, and municipal revenues and expenditures	ED 1	Creation of a sustainable financial future for the City through focused expansion of fiscally-positive land uses
		ED 2	Redevelopment of aging commercial centers with a mix of land uses that fulfill market demand and serve as community gathering places.
		ED 3	Creation and branding of a new “downtown” Port Hueneme with a mix of destination retail, lodging, housing, and public spaces that attract both residents and visitors.
		ED 4	Leveraging of Port Hueneme’s attractive coastal location to expand local tourism and associated economic benefits.
		ED 5	Expansion of high-skill/high-wage employment opportunities for Port Hueneme residents.
Social Equity	Ensuring that all residents are treated equitably with a focus on environmental justice.	SE 1	Minimization of exposure to pollution, including the improvement of air quality.
		SE 2	Promotion of public facilities, food access, affordable housing, and physical activity.
		SE 3	Equitable civil engagement in the public decision-making process.
		SE 4	Prioritization of improvements and programs that address the needs of disadvantaged communities.
Climate Action Plan	Reduction in greenhouse gas emissions in accordance with local and State targets and providing a framework to adapt to the effects of climate change.	CAP 1	Reduced greenhouse gas emissions from energy use in buildings.
		CAP 2	Reduced greenhouse gas emissions from transportation.
		CAP 3	Reduced greenhouse gas emissions from solid waste.
		CAP 4	Reduced greenhouse gas emissions from water use.
		CAP 5	Increased sequestration from City’s urban forest.
		CAP 6	Reduced greenhouse gas emissions from landscaping equipment
		CAP 7	Integration of climate change planning best practices into government processes and structures to foster increased community-wide resilience.
		CAP 8	Protection of residents, businesses, and infrastructure from climate change impacts.

2 Land Use



2.1 Purpose

As a small coastal community with limited space for new development, Port Hueneme must balance preservation of its beach community character and the desire for new development that accommodates the community's housing needs and provides a healthy local economy. Taken in concert with the other General Plan elements, the Goals and Policies of the Land Use Element set forth a vision that achieves this balance and is more equitable, sustainable, and prosperous for all residents and businesses. As required by Section 15302(a) of the California Government Code, the Land Use Element defines the City's land use designations, including uses, densities, intensities, and the Land Use Map that guides development in the City.

2.2 Background

Land Use Designations

Land use designations for Port Hueneme are described below and are summarized in Table LU-1. Many of the designations are defined in part by maximum density levels or building height.

Table LU-1 Summary of Land Use Designations, Port Hueneme

Land Use Designation	Allowed Uses	Maximum Density/ Building Height
Low-Density Residential	Single-family detached housing	7 units per acre
Medium-Density Residential	Single-family attached townhouses, two-story townhouses, condominiums, low-density apartments	7-15 units per acre
High-Density Residential	High-density condominiums, 2-4 story apartments	16-25 units per acre
Mixed-Use	Mix of retail commercial, office, and residential uses in the same building	60 feet if 1/3 lot area is residential; 45 feet if less than 1/3 lot area is residential
Commercial Retail	Miscellaneous retail and service uses; hotels, service and repair facilities, small offices, medical/dental, hardware and building materials stores, auto and accessories dealers, appliance outlets, etc.	35 feet
Visitor Commercial	Service amenities and accommodations associated with commuters, travelers, and visitors to the beach, military facilities, and Port	—
Industrial	Businesses involved in light manufacturing, distribution, and services	35 feet
Public Facilities	City, County, and other government properties, such as post offices, the Civic Center, public schools, playgrounds, and fire stations; public utilities and utility rights-of-way; religious institutions	—
Open Space	Developments with a recreational purpose; City parks, beach	—
Port	Property owned or leased by the Oxnard Harbor District; ship off-loading facilities, warehouses, port-related offices, port-related public open space, and recreation uses, and fuel storage facilities	—
Military	Property owned by the federal government and operated by the U.S. Navy	—

Residential – Low-Density

The Low-Density Residential category allows conventional single-family detached housing. It accommodates for density of up to seven dwelling units per acre.

Residential – Medium-Density

The Medium-Density Residential category allows a variety of housing types, including single-family attached townhouses, two-story townhouses, condominiums, and low-density apartments. It accommodates residential development up to a density of seven to fifteen dwelling units per acre.

Residential – High-Density

The High-Density Residential category is principally for higher density condominiums and apartments of two to four stories. Low- and moderate-income housing can be developed in this designation to take advantage of density bonuses to reduce housing costs. This designation accommodates density from sixteen to twenty-five dwelling units per acre.

Mixed-Use Residential

The Mixed-Use category allows for a mix of retail commercial, office, and residential uses in the same building, on the same parcel, or in the same area. When a mix of uses occur in the same building, retail uses or offices are often located on the ground floor with residential or office uses above. Allowable residential density is fifteen to twenty-five dwelling units per acre.

Commercial Retail – Commercial-Retail/Service

The Commercial-Retail category allows for miscellaneous retail and service uses, generally serving shoppers making a single-purpose trip to visit one establishment. This can 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. The maximum building height is 35 feet.

Commercial – Visitor

The Commercial-Visitor category allows for service amenities and accommodations associated with commuters, travelers and visitors to the beach, military facilities, and Port.

Industrial

The Industrial category allows for businesses involved in light manufacturing, distribution, and services. In general, businesses in this category serve other businesses as customers. The maximum building height is 35 feet.

Public Facility

The Public Facility 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. Religious institutions are permitted in areas designated for Public Facilities, subject to a Conditional Use Permit.

Open Space

The Open Space category includes areas that have been dedicated to a public entity for use as open space. It allows for some physical development, principally for recreational purposes. City parks and Hueneme Beach are all designated as Open Space.

Port – Port Activity

The Port 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.

Military

The Military category applies to all properties owned by the federal government and operated by the U.S. Navy. This primarily includes Naval Base Ventura County (NBVC). Municipal mandates do not apply within the Military land use designation.

Land Use Map

A map of land uses in Port Hueneme is shown in Figure LU-1. The distribution of land uses in the City are broken down by acreage and percentage in Table LU-2 and Figure LU-2. The largest land use in Port Hueneme is Military, primarily made up by NBVC and accounting for 59.3 percent of the City's overall land area. This is followed by Low-Density Residential (12.0 percent), Medium-Density Residential (9.3 percent), and Port (5.0 percent).

Table LU-2 Land Use Distribution in Port Hueneme, 2021

Land Use Designation	Total Acreage (acres)	Percent of Total Land Area
Commercial	47.0	1.8%
Low Density Residential	320.7	12.1%
Medium Density Residential	246.7	9.3%
High Density Residential	104.6	4.0%
Mixed Use	30.1	1.1%
Industrial	18.9	0.7%
Parks and Open Space	116.4	4.4%
Public Facilities	39.6	1.5%
Military	1,568.6	59.3%
Port	132.6	5.0%
Visitor Commercial	1.5	0.1%
Unclassified ¹	19.4	0.7%
Total	2,646.1	100.0%

¹ Unclassified land consisted of rights-of-way with no land use code classification in the source material.

Source: GIS data for City of Port Hueneme from Ventura County parcel dataset, 2020-2021.

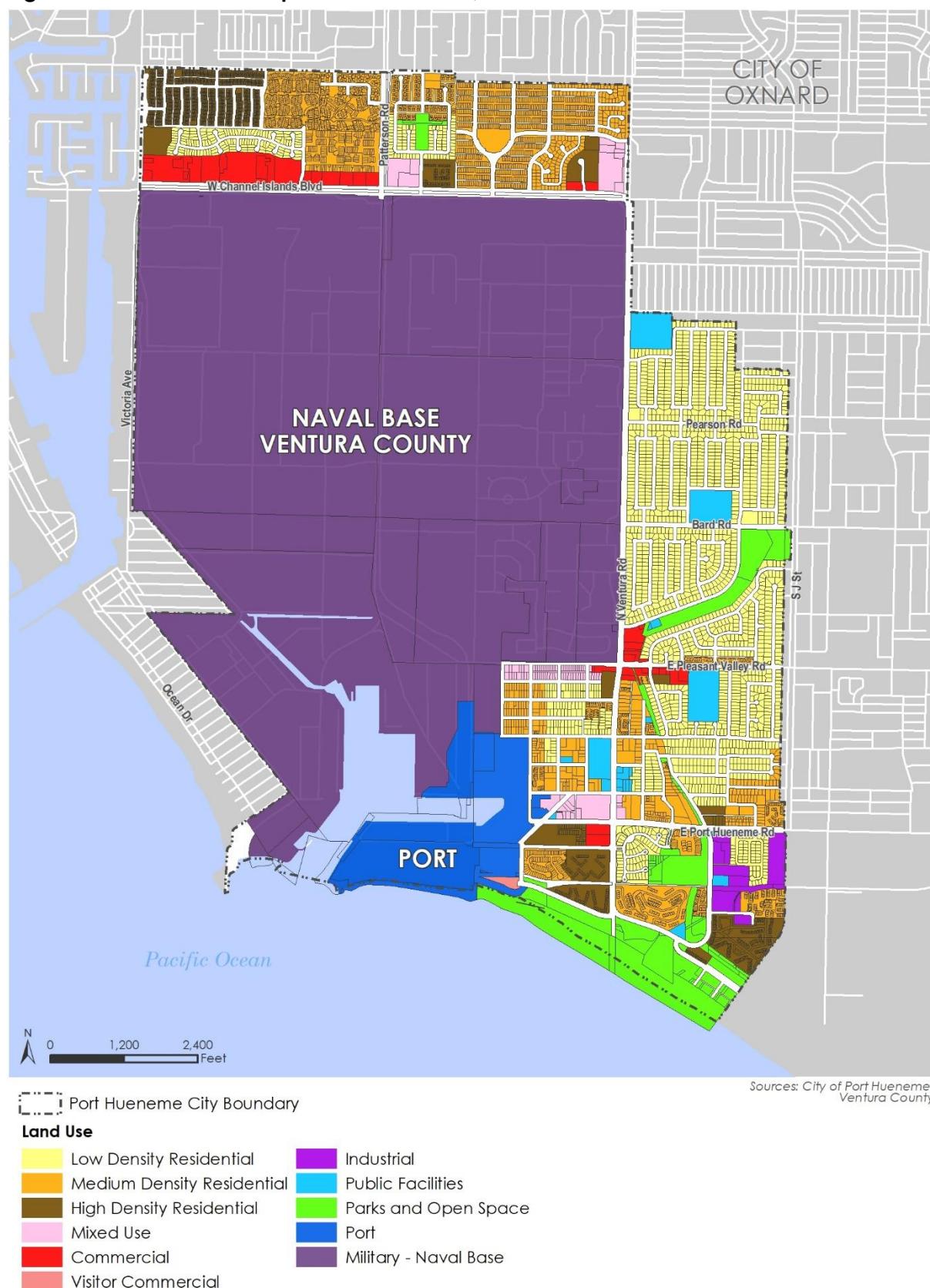
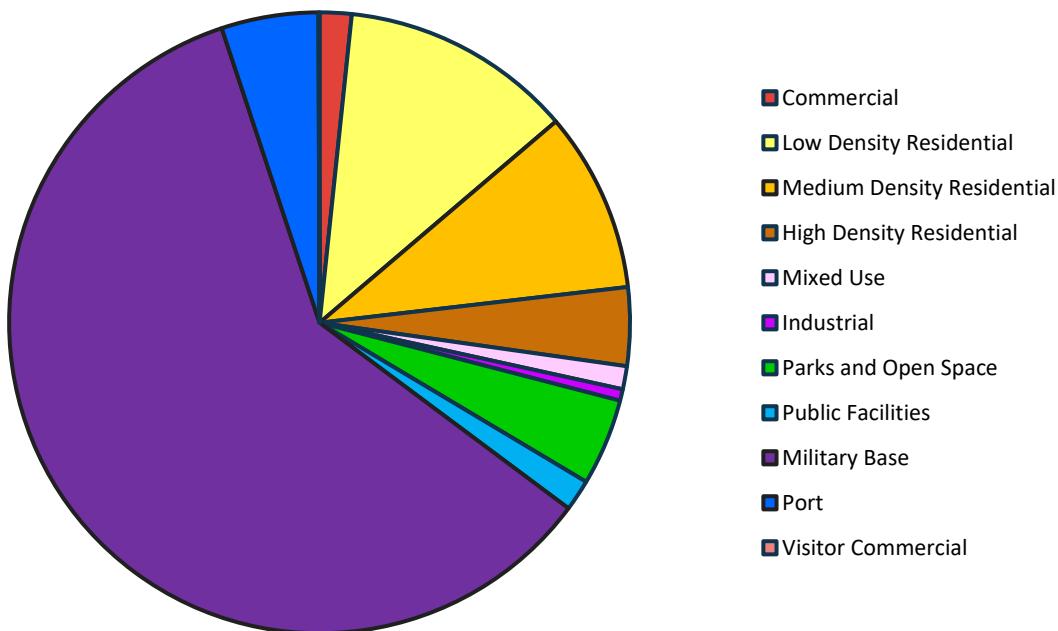
Figure LU-1 Land Use Map in Port Hueneme, 2021

Figure LU-2 Land Use Distribution in Port Hueneme, 2021

Joint Uses

The City of Port Hueneme contains two areas which are under the jurisdiction of other entities, Naval Base Ventura County (NBVC) and the Port of Hueneme. NBVC occupies over half of Port Hueneme's land area and is under the jurisdiction of the United States (U.S.) Navy. Although the City has no direct jurisdiction over NBVC, naval operations have a substantial impact on the City's land use patterns. As such, the General Plan covers areas of joint concern and benefit for the City and U.S. Navy, including those related to military compatibility.

The Port of Hueneme is an important commercial and industrial area within the City and is under the jurisdiction of the Oxnard Harbor District. The District adopted a Strategic Plan in 2020, which outlines goals and strategies to guide the operations, business retention, growth, and future investments of the Port. Specific uses as to land water and wharf areas within the confines of the harbor are governed by the Port Strategic 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 Strategic Plan, the City of Port Hueneme retains development review and permit authority within the harbor.

Environmental Constraints

There are a number of environmental constraints on development and land use which the City considers in the General Plan to protect the environment and City residents. These include water availability and quality, sewage treatment capacity, flooding, seismic safety, hazardous materials, and noise. Discussion on these topics can be found in other elements of the General Plan, as shown below in Table LU-3.

Table LU-3 Environmental Constraints

Environmental Constraint	General Plan Element Where Discussed
Water Availability and Quality	Conservation and Open Space
Sewage Treatment Capacity	Conservation and Open Space
Flooding	Public Safety and Facilities
Seismic Safety	Public Safety and Facilities
Hazardous Materials	Public Safety and Facilities
Noise	Noise

Focus Areas

Downtown Area

One of Port Hueneme's primary land use goals is to create a more livable community that is walkable and has a variety of dining, shopping, and amenities. To facilitate this vision, the City has identified an area for a prospective "Downtown" near the intersection of Port Hueneme Road and Ventura Road, the former location of the community's historic downtown prior to redevelopment. The Downtown is envisioned to be comprised of mixed use buildings, with shopping, dining, and offices. It would also include public gathering areas with wide sidewalks, street furniture, public art, and passive recreation spaces, and be connected with other areas of the City, including the beach, with a variety of public and active transportation options. Policies in this chapter support the development of the Downtown. See the 1.1 Vision in the Introduction for more details.

Redesignation of Commercial Centers

Port Hueneme is a small City with limited land area, making the strategic redesignation of land uses an important part of ensuring that the needs of the community continue to be met in the future. As such, several underutilized commercial centers were identified throughout the City and redesignated to accommodate other uses in the future. Some sites were redesignated as High-Density Residential to provide for more housing units as required under the Regional Housing Needs Assessment (RHNA). Others were changed to the mixed use designation, allowing for both additional housing units and maintaining commercial spaces for new shopping and dining amenities. Mixed use also has the benefit of promoting infill development that is more dense and walkable. Together, these new designations will help to meet the projected demand for new dining, shopping, and housing in the future within the City.

Military Compatibility

As the location of NBVC lies entirely within the City limits, it is important that Port Hueneme's land use decisions and activities align with military needs and operations. Policies in the Land Use chapter ensure that military compatibility is accounted for in major policy changes and development projects. Strong communication between the City and NBVC will continue to be a core tenet of the co-existence between the two entities.

Beach Access and Amenities

Port Hueneme's unique character is defined in large part by its public beach and location on the California coast. An important City goal is to augment existing amenities, overnight accommodations, and other beach front facilities to ensure that Port Hueneme Beach Park

continues to be a focal point for residents and tourists. As one of California's most affordable beach communities, Port Hueneme will continue to grow as an attractive location for new residents, businesses, and economic activity.

2.3 Land Use Goals and Policies

Table LU-4 Land Use Goals and Policies

Policy ID	Policy
Land Use Goal 1: Continued development of land uses that will create and sustain a strong, viable economic base for the City.	
LU 1-1	Encourage development of new uses that complement, rather than compete, with existing uses.
LU 1-2	Pursue the reuse of underutilized properties, with the goal of maximizing the long-term social and economic benefit to the community.
LU 1-3	Seek to attract and increase employment opportunities in new development.
LU 1-4	Continue to develop visitor and resident serving uses that facilitate fiscal and long-term stability, such as hotels, coworking office space, research and development, educational opportunities, and additional recreation uses.
LU 1-5	Work cooperatively to incorporate Port and the NBVC strategic planning into the City's land use planning.
LU 1-6	Maintain a balance of land use intensities with existing and planned capacity of public facilities and services.
LU 1-7	Create a beachfront that includes opportunities for overnight accommodations, dining, recreation, and limited commercial to attract tourists.
LU 1-8	Investigate opportunities for additional overnight lodging that is consistent with community goals related to development size and scale (as discussed further in the Economic Development Element).
LU 1-9	Create a Downtown Area around Port Hueneme and Ventura Roads that is a gathering place with a mix of shops and housing in a pedestrian-oriented environment.
LU 1-10	Invest in public relations to attract new businesses and tourists to Port Hueneme.
LU 1-11	Preserve and sustainably utilize historic resources, with special attention given to the mature trees and museum on Market Street, the Lighthouse, and the Bard Mansion.
LU 1-12	Investigate opportunities for City participation in non-military use of military land.
LU 1-13	Assess the relationship between the General Plan and the Zoning Ordinance during the City's annual review of the General Plan to ensure conformity between the two documents.
LU 1-14	Support special and/or temporary events having the potential to generate revenues and support local businesses without creating an undue burden on police, fire, and maintenance services.
Land Use Goal 2: Creative utilization and responsible conservation of the City's major natural asset – the beach and harbor environment.	
LU 2-1	Promote tourism by encouraging development of visitor-serving uses, and educational uses and activities.
LU 2-2	Continue to provide and maintain recreational facilities that meet City needs.
LU 2-3	Use beach area parking fees to manage parking demand.

Policy ID	Policy
Land Use Goal 3: Development and maintenance of a housing stock that meets the needs of local residents.	
LU 3-1	Encourage development of diversified housing types that meet community needs - with special emphasis on owner occupant and family ownership as well as senior occupancy.
LU 3-2	Coordinate local housing programs with the Navy so that impacts on local housing needs and resources are fully considered.
LU 3-3	Seek to establish a mix of housing types in local neighborhoods to avoid economic stratification and enhance community diversity.
LU 3-4	Encourage mixed use development that includes housing as a way to provide a variety of housing types throughout the City.
LU 3-5	Encourage neighborhood self-help groups and organizations that promote public safety and security, property improvements, and maintenance and beautification.
LU 3-6	Help coordinate activities between neighborhood groups and the City.
Land Use Goal 4: "Fair share" payment for use of City services and facilities.	
LU 4-1	Ensure that City fee schedules 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.
LU 4-2	Continue to update the Capital Improvements Program to maintain City assets and promote public understanding of City needs.
LU 4-3	Periodically review 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.
Land Use Goal 5: Protection of the City's interests by continuing collaboration efforts with adjacent and regional jurisdictions to address common issues, including air quality, transportation, water quality and supply, solid disposal, and natural hazards (e.g., sea level rise).	
LU 5-1	Consider the environmental impacts of development decisions.
LU 5-2	Coordinate regularly with the Navy, Port, City of Oxnard, and Ventura County on significant land use changes or projects that have cross-jurisdictional effects. This includes proposed projects which may have a significant impact on military facilities and operations, particularly those which are within 1,000 feet of a military installation, beneath a low-level flight path, or are within special use airspace.
LU 5-3	Participate in regional transportation planning efforts with the City of Oxnard, Ventura County, Ventura County Transportation Commission, and local transit agencies.
LU 5-4	Participate in regional coastal planning efforts with BEACON, Ventura County, and other local jurisdictions.
LU 5-5	Annually review areas subject to flooding as identified by the Federal Emergency Management Agency (FEMA) or California Department of Water Resources.
Land Use Goal 6: An aesthetically pleasing and efficiently organized city.	
LU 6-1	Encourage a development pattern that allows for ease of access to local jobs, shopping, dining, parks, schools, recreation, and community services.
LU 6-2	Utilize the City's Landscape Design Guidelines to ensure that new developments meet strong design standards.
LU 6-3	Ensure that zoning regulations provide for quality design, and compatibility with adjacent land uses, for alterations and additions to residential structures.

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3 Circulation



3.1 Purpose

Port Hueneme's circulation system is important for maintaining the orderly movement of both people and goods. The Circulation Element guides the development and operation of all components of the circulation system serving Port Hueneme. State requirements pertaining to complete streets and consideration of vehicle miles traveled (VMT) have been incorporated.

3.2 Background

The circulation system in Port Hueneme is primarily comprised of its roadway network, with no airports and only one unused railroad line currently lying within the City. Port Hueneme's roadway network is of an urban nature, surrounded by a mix of rural and urban roads leading into the City. There are no highways within Port Hueneme, with the closest highways being U.S. Highway 101, approximately four miles to the north, and the Pacific Coast Highway (State Route 1), running approximately 3 miles to the east. City transit is served by Gold Coast Transit District, which also serves Oxnard, Ventura, and other nearby communities. There are also a variety of active transportation facilities throughout Port Hueneme to accommodate bicyclists and pedestrians traveling across the City, including the Bubbling Springs Recreation Corridor.

Roadway Classifications

Descriptions of roadway classifications in Port Hueneme are described below. Classifications are generally based on the function and capacity of the roadway. Figure CI-1 shows a map of the classifications of roadways in Port Hueneme.

Major Arterials

The Major Arterial classification is for primary circulation roadways that distribute and collect freeway bound traffic, accommodate intra-city trips, and serve other medium distance movements. By connecting major activity centers and the highest traffic volume corridors, major arterials provide a network of continuous routes, facilitating both local and regional travel. Port Hueneme Road, Ventura Road, Channel Islands Boulevard and Victoria Avenue are major arterials.

Secondary Arterials

The Secondary Arterial classification is for roadways that distribute and collect traffic generated in the area bounded by major arterials. Pleasant Valley Road and Patterson Road are secondary arterials.

Collector Roadway

The Collector classification is for roadways whose main purpose is to provide local access to the overall roadway network. Collectors channel traffic from local roadways onto the arterial network. Hemlock Street, Pearson Road, Bard Road, Clara Street and Surfside Drive are collectors.

Local Streets

The Local Streets classification is for roadways that provide direct access to the abutting land and primarily facilitate local travel. Local roadways are not intended for long distance travel and are often designed to discourage through traffic.

Transportation System Capacity

Level of service (LOS) is a quantitative assessment of an intersection's performance based on traffic volumes and roadway capacity. Under LOS analysis, an intersection is characterized by a letter grade ranging from A to F, where LOS A represents free flow conditions and LOS F represents forced flow or breakdown conditions. An LOS rating between A and C during the AM or PM peak hour indicates that the roadway is generally operating efficiently. Minor delays are possible on an arterials with Level of Service D. Level E represents traffic volumes at or near roadway capacity, resulting in possible delays and unstable flow. Level F is characterized by stop-and-go traffic with long delays. LOS C is the acceptable operating standard for intersections in Port Hueneme. Table CI-1 shows LOS criteria, in seconds of delay at an all-way stop and signalized intersections. Traffic levels at major intersections in Port Hueneme are generally classified as being A to C. There are currently no major traffic issues that require fixing at this time.

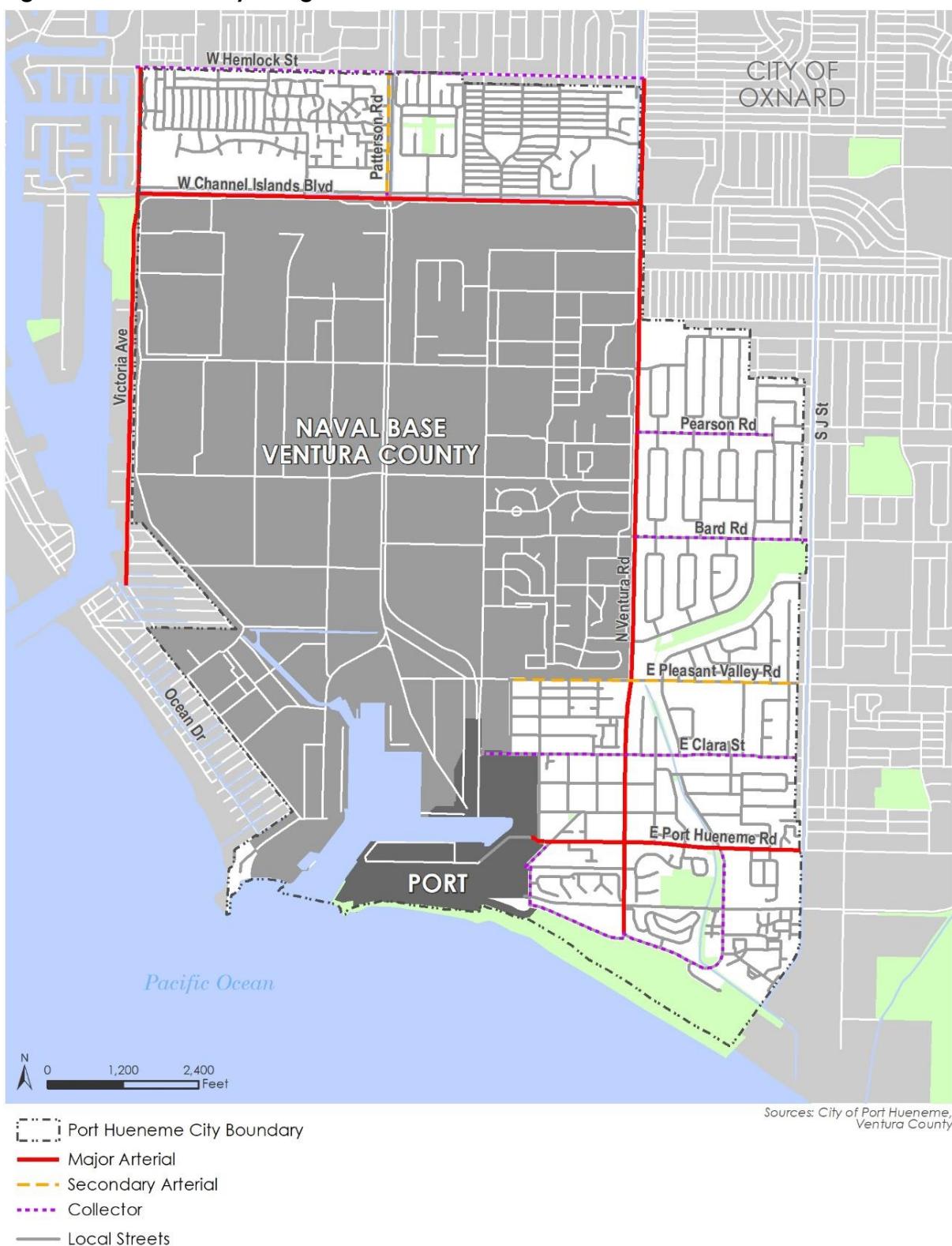
Figure CI-1 Roadway Designations in Port Hueneme

Table CI-1 Level of Service Criteria for Port Hueneme

LOS	All-Way Stop Controlled	Signalized
A	Delay of 0 to 10 seconds. Upon stopping, drivers are immediately able to proceed.	Delay of 0 to 10 seconds. Most vehicles arrive during the green phase, so do not stop at all.
B	Delay of 10 to 15 seconds. Drivers may wait for one or two vehicles to clear the intersection before proceeding from a stop.	Delay of 10 to 20 seconds. More vehicles stop than with LOS A, but many drivers still do not have to stop.
C	Delay of 15 to 25 seconds. Drivers will enter a queue of one or two vehicles on the same approach and wait for vehicle to clear from one or more approaches prior to entering the intersection.	Delay of 20 to 35 seconds. The number of vehicles stopping is significant, although many still pass through without stopping.
D	Delay of 25 to 35 seconds. Queues of more than two vehicles are encountered on one or more approaches.	Delay of 35 to 55 seconds. The influence of congestion is noticeable, and most vehicles have to stop.
E	Delay of 35 to 50 seconds. Longer queues are encountered on more than one approach to the intersection.	Delay of 55 to 80 seconds. Most, if not all, vehicles must stop and drivers consider the delay excessive.
F	Delay of more than 50 seconds. Drivers enter long queues on all approaches.	Delay of more than 80 seconds. Vehicles may wait through more than one cycle to clear the intersection.

Vehicle Miles Traveled (VMT)

As previously noted, SB 743 was signed into law in 2013 establishing Vehicle Miles Traveled, or VMT, as the new metric for measuring transportation impacts under CEQA, effective July 2020. This replaces the previous metric of LOS for CEQA purposes. The City of Port Hueneme will utilize VMT as a part of future environmental reviews under CEQA to analyze traffic impacts, relying on thresholds and methodologies from the California Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA guide.¹

Commuting

With major employers in the City, such as the Port of Hueneme and NBVC, commuters play an important role in traffic distribution and roadway capacity in Port Hueneme, generating substantial peak-hour traffic. Data on commuter mode share and travel time for Port Hueneme in 2018 is shown in

Table CI-2 and Table CI-3, respectively, taken from the U.S. Census Bureau's American Community Survey. The most common mode of transportation for Port Hueneme commuters is driving alone in a car, van, or truck at 79.8 percent, followed by carpooling in a car, van, or truck at 11 percent, and walking at 3.5 percent. About 1.8 percent of residents used public transportation to travel to work in 2018. With respect to travel time to work for Port Hueneme residents, 24.6 percent of commuters travel 25 to 29 minutes, 14.6 percent travel 20 to 24 minutes, and 13.9 percent travel 30 to 34 minutes. The mean travel time to work for Port Hueneme residents in 2018 was 24.1 minutes.

¹ https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

Table CI-2 Commuter Mode Share in Port Hueneme, 2018

Transportation Mode	Percent of Workers
Car, Van, or Truck	90.8
Drove Alone	79.8
Carpooled	11.0
Public Transportation (excluding taxicab)	1.8
Walked	3.5
Bicycle	1.5
Taxicab, motorcycle, or other means	0.7
Worked at home	1.7
Total	100.0

Source: US Census Bureau 2018.

Table CI-3 Commuter Travel Time in Port Hueneme, 2018

Travel Time to Work	Percent of Commuters
Less than 10 minutes	13.8
10 to 14 minutes	9.3
15 to 19 minutes	10.6
20 to 24 minutes	14.6
25 to 29 minutes	24.6
30 to 34 minutes	13.9
35 to 44 minutes	2.0
45 to 59 minutes	6.3
60 minutes or more	5.0
Mean travel time to work (minutes)	24.1

Source: US Census Bureau 2018.

Alternative Transportation

Public Transit

Public transit in Port Hueneme helps connect residents and workers with other parts of the City and region and provides an alternative to single-passenger vehicles. Gold Coast Transit District is the primary public transit operator in Port Hueneme, offering fixed-route public bus service and paratransit service, which is designed to accommodate elderly and other special needs residents. Bus routes with stops in the City also connect with Oxnard and other nearby cities. Gold Coast Transit District is the largest public transit operator in Ventura County also serving Ojai, Oxnard, Ventura, and portions of unincorporated Ventura County.

Active Transportation

Active transportation describes human-powered forms of travel, such as biking or walking. These forms of transportation contribute to healthier, sustainable communities, as they promote physical activity and decrease car trips which lead to GHG emissions. Cities like Port Hueneme can encourage

residents to choose active transportation in their daily lives by improving and expanding active transportation infrastructure, such as bike lanes and sidewalks. The Bubbling Springs Recreation Corridor is an example of this in Port Hueneme, serving as one of the City's primary pedestrian and bicycle pathways and connecting Bubbling Springs Park and Moranda Park to Hueneme Beach (refer to the Conservation and Open Space Element for information regarding active transportation and recreation activities).

Port Hueneme currently has 3.8 miles of bikeways in the City. The 2020 California Highway Design Manual defines four types of bikeway facilities:

- **Class I:** Bike paths that are paved right-of-way for exclusive use by bicyclists, pedestrians and those using non-motorized modes of travel. Class I paths are physically separated from vehicular traffic and can be constructed in roadway right-of-way or exclusive right-of-way.
- **Class II:** Bike lanes that are defined by pavement striping and signage used to allocate a portion of a roadway for exclusive or preferential bicycle travel. Class II bike lanes are one-way facilities on either side of a roadway. Motor vehicles are only permitted to use the bike lane to make turns and to park when on-street parking is not prohibited.
- **Class III:** Bike route which provides shared use with motor vehicle traffic in the same travel lane. Class III routes are designated by signs, and often serve to provide continuity to other bike facilities or designate preferred routes through corridors with high demand.
- **Class IV:** Bikeway that is exclusively for the use of bicycles and includes a separation between the separated bikeway and through vehicular traffic. The separation may include grade separation, flexible posts, inflexible posts, inflexible barriers, or on-street parking.

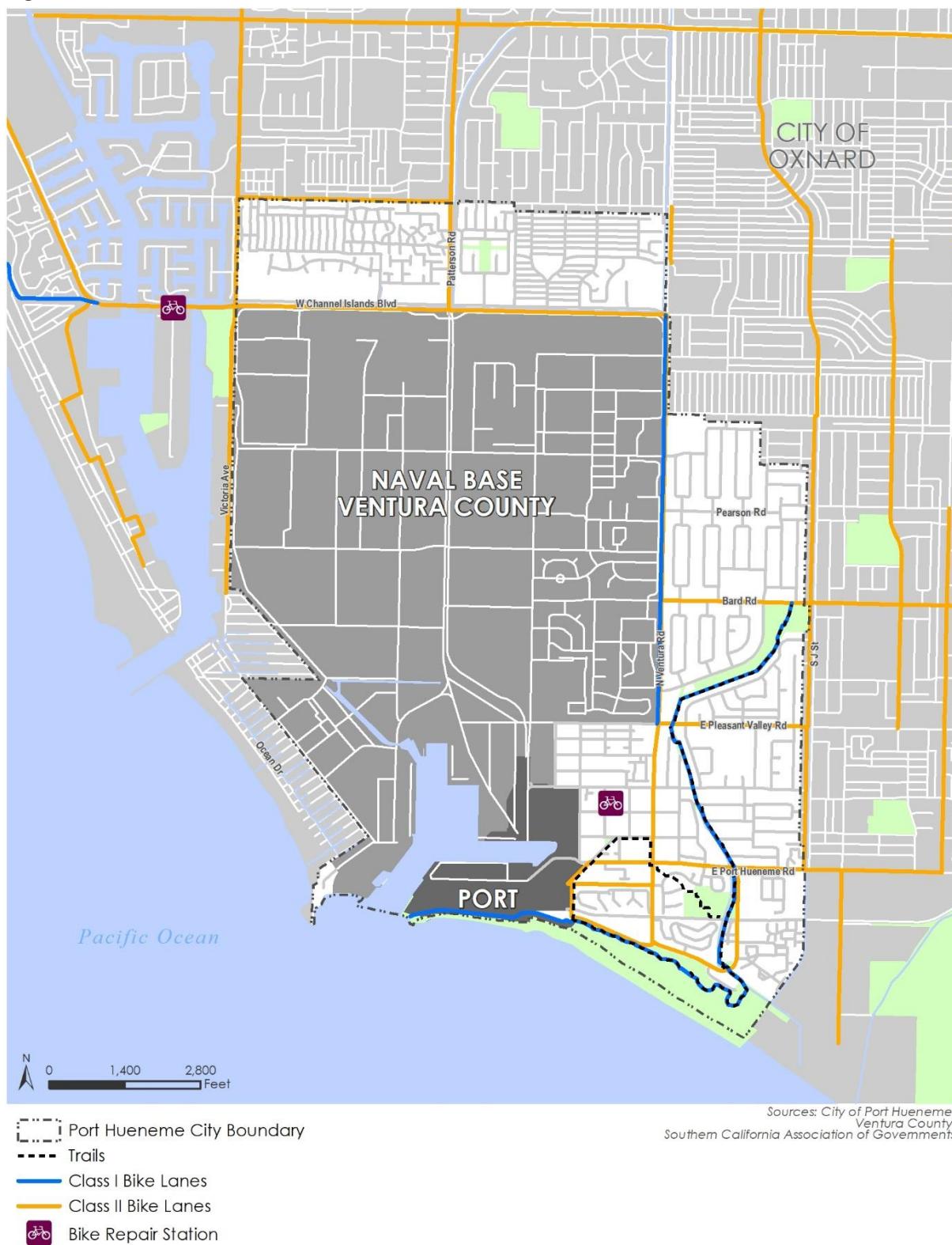
Most of the bikeways within Port Hueneme are Class II along major and secondary arterial roadways throughout the City. This includes along North Ventura Road between West Channel Islands Boulevard and East Pleasant Valley Road, as well as along Surfside Drive between Port Hueneme Road and Wharf Plaza. Class I bike lanes in the City include the Bubbling Springs Recreation Corridor, and along Hueneme Beach to the Port Hueneme Lighthouse. There are currently no Class III or Class IV bike facilities in Port Hueneme. Bikeway facilities in Port Hueneme are shown below in Figure CI-2.

Port Hueneme also has 8.2 miles of sidewalks for pedestrian use. This includes on Ventura Road along the Naval Base, the Surfside Village Loop, around the Moranda Park softball field, and around Bolker Park. Many of the residential neighborhoods throughout the City also feature sidewalks. Pedestrian activity is generally most common in the southern part of the City near Hueneme Beach Park.

Focus Areas

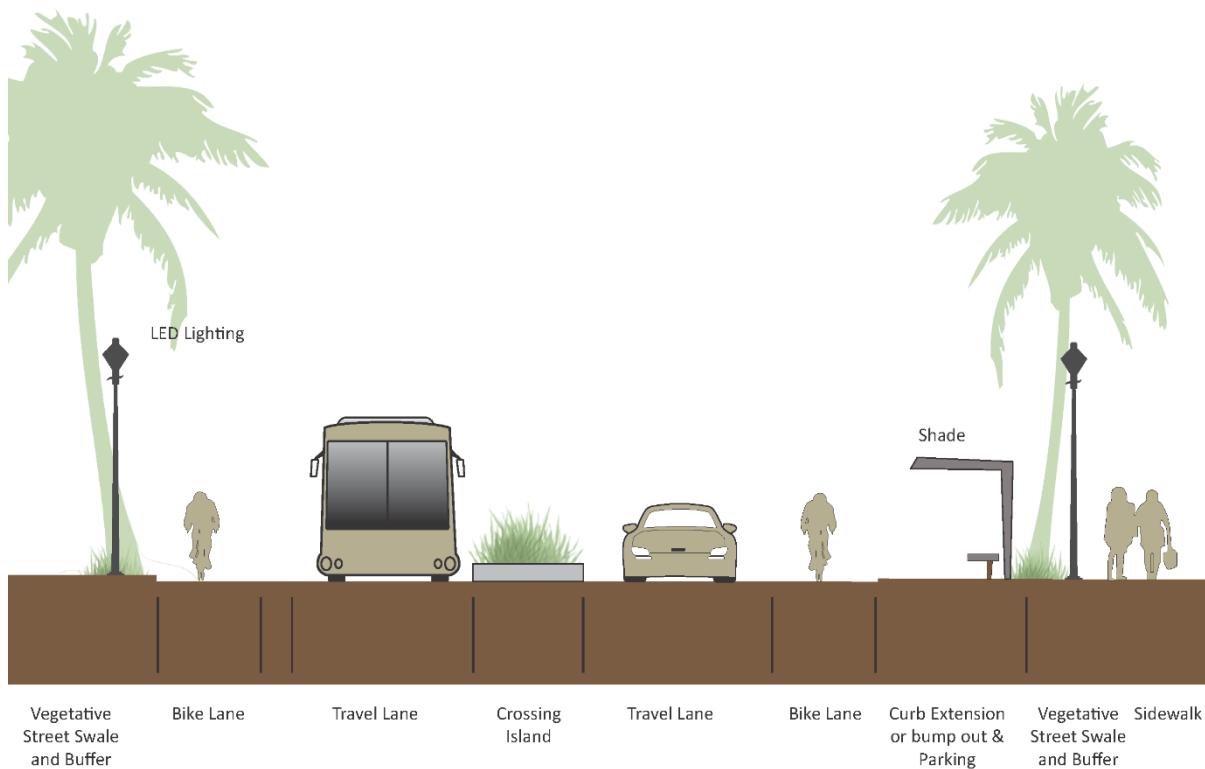
Multimodal Transportation and Complete Streets

Port Hueneme seeks to create a dynamic, multimodal transportation system to ensure that its transportation system serves the needs of all transportation system users. This will be accomplished by increasing access to transit, building more active transportation infrastructure, and developing more complete streets. The development of a multimodal transportation system aligns with increased efforts across California to reduce vehicle miles traveled (VMT) and greenhouse gas emissions (refer to the Climate Action Plan Element for more information) and will also help to improve the safety and efficiency of travel throughout the City.

Figure CI-2 Bike Paths and Lanes in Port Hueneme

Development of complete streets that safely accommodate all roadway users, as required by the California Complete Streets Act of 2008, will be a key component of Port Hueneme's efforts to improve multimodal transportation in the City. Complete streets can take many different forms and are uniquely developed to fit in the context of an individual community, shown below in Figure CI-3. The overarching goal of a complete street is to provide a seamless, interconnected transportation system that considers all users. Complete streets have the benefit of improving safety, promoting physical activity, increasing livability, and providing additional mobility options and access for non-drivers.

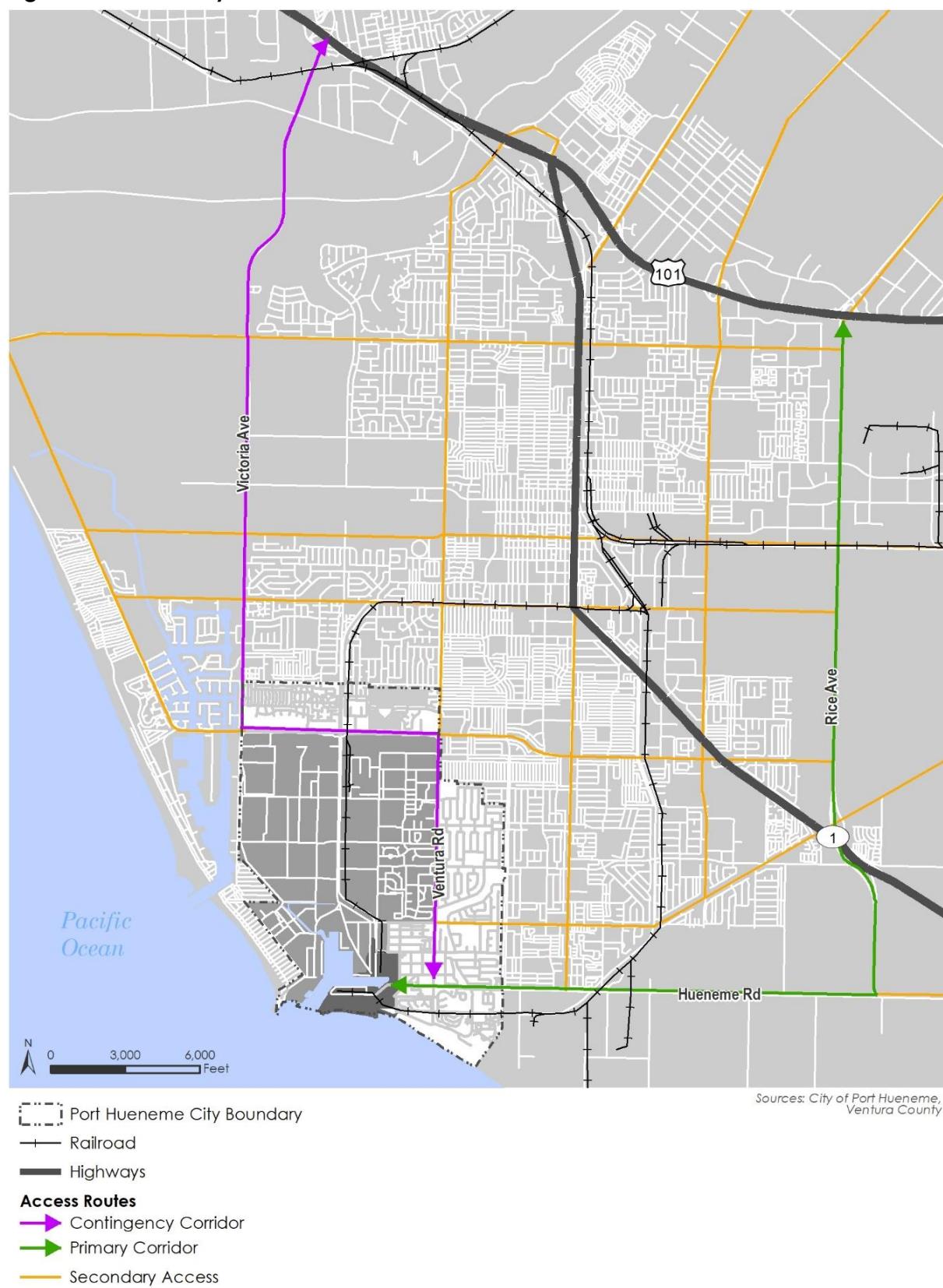
Figure CI-3 Complete Streets Schematic



Regional Connectivity and Goods Movement

As a coastal community that does not have a major highway running through it, connectivity with the rest of the region is important to the future vitality of Port Hueneme. For example, providing good access to the City for tourists is an important part of continuing to grow this segment of Port Hueneme's economy.

Regional connectivity is also important for the Port of Hueneme and NBVC, which rely on the efficient movement of goods to conduct their daily operations. Port Hueneme is connected to other major industrial and commercial centers in Ventura County and Los Angeles County via the Port Intermodal Corridor, which is an uncongested strategic access route that connects the Port's main entrance with Highway 101 and Interstate 5. Secondary access to Highway 101 is also available via Ventura Road. Since port access roads also serve NBVC, they are designated as Highways of National Significance. Access routes to the Port of Hueneme are shown below in Figure CI-4.

Figure CI-4 Primary Port Access Routes

3.3 Circulation Goals and Policies

Table CI-4 Circulation Goals and Policies

Policy ID	Policy
Circulation Goal 1: Provision of a comprehensive transportation system for the movement of persons and goods with maximum safety, efficiency, equity, and convenience.	
CI 1-1	Achieve and maintain reasonable service levels at critical intersections, including Channel Islands Boulevard and Ventura Road, and Ventura Road and Bard Road.
CI 1-2	Continue to work closely with the Navy and the Oxnard Harbor District to ensure that circulation system improvements are implemented to the mutual benefits of the three entities.
CI 1-3	Design intersections and public rights-of-way to include adequate and safe access for all users, including pedestrians, bicyclists, and motorists of all ages and abilities.
CI 1-4	Actively look for opportunities to repurpose rights-of-way to enhance connectivity for pedestrians, bicyclists, and transit.
CI 1-5	Continue to re-evaluate parking standards periodically in light of travel mode shifts, changing land use patterns, and evolving vehicle technology, with the goal of meeting demand but not unnecessarily encouraging the use of drive-alone automobiles.
CI 1-6	Use mobility metrics that address vehicle miles traveled in the CEQA environmental review of development projects.
CI 1-7	Incorporate travel demand management and intelligent transportation systems into local planning when feasible to reduce peak-hour traffic congestion and help reduce vehicle miles traveled.
CI 1-8	Provide safe routes to school for children and families walking, bicycling, and taking public transportation to schools in the community.
CI 1-9	Continue to incorporate Americans with Disabilities Act (ADA) requirements throughout Port Hueneme, but especially in crosswalks, curb ramps, pedestrian signals, and other rights-of-way in high-volume pedestrian areas.
CI 1-10	Provide directional signage that helps travelers navigate to transit facilities, local and regional bicycle routes, the beach, and other visitor destinations.
Circulation Goal 2: Provision of a balanced roadway system that will provide adequate accessibility to existing and future land uses with minimum impact on residential neighborhoods.	
CI 2-1	Encourage the routing of through traffic to designated arterial streets and discourage through traffic in residential neighborhoods.
CI 2-2	Monitor through traffic intrusion in residential neighborhoods, and where necessary, implement strategies to reduce through traffic impacts.
CI 2-3	Ensure to the degree feasible that new developments provide access to residential neighborhoods for all users, including pedestrians, bicyclists, and motorists of all ages and abilities.
CI 2-4	Investigate the feasibility of pedestrian bridge in the identified Downtown Area (around Port Hueneme and Ventura Road) to promote pedestrian safety.
Circulation Goal 3: Encouragement of alternative transportation modes to reduce the use of single passenger vehicles.	
CI 3-1	Promote the use of alternative forms of transportation (other than single passenger cars) to reduce congestion, traffic, noise, greenhouse gas emissions, and air quality impacts.
CI 3-2	Coordinate with the Gold Coast Transit District to provide transit service in all areas of Port Hueneme.
CI 3-3	Ensure that new development accommodates, and does not have a negative impact on, alternative transportation modes. This includes both public transit and active transportation.
CI 3-4	Improve transportation infrastructure and services in a way that will increase the utility, safety, and attractiveness of alternative modes of transportation.

Policy ID	Policy
CI 3-5	Include bicycle routes and pedestrian infrastructure (e.g., protected bike lanes, sidewalks, road crossings, buffers) into newly proposed street improvement projects where feasible, particularly along Surfside Drive and connecting to Pleasant Valley Road as well as along Channel Islands Boulevard.
CI 3-6	Improve transit infrastructure, including additional sun shelters and seating at bus stops, better connectivity for pedestrians and bicyclists, and additional bus stops where feasible.
CI 3-7	Investigate and where feasible implement first-mile/last-mile supportive measures to encourage and facilitate the use of transit. This may include active transportation infrastructure, shared use transportation services, and signage and wayfinding improvements.
CI 3-8	Identify and designate safe and convenient drop-off and pickup zones citywide for ridesharing (including autonomous vehicles), beach loading/unloading, taxis and similar services.
Circulation Goal 4: Improvement of accessibility and integration of the City with the regional transportation system.	
CI 4-1	Work with government agencies and private sector companies to develop a comprehensive, regionally integrated transportation network that connects the community to adjacent communities.
CI 4-2	Consider regional travel patterns when collaborating on regional transit and transportation projects to ensure that investments facilitate greater mobility and access for residents, businesses, and visitors to and from Port Hueneme.
CI 4-3	Coordinate with City of Oxnard and Ventura County to prioritize nonmotorized and pedestrian connections to regional facilities and adjacent communities.

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4 Housing Element



4.1 Purpose of the Housing Element

The Housing Element establishes City housing policies and programs for the 2021-2029 planning period, and is aimed at providing a comprehensive strategy for the provision of sufficient, safe, and affordable housing for all members of the community. It guides City officials and decision makers in actions related housing to meet housing goals, consistent with State housing law. The Housing Element has two main purposes:

- To provide an assessment of both current and future housing needs, and constraints in meeting these needs; and
- To provide a strategy that establishes housing goals, policies, and programs.

This Housing Element represents the City of Port Hueneme's sixth Housing Element cycle and will be implemented from 2021 through 2029. The Technical Background Report (bound separately) provides a detailed assessment of the City's existing and projected housing needs, constraints and opportunities for addressing those needs, an analysis for affirmatively furthering fair housing, and an evaluation of the City's achievements under the prior fifth cycle Housing Element.

4.2 Relationship to General Plan Elements

Housing elements must be consistent with other General Plan elements and provisions, including the Land Use Element and environmental justice objectives.

The Housing Element relies on the Land Use Element to establish the amount, intensity, and distribution of residential uses. The Housing Element update is part of a comprehensive General Plan update. If portions of the General Plan are amended in the future, the General Plan (including the Housing Element) will be reviewed to ensure that internal consistency is maintained.

4.3 Organization of the Housing Element

This Housing Element is organized into the following main sections:

- **Introduction:** Provides an overview of the purpose and background for the Housing Element.
- **Housing Plan:** Outlines the City's proposed actions and objectives over the next eight years in addressing the housing needs of the community and complying with State law.

The Housing Element was informed by the Housing Element Background Report. The Background Report includes the following topics:

- **Community Profile:** Provides an assessment of Port Hueneme's demographic and housing market characteristics and their correlation to housing needs in the community.
- **Constraints to the Provision of Housing:** Analyzes the various market, governmental, and environmental constraints in the City and their impact on the development and preservation of housing in Port Hueneme.
- **Housing Opportunities and Resources:** Provides an inventory of land, financial, and administrative resources available to facilitate housing development in Port Hueneme.
- **Review of Accomplishments:** Develops appropriate programs for the 2021-2029 Housing Element by reviewing the housing programs adopted in 2013-2021 Housing Element and evaluating the effectiveness of these programs in delivering housing services and assistance.

4.4 Public Participation

Public outreach and community involvement played an important role in developing the Housing Element to provide input on housing and community development issues. The following summarizes the City's community outreach efforts during development of the Housing Element. Due to the COVID-19 pandemic, community outreach events were held virtually.

The first engagement activity included stakeholder interviews and focus groups to obtain feedback from neighborhood representatives, the City Council, non-governmental organizations, Hueneme School District, and business owners and property owners¹. These were small meetings with 1-3 participants each and were facilitated by the City's consultants and did not include City staff to ensure participants felt comfortable being honest with their thoughts, concerns, and input. For almost all participants, thoughts about Port Hueneme's current and future housing needs were discussed. Below is a summary of the housing issues discussed as well as how the comments were considered in the preparation of the Housing Element and General Plan.

Comment	Response
Potential redevelopment of downtown as an opportunity for new housing within a mixed-use district	As part of the Land Use Element, the City established a mixed-use Downtown Area to create a more livable community with commercial and housing.
Need for affordable and market-rate housing	The City rezoned a number of areas to allow for housing or increase the density permitted. In addition, programs were established to promote affordable housing development, including a mixed-use incentives overlay, City-owned site redevelopment, and density bonus provisions.
Need for housing that targets the younger population/first-time homebuyers	The City is promoting more multi-family housing that is affordable to first-time homebuyers and continuously pursuing funding sources for homebuyer assistance.
Need for more Accessory Dwelling Unit (ADU) development	Program 12 seeks to promote more ADU development and monitor trends to increase incentives as needed.
Need to assess the housing needs on the Navy Base to determine if housing in the City could accommodate Navy personnel	Program 19 was established to coordinate with the Naval Base in order to coordinate housing plans on the Base and coordinate resources as needed.
Potential for housing in mixed-use developments that would replace older commercial centers	The Land Use and Housing Element established a number of new mixed-use areas.
Environmental impacts on housing such as noise and light associated with Port activity such as trucks and ships entering and exiting the Port	Program 19 was established to coordinate with the Naval Base and Port of Hueneme.
Support for increasing allowable height of housing in the City due to land availability	Mixed use sites allow up to 5 stories in height and Program 14 establishes incentives such as further height increases. In addition, the City's Density Bonus provisions would allow increases in height in high density residential development.
Potential need for changing housing design to include office spaces so residents can work from home more conveniently	The new mixed-use designations would allow for a mix of housing and office uses.

The City held the first virtual Community Workshop for the General Plan Update on November 19, 2020 to gain input on the public's needs and wants for the General Plan, including the upcoming housing element cycle. In conjunction with the Community Workshop with polling questions, an online questionnaire and published for the public to access on November 17, 2020 through January 22, 2021. The questionnaire was published in both English and Spanish and asked questions regarding the types of housing that is needed in the City and where the public would like to see new housing. In regard to where housing should be focused, participants indicated mutual support for

¹ Stakeholders that participated in focus groups included: AYSO, Boys and Girls Club, Little League, Oxnard Union High School, Hueneme Elementary, Hueneme Chamber of Commerce, Ventura County Economic Development, Ventura County Supervisor, Aria (Strategic Planning Consultant), Port Hueneme Historical Society Museum, City's Economic Development Consultant, Coastal Commission, Port of Hueneme, Navy, Oceanview Pavilion, and Surfside Seafood.

residential and mixed use in vacant lots, commercial center, and existing residential areas. The online questionnaire was completed by 95 participants. From the virtual Community Workshop and online questionnaire, the key housing issues identified and responses are below:

Comment	Response
Lack of affordable housing	The City upzoned a number of areas to allow for housing or increase the density permitted. In addition, programs were established to promote affordable housing development, including a mixed-use incentives overlay, City-owned site redevelopment, and density bonus provisions.
Concerns about the location of affordable housing as it relates to environmental justice	The Housing Element does not concentrate housing sites in areas with low environmental scores. In addition, Program 19 was established to coordinate with the Naval Base and Port of Hueneme in order to mitigate future operational plans that would impact the City.
Need for a wide variety of housing types	The Housing Element expanded mixed-use areas to develop new mixed-use housing types and established Program 8 to explore missing-middle housing types in single-family neighborhoods.
Need for greater amounts of entry-level homes as well as above-moderate homes	The City rezoned a number of areas to allow for housing or increase the density permitted. In addition, programs were established to promote affordable housing development, including a mixed-use incentives overlay, City-owned site redevelopment, and density bonus provisions.

An additional virtual Community Workshop was held on March 30, 2021 to get feedback on possible housing sites and land use changes. The City presented all land use changes in the workshop that are currently in the General Plan Update. Participants had opportunities to provide feedback via poll questions and public comments. Questions and comments from the public involved clarification of what uses and designs would be allowed. No comments opposed the proposed land use changes. A third virtual workshop was held on August 25, 2021 to present the General Plan during the 45-day Public Review Period for the General Plan Update and EIR. The bulk of the virtual presentation included an overview of each General Plan Element with the objective of receiving feedback on the proposed policies. Policies related to land use and housing were presented and comments from the community encompassed concerns for pedestrian and bicyclist safety and expressed interest for redevelopment to occur in a holistic manner. The City considered all public comments when planning for housing holistically during the Housing Element Update process.

4.5 Housing Resources

Financial Resources

Community Development Block Grant (CDBG)

The CDBG Program is administered by the Department of Housing and Urban Development (HUD). Through this program, the federal government provides funding to jurisdictions to undertake community development and housing activities.

Activities proposed by jurisdictions must meet the objectives and eligibility criteria of CDBG legislation. The primary CDBG objective is the development of viable urban communities, including decent housing and a suitable living environment, and expanding economic opportunity, principally for persons of low-and moderate income. Each activity must meet one of the three broad national objectives of:

1. Providing benefit to low- and moderate-income families
2. Aiding in the prevention of elimination of slums or blight
3. Meeting other community development needs having a particular urgency because existing conditions pose a serious and immediate threat to the health or welfare of the community

The City of Port Hueneme receives an allocation of CDBG funds annually through the Ventura Urban County program. The City will continue to use CDBG funds to assist low and moderate income individuals in improving the health and safety conditions of their homes through the rehabilitation of owner-occupied homes, maintenance of affordable housing, development of new affordable housing, and implementation of code enforcement and educational programs.

HOME Investment Partnership Act (HOME)

The HOME program provides federal funds for the development and rehabilitation of affordable rental and ownership housing for households with incomes not exceeding 80 percent of area median income. The program gives local governments the flexibility to fund a wide range of affordable housing activities through housing partnerships with private industry and non-profit organizations. HOME funds can be used for activities that promote affordable rental housing and homeownership by low-income households, including:

1. Building acquisition
2. New construction and reconstruction
3. Moderate or substantial rehabilitation
4. Homebuyer assistance
5. Rental assistance
6. Security deposit assistance

Permanent Local Housing Allocation (PLHA)

The PLHA program, also known as the Building Homes and Jobs Act, or Senate Bill 2 (SB 2), provides a permanent source of funding to all local governments in California to help cities and counties implement plans to increase the affordable housing stock. Funding can help Port Hueneme to:

1. Increase the supply of housing for households at or below 60% of area median income
2. Increase assistance to affordable owner-occupied workforce housing
3. Assist persons experiencing or at risk of homelessness
4. Facilitate housing affordability, particularly for lower- and moderate-income households
5. Promote projects and programs to meet the local government's unmet share of regional housing needs allocation
6. Ensure geographic equity in the distribution of funds

Port Hueneme will receive grants based on the formula prescribed under federal law for the Community Development Block Grant. Funding amounts will vary from year to year based on annual revenues to the Building Homes and Jobs Trust Fund, which is typically around \$50,000.

Administrative Resources

Nonprofit and Housing Organizations

Nonprofit housing developers and service providers are important resources for accomplishing the goals and objectives of this Housing Element and for residents to find affordable housing options. The following service providers are some of the nonprofit organizations and resources that have been active in the City and may assist in the implementation of Housing Element programs:

- Housing Authority of Port Hueneme
- Housing Trust Fund Ventura County
- Peoples' Self Help Housing Corporation
- Habitat for Humanity Ventura County
- Cabrillo Economic Development Corporation
- Many Mansions

4.6 Site Inventory

State law requires each community to play a role in meeting the region's housing needs. A jurisdiction must demonstrate in the Housing Element that its land inventory is adequate to accommodate its share of the region's projected growth. This section explains how Port Hueneme's land inventory meets current and future housing needs.

RHNA Requirement

The Regional Housing Needs assessment (RHNA) allocation plan was developed and adopted by the Southern California Association of Governments (SCAG) and covers the planning period (October 2021 through October 2029). The RHNA assigns a housing production to each jurisdiction in the region. Port Hueneme's share of the regional housing need for this 6th cycle Housing Element update is allocated by SCAG based on factors such as recent growth trends, income distribution, and capacity for future growth. Port Hueneme must identify adequate land with appropriate zoning and development standards to accommodate its allocation of the regional housing need.

According to the RHNA, Port Hueneme's share of regional future housing needs is 125 new units between October 2021 and October 2029. The RHNA allocates future need into four income categories. The income categories include very low, low, moderate, and above moderate income categories, which are based off the Area Median Income (AMI). Table HE-1 shows the City's 2021-2029 RHNA allocation by income category.

Table HE-1 2021-2029 Port Hueneme Regional Housing Needs

Income Category (% of County AMI)	Number of Units	Percent
Extremely Low (0% to 30%) ¹	16	12.8
Very Low (31% to 50%)	10	8.0
Low (51 to 80%)	16	12.8
Moderate (81% to 120%)	18	14.4
Above Moderate (Over 120%)	65	52.0
Total	125	100.0

¹ The City has a RHNA allocation of 26 very low-income units (inclusive of extremely low-income units). Pursuant to State law (AB 2634), the City must project the number of extremely low-income housing needs based on Census income distribution or assume 50 percent of the very low-income units as extremely low. According to the ACS data, 37.2 percent of City households earned less than 50 percent of the AMI. Among these households, approximately 60 percent earned incomes below 30 percent (extremely low). Therefore, the City's RHNA allocation of 26 very low-income units may be split into 10 extremely low and 16 very low-income units. However, for purposes of identifying adequate sites for the RHNA allocation, state law does not mandate the separate accounting for the extremely low-income category

Credits Toward RHNA

Housing units approved and/or pending (and not yet permitted for construction) as of July 1, 2021 can be credited toward meeting the City's RHNA. The City must demonstrate in this Housing Element its ability to meet the remaining housing needs after subtracting anticipated units or units under construction. As of June 30, 2021, 119 housing units have been planned or approved for development, including 114 units in a mixed use project on South Victoria Avenue and five lower income units in a Habitat for Humanity project at C Street and San Pedro Street. Figure HE-1 shows the location of these projects. The current schedule for the South Victoria Avenue project with 114 market rate units is March 2022 for building permits and approximately two years for construction, providing substantial evidence for these units to be developed during the 6th Cycle. The five Habitat for Humanity units are currently under construction, with occupancy expected by mid-2022.

ADUs are also a source of housing units that can be counted toward the City's RHNA based on ADU permitting trends. An ADU is an additional dwelling unit that could provide housing options for family members, friends, students, the elderly, in-home health care providers, the disabled, and others. An ADU can be located on residentially zoned property that has an existing single-family or multi-family residence. Approximately eight ADUs were permitted during the previous Housing Element planning period, six additional ADUs are currently going through the permitting process, and this trend is expected to increase due to new state laws and updates to the City's ADU regulations.

Remaining RHNA

After accounting for units planned and approved as of June 30, 2021 and anticipated ADUs, there is a remaining need for areas to accommodate 16 extremely low income, 5 very low income, 16 low income units, and 10 moderate units, with a surplus of 49 above moderate housing units. The City must demonstrate the availability of sites with appropriate zoning and development standards that can facilitate and encourage the development of such units.

Table HE-2 shows the pending or approved projects, the assumed number of ADUs permitted between 2021 and 2029, and the remaining RHNA requirement that still needs to be fulfilled.

Figure HE-1 Planned or Approved Projects

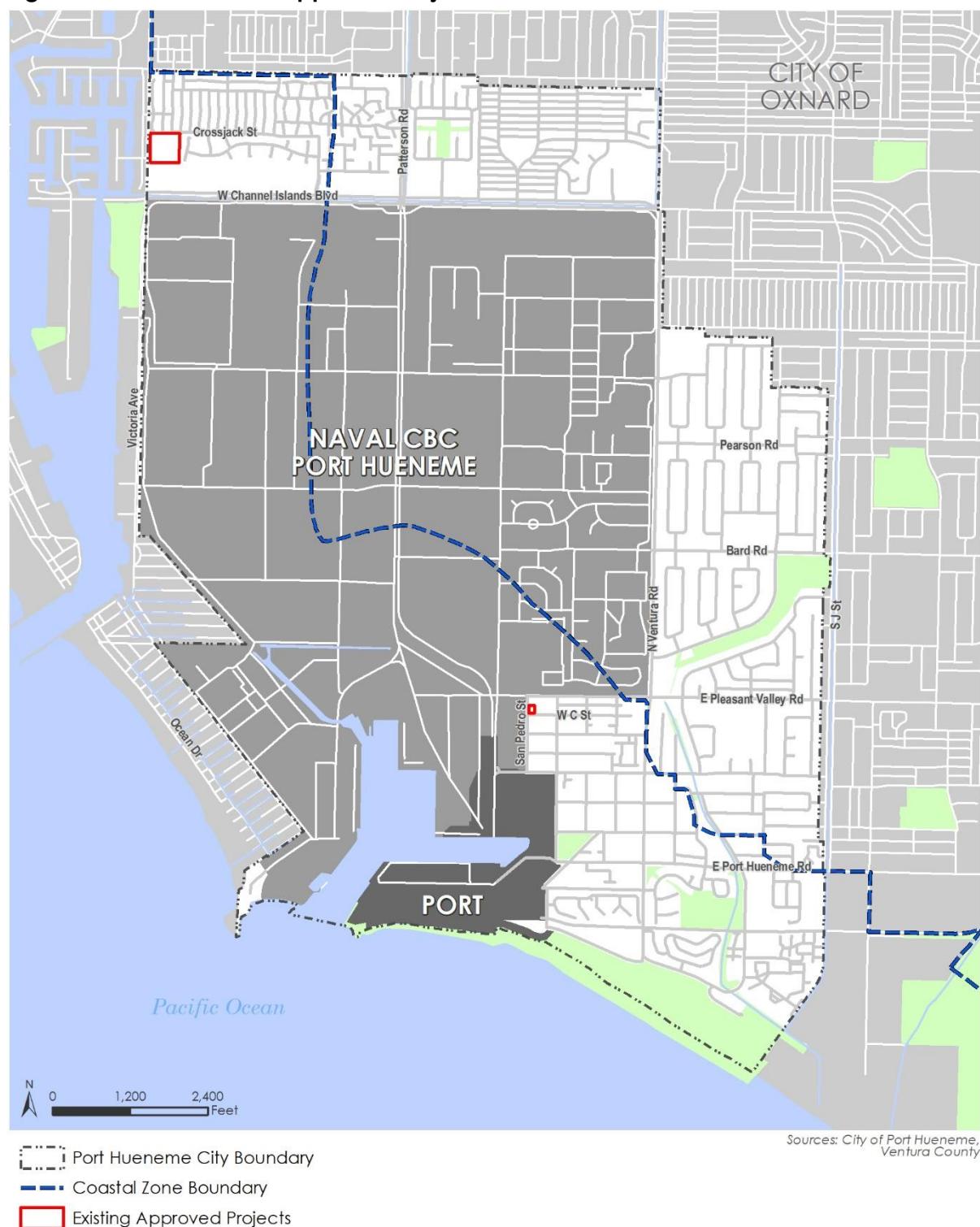


Table HE-2 Remaining RHNA Requirement to be Fulfilled

Income Category	RHNA	Pending or Approved Units	ADUs	Remaining RHNA
Extremely Low	16	0	0	16
Very Low	10	5	0	5
Low	16	0	0	16
Moderate	18	0	0	10
Above Moderate	65	114	8	-49

Assumed Densities and Realistic Capacity

Government Code Section 65583.2 states that a density of 20 units per acre is an appropriate density for lower income housing in Port Hueneme. The site inventory only considered land uses that allow 20 units per acre or greater for sites considered for lower income units. Residential High Density and Mixed-Use Residential both allow up to 25 units per acre. For a conservative analysis, the site inventory calculates the potential unit yield based on the low end of the allowed density for each land use to ensure that the inventory is adequate to meeting the RHNA. Based on findings in the Technical Background Report, Program 5 includes a provision to establish a minimum residential density in the Mixed Use Zone which would ensure redevelopment includes residential density at levels anticipated.

Non-Vacant Site Trends and Analysis

In accordance with Assembly Bill 1397, the following discussions are included to demonstrate the feasibility of redevelopment of non-vacant sites addressing the lower-income RHNA allocation in the City. The City is largely built-out with limited vacant areas to identify for future housing due to its location near NBVC-PH, the coast and surrounding City of Oxnard.

In addition to recent multi-family projects within the City, this Housing Element looked at nearby development in the City of Oxnard to determine recent trends for nonvacant site redevelopment. The Housing Element also considered the development standards and density for projects outside the City to determine if nonvacant sites in the City are feasible to accommodate housing during the 6th cycle. The following table shows recent representative projects showing nonvacant redevelopment trends in the surrounding area.

Table HE-3 Surrounding Nonvacant Redevelopment Trends (Oxnard)

APN/Address	Existing Uses	Size (acres)	Project	Parcel Consolidation	Unit Count	Density (units per acre)
202013503; 761 South C Street	Office building and large parking lot	1.7	Mixed-use, 5-story building	1 parcel	175	102
2714 Vineyard Ave	Elementary School	9.1	Condominium apartments	1 parcel	164	18
705 N. Oxnard Blvd	Motel and retail, restaurant	2.1	3-story 100% affordable housing	2 parcels	44	21
1375 Channel Islands Blvd	Vacant	2.9	3-story apartments	2 parcels	72	25

APN/Address	Existing Uses	Size (acres)	Project	Parcel Consolidation	Unit Count	Density (units per acre)
5536 & 5582 Cypress Rd	Commercial agriculture and existing housing	5.2	100 percent affordable and special-needs housing	2 parcels	150	29
184 North H Street	Underutilized parking area	1.5	Single-family housing	2 parcels	15	10
5600 Cypress Road	Agriculture facilities	1.1	30 affordable special needs apartments and 77 bed farmworker housing	2 parcels	30	27
5451-5497 Cypress Road	20 single-family residences	4.9	2-story apartment complex	20 parcels	72	15
201011235-240; N Hayes Street	Vacant	0.5	Affordable housing project	6 parcels	6	12

In the region, housing projects are being developed on vacant and nonvacant sites. Uses that are being replaced on nonvacant sites include older shopping centers, sites with motels and existing commercial retail, older office buildings, older single-family residences, and agriculture uses. These projects are typically consolidating 2-3 parcels, with some up to 6. There are a number of 100 percent affordable projects on sites that consolidated small lots around 0.5 acres or less, such as the nearby projects at 705 N. Oxnard Boulevard, Cypress Road, and N. Hayes Street shown in Table HE-3.

Based on these recent and nearby trends, the City identified three sites to accommodate the City's remaining housing need that are consistent with regional nonvacant redevelopment trends. One site includes some City-owned properties where the City is actively looking to work with developers to acquire and develop all sites together. The remaining two sites have existing uses that are in need of modernization, have vacant buildings or retail turnover, and large underutilized parking areas, consistent with uses being developed currently in the region. These sites have parcels with the same owner or there is strong likelihood that the group of parcels will develop together as they were developed together in the past.

While the existing uses on the identified sites discussed below are consistent with redevelopment in the region, the Housing Element also looked into whether development standards in Port Hueneme would permit similar development. Table HE-3 determined the density for each of the projects which ranged from 10 units per acre up to 29 units per acre, with an average of around 20 units per acre. In Port Hueneme, High Density Residential and Mixed Use permit densities up to 25 units per acre. In addition, incentives in the Mixed-Use Incentives Overlay proposed in Program 18 could allow for further increases in density. Most of the recent projects in the area (City of Oxnard) were three stories in height, but they ranged from 2 to 5 stories in height. Port Hueneme permits projects up to three stories in height in the High Density Residential zone and up to 5 stories (60 feet) for residential projects in the Mixed Use Zone. Based on the above analysis, the existing uses on the sites analyzed would not be considered a constraint to housing development.

In addition to the three identified sites, the City also has changed the land use on a number of other commercial properties to allow housing. The Downtown Area and commercial properties along Channel Islands Boulevard between Patterson Road and Bolker Drive were changed from Commercial to Mixed Use (see Figure LU-1 in the Land Use Element). While these sites are not

needed to meet the City's regional housing need, they provide additional housing capacity over the Planning Period.

Pleasant Valley Road and San Pedro Street



The sites along Pleasant Valley Road and San Pedro Street outlined in Table HE-4, and shown in the image above and Figure HE-2 were included in the previous 5th cycle Housing Element. However, the non-vacant sites were only included in one previous housing element and the three vacant sites are owned by the City of Port Hueneme Housing Successor Agency. Therefore, these sites are not subject to Assembly Bill 1397. The Housing Successor Agency intends to declare these properties as surplus in 2022 for disposition to affordable housing developers.

The sites have an existing General Plan land use and Zoning designation of Mixed Use. Existing uses on the non-vacant sites include single-story commercial retail in need of modernization with vacant retail spaces, a car mechanic and car storage yard, and four existing housing units. All structures on these sites are in need of repair and renovations.

Table HE-4 Pleasant Valley Road and San Pedro Street Sites

APN	Size (acres)	Existing Use	Unit Capacity	Lower Income	Moderate Income	Above Moderate Income
206-0-031-170	0.32	Car mechanic and storage yard	5	5	0	0
206-0-031-080	0.21	Commercial retail and housing units	5	1 (net)	0	0
206-0-031-130*	0.1	Vacant	2	2	0	0
206-0-031-090*	0.1	Vacant	2	2	0	0
206-0-031-120*	0.1	Vacant	2	2	0	0

Notes: The unit numbers include the net increase after subtracting the existing 4 housing units

* City Housing Successor Agency-owned sites

SITE SUITABILITY

The parcels total 0.8 acre and their current land use designation is Mixed Use, which allows residential development up to 25 units per acre. This area consists of several contiguous parcels that are either vacant, underutilized, or contains deteriorating development. The existing commercial structure on APN 206-0-031-080 has primarily vacant spaces and is in need of repair and the site is underutilized with regards to housing unit density. The other commercial structure on 206-0-031-170 is used for auto repair/vehicle is in need of substantial improvements. The existing uses, therefore, are not an impediment to residential redevelopment in the planning period and are consistent with regional redevelopment trends. The surrounding area is experiencing current redevelopment trends with new affordable housing as well as commercial uses. In addition, the City of Port Hueneme's Housing Successor Agency owns the three vacant sites with the intent to sell the parcels to a private developer who would acquire the remaining parcels. The City goals of these sites are to facilitate their redevelopment with new housing, which would include affordable housing. Redevelopment of the vacant parcel to the south for Habitat for Humanity and the location near Naval Base Ventura County illustrate potential for redevelopment of this site as it is similar in characteristics as the Habitat for Humanity site.

The site size of approximately 0.8 acre would be allowed 20 units under the current Mixed Use Zoning designation. The Mixed Use Zone encourages the development of housing and would be able to accommodate 20 units under existing development standards. Structures would be allowed to be 60 feet in height if at least one third of the building has residential uses (otherwise it would be 45 feet). Lot coverage requirements are 90 percent and there are no required front or side setbacks as the site is not adjacent to other residential zones. Due to the height provisions and limited site development constraints, the site could accommodate 20 units. To be conservative and allow for development of units that are larger, the Housing Element assumes 16 units on this site.

Port Hueneme Road and Surfside Drive



This site outlined above contains several individually owned parcels which total 1.1 acres.

Table HE-5 details the individual parcels within this site and the site is shown on Figure HE-2. With the concurrent General Plan Update, the City is changing the site from medium density to high density residential in order to incentivize development of housing on these sites. The Housing Element includes a program (Program 5) to rezone the sites from its existing Zoning designation of R-2 Medium Density to R-3 High Density Residential to be consistent with its land use designation. Existing uses on the sites include a single-story motel, commercial retail and office buildings predominantly with vacant retail spaces and a liquor store, and four older housing units. As these sites are assumed for above-moderate units, the sites could be developed individually or together and lot consolidation is not an issue.

Table HE-5 Port Hueneme Road and Surfside Drive Sites

APN	Size (acres)	Existing Use	Unit Capacity	Lower Income	Moderate Income	Above Moderate Income
207-0-212-195	0.5	Older Seaside Motel	7	0	0	7
207-0-212-205	0.2	4 housing units	3	3	0	0
207-0-212-215	0.2	Vacant commercial retail	3	3	0	0
207-0-212-225	0.2	Vacant commercial retail	3	3	0	0
207-0-212-235	0.2	Liquor store	3	3	0	0

SITE SUITABILITY

The Seaside Inn is an older, antiquated motel that mostly serves local residents and not visitors to the area or the beach. All of the commercial spaces adjacent to the hotel are vacant except for one space that contains a liquor store. The site also has an Improvement-to-Land Value ratio of less than 1.0 (i.e. improvements on site are worth less than the land), and it is located adjacent to a recent residential redevelopment project. The existing uses on the site are similar to sites being redeveloped for housing in the region, as shown in Table HE-3. The site is also adjacent to Bubbling Springs Recreational Corridor and Wene'mu Park and has easy beach access. Due to the age and vacancy of the existing structures and its proximity to amenities, the site is viable for redevelopment to accommodate housing. In addition, the City has increased the allowed density of these parcels from medium to high density residential.

North Ventura Road and East Channel Islands Boulevard



This area contains 3 individual sites suitable for redevelopment with housing. Table HE-6 details the 3 sites within this area and the sites are shown in Figure HE-2. These sites have a General Plan land use designation of Mixed Use and the Housing Element includes a program (Program 5) to rezone the sites from C-1 Commercial to R-4 Mixed Use to be consistent with this designation. Existing uses on these sites include retail/commercial buildings with various uses such as supermarket, clothing stores, carwash, offices, and small restaurants, as well as large underutilized parking areas in between buildings and along the N. Ventura Road frontage.

Table HE-6 North Ventura Road and East Channel Islands Boulevard Sites

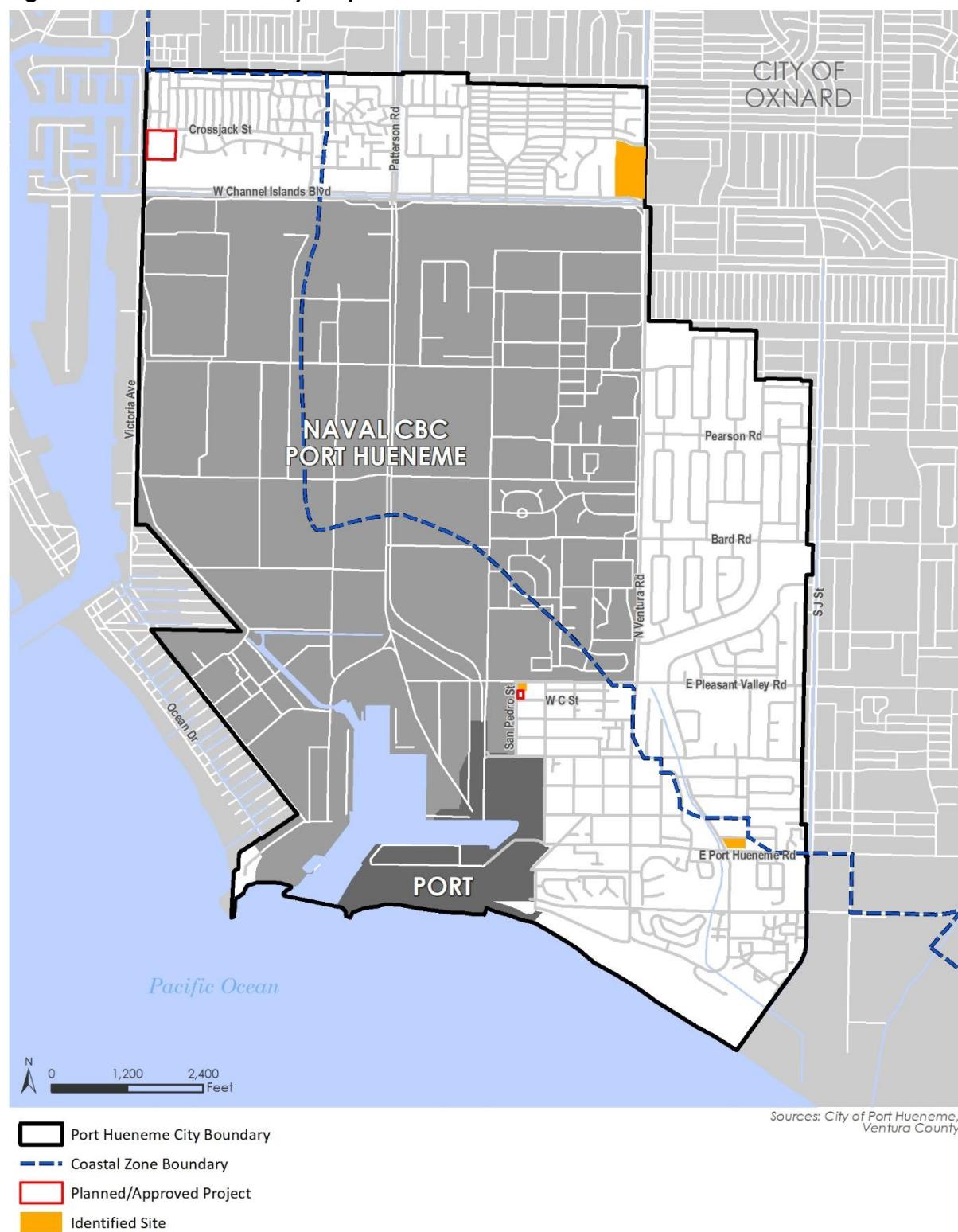
APN	Size (acres)	Existing Use	Unit Capacity	Lower Income	Moderate Income	Above Moderate Income
Site 1						
189-0-220-235	0.6	Office building	9	9	0	0
189-0-220-275	0.7	Commercial retail, salon and restaurant	11	0	0	11
Site 2						
189-0-220-115	4.9	Commercial retail, 99 cent store, dentist, liquor, Denny's restaurant	74	0	22	52
189-0-220-065	0.6	Fast food	8	8	0	0

Site 3						
189-0-220-265	0.3	Gas station	5	0	0	5
189-0-220-285	0.3	Car wash	4	0	4	0
189-0-220-245	0.3	Market	5	5	0	0

SITES SUITABILITY

With the exception of the fast food restaurant located at the southeast corner of Site 2, each of the three sites contains buildings constructed around 1968 which are outdated and in need of exterior and tenant improvements. Redevelopment trends in the commercial areas around the sites are occurring; a portion of the adjacent commercial center across North Ventura Road in the City of Oxnard was recently redeveloped and improved. In addition, the nonvacant site analysis showed older shopping centers and office uses in the region are being redeveloped with residential as a part of mixed-use developments with housing or with multi-family housing. All of the sites also have an Improvement-to-Land Value ratio of less than 1.0 (i.e. improvements on site are worth less than the land), indicating the site is suitable for redevelopment. In addition, Program 14 includes establishing a mixed-use incentives overlay on this site to encourage redevelopment of these mixed-use site with housing, and Program 5 includes a provision to establish minimum residential densities in mixed use. These sites have the capacity to accommodate 116 housing units, including lower income units, and would provide the City with an additional buffer to meet its RHNA requirement to address any shortfalls during the planning period.

Figure HE-2 Sites Inventory Map



Adequacy of Site Inventory Meeting RHNA

Under existing land use and zoning designations the City has the capacity to accommodate all of its RHNA obligation for moderate and above moderate income categories and 19 of its lower income categories. In addition to the RHNA obligation, HCD recommends an additional buffer that will provide the City with the capacity to address potential net loss issues over this planning period. HCD recommends that each jurisdiction identify additional candidate sites to accommodate a RHNA buffer.

To accommodate the City's remaining shortfall RHNA for 23 lower income units and to include sufficient sites to address potential net loss issues, the City has identified the sites above for rezoning to be consistent with its land use. The sites chosen do not have environmental constraints such as flooding, wildfire hazards, hazardous materials which would impede housing development, and all sites have necessary infrastructure accessible.

With the pending and approved projects, ADU trend, sites with demonstrated ability to facilitate development of housing units, and with the implementation of a rezoning program, the City can accommodate the RHNA at all income levels as shown in Table HE-7.

Table HE-7 Housing Site Inventory Summary

	Lower Income	Moderate Income	Above Moderate Income	Total
RHNA Allocation	42	18	65	125
Pending and Approved	5	0	114	119
ADUs	0	0	8	8
Site Inventory	46	26	78	149
Shortfall or Surplus	+9	+8	+135	+151

+ indicates a surplus

4.7 Housing Goals and Policies

Table HE-8 Housing Goals and Policies

Housing Goal 1: Maintenance and enhancement of the quality of residential neighborhoods in Port Hueneme.	
Policy ID	Policy
HE 1-1	Encourage the rehabilitation of substandard residential properties by homeowners and landlords.
HE 1-2	Continue to utilize the City's code enforcement program to bring substandard units into compliance with City codes and to improve overall housing quality and conditions in Port Hueneme.
HE 1-3	Preserve existing restricted low-income housing in the City.
HE 1-4	Encourage the use of rehabilitation assistance programs for the elderly and other low-income residents to improve housing conditions and encourage additions to accommodate large families.
Housing Goal 2: Adequate provision of housing by location, type of unit, and price to meet the existing and future needs of Port Hueneme.	
Policy ID	Policy
HE 2-1	Provide a variety of residential development opportunities in the City, including small-lot single-family homes, moderate-density townhomes, high-density condominiums and apartments, and mixed-use developments, to meet the City's share of regional housing needs.

HE 2-2	Encourage both the private and public sectors to produce or assist in the production of housing with particular emphasis on housing affordable to lower-income households, military families, the disabled, elderly, large families, and family-headed households.
HE 2-3	Avoid concentrating housing for low-income households in any single area of the City.
HE 2-4	Require new housing units to be accessible to disabled persons or adaptable for conversion to accessibility, per the American Disabilities Act.
HE 2-5	Encourage the development of new housing units for the elderly and disabled persons in close proximity to public transportation and community services.
HE 2-6	Require the design of affordable or special-needs housing developments to be compatible with the surrounding neighborhood and not appear any different than market-rate developments.
Housing Goal 3:	Provision of increased opportunities for home ownership.
Policy ID	Policy
HE 3-1	Assist in the development of affordable ownership housing for lower and moderate-income residents.
HE 3-2	Provide favorable home purchasing options to lower-income first-time homebuyers through the CalHome program.
Housing Goal 4:	Removal of governmental constraints to housing development.
Policy ID	Policy
HE 4-1	Encourage the use of residential state-mandated density bonuses to provide additional opportunities for affordable housing.
HE 4-2	Remove governmental constraints to the provision of housing for persons with special needs, including seniors, disabled, female-headed households, large households, homeless, and military families.
HE 4-3	Continue coordination of public works and engineering with planning and building functions to expedite project review of housing projects.
HE 4-4	Provide for streamlined approval of housing for projects that meet state and local requirements.
HE 4-5	Encourage the construction of Accessory Dwelling Units (ADUs).
Housing Goal 5	Promotion of fair housing practices
Policy ID	Policy
HE 5-1	Provide fair housing services to Port Hueneme residents and assure that residents are aware of their rights and responsibilities regarding fair housing.
HE 5-2	Continue to participate in and implement recommendations of the Ventura County Analysis of Impediments.

4.8 Housing Programs

1. Conservation and Improvement of Existing Housing

Program 1: Code Enforcement and Property Maintenance

Port Hueneme is committed to ensuring that housing is consistent with property maintenance requirements of the City and the Uniform Housing Code to protect the health, safety and welfare of the residents of the City and to provide an orderly means of eliminating conditions and blighting influences that cause neighborhood deterioration. Emphasis will be placed on property maintenance, landlord training, resident safety, eradication of substandard building conditions and abatement of inoperative and abandoned vehicles. Maintenance and upkeep of property is pursued through neighborhood canvassing, systematic inspections, and response to citizen complaints.

When a code violation is identified, the responsible party (owner or occupant) will be notified of the alleged violation either by telephone, mail or personal contact.

Funding	General Funds, Community Development Block Grant Funds
Responsible Agency	Community Development Department, Code Compliance Division and Neighborhood Preservation Division
Objectives and Timeline	<ul style="list-style-type: none"> ▪ Conduct housing condition questionnaires two times during the 6th cycle to determine the nature and extent of housing deterioration and rehabilitation assistance needs ▪ Contact property owners and landlords with nonconforming conditions after each of the questionnaires for training on property maintenance requirements and tips ▪ Continue neighborhood canvassing with code enforcement and maintain a cooperative approach with residents to ensure violations are successfully processed without a need for legal action ▪ Connect Code Enforcement activities with financial assistance opportunities such as the Home Maintenance Incentive Rebate Program and available rental assistance and rehabilitation loans available for room additions provided by the City

Program 2: Preservation of At-Risk Affordable Housing

The Port Hueneme Housing Authority owns and operates two public housing developments: the 60-unit Mar-Vista project targeted for senior residents and the 30-unit Hueneme Village. Because Mar Vista and Hueneme Village are owned by the Housing Authority, their long-term affordability is secure and they are not considered to be at-risk.

The City owns the eight-unit A Street Apartments for very low-income renters. The City also acquired and operates one five-unit apartment building and four duplexes on Jane Drive for low-income residents, and two additional duplexes on Jane Drive are currently owned by the Surplus Property Authority and operated as transitional housing for homeless families.

Casa Pacifica is a privately operated 91-unit apartment building for low-income seniors and disabled persons. The property is under a Project-Based Section 8 contract and the expiration date for this project is January of 2025. The City will continue to support the preservation of the 91 affordable housing units that could convert to market-rate at some point in the planning period.

Funding	CDBG Funds, Nonprofit Housing Providers; HUD Section 8 funding
Responsible Agency	Community Development Department, Housing Authority
Objectives and Timeline	<ul style="list-style-type: none"> ▪ Contact nonprofit housing developers annually to explore opportunities for acquisition/rehabilitation of rental housing and to solicit interest in acquiring and managing Casa Pacifica ▪ Utilize CDBG funding to assist in the purchase or maintenance of affordable units to prevent their conversion ▪ Monitor the status of Casa Pacifica and ensure tenants receive proper notification of any changes and are aware of available special Section 8 vouchers (AB 1521 requires 3-year, 1-year, and 6-month notices)

Program 3: Rehabilitation of Owner-Occupied Housing

The need for rehabilitation assistance is increasing as the City's housing stock ages. The City will provide financial assistance to lower income homeowners to rehabilitate or make accessibility improvements to the homes they occupy. The City will continue to implement the Home Maintenance Incentive Rebate Program (HMIRP) and improve funding sources. The HMIRP 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 the HMIRP is limited to improvements that are visible from the public right-of-way and enhance the exterior appearance of the property.

Funding	Affordable Housing In-Lieu Fees, CDBG Funds, General Funds, State loans and grants
Responsible Agency	Community Development Department
Objectives and Timeline	<ul style="list-style-type: none"> ▪ Continue to promote the HMIRP program through the City website, code enforcement activities, and targeted neighborhood noticing ▪ Assist 100 households in home rehabilitation ▪ Promote program to those with disabilities and older adults to implement accessibility modifications help existing residents of housing continue to reside in their home ▪ Utilize CDBG funding to assist in the funding of the program

Program 4: Acquisition, Rehabilitation, and Retention of Rental Housing

Many duplex and small apartment buildings in the City continue to be used as rental housing among lower- and moderate-income households. The City will continue to provide assistance to preserve the existing stock of lower- and moderate-income rental housing through purchase or rehabilitation assistance. This can be accomplished in the form of loans, grants, and/or rebates to owners of rental properties to make needed repairs and rehabilitation or acquiring and rehabilitating rental housing that is substandard, deteriorating or in danger of being demolished.

Funding	Affordable Housing In-Lieu Fees, CDBG Funds, General Funds, State loans and grants
Responsible Agency	Community Development Department
Objectives and Timeline	<ul style="list-style-type: none"> ▪ Contact nonprofit housing developers annually to explore opportunities for acquisition/rehabilitation of rental housing ▪ As appropriate and as financially feasible, make funding available to non-profit organizations to assist in the acquisition and rehabilitation of existing rental housing

2. Adequate Provision of Housing to Meet Port Hueneme's Need

Program 5: Rezone Program to Accommodate the RHNA

Port Hueneme has been allocated a RHNA of 125 units for the 2021-2029 planning period (26 very low income, 16 low income, 18 moderate income, and 65 above moderate income units). With units entitled and under review, anticipated ADUs, and underutilized sizes with appropriate land use and zoning designations, the City has adequate capacity for its moderate and above moderate income RHNA, with a remaining lower income RHNA of 37 units. The Site Inventory included five sites that required rezoning to be consistent with the land use designation and provide adequate sites to accommodate the RHNA and provide additional buffer should a net loss occur. Government Code 65583(c)(1)(A) states that rezoning of those sites, including adoption of minimum density and development standards, for jurisdictions with an eight-year housing element planning period pursuant to Section 65588, shall be completed no later than three years after either the date the housing element is adopted pursuant to subdivision (f) of Section 65585 or the date that is 90 days after receipt of comments from the department pursuant to subdivision (b) of Section 65585, whichever is earlier, unless the deadline is extended pursuant to subdivision (f). Notwithstanding

the foregoing, for a local government that fails to adopt a housing element that the department has found to be in substantial compliance with this article within 120 days of the statutory deadline in Section 65588 for adoption of the housing element, rezoning of those sites, including adoption of minimum density and development standards, shall be completed no later than one year from the statutory deadline in Section 65588 for adoption of the housing element.

To accommodate the City's remaining shortfall RHNA for 37 lower income units, to maintain adequate sites for all income groups throughout the eight-year planning period, and to provide a sufficient buffer, the City will rezone 1.1 acres (5 parcels) from R-2 Limited Multi-Family to R-3 Multi-Family I and 7.7 acres (7 parcels) from C-1 Commercial to R-4 Mixed Use consistent with the Site Inventory, consistent with Government Code 65583(c)(1)(A). All of the identified sites permit housing units with at least 16 units per acre. The site inventory allocated 24 units of lower income housing in the inventory to existing projects and on residential sites which is over 50 percent of the lower income housing need. In addition, the remainder of the units are identified on mixed-use sites upon which the City allows 100 percent residential uses. Therefore, the City can accommodate its RHNA allocation in compliance with provisions required by Government Code section 65583(c)(1) and 65583.2(h) and (i).

The City will further implement a monitoring program that evaluates the current capacity of housing sites for all income levels throughout the duration of the planning period. The City commits to internally tracking the City's available housing sites to ensure the City remains on track towards satisfying its RHNA target. Should an approval of development result in fewer units than assumed in this Housing Element for meeting RHNA requirements (for lower-, moderate-, or above moderate-income households), the City will identify and, if necessary, rezone sufficient sites within 180 days to accommodate the shortfall and ensure "no net loss" in capacity to accommodate the RHNA.

Funding	General Funds
Responsible Agency	Community Development Department, Planning Division
Objectives and Timeline	<ul style="list-style-type: none"> ▪ Continue to maintain a residential sites inventory to accommodate the City's Regional Housing Needs Assessment of 125 (16 extremely low income, 10 very low income, 16 low income, 18 moderate income, 65 above moderate income) units ▪ Rezone properties identified in the Site Inventory to be consistent with the land use designation by October 2024 ▪ Starting in quarter 1 2023 with completion by quarter 4 2023, study options for amendments to the R-4 Mixed Use zone for minimum density requirements and increases in density. After evaluation, staff will present options to the City Council to address this issue as directed ▪ Maintain an updated inventory of residential housing developments and annually monitor the City's remaining housing capacity to ensure compliance with SB 166 ▪ Actively promote sites available for lower- and moderate-income housing development to potential developers, private and non-profit organizations, and other interested persons and organizations ▪ Ensure the locations of any required new sites do not concentrate low-income sites in one area

Program 6: Sites Used in Previous Planning Period

In 2017, AB 879 and AB 1397 were passed requiring additional analysis and justification of the sites included in the sites inventory of the City's Housing Element. The Housing Element may only count non-vacant sites included in one previous housing element inventory and vacant sites included in two previous housing elements if the sites are subject to a program that allows affordable housing

by right. The sites along Pleasant Valley Road and San Pedro Street were used in previous cycles and this program is included to address the by-right approval requirement. Per AB 1397, the use by right of these sites during the planning period is restricted to developments in which at least 20 percent of the units in the development are affordable to lower income households, provided that these sites have sufficient water, sewer, and other dry utilities available and accessible or that they are included in an existing general plan program or other mandatory program or plan to secure sufficient water, sewer, dry utilities supply to support housing development.

Funding	General Funds
Responsible Agency	Community Development Department, Planning Division
Objectives and Timeline	<ul style="list-style-type: none"> ▪ The City shall rezone or amend its Zoning Code by October 2023 to allow by-right approval for housing developments proposed for non-vacant sites included in one previous housing element inventory and vacant sites included in two previous housing elements, provided that the proposed housing development consists of at least 20 percent lower income and affordable housing units

Program 7: Housing Choice Vouchers

The Port Hueneme Housing Authority administers the Section 8 Housing Choice Vouchers program to provide rental assistance to very low and low income households. Under SB 329 and SB 222, all landlords in California are required to accept Section 8 Housing Choice Vouchers and other forms of rental assistance and to consider them as part of an applicant's income.

Funding	Federal Section 8 Funding
Responsible Agency	Housing Authority, Community Development Department, Planning Division
Objectives and Timeline	<ul style="list-style-type: none"> ▪ Apply for additional Housing Choice Vouchers when made available by HUD ▪ Continue to promote program and educate residents on expanded voucher capabilities via City website, social media, the Hueneme Magazine, and other City brochures

Program 8: Small Lot Consolidation and Missing Middle Housing

To expand opportunities for additional affordable housing, the City will encourage the consolidation of small parcels to facilitate larger-scale redevelopments that are compatible with existing neighborhoods and can accommodate more housing units, including lower income units. Also, the City will implement a missing middle housing overlay and the promotion of lot splits to develop more affordable and diverse range of housing options. The missing middle housing would provide diverse housing options, such as duplexes, fourplexes, cottage courts, and multiplexes, into the existing older residential neighborhoods. These housing options could occur within existing residential lots or could through small lot consolidation.

Funding	General Funds
Responsible Agency	Community Development Department, Planning Division
Objectives and Timeline	<ul style="list-style-type: none"> ▪ Continuously advertise and discuss options with affordable housing developers to consolidate lots and develop housing on City-owned sites along Pleasant Valley Road ▪ Promote lot consolidation by providing information at public counters and on the City website, and provide technical assistance to property owners and interested developers annually through advertisement on the City website and promotion at City Council meetings ▪ Annually contact local developers and property owners of strategic sites regarding consolidation potential and incentives

	<ul style="list-style-type: none"> ▪ Offer incentives for lot consolidation when minimum standards are met by October 2024. Incentives could include: reduced development fees, increased allowable density, decreased parking ratio requirements, modification to commercial FAR in Mixed-Use Zones, reduced setbacks, and increased lot coverage and height allowance. Conduct a mid-cycle review of lot consolidation progress and make additional adjustments and incentives if needed ▪ Promote more housing options by providing a Senate Bill 9 lot split checklist at public counters and on the City website by October 2023 in order to promote more forms of housing types ▪ Implement a missing middle housing overlay by October 2024 to increase allowable densities and permit other forms of housing types in strategic locations in single-family neighborhoods such as, but not limited to, the area bound by Pleasant Valley Road to the north, Bubbling Springs recreational corridor to the east, the Port to the west, and Port Hueneme Road to the south. Develop 10 missing middle units on infill sites.
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Program 9: Inclusionary Housing

Port Hueneme's Inclusionary Housing ordinance requires housing development of ten or more units within the Coastal Zone to include affordable housing or pay in lieu fees. Through the ordinance the City has facilitated the development of affordable housing for the workforce and received in lieu fees to fund the City's affordable housing programs. The current ordinance applies to housing projects within the Coastal Zone. The City will update Section 10804 of the Zoning Code to include all areas of the City.

Funding	General Funds
Responsible Agency	Community Development Department, Planning Division
Objectives and Timeline	<ul style="list-style-type: none"> ▪ Continue to implement the inclusionary policy for new housing developments ▪ Update the Inclusionary Housing Ordinance by October 2024 to include housing developments in all areas of the City ▪ Use in lieu fees to assist with preservation of existing affordable housing, development or new affordable housing, and the implementation of other Housing Element programs

3. Home Ownership Opportunities

Program 10: Pursue State and Federal Funding Sources

The City will actively pursue appropriate federal and State funding sources, including CDBG, Affordable Housing and Sustainable Communities (AHSC), Permanent Local Housing Allocation (PLHA), CalHome funds, HUD HOME funds, and other grant sources provided by the State, to support the efforts of non-profit and for-profit developers to meet new construction and rehabilitation needs of extremely low-, very low-, low-, and moderate-income households as well as special needs populations. The City will periodically review available housing programs to identify additional funding sources.

The City is committed to maintaining and monitoring housing amongst vulnerable and extremely low-, very low-, and low-income populations. Lower-income communities along with the elderly and persons with disabilities are disproportionately burdened with poorer housing conditions. Port Hueneme will continue to seek new funding opportunities as well as new partnerships to greater improve housing conditions and provide new affordable housing. The City will work to identify and partner with advocacy groups such as Habitat for Humanity to expand existing resources and help further improve housing conditions amongst the vulnerable and low-income communities.

Funding	HOME, CDBG, AHSC, PLHA, CalHome funds, and other grant sources provided by the State
Responsible Agency	Community Development Department, Planning Division
Objectives and Timeline	<ul style="list-style-type: none"> ▪ On an annual basis (timing will vary depending on the grant source), review available grant funding for housing or housing services. Pursue applicable funding or support other agencies and organizations in obtaining funding that benefits Port Hueneme households and potential homeowners ▪ Obtain funding sources to implement Housing Element programs and assist homebuyers and homeowners ▪ Continue to utilize funds to expand affordable housing projects that target and address vulnerable and special needs populations with the goal of facilitating the development of 10 lower income units over eight years ▪ Support the Housing Trust Fund Ventura County, a local nonprofit organization that provides short term, pre-development, acquisition, and construction funding to developers of affordable housing, by making a regular contribution ▪ Support creation of a county-wide dedicated source of funding for affordable housing

Program 11: Homebuyer Education and Assistance

The California Housing Finance Agency (CHFA) has mortgage programs and tools for first-time home buyers, such as the Mortgage Credit Certificate (MCC) program. The MCC Program is targeted to low- and moderate-income first-time home buyers. The MCC is a tax credit that increases the amount a buyer can qualify to borrow and increases the buyer's take-home pay by reducing federal income taxes. The City will promote and have resources available for homebuyers.

Funding	General Funds, MCC Tax Credit Allocations, HOME, CDBG, AHSC, PLHA, CalHome funds
Responsible Agency	Community Development Department, Planning Division
Objectives and Timeline	<ul style="list-style-type: none"> ▪ Promote homebuyer assistance programs via City website, the Hueneme Magazine, and other City brochures ▪ Promote and provide a link on the City's website to the Ventura County Community Development Corp's Home Ownership Center for educational services, counseling, and lending support

4. Removal of Government Constraints

Program 12: Accessory Dwelling Units

In recent years, multiple bills have added requirements for local governments related to ADU regulations. The 2016 and 2017 updates to State law included changes pertaining to the allowed size of ADUs, permitting ADUs by right in at least some areas of a jurisdiction, and parking requirements related to ADUs. More recent bills reduce the time to review and approve ADU applications to 60 days, remove lot size requirements and replacement parking space requirements and require local jurisdictions to permit junior ADUs. AB 68 allows an ADU and a junior ADU to be built on a single-family lot, if certain conditions are met. The State has also removed owner-occupancy requirements for ADUs, created a tiered fee structure that charges ADUs based on their size and location, prohibited fees on units of less than 750 square feet, and permitted ADUs in existing multi-family developments. This program aims to annually monitor provisions made to ADU legislation and amend the City's Zoning Ordinance as necessary to ensure compliance with State law and improve ADU production in the City. In addition, this program establishes incentives to promote ADU production in the City if affordable criteria are met.

Funding	General Funds
Responsible Agency	Community Development Department, Planning Division
Objectives and Timeline	<ul style="list-style-type: none"> ▪ Revise the City's ADU ordinance to fully comply with State law by January 2023. ▪ Respond in a timely manner to update the Port Hueneme Zoning Ordinance/Municipal Code to integrate changes in State housing law within one year of adoption ▪ By quarter 4 2024, study incentive options to encourage more ADU development in the City. Incentives can include weekly express review service, ADU priority submittals, and additional outreach. After evaluation, staff will present options to the City Council to address this issue as directed ▪ Annually monitor ADU production and affordability. Perform a midterm review of ADU trends in 2025 and if ADU trends are not increasing, implement additional incentives ▪ Maintain and update informational brochures to promote, educate, and assist homeowners with developing ADUs ▪ Inform developers or homeowners on the potential to include ADUs on their property

Program 13: Density Bonus

Consistent with State law (Government Code sections 65915 through 65918), the City continues to offer residential density bonuses as a means of encouraging affordable housing development. In exchange for setting aside a portion of the development as units affordable to lower- and moderate-income households, the City will grant a density bonus over the otherwise allowed maximum density, and up to four regulatory incentives or concessions. The City's density bonus regulations (Municipal Code Section 10803) will be amended to incorporate all recent changes to State density bonus law. Should the State pass additional legislation related to density bonuses, the City will amend its density bonus ordinance as necessary to incorporate all the mandatory changes to continue facilitating the production of affordable housing.

Funding	General Funds
Responsible Agency	Community Development Department, Planning Division
Objectives and Timeline	<ul style="list-style-type: none"> ▪ Apply the City's Density Bonus Ordinance, consistent with State law ▪ Amend Municipal Code Section 10803 to incorporate all recent changes to State density bonus law by October 2024 ▪ Monitor both the City's and State's development code for any additional updates that will require housing in the City to be altered/changed to comply with the latest updates ▪ Ensure that housing developers are informed about the City's density bonus program during pre-development conferences, inquiries, and at application and highlight the additional development potential available

Program 14: Housing Replacement

Pursuant to AB 1397 (Adequate Sites) passed in 2017, the City will amend the Zoning Ordinance to require the replacement of existing residential units on nonvacant RHNA sites as a condition of project approval for development. Specifically, sites that currently have residential uses, or within the past five years have had residential uses that have been vacated or demolished, that are or were subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of low or very low income, subject to any other form of rent or price control, or occupied by low- or very low-income households, shall have those units replaced with affordable to

the same or lower income level as a condition of any development on the site. Replacement requirements shall also be consistent with those set forth in the State Density Bonus Law.

Funding	General Funds
Responsible Agency	Community Development Department, Planning Division
Objectives and Timeline	<ul style="list-style-type: none"> ▪ Amend the Zoning Code to establish the replacement requirements pursuant to AB 1397 by October 2024

Program 15: Mixed-Use Incentives Overlay

The existing standards within the Mixed Use Zone allows for residential development to meet the maximum density allowed. Apartments and condominiums are permitted by right and properties have a lot coverage of 90 percent and limited to no setbacks. In addition, the City has an existing provision in the Zoning Ordinance which allows a height increase from 45 feet to 60 feet for developments in the Mixed Use Residential Zone (R-4) if at least one third of the square footage is designated for residential uses. The General Plan update expanded Mixed-Use land use designations to new locations in the City, including on sites identified in the Housing Element and in a location envisioned as a downtown area. The City will further encourage and incentivize mixed-use redevelopment with residential uses through the use of a mixed-use incentives overlay with development incentives at strategic sites.

Funding	General Funds
Responsible Agency	Community Development Department, Planning Division
Objectives and Timeline	<ul style="list-style-type: none"> ▪ By quarter 3 2024 and completed by quarter 4 2024, develop and adopt amendments the Zoning Ordinance in the R-4 Mixed Use Residential Zone to expand mixed-use development incentive standards. Standards will include but are not limited to increases in the allowable baseline residential density to at least 30 units per acre, parking reductions, and increases in the allowable FAR. The standards should include provisions that require the additional developable area from the incentives to be occupied only by residential uses. After evaluating this item, staff will present policy options to the City Council, following by drafting of a zone text amendment to address this issue as directed ▪ Identify sites zoned for Mixed Use Residential to be included in the overlay and update the Zoning Map to show the sites with the overlay. The sites should include but not be limited to the existing commercial center at W. Channel Islands Blvd/N Ventura Rd and the identified downtown area ▪ Once adopted, notify property owners and developers of the incentives. Provide a flier or notice at public counters and on the City website ▪ Encourage the development of 20 housing units in mixed-use projects during the planning period

Program 16: Supportive, Transitional, and Employee Housing and Childcare Program

In 2018, Assembly Bill 2162 (AB 2162) was passed which requires that supportive housing meeting certain conditions to be a use by right in zones where multi-family and mixed uses are permitted including nonresidential zones permitting multifamily uses. Additionally, AB 2162 prohibits local governments from imposing any minimum parking requirements for units occupied by supportive housing residents if the development is located within $\frac{1}{2}$ mile of a public transit stop. The Employee Housing Act requires employee and farmworker housing are also to be permitted similar to single-family residences. The City has amended its Zoning Ordinance to reflect AB 2162 and will continue to seek new supportive housing opportunities in new projects and organizations. Transitional will also be allowed by right in zones where multi-family and mixed uses are permitted including

nonresidential zones permitting multifamily uses. Employee housing serving 6 or fewer employees, including farmworkers, will be treated as a single-family structure and permitted in the same manner.

Funding	General Funds
Responsible Agency	Community Development Department, Planning Division
Objectives and Timeline	<ul style="list-style-type: none"> ▪ Amend the Zoning Ordinance to limit parking requirements for Supportive Housing by October 2024 to be consistent with State law ▪ Amend the Zoning Ordinance to allow employee housing similar to single-family residences consistent with the Employee Housing Act by October 2023 ▪ Starting in quarter 1 2024 with completion by October 2024, evaluate options to revise parking standards for community care facilities for 7 or more persons. After evaluating this item, staff will present policy options to the City Council to address this issue as directed ▪ Starting in quarter 1 2024 with completion by October 2024, evaluate options to revise or clarify parking standards for large family day care facilities serving 7 to 12 children as well as use restrictions in various zones. After evaluating this item, staff will present policy options to the City Council to address this issue as directed ▪ Promote and maintain ongoing partnerships that help educate and execute the development of supportive and transitional housing. Every two years schedule a meeting with local and regional stakeholders to address potential government constraints, partnership opportunities, and other strategic items to improve supportive housing in the City ▪ Annually monitor policies, standards, and regulations with regard to supportive housing for any additional updates to the Zoning Ordinance developments for vulnerable groups in the City ▪ Work with the County of Ventura, advocacy groups, and agricultural organizations, to plan, fund, and implement a countywide survey of farmworkers, employers, and housing providers to further define housing conditions, needs and barriers, then utilize the survey results to develop targeted programs and strategies to address the verified needs of farmworkers and to support agricultural businesses with a stable and healthy workforce

Program 17: Homeless Prevention Program

Port Hueneme is a partner of the Ventura County Plan to Prevent and End Homelessness, which was adopted in January 2019. The Plan was developed to create a community-wide roadmap to prevent and end homelessness in Ventura County and to serve as a guide for Port Hueneme as they make decisions about their homeless population. State law requires local jurisdictions to strengthen provisions for addressing the housing needs of the homeless, including the identification of a zone or zones where emergency shelters are allowed as a permitted use without a CUP, as well as "by right" approvals to certain qualifying navigation centers that move homeless Californians into permanent housing.

Funding	General Funds, SB 2
Responsible Agency	Community Development Department, Planning Division
Objectives and Timeline	<ul style="list-style-type: none"> ▪ Continue to provide funding for local and sub-regional homeless service providers, such as the coalition of homeless service providers ▪ Amend the Zoning Ordinance to allow Navigation Centers by right to be consistent with State law by October 2024 ▪ Amend the Zoning Ordinance to update Emergency Shelters parking requirements to be consistent with State law by October 2024

- Assist (when possible) local non-profits and charitable organizations in securing state and federal funding for the acquisition, construction, and management of shelters

Program 18: Development Streamlining and Cost for New and Affordable Housing

The City will continually review the Zoning Ordinance and other applicable planning documents to address changes in State law pertaining to the streamlining of housing production, including the production of accessory dwelling units, and SB 35 and SB 330 streamlining.

The City charges various fees and assessments to cover the cost of processing permits and providing certain services and utilities. These fees are not considered excessive compared to surrounding communities. In addition to City fees charged at the time building permits are issued, developers are required to impact fees. The City will continuously monitor fees to determine whether they are inhibiting housing production in the City.

Funding	General Funds
Responsible Agency	Community Development Department, Planning Division
Objectives and Timeline	<ul style="list-style-type: none"> ■ Develop procedures for the community and housing developers for a streamlining process pursuant to SB 35 within one year of Housing Element adoption ■ By 2024, the City will implement a policy to reduce, defer, or waive fees for affordable housing developments with units affordable to extremely low-, very low-, and low-income households ■ Annually assess the efficiency of the City's permit streamlining process and continue to implement best practices with efficient project review procedures ■ Annually monitor all residential development fees to assess their impact on housing costs, and if feasible and appropriate, offer financial assistance to affordable housing projects to offset the cost impact of development fees

Program 19: City-owned Sites and Developer Assistance

The City's Housing Successor Agency owns sites that are suitable for affordable housing development. Through website promotion of the opportunity for affordable housing developer collaboration as well as during meetings with stakeholders, the City will continue to ensure information and assistance is provided about opportunities to develop affordable housing on City-owned sites. The City will also provide information about this available assistance annually to local affordable housing developers and advocates.

Funding	General Funds
Responsible Agency	Community Development Department, Planning Division
Objectives and Timeline	<ul style="list-style-type: none"> ▪ By the end of 2023, make land available to affordable housing developers consistent with the Surplus Land Act ▪ Continuously promote development of affordable housing projects on City-owned sites and assist potential developers with projects with the goal of the development of 14 affordable units ▪ Prioritize affordable projects on City-owned sites through entitlement priority processing and streamlined environmental review ▪ Annually update information on the City's website for opportunities and assistance the City can provide for housing development

5. Fair Housing Practices

Program 20: Interagency Coordination

Personnel working at Naval Base Ventura County utilize housing in the City. The City will coordinate with NBVC-PH to assure that information on the availability of assisted or below-market housing is provided to all lower-income and special needs personnel. In addition, the Planning Division will annually meet with the local NBVC-PH military offices to discuss current and future housing needs and solutions. The City is also adjacent to the Port of Hueneme which operates truck routes through the City. The City will annually meet with the Port of Hueneme and South Coast Air Quality Management District to discuss potential air quality compatibility issues on housing.

Funding	General Funds
Responsible Agency	Community Development Department, Planning Division
Objectives and Timeline	<ul style="list-style-type: none"> ▪ Annually meet with Port of Hueneme to discuss current and future operations and impacts to residents along its primary corridor. Similarly, annually contact South Coast Air Quality Management District on any air quality issues or concerns they have related to Port operations ▪ Annually meet with Port of Hueneme on employment opportunities for residents. Place local hiring educational fliers and website noticing in coordination with the Port ▪ Annually meet with NBVC-PH to discuss future growth plans, on-site housing plans, and potential partnership opportunities to produce more house to accommodate personnel ▪ The City will annually provide to the local military office information about the availability of low-income housing in Port Hueneme

Program 21: Affirmatively Furthering Fair Housing

To address the requirements of AB 686, the City has worked collaboratively with Ventura County to complete the Analysis of Impediments to Fair Housing, which identifies regional barriers and local

barriers to fair housing around the City. Methodologies were identified to reduce barriers in the City include continuing efforts to develop ADA compliance rental housing, increasing supportive housing, financial assistance for home accessibility modifications, and outreach.

The Housing Element Technical Background Report includes an Affirmatively Furthering Fair Housing (AFFH) analysis which summarizes the fair housing issues and concerns in Port Hueneme based on findings of the 2020 Regional Analysis of Impediments to Fair Housing and additional research conducted as part of this Housing Element update. Based on the outcomes of the analyses included in Technical Background Report, the following matrix identifies fair housing issues, contributing factors, and meaningful actions that the City will take during the Cycle 6 Housing Element period (2021-2029) to help overcome the identified issues.

AFFH Identified Fair Housing Issue	Contributing Factors	Meaningful Actions
Fair Housing Education and Outreach	<ul style="list-style-type: none"> ▪ Lack of fair housing information available for landlords and tenants ▪ Lack of local public fair housing enforcement ▪ Limited fair housing testing of discriminatory practices in private rental and home sales markets 	<ul style="list-style-type: none"> ▪ Expand education and outreach efforts to community groups within Census Tracts 42 and 44 and landlords on fair housing laws through media outlets available to City. Provide multilingual content when appropriate ▪ Increase public outreach and education about available programs, such as the Home Maintenance Incentive Rebate Program. Annually update the strategy for outreach to increase the number of users (Program 2 and 3) ▪ Expand and annually update the City fair housing website to provide more information related to Fair Housing. Establish and implement procedures for the annual review and maintenance of Fair Housing website, providing updates as needed and verifying links to outside agencies
Displacement risk due to unaffordable rent and repair costs	<ul style="list-style-type: none"> ▪ Increasing rents and home prices ▪ Older housing stock in need of repair or accessibility updates ▪ Costs of repairs for rehabilitation for low-income residents and seniors or those with some form of physical disability may not continue to live within their home without modification to the property ▪ High levels of overcrowding leading to a need for families and residents to find new housing ▪ Availability of rentals that accept Housing Choice Vouchers 	<ul style="list-style-type: none"> ▪ Annually apply for grants or other resources (such as CalHome) for local funding to assist lower and moderate-income first-time homebuyers with down payment assistance or deferred loan payments. Provide community announcements when resources are available and provide multilingual content when appropriate (Program 10 and 11) ▪ Provide or assist in finding rehabilitation financing assistance for additions or improvements to housing units in the Neighborhood Strategy Area for those with disabilities (Program 2 and 3) ▪ Implement the Inclusionary Housing Ordinance to increase the supply of affordable units (Program 9) ▪ Encourage construction of ADUs and more affordable housing types, and educate homeowners on ADU options to alleviate overcrowding (Program 8 and 15)

Lack of new housing choices and types, including those for lower income residents	<ul style="list-style-type: none"> ▪ Lack of vacant or available land for new development as the City is nearing build-out and due to the location of the Port of Hueneme and NBVC-PH ▪ Availability of affordable units in a range of housing types ▪ Lack of partnerships with affordable housing developers ▪ Lack of private investments in specific neighborhoods due to high cost of land and construction disincentivize developers to construct affordable housing projects 	<ul style="list-style-type: none"> ▪ Collaborate with developers to develop affordable housing on City-owned sites (Program 19) ▪ Target investment and redevelopment on mixed-use sites identified in the site inventory and in the Downtown Area through implementation of mixed-use incentives overlay within three years to promote redevelopment with housing (Program 15) ▪ Promote the use of density bonuses to incentivize private redevelopment of housing (Program 13) ▪ Utilize inclusionary housing funds for affordable housing development within Census Tract 43.04 ▪ Implement the Inclusionary Housing Ordinance to increase the supply of affordable units (Program 9) ▪ Encourage mixed-use and mixed-income development in non-residential zones (Program 5 and 15) ▪ Encourage construction of ADUs and more affordable housing types (Program 8)
Disproportionate access to opportunities	<ul style="list-style-type: none"> ▪ Availability of high-paying jobs ▪ Availability for child care facilities, especially for NBVC-PH personnel 	<ul style="list-style-type: none"> ▪ Encourage mixed-use redevelopments which would bring new employment opportunities (Program 5 and 15) ▪ Collaborate with the Port of Hueneme, which supports over 10,000 jobs, on opportunities and education to residents for local hiring (Program 20) ▪ Revise parking standards and zones where large family day care facilities are permitted (Program 16)

4.9 Quantified Objectives

Under State Housing law, cities are required to include quantified objectives in the Housing Element. According to HCD, the quantified objectives should estimate the number of units likely to be constructed, rehabilitated, or conserved/preserved by income level during the planning period. The quantified objectives do not represent a ceiling on development, but rather set a target goal for the jurisdiction to achieve, based on needs, resources, and constraints. Ideally, construction objectives will be equal to identified needs. However, when a locality has determined total housing needs exceed the locality's ability to meet those needs with existing resources, the quantified objectives may be less than the total identified need as specified in the locality's regional housing need allocation. Under these circumstances, localities may target limited resources to areas of greatest need (based on the analysis completed). The housing element, however, must describe the analysis used to establish the quantified objectives.

The City's quantified objectives for new construction, rehabilitation and conservation are presented in Table HE-9. The quantified objectives for new construction equal the City's Cycle 6 RHNA allocation. The objectives from new construction are based on existing projects and estimated

trends in the City with the programs established by this Housing Element. ADU and Missing Middle objectives are based on existing ADU trends and future density allowances. The objectives for rehabilitation assistance is an estimate based on historical trends of such City assistance and an estimate of what the City can reasonably achieve during the 2021-2029 Cycle 6 Housing Element period, and the objectives for conservation equals the total number of at-risk housing units as described in the Technical Background Report and in Program 2.

Table HE-9 Quantified Objectives City of Port Hueneme 2021-2029 Housing Element

	Income Category				
	Extremely Low	Very Low	Low	Moderate	Above Moderate
New Construction	-	5	10	-	114
ADU	-	-	-	8	-
Missing Middle Housing	-	-	-	8	6
Conservation of At-Risk Housing (Casa Pacifica)	40	30	20	-	-
Rehabilitation Assistance	-	-	-	10	-
City-owned Sites	2	2	8	2	-
Total	42	37	38	28	120

5 Conservation and Open Space



5.1 Purpose

The Conservation and Open Space Element defines and establishes goals and policies for preserving and effectively managing human and natural resources in Port Hueneme. The element covers issues relating to Port Hueneme's parks and recreation, bicycle and non-motorized paths, biological resources, coastal resources, energy and mineral resources, water resources, archaeological and historical resources, and tribal cultural resources.

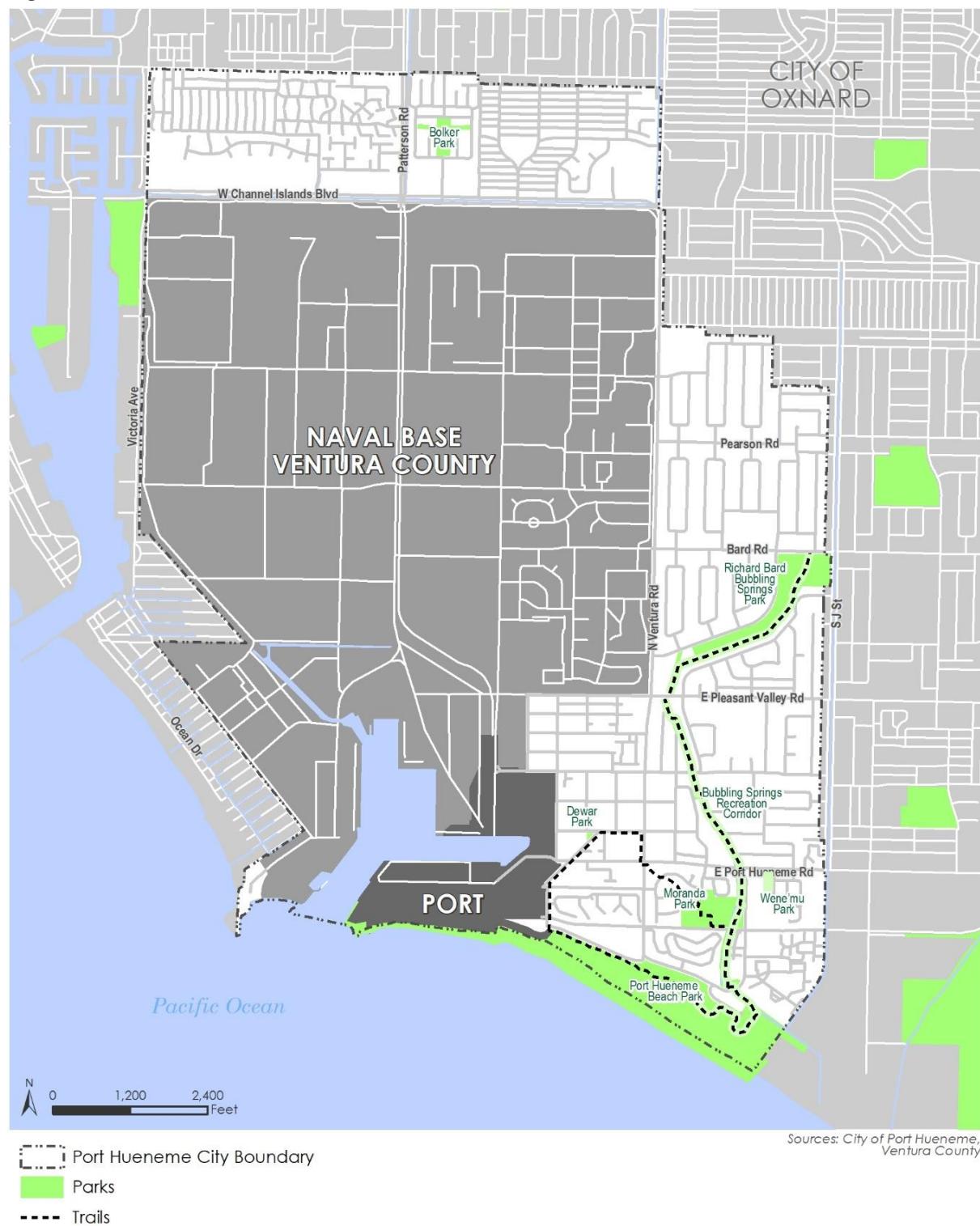
5.2 Background

Parks and Recreation Resources

The City of Port Hueneme manages seven parks for the enjoyment of residents and visitors. These parks and their amenities are listed below and displayed in Figure COS-1.

- Bolker Park – a four-acre neighborhood park containing children's play equipment, picnic tables, and an open grass area.
- Richard Bard Bubbling Springs Park – a 21-acre community park serving both as a passive neighborhood park and home to Port Hueneme Little League. Facilities include children's play equipment, picnic sites, barbecue pits, public restrooms, three hardball fields, one t-ball field, concession building, and large open grass areas.

Figure COS-1 Port Hueneme Parks



- Bubbling Springs Recreational Corridor – a drainage control channel that includes landscaping and seven acres of pathway system. The Bubbling Springs Recreation Corridor connects Bubbling Springs Park to Hueneme Beach Park.
- Dewar Park – a mini park (less than one acre) consisting of a landscaped seating area with a small plaza.
- Hueneme Beach Bark – a 50-acre park providing organized activities and special events, such as the Hueneme Beach Festival, seasonal Lifeguard service, and City-sponsored Junior Lifeguard program. Facilities include barbecue pits, flag plaza, Alaska Airlines Flight 261 Memorial, paid parking, picnic areas, public restrooms, sand volleyball courts, and a restaurant.
- Moranda Park – an eight-acre facility devoted to active and structured activities. Facilities include two full basketball courts, two softball fields (one lighted), six tennis courts, two pickle ball courts, children's play equipment, a multi-purpose building, and public restrooms.
- Wene'mu Park – a mini park with turf/landscaping, seating, and a small walking path.

The Port Hueneme Recreation and Community Services Division is responsible for providing recreational events and classes in the City. The vision of the Division is to create community through people, parks, and programs. The Recreation Division provides a variety of community functions, including oversight of classes, cultural arts, Junior Lifeguard program, Lifeguard services, senior services, special events, and sports. The Division is also responsible for concessions and park facilities.

The City updated the Parks and Recreation Master Plan in 2021. Goals and recommendations from the Plan are incorporated into the General Plan and will guide future recreational investments and decisions.

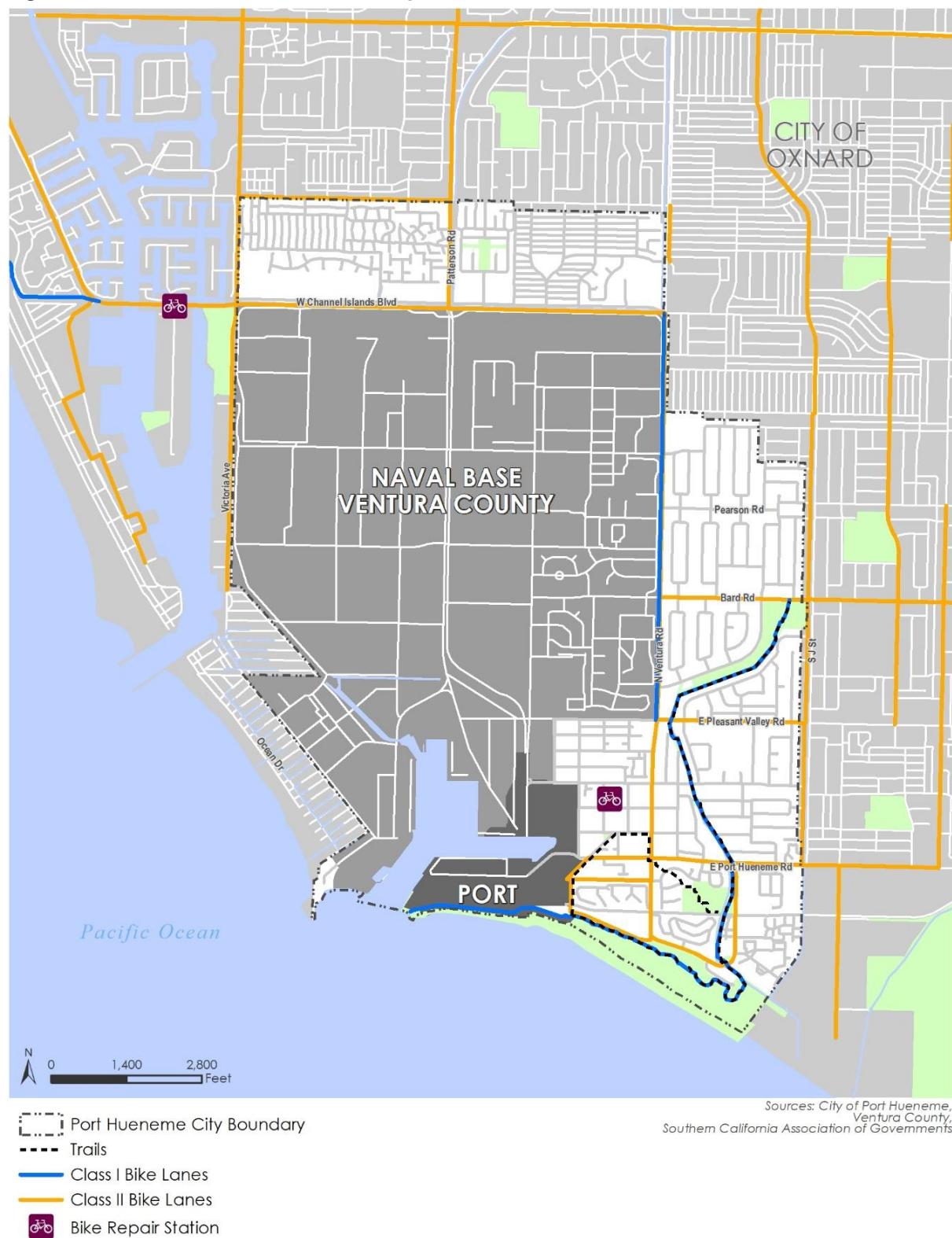
Pedestrian and Bike Paths

Port Hueneme has nearly 12 miles of pedestrian and bike pathways designed to facilitate mobility, promote public health, and encourage community building. Figure COS-2 shows the locations of these pedestrian trails and bikeways and their connection to the region.

The 2020 California Highway Design Manual defines four types of bikeway facilities:

- **Class I:** Bike paths that are paved right-of-way for exclusive use by bicyclists, pedestrians and those using non-motorized modes of travel. Class I paths are physically separated from vehicular traffic and can be constructed in roadway right-of-way or exclusive right-of-way.
- **Class II:** Bike lanes that are defined by pavement striping and signage used to allocate a portion of a roadway for exclusive or preferential bicycle travel. Class II bike lanes are one-way facilities on either side of a roadway. Motor vehicles are only permitted to use the bike lane to make turns and to park when on-street parking is not prohibited.
- **Class III:** Bike route which provides shared use with motor vehicle traffic in the same travel lane. Class III routes are designated by signs, and often serve to provide continuity to other bike facilities or designate preferred routes through corridors with high demand.
- **Class IV:** Bikeway that is exclusively for the use of bicycles, and includes a separation between the separated bikeway and through vehicular traffic. The separation may include grade separation, flexible posts, inflexible posts, inflexible barriers, or on-street parking.

Figure COS-2 Port Hueneme Bikeways



Of the 12 miles of trails and paths in Port Hueneme, 3.8 are bikeways. Existing bikeways are classified as Class I and Class II.¹ Table COS-1 describes the location and length of these bikeways. Additional discussion and policies regarding pedestrian and bike paths are included in the Circulation Element.

Table COS-1 Port Hueneme Bikeways

Street/Location	Classification	From	To	Length (miles)
Bard Road	Class II	"J" Street	Ventura Road	0.5
Bubbling Springs Corridor	Class I	Bard Road	Surfside Drive	2.0
Channel Islands	Class II	Victoria Ave	Ventura Road	1.6
Patterson	Class II	Channel Islands Boulevard	35 th Avenue	1.3
Surfside Drive	Class I	Port Hueneme Road	Wharf Plaza	0.9
Ventura Road	Class I	Surfside Drive	Channel Islands Boulevard	2.5
Victoria Avenue	Class II	Channel Islands Boulevard	Hemlock Street	0.4
Ocean Front	Class I	Wharf Plaza	Lighthouse Trail	0.5

Biological Resources

Port Hueneme is almost completely urbanized and is surrounded by the City of Oxnard and the Pacific Ocean. The urban landscape includes primarily non-native species of plants, small mammals, and birds that have adapted to the urban environment. The frequent disruptions caused by urban activities and cultivation of plant life make these plant communities less than ideal habitats for native flora and fauna. As a result, the undeveloped coastal area in the southeastern portion of the City remains Port Hueneme's primary biological habitat.

Habitats

Natural habitat in Port Hueneme is found on the coast and some vegetation along Bubbling Springs Creek. Beach vegetation includes landscaped areas such as grassy areas, palm trees, and other vegetation that can tolerate coastal conditions (e.g., dry, infertile, windy, direct sunlight, and high exposure to sea salt). The sandy shoreline in the southeastern portion of the beach area contains some coastal dunes that abut the landscaped vegetation areas and parking lots. The largest amount of coastal dune area is near parking lot C, at the terminus of Ocean View Drive, which is adjacent and connected to Ormond Beach in Oxnard. Much of the dunes include invasive species, are subject to natural coastal erosion, and are often impacted by beach activities. Bubbling Springs Creek, while a humanmade habitat, provides biological habitat for many plants and animals. The creek, initially designed as a flood control channel, has undergone improvements to become part of the City's recreation corridor. A number of native and introduced plant species have been established in and along the creek. Animal life along the creek includes water birds, which utilize the area for resting and feeding. The creek flows into a manmade waterway channel that is associated with Oxnard's wastewater facility at Ormond Beach.

¹ Class I bike paths: paved right-of-way for exclusive use of alternative transportation. Class II bike lanes: defined by pavement striping.



Sensitive, Rare, and Endangered Species

The sandy shoreline of Port Hueneme's beach contains U.S. Fish and Wildlife Services designated critical habitat for the Federally Threatened and a State Species of Special Concern Western Snowy Plover. This critical habitat designation extends from the Port through Port Hueneme's beach and Ormond Beach southeast to the Naval Base Ventura County Point Mugu. The sandy shoreline and coastal dunes provide habitat that is conducive to nesting for the Western Snowy Plover.

The California Least Tern is also commonly found in the same areas as Western Snowy Plovers and is classified as both Federally and State Endangered. No critical habitat has been designated for the California Least Tern, and U.S. Fish and Wildlife Service is in the legal process of changing its classification from Endangered to Threatened because the species' population has increased from 600 in 1973 to roughly 7,100 pairs in 2005.

Various water birds such as Egrets, Herons, and Bitterns also have potential to build nests in palm trees at the beach. These nests, or "rookeries," are considered sensitive and protected by the California Fish and Game Code.

Coastal Resources

Approximately half of Port Hueneme is located in the Coastal Zone. The Pacific Ocean and the adjoining beach, known as the Hueneme Beach Park, are two of the most notable and important natural and recreational resources for Port Hueneme. The beach provides a variety of passive and active public recreation opportunities for the public. Ocean vistas in Port Hueneme include views along Surfside and Ocean View Drives. Refer to the Local Coastal Program Element for discussion on the policies and procedures governing the use and development of land within the Coastal Zone.



Water Conservation

This section addresses the issues of water conservation for current and future needs. Additional discussion of water supply is included in the Public Services and Facilities Element. An important aspect of maintaining adequate water supplies is the coordination and cooperation between the City, the Port Hueneme Water Agency (PHWA), and other agencies responsible for supplying water to the area. As the primary water wholesale agency for Port Hueneme, PHWA's goal is to manage its water resources to meet future demands while maintaining independence during periods of water shortages.

Water Supply and Demand

In July 1994, the PHWA was formed to better manage sub-regional urban water supplies for the City of Port Hueneme and the two neighboring Naval bases: United States Naval Construction Battalion Center (USNCBC) and the United States Naval Air Weapons Station (USNAWS). Since then, the USNCBC and the USNAWS have been combined to form the Naval Base Ventura County (NBVC) and are served by PHWA. The PHWA is a conjunctive use water supply entity that provides a means to reduce historical sea water intrusion along the coast, enhance fire protection, improves water quality, encourage wastewater reclamation, and comply with the county-wide water extraction reduction schedule.²

The water supply for the PHWA treatment plant comes from the United Water Conservation District (UWCD) and Calleguas Municipal Water District (CMWD). UWCD water comes from groundwater in

² Groundwater management agencies calculate the safe or "sustainable yield" of Ventura County aquifers. Groundwater management and planning includes calculating groundwater withdrawal limits and issuing permits or assigning annual extraction allocations based on predicted effects in the future.

the El Rio area of Ventura County. The PHWA and CMWD arranged the exchange and transfer of State Water Project (SWP) supplies on a long-term basis to secure its use in the future. Imported SWP supplies through Metropolitan Water District of Southern California (MWD) and CMWD help to ensure long-term reliability of quantity and quality for PHWA customers.

PHWA has established diverse approaches to meet estimates of future water demands through facility improvements, securing deliveries of local groundwater via long term agreement with UWCD, securing deliveries of imported water through long term agreement with CMWD, considering recycled water, and supporting demand management measures. Projected water demand is shown in Tables 9-1, 9-2, and 9-3 in the Public Services and Facilities Element. Based on supply and demand assumptions provided in its 2015 Urban Water Management Plan (UWMP), PHWA will be able to meet future demand while maintaining independence during periods of water shortage. More discussion on water supply and demand can be found in the Public Services and Facilities Element.

The UWMP emphasizes that water conservation is essential as both a short-term and long-term resource management strategy; especially continuing efforts to reduce per capita consumption due to increasing demands on water supplies. To meet state requirements for water conservation and local resource protection during drought years, in 2010, the City adopted a Water Conservation Ordinance (Ordinance No. 698) that calls for four stages of water supply shortage (Permanent Water Conservation Requirements, Level 1, Level 2, and Level 3 Water Supply shortage). Each level of Water Supply Shortage involves more restrictions on water use.

Water Quality Projection

One area of recent concern in Port Hueneme has been the impact of drought on water quality. During the most recent drought (2015), the City Water Superintendent provided residents with the following information regarding expected changes in water quality during the drought:

One effect of the lack of local groundwater demand due to drought is the need for deeper groundwater wells to provide sufficient water to meet demand. These deeper wells contain constituents which may contain additional dissolved solids making the water slightly cloudy and affecting its smell and taste. While safe for all uses, including drinking, this water could make cleaning dishes and clothes more difficult.

In the long-term, drought conditions may necessitate changes in water consumption and/or the development of new water supplies.

Archaeological and Historic Resources

Cultural traditions and artifacts are elements that bind communities together and can provide common ground that enhances community cohesiveness and historic and cultural perspective. A record of Port Hueneme's history helps to preserve cultural heritage and provides a basis for planning present day cultural activities and traditions.

Three sites in Port Hueneme are listed on the 2020 National Register of Historic Places: Anacapa Island Archaeological District, Berylwood, and the Women's Improvement Club of Hueneme. Additionally, Ventura County recognizes two points of interest³ and 13 historical landmarks⁴ as listed in Port Hueneme (Table COS-2) and shown in Figure COS-3.

Table COS-2 Historic Landmarks and Points of Interest

Name	Designation (Plaque Number/Identifier)
Anacapa Island Archeological District	National Register of Historic Places (N819)
Berylwood	National Register of Historic Places (N519)
Women's Improvement Club of Hueneme	National Register of Historic Places (N1613) & Historical Landmark (9)
Oxnard Pest Control Insectary Site	Point of Interest (3)
Hueneme Grammar School Original Site	Point of Interest (5)
Bard Memorial (Thomas R. and Mary)	Historical Landmark (20)
Hueneme Wharf, Original Site	Historical Landmark (24)
Thomas R. Bard Mansion	Historical Landmark (31)
Hueneme Bank Building	Historical Landmark (32)
Hueneme Slough Site	Historical Landmark (37)
Lightworks in the Hueneme Lighthouse	Historical Landmark (57)
Gerberding/Moranda House	Historical Landmark (86)
Farrell House	Historical Landmark (87)
Richard Bard House	Historical Landmark (88)
Wiltfong House	Historical Landmark (98)
Hueneme Elementary School	Historical Landmark (115)
Bard/Prescott House	Historical Landmark (153)

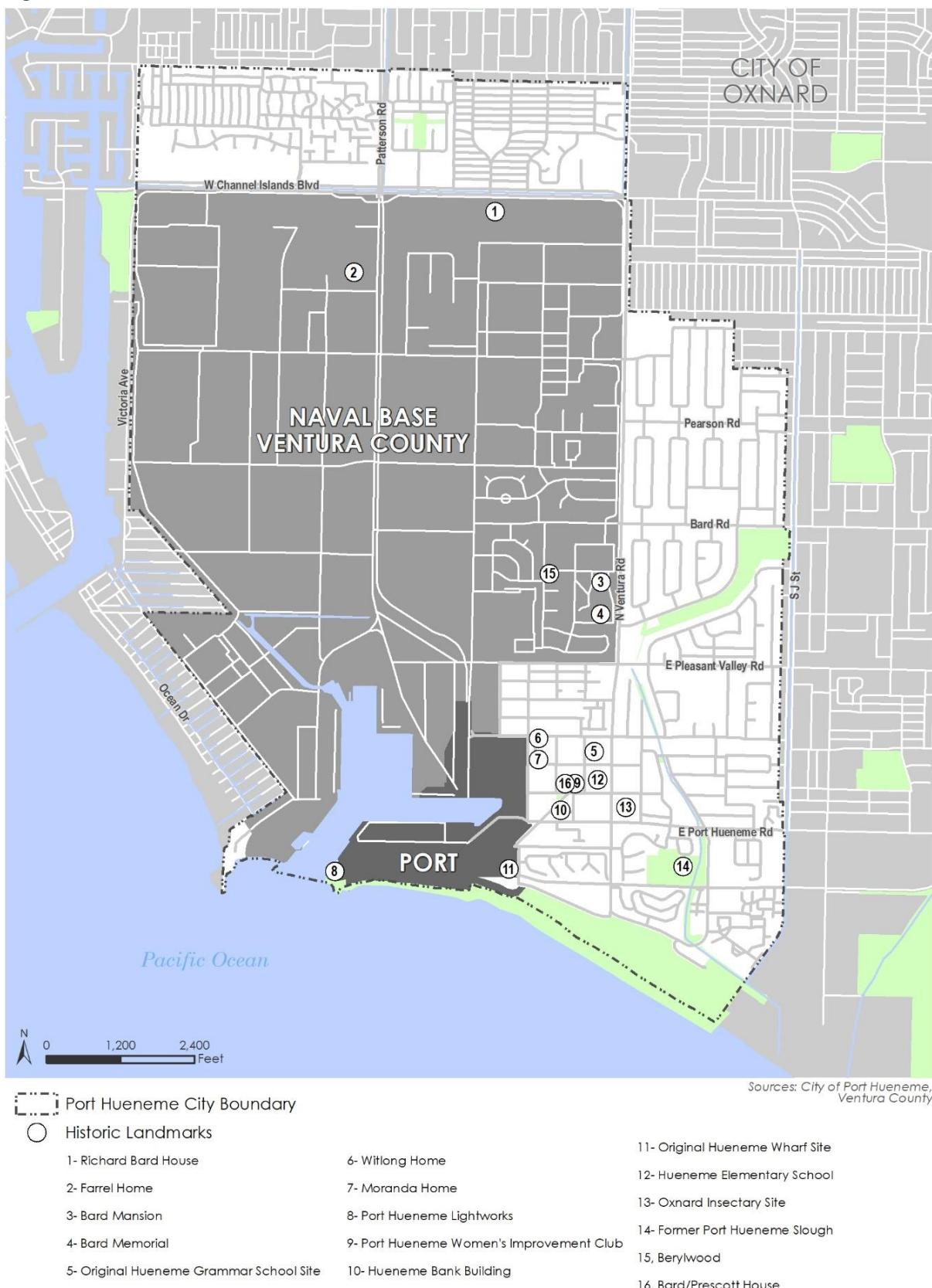
Source: NPS 2020 & Ventura County 2016

Native American artifacts were discovered during the construction of residential development near Wene'mu Park, leading to the creation of the park as a place to relocate these artifacts. Undiscovered resources could be present, particularly given that the City was once inhabited by Chumash (as described below).

³ A point of interest is defined as a site of a historical event, the site of a historical resource or structure that no longer exists, or a natural feature or area having historical significance (Ventura County 2016).

⁴ A landmark is described as a structure, natural feature, site, or area having historical archeological, cultural, or aesthetic significance (Ventura County 2016).

Figure COS-3 Historic Landmarks



Tribal Cultural Resources

Hueneme is derived from a Chumash Indian word (Wynema) meaning “half-way” or “resting place.” It is believed that central California’s original inhabitants - the Canalinos Indians, part of the Chumash nation - used this coastal area as a resting place as well as from which they departed on fishing expeditions. The point at Hueneme is the closest spot (11 miles) from which to cross the Santa Barbara channel between the mainland and Anacapa Island, a prime Chumash fishing area.

To provide California Native American tribes an opportunity to protect tribal cultural places and resources, AB 52, approved in 2014, facilitates the involvement of local tribes in local land use decisions. SB 18 adds California Native American tribes to the list of organizations that can acquire and hold conservation easements, on terms mutually satisfactory to the tribe and the landowner, for the purpose of protecting their cultural places. AB 52 establishes a new class of resources (tribal cultural resources) under CEQA. Lead agencies undertaking CEQA review must, upon request of a California Native American tribe, begin consultation prior to the release of a negative declaration, mitigated negative declaration or environmental impact report for a project. The purpose of involving tribes at these early planning stages is to allow consideration of potential impacts to tribal cultural resources at the project level, and to facilitate discussion of potential avoidance or mitigation measures.



5.3 Conservation and Open Space Goals and Policies

Table COS-3 Conservation and Open Space Goals and Policies

Policy ID	Policy
Conservation and Open Space Goal 1: Protection of the remaining native and non-native plant and animal species in the City.	
COS 1-1	Implement resource protection policies established in the Local Coastal Program in recognition of sensitive plant and animal species that occur at the southeast end of Hueneme Beach Park.
COS 1-2	Consider impacts of new development activities on marine and coastal resources in coordination with state and federal agencies such as the Coastal Commission and California Department of Fish and Wildlife.
COS 1-3	Conserve marine and animal/plant life in open space and recreation areas, as well as wildlife corridors, including the Bubbling Springs Recreation Corridor.
COS 1-4	Protect and enhance natural qualities of riparian habitat (i.e. Bubbling Springs Creek).
COS 1-5	Allow for appropriate public access to open space for recreation activities while protecting and restoring the natural ecosystem and minimizing environmental damage.
COS 1-6	As feasible, maintain and enhance the City's urban forest and associated biological habitats.
COS 1-7	Perform biological resource impact assessments prior to approval of applications for development in or near an ESHA, wetland, or stream.
Conservation and Open Space Goal 2: Preservation of remaining open space areas and maintain recreational facilities.	
COS 2-1	Continue to provide public access to Hueneme Beach Park.
COS 2-2	Continue to maintain the bike/pedestrian path along the beach to the viewpoint/lighthouse at the port entry.
Conservation and Open Space Goal 3: Development, financing, and maintenance of local parks, recreation, and community service facilities that meet the needs of the residents of Port Hueneme.	
COS 3-1	Maintain a phasing plan prioritizing a schedule for renovation, maintenance, and phasing of development projects for parks and recreation facilities to ensure appropriate and adequate provision of a range of recreation opportunities.
COS 3-2	Where appropriate, ensure public involvement in parks planning and design to facilitate implementation of a program meeting community needs.
COS 3-3	Continue to update the recreation and community services needs analysis as part of updates to the Parks and Recreation Master Plan.
COS 3-4	Ensure adequate access to parks and recreation facilities for handicapped persons as specified by the American Disabilities Act.
COS 3-5	Maintain the Bubbling Springs Recreational Corridor for bicycle and pedestrian activities serving both recreational and non-vehicular circulation needs.
COS 3-6	Consider acquisition of a mobile recreation unit, such as a delivery van, that would be equipped with recreation equipment to visit any of the City's park sites offering outdoor classes and recreational programs without incurring permanent facility costs. Scheduling the unit to visit Bolker Park on a regular basis will be an important issue in revitalizing regular public use of the park.
COS 3-7	Develop on an ongoing basis, cooperative ties with any relevant agencies for the future joint operation of recreation and community service facilities and programs, including the School District and the Navy.
COS 3-8	Coordinate with surrounding jurisdictions, such as the City of Oxnard and Ventura County, to provide an interconnected recreation system throughout the area and study the feasibility of linking Port Hueneme's and Oxnard's bicycle trails.
COS 3-9	Consider adoption of a Citywide "Public Facilities Fee", which would require all private developments (residential, commercial, and industrial) to pay developer fees for parks and other City capital improvements. This is a more ambitious approach than the Quimby ordinance and would support a capital improvements program of which parks needs would be one portion.

Policy ID	Policy
COS 3-10	Continue to coordinate with the Naval Base Ventura County to allow public access to appropriate Navy recreational facilities subject to security and other restrictions.
COS 3-11	Develop and maintain parks and recreation facilities per the Parks and Recreation Master Plan.
Conservation and Open Space Goal 4: Operation of recreation and community service programs that meet the needs of all sections of the City's population.	
COS 4-1	Continue to operate a range of recreational, educational, cultural, and leisure programs on a year-round basis as financially feasible, charging registration fees to help cover operating costs.
COS 4-2	Maintain community partnerships for recreational services with groups such as the Boys and Girls Club, the Little League, the NBVC, and the school districts.
COS 4-3	Continue to support nonprofit organizations, such as the Boys and Girls Club, Little League, AYSO etc. in their efforts to provide recreation related activities in the City.
COS 4-4	Provide a diversity of recreational opportunities supporting the City's residents, including seniors, children, families, and disabled individuals.
COS 4-5	Publicize the available recreation programs seasonally in a Recreation Division brochure and/or website. The Recreation Division will market and share the information throughout the community (e.g. School District, local organizations, and NBVC).
COS 4-6	Consider establishment of an Art in Public Places Program.
Conservation and Open Space Goal 5: Preservation of existing water resources.	
COS 5-1	Coordinate with the Fox Canyon Groundwater Management Agency to conserve groundwater supplies.
COS 5-2	Continue to pursue strategies outlined in the City's Urban Water Management Plan to reduce water consumption and monitor and implement as appropriate new water saving technology and management practices at recreation facilities.
COS 5-3	Encourage the development of water efficient landscaping by implementing AB 2371, which encourages a home inspection report of a residential property containing an in-ground landscape irrigation system to include information regarding the system's operations (i.e., spray landing on hardscape, water leaving the irrigated area as runoff, ponding of water, etc.).
COS 5-4	Evaluate water supply sources for new development and consider alternative water sources such as recycled water when available.
Conservation and Open Space Goal 6: Conservation of energy resources through the use of available technology and conservation practices.	
COS 6-1	Encourage the use of building materials and methods in existing and new development that increase energy efficiency in line with Title 24 Energy Efficiency Standards.
COS 6-2	Require developers to build new developments to code with latest CALGreen building efficiency requirements.
Conservation and Open Space Goal 7: Minimization of solid waste produced in Port Hueneme.	
COS 7-1	Research and identify existing and potential markets that utilize compost.
COS 7-2	Implement the requirements of SB 1383 for composting waste.
COS 7-3	Increase knowledge of solid waste issues through formal education and outreach programs thereby influencing students' long-term attitudes, values, and actions in the home and through student awareness and involvement.
COS 7-4	Increase public awareness of solid waste issues through media intervention in order to influence attitudes and values towards resource use, reuse, and waste reduction.
COS 7-5	Implement the requirements of AB 341 to reduce waste in Port Hueneme by 75%.
Conservation and Open Space Goal 8: Maintenance and enhancement of the City's historic and cultural resources.	
COS 8-1	Identify, designate, and protect facilities of historical significance.
COS 8-2	Retain and protect areas of significant historical value for education and scientific purposes.

Policy ID	Policy
COS 8-3	Ensure that developments adjacent to a place or structure found to be of historic significance are designed so that the use and architectural design protect the visual setting of the historical site.
COS 8-4	Support the Ventura County Cultural Heritage Board in identifying and preserving Ventura County's heritage.
COS 8-5	Require archaeological inventories of proposed developments that have not been surveyed within the last five years. Require mitigation measures to protect archaeological or paleontological resources in the event that new resources are discovered. Require development to avoid archeological resources whenever possible. If complete avoidance is not possible, require development to fully mitigate impacts to archaeological resources.
COS 8-6	Preserve and protect cultural resources by consulting with local Native American Tribes in accordance with AB 52, to determine areas of cultural significance and how they can be preserved.
COS 8-7	Comply with SB 18 and AB 52 requirements by notifying California Native American tribes and organizations of proposed projects that have the potential to adversely impact cultural resources.

6 Air Quality



6.1 Purpose

The Air Quality Element coordinates the planning of land use, circulation, housing, and other City policies with their potential effects on air quality. The purpose is to guide Port Hueneme toward assisting the Ventura County Air Pollution Control District in meeting state and federal air quality standards and avoid exposure of Port Hueneme residents, workers, and visitors to unhealthful air quality.

6.2 Background

Port Hueneme is in the South Central Coast Air Basin (SCCAB), which includes all of Ventura, Santa Barbara, and San Luis Obispo counties. The climate of the SCCAB is strongly influenced by its proximity to the Pacific Ocean and the location of the semi-permanent high-pressure cell in the northeastern Pacific known as the Pacific High. The Mediterranean climate of Port Hueneme produces moderate average temperatures although extreme temperatures can be reached in the winter and summer. Rainfall is concentrated in the winter months. The warmest month of the year is August, and the coldest month of the year is January. The annual average mean temperature is 60.3 degrees Fahrenheit ($^{\circ}\text{F}$) with annual average rainfall of 14.4 inches.

Air Pollutants of Primary Concern

Criteria Pollutants and Toxic Air Contaminants

Six criteria air pollutants are regulated by the federal Clean Air Act and California Clean Air Act and form the primary basis for regulating air quality. Both the state and federal governments have adopted ambient air quality standards for these criteria pollutants (see "Air Quality Standards" below), which include ozone (O_3)¹, carbon monoxide (CO)², nitrogen dioxide (NO_2)³, particulate matter (PM_{10} and $PM_{2.5}$)⁴, sulfur dioxide (SO_2)⁵, and lead (Pb)⁶. Lead is a secondary pollutant because it is created by atmospheric chemical and photochemical reactions between reactive organic compounds (ROC⁷) and nitrogen oxides (NO_x). The other pollutants are emitted directly into the atmosphere.

Toxic air contaminants (TACs) are a diverse group of air pollutants that may cause or contribute to an increase in deaths or serious illness, or that may pose a present or potential hazard to human health. TACs include both organic and inorganic chemical substances that may be emitted from a variety of common sources. Ambient air quality standards have not been established for TACs, but certain TACs are regulated based on their potential health effects. Health effects associated with exposure to TACs can include cancer, respiratory irritation, nervous system problems, and birth defects. Some health problems occur very soon after a person inhales a TAC. These immediate effects may be minor, such as watery eyes, or may be serious, such as life-threatening lung damage. Other health problems, such as cancer, may not appear until many months or years after a person's first exposure to the TAC. A TAC of particular concern in California is diesel particulate matter (PM), which is associated with diesel exhaust and which the California Air Resources Board (ARB) estimates is responsible for about 70 percent of that state's estimated known cancer risk attributable to TACs air pollution sources.

Air Pollution Sources

In Port Hueneme, the major local air pollution sources are on-road vehicles, off-road mobile sources associated with freight and goods movement at the Port of Hueneme and military operations at Naval Base Ventura County (NBVC), and industrial land uses located in the southern portion of the City. In addition, there is community concern regarding air pollution and odor impacts on the community, particularly residents that are near the Oxnard Wastewater Treatment Plant.

¹ Ozone is produced by a photochemical reaction (triggered by sunlight) between NO_x and ROC. NO_x is formed during the combustion of fuels, while ROCs are formed during combustion and evaporation of organic solvents.

² CO is a colorless, odorless, poisonous gas, is automobile traffic. Elevated concentrations, therefore, are usually only found near areas of high traffic volumes. Other sources include fuel combustion equipment.

³ NO_2 is a by-product of fuel combustion, with the primary source being motor vehicles and industrial boilers and furnaces. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), but NO reacts rapidly to form NO_2 , creating the mixture of NO and NO_2 commonly called NO_x . Nitrogen dioxide is an acute irritant.

⁴ SO_2 is a colorless, pungent, irritating gas formed primarily by the combustion of sulfur-containing fossil fuels.

⁵ Lead (Pb) is a metal found naturally in the environment, as well as in manufacturing products. Lead occurs in the atmosphere as particulate matter. The major sources of Pb emissions historically have been mobile and industrial sources.

⁶ The particulates that are of particular concern are PM_{10} (small particulate matter that measures no more than 10 microns in diameter) and $PM_{2.5}$ (fine particulate that measures no more than 2.5 microns in diameter).

⁷ Organic compound precursors of ozone are routinely described by a number of variations of three terms: hydrocarbons (HC), organic gases (OG), and organic compounds (OC). These terms are often modified by adjectives such as total, reactive, or volatile, and result in a rather confusing array of acronyms: HC, THC (total hydrocarbons), RHC (reactive hydrocarbons), TOG (total organic gases), ROG (reactive organic gases), TOC (total organic compounds), ROC (reactive organic compounds), and VOC (volatile organic compounds). While most of these differ in some significant way from a chemical perspective, two groups are important from an air quality perspective: non-photochemically reactive in the lower atmosphere, or photochemically reactive in the lower atmosphere (HC, RHC, ROG, ROC, and VOC). The Ventura County Air Pollution Control District uses the term ROC to denote organic precursors.

The largest source of air pollution in the City is motor vehicle traffic, including both passenger vehicles and trucks. On-road emissions were calculated for Ventura County using California Department of Transportation Performance Measurement System (PeMS) considering traffic related emissions. According to 2012 Ventura County estimated annual average daily emissions for ROC and NO_x, mobile source emissions account for 45% of total ROC emissions and 88% of NO_x emissions. The average Ventura County marine emissions, which include NVBC and Port Hueneme, generate an average of 2.21 ROG and 2.55 NO_x emissions daily.⁸ See Figure AQ-1 for a map of major pollution sources.

Sensitive Receptors

Standards are designed to protect that segment of the public most susceptible to respiratory distress, such as children under 14; the elderly over 65; persons engaged in strenuous work or exercise; and people with cardiovascular and chronic respiratory diseases. Therefore, most sensitive receptor locations are residences, schools, hospitals, and parks. Sensitive receptors in Port Hueneme include residences, Hueneme Elementary School, Hueneme Christian School, Richard Bard Elementary School, Parkview Elementary School, Sunkist Elementary School, Our Saviour's Preschool, Bolker Park, Bubbling Springs Park/Recreational Corridor, Dewar Park, Hueneme Beach Park, Moranda Park, and Wene'Mu Park. See Figure AQ-1 for map of sensitive receptors.

Air Quality Standards

U.S. EPA and the CARB ambient air quality standards are intended to protect public health with an adequate margin of safety. California standards are more restrictive than federal standards for each criteria pollutants, except for Pb, the eight-hour average for CO, and the eight-hour average for O₃. The VCAPCD monitors criteria pollutant levels in Ventura County to ensure that air quality standards are met and, if they are not met, develops strategies to meet the standards.

As of 2021, Ventura County is designated a nonattainment area for the federal and state eight-hour O₃ standards and the state one-hour O₃ and PM₁₀ standards. This nonattainment status is a result of several factors, including naturally adverse meteorological conditions that limit the dispersion and diffusion of pollutants, the limited capacity of the local airshed to eliminate air pollutants, and the number, type, and density of emission sources in the SCCAB. See Table AQ-1 for current ambient air quality data in vicinity of Port Hueneme and Table AQ-2 for air quality standards.

⁸ Ventura County Air Pollution Control District. 2017. 2016 Ventura County Air Quality Management Plan. <http://www.vcapcd.org/pubs/Planning/AQMP/2016/Final/Final-2016-Ventura-County-AQMP.pdf>

Figure AQ-1 Air Pollution Sources and Sensitive Receptors

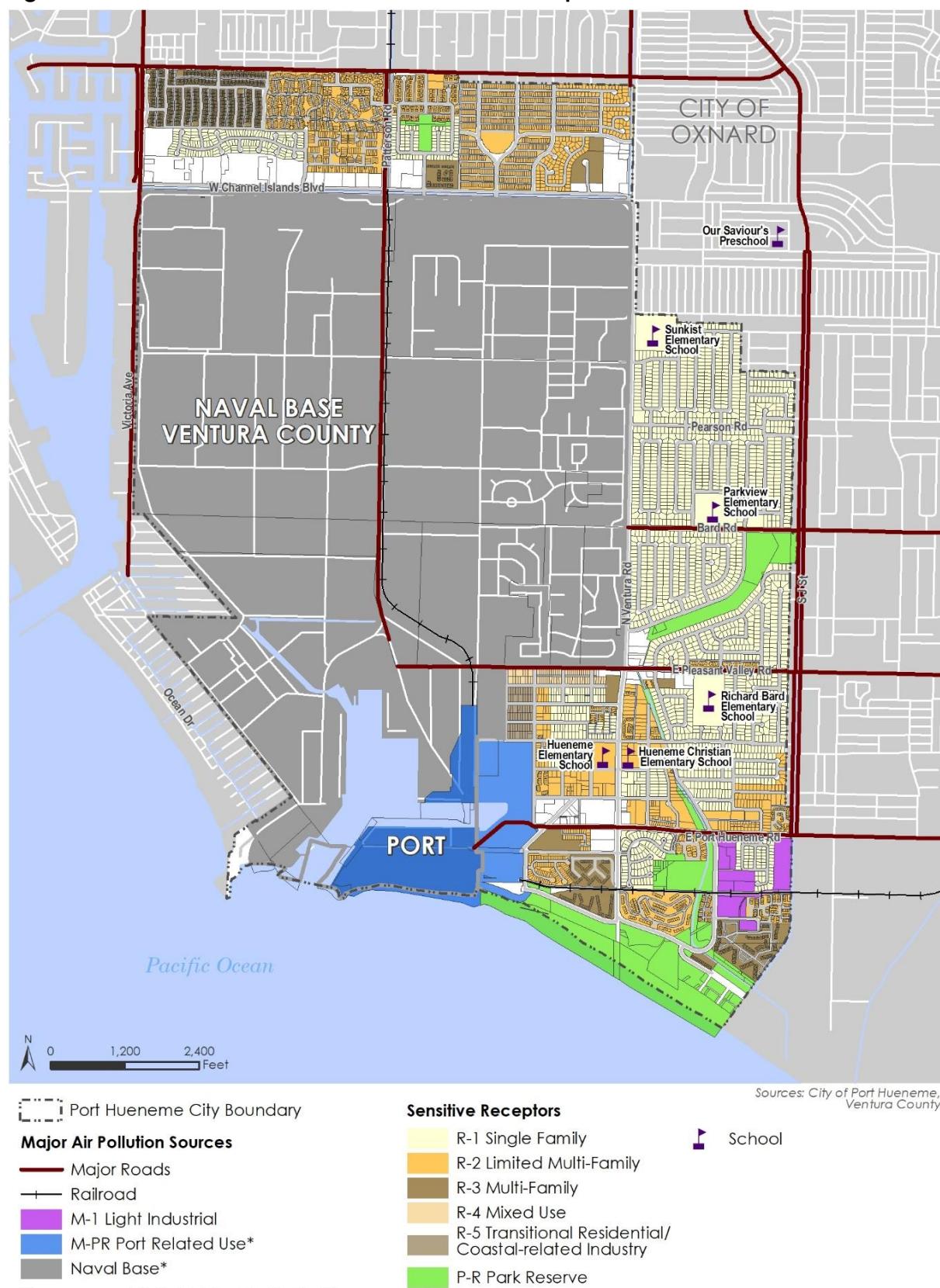


Table AQ-1 Ambient Air Quality Data in Vicinity of Port Hueneme

Year	Number of Days of Exceedances ^{1, 2}										
	Federal/State 8-Hour O ₃ Standard	Federal Worst-Hour O ₃ Standard	State Worst-Hour O ₃ Standard	Federal NO ₂ Standard	State NO ₂ Standard	Federal SO ₂ Standard ³	State SO ₂ Standard ³	Federal/State CO Standard ³	Federal PM ₁₀ Standard	State PM ₁₀ Standard	Federal PM _{2.5} Standard ⁴
1996	26	1	10	0	0	0	0	0	0	1	n/a
1997	7	0	2	0	0	0	0	0	1	3	n/a
1998	4	0	0	0	0	0	0	0	0	2	n/a
1999	1	0	0	0	0	0	0	0	0	0	1
2000	1	0	0	0	0	0	0	0	0	1	2
2001	6	0	0	0	0	0	0	0	0	3	2
2002	0	0	0	0	0	0	0	0	0	2	0
2003	10	0	0	0	0	0	0	0	0	5	2
2004	3	0	0	0	0	0	0	0	0	1	0
2005	2	0	0	0	0	n/a	n/a	n/a	0	2	0
2006	0	0	0	0	0	n/a	n/a	n/a	0	4	0
2007	1	0	0	0	0	n/a	n/a	n/a	1	2	1
2008	1	0	0	0	0	n/a	n/a	n/a	0	3	0
2009	0	0	0	0	0	n/a	n/a	n/a	0	2	0
2010	0	0	0	0	0	n/a	n/a	n/a	0	1	0
2011	0	0	0	0	0	n/a	n/a	n/a	0	1	0
2012	0	0	0	0	0	n/a	n/a	n/a	0	1	0
2013	0	0	0	0	0	n/a	n/a	n/a	0	4	0
2014	2	0	1	0	0	n/a	n/a	n/a	0	7	0
2015	0	0	0	0	0	n/a	n/a	n/a	0	6	0
2016	1	0	0	0	0	n/a	n/a	n/a	0	14	0
2017	1	0	0	0	0	n/a	n/a	n/a	1	29	4
2018	0	0	0	0	0	n/a	n/a	n/a	2	21	1

¹ O₃ data from 1996-2011 and NO₂ data from 1996-2004 were sourced from the Ventura-Emma Wood State Beach monitoring station. O₃ data from 2011-2018, NO₂ data from 2004-2019, PM₁₀ data from 1996-2018, and PM_{2.5} data from 1999-2018 were sourced from the El Rio-Rio Mesa School #2 monitoring station.

² The number of days of exceedances are based on current federal and state air quality standards, some of which have evolved and become more stringent between 1996 and 2018. For example, in 1997, the U.S. EPA replaced the former federal 1-hour O₃ standard with an 8-hour O₃ standard of 0.08 ppm. The U.S. EPA reduced the federal 8-hour O₃ standard to 0.075 ppm in 2008 and again to 0.070 ppm in 2015 (U.S. EPA 2019).

³ SO₂ and CO data are not available at any monitoring station in Ventura County from 2005 to 2018.

⁴ PM_{2.5} data is not available at any monitoring station in Ventura County from 1996 to 1998. ⁵ At the time of publication, air quality data was not available for 2019.

Source: CARB 2020

Table AQ-2 Federal and State Ambient Air Quality Standards

Pollutant	Federal Standard	California Standard
Ozone	0.070 ppm (8-hr avg)	0.09 ppm (1-hr avg) 0.070 ppm (8-hr avg)
Carbon Monoxide	35.0 ppm (1-hr avg) 9.0 ppm (8-hr avg)	20.0 ppm (1-hr avg) 9.0 ppm (8-hr avg)
Nitrogen Dioxide	0.100 ppm (1-hr avg) 0.053 ppm (annual avg)	0.18 ppm (1-hr avg) 0.030 ppm (annual avg)
Sulfur Dioxide	0.075 ppm (1-hr avg) 0.5 ppm (3-hr avg) 0.14 ppm (24-hr avg) 0.030 ppm (annual avg)	0.25 ppm (1-hr avg) 0.04 ppm (24-hr avg)
Lead	0.15 µg/m³ (rolling 3-month avg) 1.5 µg/m³ (calendar quarter)	1.5 µg/m³ (30-day avg)
Particulate Matter (PM ₁₀)	150 µg/m³ (24-hr avg)	50 µg/m³ (24-hr avg) 20 µg/m³ (annual avg)
Particulate Matter (PM _{2.5})	35 µg/m³ (24-hr avg) 12 µg/m³ (annual avg)	12 µg/m³ (annual avg)
Visibility-Reducing Particles	No Federal Standards	Extinction coefficient of 0.23 per kilometer – visibility of ten miles or more (0.07 - 30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70 percent. Method: Beta Attenuation and Transmittance through Filter Tape. (8-hr avg)
Sulfates	No Federal Standards	25 µg/m³ (24-hr avg)
Hydrogen Sulfide	No Federal Standards	0.03 ppm (1-hr avg)
Vinyl Chloride	No Federal Standards	0.01 ppm (24-hr avg)

ppm= parts per million; µg/m³= micrograms per cubic meter; hr = hour; avg = average; N-S = nonattainment-severe (a nonattainment area with a design value [a statistic that describes the air quality status relative to the level of the NAAQS] from 0.105 ppm up to but not including 0.163 ppm);

Sources: CARB 2018a through 2018j and U.S. EPA 2020a through 2020h

Related Plans and Programs

2016 Ventura County Air Quality Management Plan

Because Ventura County is currently designated nonattainment for the federal and state eight-hour O₃ standards and the state one-hour O₃ and PM₁₀ standards, the Ventura County Air Pollution Control District (VCAPCD) is required to implement strategies reducing pollutant levels to recognized acceptable standards. These strategies are contained in the 2016 Air Quality Management Plan (AQMP), which builds upon the 2007 AQMP and includes further demonstrations of reasonable progress toward the new federal eight-hour O₃ standard. The 2016 AQMP includes federal, state, and regional actions, local stationary source control measures, and transportation control measures (e.g., vehicle miles travelled reductions, increased vehicle occupancy, vehicle substitution, trip elimination, and technological improvements).

Southern California Association of Governments (SCAG)

The 2020-2045 Regional Transportation Plan and Sustainability Communities (RTP/SCS) includes ten goals focused on promoting economic prosperity, improving mobility, protecting the environment, and supporting healthy/complete communities. The SCS implementation strategies include focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, and supporting implementation of sustainability policies. With these implementation strategies, there is opportunity to improve local air quality by reducing overall vehicle miles traveled, therefore, decreasing vehicle sourced emissions.

Focus Areas

Port of Hueneme

Port of Hueneme (Port) is in the City and is a source of local air pollution, and OPR *General Plan Guidelines* (2017) recommend that port of entry communities should have a comprehensive set of goals, policies, and objectives related to port-related air pollution because of the potential for heightened air pollution exposure.

The Port has developed Environmental Management Framework (EMF) strategic implementation plans that provide a roadmap for implementation of projects and programs that not only keep the Port compliant with its regulatory obligations, but also move the Port beyond compliance. The EMF includes a strategic action plan for air quality management, which has aided the Port in reducing air emissions by approximately 85 percent since 2008.⁹ Emissions reduction strategies have included maintaining drayage truck compliance, maintaining shore-side power project compliance and reporting, developing a terminal equipment upgrade program, designing and implementing an environmental management information system, pursuing a green lease program, and funding technology advancement incentive programs.¹⁰

Naval Base of Ventura County

The Naval Base Ventura County - Port Hueneme is located within the City's corporate limits. The City is also located approximately four miles west of Naval Base Ventura County – Point Mugu. These bases are major employers and generate local air pollution via on-road mobile sources (e.g., personnel home-work trips and heavy truck trips) and off-road mobile sources (e.g., marine vessels in port, railroad operations, and aircraft operations).

The Naval Base Ventura County Joint Land Use Study presents strategies to reduce air pollutant emissions associated with base operations, including preparing a feasibility study to determine shipping solutions for government vessels and supporting the VCAPCD in updating its AQMP to incorporate new regulations and their impacts for commercial and military shipping and military compatibility.

⁹ Port of Hueneme. 2019. "Port Takes 2nd in the State for Clean Air Day Pledges." <https://www.portofhueneme.org/17042-2/> (accessed April 2020).

¹⁰ Port of Hueneme. 2013. Environmental Management Framework – Strategic Implementation Plans. https://www.portofhueneme.org/wp-content/uploads/2014/06/POH_E2_Framework_2015.pdf (accessed April 2020).

6.3 Air Quality Goals and Policies

Table AQ-3 Air Quality Goals and Policies

Policy ID	Policy
Air Quality Goal 1: Reduction of air pollution generated by passenger vehicles.	
AQ 1-1	Integrate air quality considerations in land use and transportation planning by encouraging the use of alternative transportation modes (e.g., transit, walking, bicycling) and promoting a jobs/housing balance, thereby reducing the number of passenger vehicle trips.
AQ 1-2	Cooperate with local, regional, State, and Federal agencies to achieve better transportation facility planning and development.
AQ 1-3	Encourage active, non-motorized transportation through the provision of bicycle and pedestrian pathways and incorporation of bicycle and pedestrian facilities in new development, wherever feasible.
AQ 1-4	Implement citywide traffic flow improvements in accordance with the Circulation Element.
AQ 1-5	Encourage the use of low-pollution vehicles, including alternate fuel and electric vehicles.
Air Quality Goal 2: Minimization of exposure to air pollutants, including toxic air contaminants.	
AQ 2-1	Avoid exposure to excessive levels of air pollution, including toxic air contaminants, through enforcement of applicable federal, state, and regional regulations and careful siting of new development.
AQ 2-2	Enforce VCAPCD rules related to industrial sources of air pollution.
AQ 2-3	Support technological improvements to improve machinery efficiency and encourage clean green technology to reduce emissions of harmful air pollutants from industrial land uses.
AQ 2-4	Work cooperatively with the Port of Hueneme to minimize local exposure to air pollution from oceangoing vessels and heavy trucks.
AQ 2-5	Support implementation of the Environmental Management Framework at the Port of Hueneme.
AQ 2-6	As necessary, coordinate with Naval Base Ventura County to address cross-jurisdictional air quality issues.
AQ 2-7	Continue to monitor odor generated by the Oxnard Wastewater Treatment Plant and coordinate with the City of Oxnard, as necessary, to address odor issues affecting Port Hueneme.
AQ 2-8	Support VCAPCD requirements to minimize fugitive dust emissions from construction and maintenance activities.
AQ 2-9	Locate sensitive receptors (i.e., residences, schools, retirement homes, hospitals, etc.) and vulnerable communities away from significant pollution sources of air pollution, including toxic air contaminants, to the maximum extent feasible and, as necessary, implementing measures (such as filtration systems) on new development to avoid significant health risks related to air pollution.

7 Noise



7.1 Purpose

Noise is generated by various sources throughout the City and affects different areas of the community differently depending on the noise source and affected land use. The Noise Element identifies the community's primary noise sources and areas where sensitive receptors may be exposed to noise exceeding acceptable levels and provides Goals and Policies to minimize noise impacts to the extent feasible. This Noise element identifies and addresses the following noise sources:

- Aircraft
- Railroad
- Commercial
- Construction
- Vehicles
- Naval Base of Ventura County
- Port of Hueneme

7.2 Background

Noise and Vibration Background

Noise is defined as loud, unpleasant, unexpected, or undesired sound. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment (California Department of Transportation [Caltrans] 2013). When people make relative judgments of the loudness or annoyance of a sound, their judgments correlate well with the “A-weighted” levels of those sounds. Therefore, the A-weighted noise scale is used for measurements and standards involving the human perception of noise. In this analysis, all noise levels are A-weighted, and “dBA” refers to the A-weighted decibel. Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. A 10 dB increase represents a 10-fold increase in sound intensity, a 20 dB change represents a 100-fold difference, a 30 dB change represents a 1,000-fold difference, etc. Thus, a doubling of the energy of a noise source, such as a doubling of traffic volume, would increase the noise level by 3 dB, and a halving of the energy would result in a 3 dB decrease.

Ground borne vibration consists of the oscillatory waves that move from a source through the ground to adjacent structures. It is typically measured in peak particle velocity (ppv) or vibration decibels (VdB). Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as ground borne noise (Federal Transit Administration 2018). Although ground borne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses. Vibration significance ranges from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, the general threshold where minor damage can occur in fragile buildings (Federal Transit Administration 2018).

Sources of Noise

Common sources of noise in Port Hueneme include on-road motor vehicles (including heavy trucks), truck loading/unloading, commercial/industrial activities and machinery, and, and heating, ventilation, and air conditioning (HVAC) systems. Intermittent sources of noise include construction activity, railroad operations, aircraft overflights, military operations and activities, and amplified sound systems. The most widespread and predominant noise source in the City is traffic noise from motor vehicles driving along roadways. Traffic noise is of concern because it is characterized by a high number of individual events, which often create a sustained noise level. Table N-1 displays noise level measurements from twelve locations in Port Hueneme. Major sources of noise in the City are shown in Figure N-1.

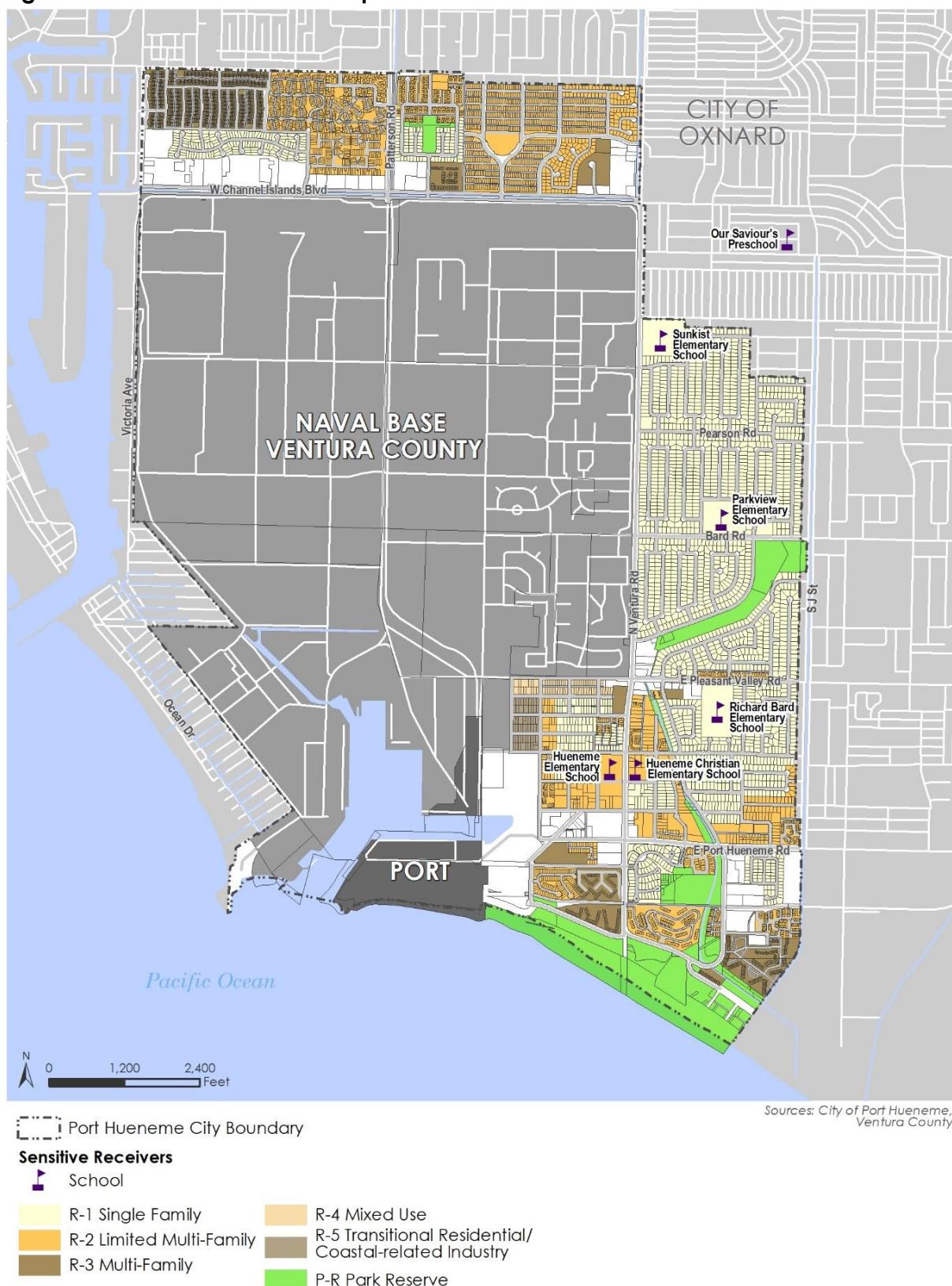
Figure N-1 Noise Sensitive Receptors

Table N-1 Noise Measurements

Noise Location	Address/Coordinates	Land Use/Noise Source	Noise Level [dba Leq]
Richard Bard Elementary School	622 E. Pleasant Valley Road	School	72.0
Industrial Avenue	729 -701 Industrial Ave.	Industrial	58.6
North Ventura Road	34.167418, -119.195330	Busy Roadway near Residents and Naval Base	69.4
Seadrift Court	2507-2510 Seadrift Court	Residential Area near Commercial Area	54.3
Channel Islands Boulevard	177 W. Alta Green	Busy Roadway	76.0
Pearson Road	745 Pearson Road	Dense Residential Area	68.5
Waterway Lane	804-812 Waterway Lane	Residents near Water Plant and Industrial Operations	57.5
Surfside Drive/South Ventura Road	360 E Surfside Drive	Beachfront area	57.9
Richard Bard Bubbling Springs Park	South J Street Oxnard, CA 93033	Park Area	62.5
North Ventura Road	2651 North Ventura Road	Busy Roadway near Commercial Area	63.4
Market Street and Port Hueneme Road	Corner of Market Street and Port Hueneme Road	Proposed Downtown Area	57.3
Victoria Road	34°10'39.4"N 119°13'16.1"W (past Rite Aid)	Proposed High Density Housing Area	73.0

Vehicle Noise

As noted above, motor vehicle traffic is the most prevalent noise source in Port Hueneme. Major arterial roadways in Port Hueneme that generate substantial noise include Channel Islands Boulevard, Ventura Road, Patterson Road, Port Hueneme Road, Pleasant Valley Road, and Bard Road. In addition, areas along the western, northern, and eastern City limits experience noise generated by traffic along South Victoria Avenue, West Hemlock Street, and South J Street, respectively, which are located in Oxnard. Another vehicle noise source includes Port-related trucks and their routes through the City, primary routes include Ventura Road to Channel Islands Boulevard to Victoria Avenue and Hueneme Road to Rice Avenue.

Commercial/Industrial Noise

Commercial and industrial activity can generate noise from a variety of activities, such as vehicle movement on parking lots, loading/unloading, HVAC, and machinery. Commercial land use is mainly along the north side of Channel Islands Boulevard, in the vicinity of Ventura Road, Pleasant Valley Road, and in the vicinity of Ventura and E. Port Hueneme Roads. Industrial land uses in Port Hueneme are primarily clustered at the Port of Hueneme, at Naval Base Ventura County – Port Hueneme, and in the southern portion of the City south of Port Hueneme Road and east of South Surfside Drive. Such activities are typically a problem only when commercial/industrial uses interface with residences or other noise-sensitive uses.

Railroad Noise

Railway operations are predominantly a localized source of noise along railroad corridors. The Genesee & Wyoming Railroad operates two tracks (collectively known as the Ventura County Railroad) that are used to transfer freight and goods between the Union Pacific Railroad Coast Main Line in downtown Oxnard and the Port of Hueneme and Naval Base Ventura County. The southern portion of the City is traversed by a single-track railroad line that serves Port of Hueneme and is maintained by the Ventura County Railway Company.

Aircraft Overflight Noise

Aircraft overflights are a minor source of noise in Port Hueneme. The nearest airports are the Oxnard Airport and Naval Air Station Point Mugu, located approximately 1.1 miles north and 3.7 miles southeast of the City, respectively. The City is located outside the planning boundaries and mapped noise contours associated with aircraft approaches and departures at Naval Air Station Point Mugu. Although portions of Port Hueneme fall within the planning boundary of the Oxnard Airport, the City is located outside of the mapped noise contours associated with aircraft approaches and departures at this airport. Therefore, noise levels from aircraft overflights associated with Oxnard Airport and Naval Air Station Point Mugu are less than 60 CNEL (Ventura County Airport Land Use Commission 2000).

Construction Noise

Construction activity typically generates substantial short-term increases in ambient noise levels in the immediate vicinity of construction sites, which can be disruptive to nearby noise-sensitive receivers. Each phase of demolition and construction has its own noise characteristics; some will generate higher continuous noise levels than others and some may generate substantial intermittent noise levels from high-impact activities (e.g., pile driving) depending on the type and number of equipment used.

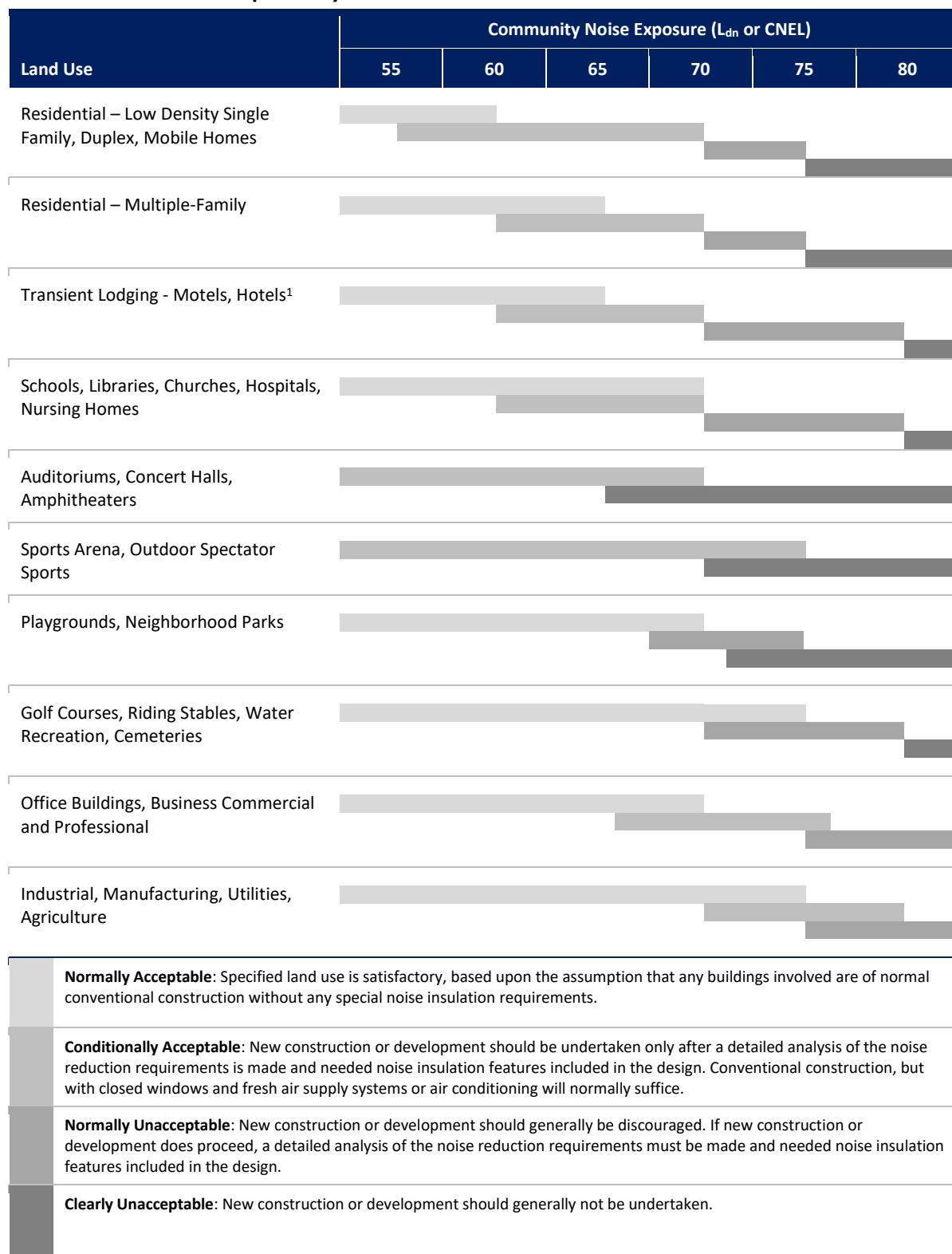
Sources of Vibration

Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as ground borne noise (Federal Transit Administration 2018). The most common vibration sources in Port Hueneme include construction activities and port and railroad operations. Both railroad tracks in the City run through and adjacent to residential neighborhoods in the City. Rail vibration levels can reach 85 VdB which exceeds the vibration velocity level in residential areas and can result in strong annoyance if within close proximity to residential areas.¹

Noise-Sensitive Land Uses

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with each of these uses. Table N-2 is a noise compatibility matrix showing land use and acceptable noise levels. Noise-sensitive land-uses include: residential, residential care, child/elder care facilities, schools, places of worship, and hospitals.

¹ Federal Transit Administration. September 2018. Transit Noise and Vibration Impact Assessment Manual.

Table N-2 Noise Compatibility Matrix

L_{dn} = Day-Night Noise Level; CNEL = Community Noise Exposure Level

¹Transient lodging generally consists of hotels, motels, inns, hostels, or other short-term living accommodations.

Source: California Office of Planning and Research 2017

Related Plans and Programs

California Code of Regulations

Interior noise levels for habitable rooms and non-residential space are regulated by Title 24 of the California Code of Regulations (CCR). Title 24, Part 2 (2019 California Building Code), Chapter 12, Section 1206.4 limits interior noise levels attributable to exterior sources to a maximum of 45 CNEL in any habitable room within a residential structure. A habitable room is a room used for living, sleeping, eating, or cooking. Bathrooms, closets, hallways, utility spaces, and similar areas are not considered habitable rooms under this regulation. Title 24, Part 11 (2019 California Green Building Standards Code), Chapter 5, Section 5.507.4.2 limits interior noise levels attributable to exterior sources to a maximum of 50 dBA $L_{eq[1h]}$ in occupied areas of non-residential spaces during any hour of operation when exposed to noise levels of 65 dBA $L_{eq[1h]}$ during any hour of operation or located within the 65 CNEL noise contour of an airport, freeway or expressway, railroad, industrial source or fixed-guideway source as determined by the Noise Element of the General Plan.

Port Hueneme Municipal Code

Article III, Chapter 5 of the Port Hueneme Municipal Code (PHMC) contains the City's Noise Control Ordinance, including provisions aimed at limiting excessive noise from specific sources. PHMC Section 3427 prohibits unnecessary, excessive, or annoying noise in the City. PHMC Section 3430 establishes allowable noise levels for properties within designated noise zones, which are defined in PHMC Section 3429.

Focus Areas

Noise Complaints

It is important to continually understand the noise issues that arise throughout the City and their impact on the community. Noise monitoring through noise complaints from the community will be a way to consistently understand where and how to address noise issues as they arise.

Mixed Use Development

Mixed use development is an area that includes various land uses. This is cause for various noise sources from commercial and industrial areas. A proposed downtown area has the potential for conflicts between commercial activities and immediately adjacent residential areas.

Port of Hueneme and NBVC

The Port of Hueneme is one of the main stationary noise sources in the City. Noise from ships in port, diesel generator exhaust, ventilation systems, and environmental noise from ships in general are all various sources of noise for the Port. The Naval Base Ventura County (NBVC) is another one of the main noise sources in the City. Aircraft noise from Point Mugu, vehicle traffic to the base, amplified noise, military operations, as well as the rail that goes to the base are all noise sources that impact the community.

7.3 Noise Goals and Policies

Table N-3 Noise Goals and Policies

Policy ID	Policy
Noise Goal 1: Protection of the Public from excessive noise and vibration from both stationary and mobile noise sources.	
N 1-1	Use the land use-noise compatibility matrix in Table N -2 to guide the siting of future land uses.
N 1-2	Monitor noise complaints from residents and seek to resolve concerns where feasible and make the enforcement process accessible to the general public.
N 1-3	Minimize exposure to noise from private properties through land use decisions and enforcement of the Noise Control chapter of the Municipal Code.
N 1-4	Minimize exposure to noise from roads through land use decisions, enforcement of state motor vehicle noise standards for cars, trucks, and motorcycles, methods to minimize traffic generation, and routing of traffic away from sensitive receivers to the degree feasible.
N 1-5	Minimize exposure of sensitive receivers to railroad-related noise and vibration through land use decisions and, as appropriate, use of setbacks and/or noise insulation for new development.
N 1-6	Minimize exposure of sensitive receivers to construction noise and vibration through methods such as restricting construction to daytime hours, use of sound barriers and/or other methods to dampen noise from construction equipment, and public notification prior to construction activities.
N 1-7	Require heavy trucks to use designated truck routes that avoid residential and other sensitive land uses to the maximum degree feasible. When not feasible, investigate noise mitigation strategies such as noise barriers or truck travel restrictions, especially in areas of concern such as along Port Hueneme Road.
N 1-8	If noise concerns related to the Port of Hueneme or NBVC arise, coordinate with those entities to develop and implement appropriate responses.

8 Economic Development



8.1 Purpose

Port Hueneme's unique economy is comprised of a commuter workforce, coastal amenities, and a thriving cannabis industry that generates substantial fiscal revenue for the City. The economy is also influenced by the City's immediate proximity to the Pacific Ocean as well as the Port of Hueneme and Naval Base Ventura County, which are both recognized economic and technology engines in the larger Ventura County region. The Economic Development Element evaluates the current economy to identify opportunities for commercial revitalization to create a recognized, visitor-friendly downtown area and expand the community's future vitality. The Goals and Policies in this Element are consistent with State requirements pertaining to economic health and sustainable funding, job growth and retention, and community revitalization.

8.2 Background

The following paragraphs highlight existing socioeconomic conditions in Port Hueneme. The summarized statistics represent the most recent data available from the indicated sources as of July 2020.

Resident Income Levels¹

Port Hueneme's largest share of households (21.2%) is in the \$50,000 to \$74,999 income range. Whether measured in terms of median or average household incomes, Port Hueneme's resident income levels are significantly lower than county and state benchmarks. The median household income in Port Hueneme (\$65,243) is below the county (\$84,017) and state medians (\$71,228). For average household income levels, Port Hueneme (\$72,358) is well below the county (\$110,792) and state (\$101,493) values.

Commute²

When looking at travel time to work data, Port Hueneme's labor force tends to have longer distance commutes relative to the overall labor force in the county and the state. Port Hueneme has the lowest share (38.1%) of residents that have work travel distances of 10 miles or less, and 10 to 24 miles (11.6%). In addition, the City has the highest share (33.1%) by far of residents that have commute distances greater than 50 miles.

Figure ED-1 shows the measure of in-area labor force efficiency – the percentage of an area's labor force that lives and works in the same jurisdiction – for Port Hueneme relative to the other cities in Ventura County. As shown in the figure, Port Hueneme has the lowest share of its labor force, at 3.5%, that lives and works in the city. The average labor force efficiency measure for cities in Ventura County is 17.6%.

Employment Opportunities and Key Industries

Three broad categories of employment are included in the Port Hueneme economy (totaling 18,166 existing jobs): (1) private and public sector employment within the city boundaries (3,668 jobs); (2) direct employment at the Port of Hueneme (2,394 jobs); and (3) direct military and civilian employment at Naval Base Ventura County (12,104 jobs). Within the non-Navy/non-Port category, the industry that employs the largest number of people in Port Hueneme is Accommodation and Food Services, which accounted for about 15.4% of total non-Navy/non-Port employment in 2017. This was followed by Educational Services (14.8%), Professional, Scientific, and Technical Services (13.7%), and Healthcare and Social Assistance (13.5%). The data sources for the various employment estimates are indicated on Table ED-1 below.

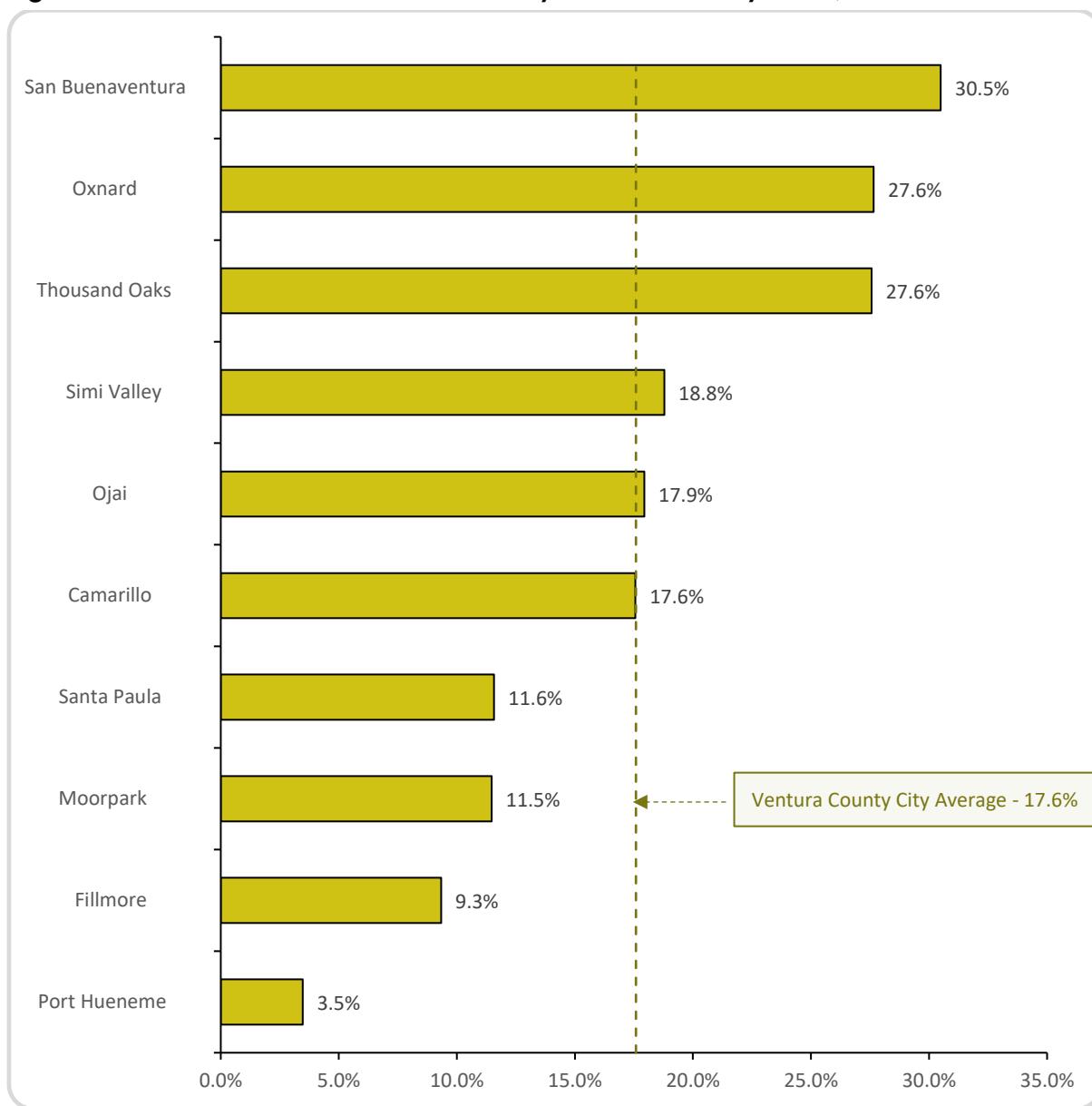
Port of Hueneme³

Between 2010 and 2015, the Port experienced 27 percent growth in commercial activity. The Port supports an estimated 10,226 jobs, including direct, induced, indirect, and related jobs. Of the total jobs, 2,394 workers are employed directly by the Port. Annual state and local tax revenue produced by maritime activity at the Port is \$69 million. The total value of imported goods was over \$8 billion in 2014, with total exports the same year valuing at over \$1.2 billion.

¹ Income data are from the U.S. Census Bureau (2014-2018 American Community Survey 5-Year Estimates).

² Commute data are for 2017 and are from the U.S. Census Bureau, Longitudinal Employer-Household Dynamics (LEHD) program. Accessed at <https://onthemap.ces.census.gov>.

³ These data are from The Port of Hueneme's *2020 Strategic Plan*, October 2015.

Figure ED-1 In-Area Labor Force Efficiency: Ventura County Cities, 2017

Source: U.S. Census Bureau, Longitudinal Employer-Household Dynamics (LEHD) program. Accessed at <https://onthemap.ces.census.gov>

Table ED-1 Number of Jobs by Category, Port Hueneme

Source of Jobs Estimate	Jobs
Census	3,668
Port Hueneme (Direct Jobs)	2,394
Naval Base	
Military	4,231
Civilian Personnel	4,701
Contractors	3,172
Total Jobs	18,166

Source: U.S. Census Bureau, Longitudinal Employer – Household Dynamics (LEHD) program. Accessed at <https://onthemap.ces.census.gov>; Naval Base Ventura County, *Military Readiness Economic Contribution and Community Partnerships*, April 2018; The Port of Hueneme, 2020 Strategic Plan.

Taxable Retail Sales and City Sales Tax Revenue⁴

Sales taxes represent the single largest revenue source in the City's budget. For Fiscal Year (FY) 2020-2021, the City's total sales tax revenue is projected at approximately \$3.5 million, including \$1.4 million from the standard sales tax and an additional \$2.1 million from the voter-approved (Measure U) supplemental sales tax. Sales taxes currently represent nearly 16% of the City's total General Fund revenue. Although Port Hueneme has performed relatively well in overall sales trends, comparing data for taxable sales per household among the region and State suggests that the City is experiencing substantial retail sales leakage (i.e., Port Hueneme residents spend many of their retail dollars outside the City). Taxable sales data suggest that Port Hueneme has sufficient resident demand to support new retail development in the City.

Cannabis Revenue

The City also derives substantial fiscal revenue from the local cannabis industry. For FY 2020-2021, the City's cannabis revenue is projected \$2.1 million or approximately 10% of the General Fund total. Given the significance of this relatively new income source, potential expansion of the cannabis industry in Port Hueneme could represent an important fiscal strategy for the City in the coming years.

8.3 Issues Influencing Port Hueneme's Economic Development Potentials

The following features of Port Hueneme provide several unique challenges in terms promoting economic development opportunities:

- The largely built out nature of the City provides limited opportunities for new commercial and industrial development, given the relative scarcity of vacant land available for this type of new development.
- State requirements for new residential development will compete for scarce developable land in the City.

⁴ All cited data for City tax revenues are from City of Port Hueneme FY 2020-2021 Budget.

- Given the above, special attention will need to be given to potential infill development opportunities on key opportunity sites.
 - Historically, this type of infill development would have been facilitated with the City's redevelopment financing tools.
 - In the absence of redevelopment tools, the City will need to proactively engage with property owners of these key opportunity sites to determine their receptiveness to intensifying or repurposing aging commercial facilities with new land use mixes.
 - For these key opportunity sites, the potential for mixed-use development opportunities (in this context, development that blends residential development with commercial and/or industrial uses) can serve as a catalyst for redevelopment/reinvestment. Mixed-use can also help alleviate the potential problem of competing residential and commercial/industrial development opportunities on limited available land in the City.

Having the Port of Hueneme⁵ and Naval Base Ventura County (NBVC) located within the city limits presents both challenges and opportunities for the City. Although the Port is a significant driver of the City's economic and fiscal strength (the City of Port Hueneme currently receives approximately \$1.7 million in General Fund revenues from the Port, based on series of agreements over recent years). In the case of the NBVC, this represents an opportunity to capitalize on potential technology "spillovers" from Base activities. Specifically, this could help attract high-tech industry sectors (Navy contractors, etc.) that have a natural linkage to specific activities at the Base. In turn, an active relationship between some local industry sectors and the Base could act as a catalyst for new high-tech-oriented industrial/manufacturing development in the City.

8.4 Focus Areas

Downtown and Commercial Area Revitalization

Given the very limited supply of vacant land in Port Hueneme, future economic development opportunities will largely depend on revitalization, intensification and/or redevelopment of existing (older) commercial properties. In order to be financially attractive/feasible to developers, redevelopment projects typically require higher development densities than the existing development that is being replaced. In addition, mixed-use designations allowing for residential development tend to create further incentives for redevelopment of lower-density commercial properties.

A high priority for commercial revitalization in Port Hueneme would be the creating and branding of a new downtown area in the vicinity of the intersection of Port Hueneme Road and Ventura Road.⁶

Hotel Tax Revenue and Development Potential

As part of the General Plan update, The Natelson Dale Group completed a market demand analysis for new hotel development in the City. The study concluded that the neighboring City of Oxnard's recent success in attracting the three proposed hotel developments underscores the need for Port Hueneme to create the necessary conditions (e.g., site identification, hotel recruitment activities, etc.) to attract new hotel projects. Without proactive City-led efforts, Oxnard would likely continue

⁵ Owned and operated by the Oxnard Harbor District (an independent special district and political subdivision of the State of California).

⁶ Recommended downtown boundaries are Scott Street on the north, Port Hueneme Road on the south, 5th Street on the east, and Market Street on the west.

to dominate the capture of demand for new hotel development in the local market. For FY 2020-2021, the City's budget projects approximately \$540,000 in transient occupancy tax (TOT) revenue. Given the relatively small inventory of existing lodging facilities in Port Hueneme, TOT revenue could grow substantially with the addition of just one or two new hotel facilities.

Based on the City's limited land supply, future opportunities for new hotel development would likely occur within mixed-use zones in existing commercial areas targeted for revitalization.

8.5 Economic Development Goals and Policies

Table ED-2 Economic Development Goals and Policies

Policy ID	Policy
Economic Development Goal 1: Creation of a sustainable financial future for the City through focused expansion of fiscally- positive land uses.	
ED 1-1	Encourage revitalization and focused intensification of existing/aging retail commercial properties (also see Goals 2 and 3 for related policies).
ED 1-2	Encourage development of additional hotels/lodging facilities, as part of an overall focus on expanding Port Hueneme's attractiveness to tourists/visitors (see Goal 4 for related policies).
ED 1-3	Ensure continued success of existing cannabis-related businesses.
Economic Development Goal 2: Redevelopment of aging commercial centers with a mix of land uses that fulfill market demand and serve as community gathering places.	
ED 2-1	Establish market-responsive tools and incentives to encourage reinvestment in (and redevelopment of) aging properties.
ED 2-2	Prioritize City infrastructure investments necessary to facilitate feasible redevelopment of aging commercial centers.
Economic Development Goal 3: Creation and branding of a new “downtown” Port Hueneme with a mix of destination retail, lodging, housing, and public spaces that attracts both residents and visitors.	
ED 3-1	Utilize GPU and other City policies to formally recognize and promote the existing commercial areas in the vicinity of the intersection of Port Hueneme Road and Ventura Road as Downtown Port Hueneme. ⁷
Economic Development Goal 4: Leveraging of Port Hueneme’s attractive coastal location to expand local tourism and associated economic benefits.	
ED 4-1	Utilize GPU and other City policies to facilitate expanded capture of the regional tourism/visitation market.
ED 4-2	Consider the City's distance from Highway 101 when developing visitor attraction strategies, such as increased signage and targeted destination campaigns.
Economic Development Goal 5: Expansion of high-skill/high-wage employment opportunities for Port Hueneme residents.	
ED 5-1	Support regional initiatives/investments that promote creation of high-wage jobs accessible to Port Hueneme residents (even if jobs are based outside City).
ED 5-2	Maximize opportunities for creation of technology-oriented jobs within Port Hueneme (while recognizing realistic constraints on local land/development capacity).
ED 5-3	Leverage employment/entrepreneurial development opportunities associated with presence of Port and NBVC.

⁷ Recommended downtown boundaries are Scott Street on the north, Port Hueneme Road on the south, 5th Street on the east, and Market Street on the west.

9 Public Safety and Facilities



9.1 Purpose

Public services such as public buildings and facilities; fire and police protection; schools and libraries; water, sewer, and utilities; health services; emergency preparedness; and telecommunications are critical for a safe community. The levels of service needed for Port Hueneme are directly related to the intensity of development in the community. Most recent legislation associated with public safety and services includes SB 1035, which requires a Safety Element Update during a Housing Element Update and SB 99 and AB747 requiring all cities to identify evacuation routes. SB 379, which requires climate adaptation and resiliency strategies, is addressed in the Climate Action Plan Element. Goals and Policies in this Element aim to protect Port Hueneme from natural and man-made hazards and provides public services equitably for all its residents.

9.2 Background

Related Plans and Programs

Alquist-Priolo Special Studies Zone Act

This act prohibits locating structures for human occupancy across active fault lines until geotechnical investigations determine that a prospective site is safe for habitation. The Act also requires cities to disclose to the general public areas that are subject to seismic hazards, by means of maps and other appropriate materials.

Ventura County Hazard Mitigation Plan

The City participates in the Ventura County Hazard Mitigation Plan (MHMP). The MHMP was most recently updated and adopted by Ventura County in 2020. The plan's purpose is to create a safer community by taking action to reduce or eliminate long-term risks of natural hazards to human life and property. The plan addresses a variety of hazards in the City including climate change, dam failure, seismic hazards, landslides, tsunamis, and wildfires. The plan summarizes the impacts of these hazards on populations, infrastructure, and critical facilities in the City. Lastly, the plan lists financial, legal, and regulatory resources and mitigation actions.

Building Codes

Local building codes contain specific measures relative to seismic safety, including foundation design criteria. State codes govern the construction of sensitive structures such as hospitals and schools.

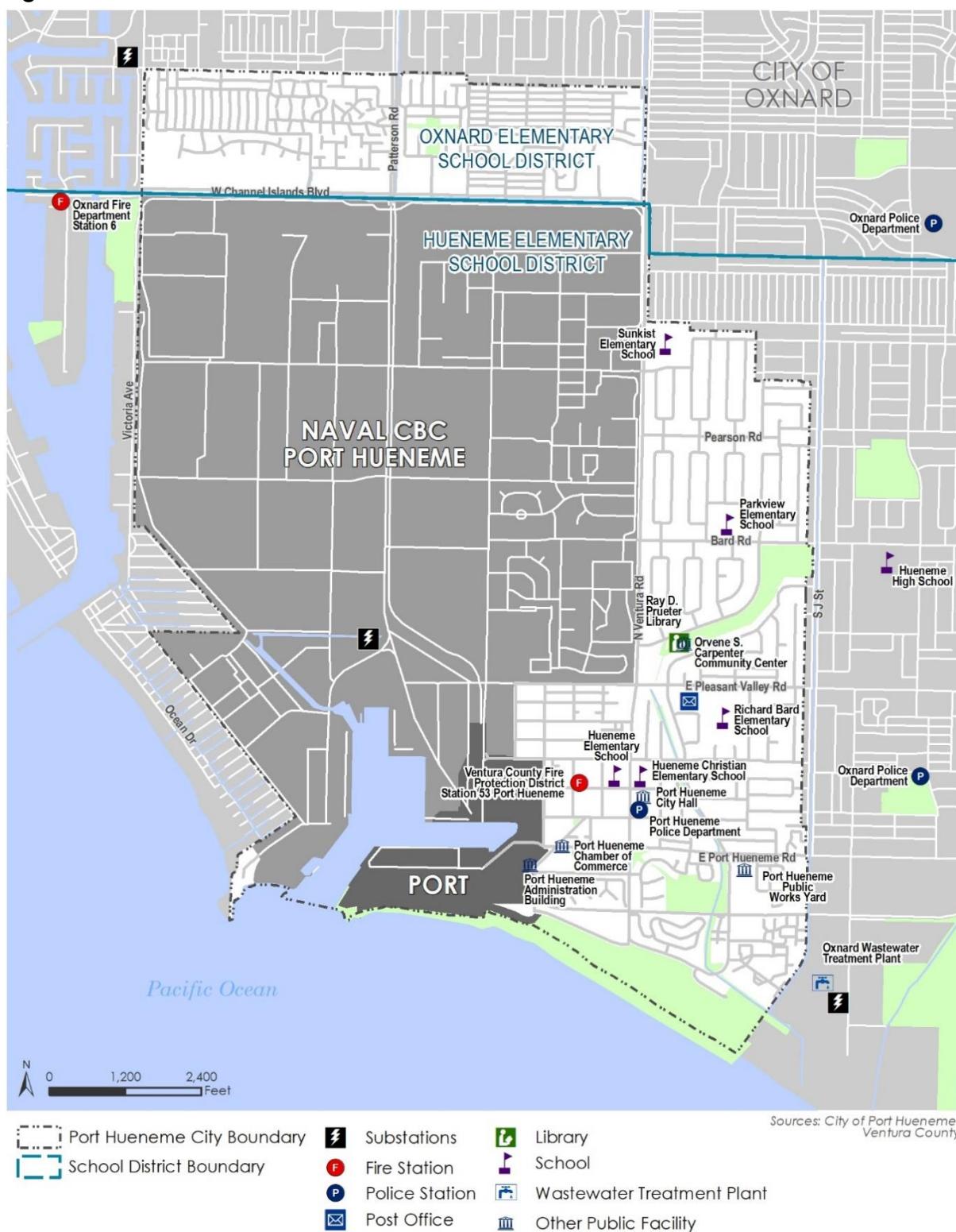
Public Service Facilities

The Port Hueneme Police Department provides police protection, including administration, patrol, and investigation services. The Ventura County Fire Protection District (VCFPD) provides fire emergency response service in the City and is based at Fire Station 53. The hospitals closest to Port Hueneme are St. John's Regional Medical Center in Oxnard, approximately 6.9 miles from the City and the Ventura County Medical Center, approximately 12.4 miles from the City.

Educational services are provided by the Hueneme Elementary School District and the Oxnard Union High School District. Schools in Port Hueneme include Hueneme Elementary School, Sunkist Elementary School, Richard Bard Elementary School, Parkview Elementary School. Hueneme High School is located in Oxnard, not in Port Hueneme. The Ray D. Prueter Library, which is part of the Ventura County Library System, is the only library in the City and provides access to over 800,000 books, videos, and other materials. See Figure PSF-1 for a map of public service facilities.

Water, Sewer, and Utilities

Potable water service in Port Hueneme is available for over 22,000 people through approximately 6,500 water service connections of the City and residents of unincorporated areas adjacent to the City. The City operates the Port Hueneme Water Agency (PHWA) treatment plant, which treats water from United Water Conservation District (UWCD) and Calleguas Municipal Water District (CMWD). The County of Ventura and the incorporated cities each have separate stormwater conveyance systems, which transport stormwater directly to receiving waters, including local channels, rivers, and the ocean. This stormwater is not treated in a wastewater treatment plant and therefore can potentially contain pollutants that reduce surface water quality. The City's Solid Waste Division provides all solid waste and recycling services for Port Hueneme residents, commercial businesses, and the Naval Base. Electrical power is provided to the City by the Southern California Edison Company (SCE). Natural gas is provided to the City by the Southern California Gas Company (SCG). Telecommunications and technology services are provided by outside vendors and agencies. Port Hueneme has 15 internet service providers, six of which offer residential service.

Figure PSF-1 Public Service Facilities

Focus Areas

Hazardous Materials

The State of California defines a hazardous material as a substance that is toxic, ignitable or flammable, or reactive and/or corrosive. Regulation of hazardous materials is provided by Federal, State, and regional regulation. The United States Environmental Protection Agency (US EPA) and the California Department of Toxic Substance Control (DTSC) continue to update lists of hazardous waste subject to regulation. The Ventura County Air Pollution Control District (APCD) works with the California Air Resources Board (CARB) to implement rules and regulations regarding air toxins on a local level. In addition to stationary land uses that have the potential to involve hazardous materials releases, major transportation corridors are also a potential source of accidental releases or environmental incidents that could affect various areas of the City.

The City is also located less than a mile away from a US EPA designated Superfund site called the Halaco site located at 6200 Perkins Road in the City of Oxnard. The Halaco site includes a smelter area and has been subject to illegal waste disposal. Remediation of surrounding contaminated areas including the wetlands has been completed and the US EPA continues to facilitate the remediation of the Halaco site.

Seismic Hazards

Port Hueneme lies near several active faults, but none lie within City limits as shown below in Figure PSF-2. These faults could produce strong earthquakes which would generate substantial ground shaking, and potentially trigger liquefaction, mud, and debris flow during a period of heavy rain. Although it is not possible to prevent earthquakes, their destructive effects can be minimized through comprehensive hazard-mitigation efforts.

Liquefaction may occur when loose, unconsolidated, saturated, sandy soils are subjected to ground vibrations during a seismic event. Effects of liquefaction on structures and infrastructure vary depending on the amount of ground shaking and soil conditions. During liquefaction, building may be damaged, experience settlement, tilting, or in extreme situations, experience gradual sinking. Potential liquefaction hazard zones are present throughout the entire City as depicted in Figure PSF-3

Flooding

Port Hueneme and the surrounding area is subject to unpredictable seasonal rainfall. Most years, the winter rains are minimal, but every few years the region is subjected to periods of intense and sustained precipitation that result in flooding. The Federal Emergency Management Agency (FEMA), through its flood hazard mapping program, identifies floodplains, assesses flood risks, and partners with states and communities to provide accurate flood hazard and risk data to inform mitigation action. Figure PSF-4 shows areas subject to inundation by the 1% annual chance flood (100-year flood) and 0.2% annual chance flood (500-year flood).

Figure PSF-2 Fault Lines

Figure PSF-3 Liquefaction Zone

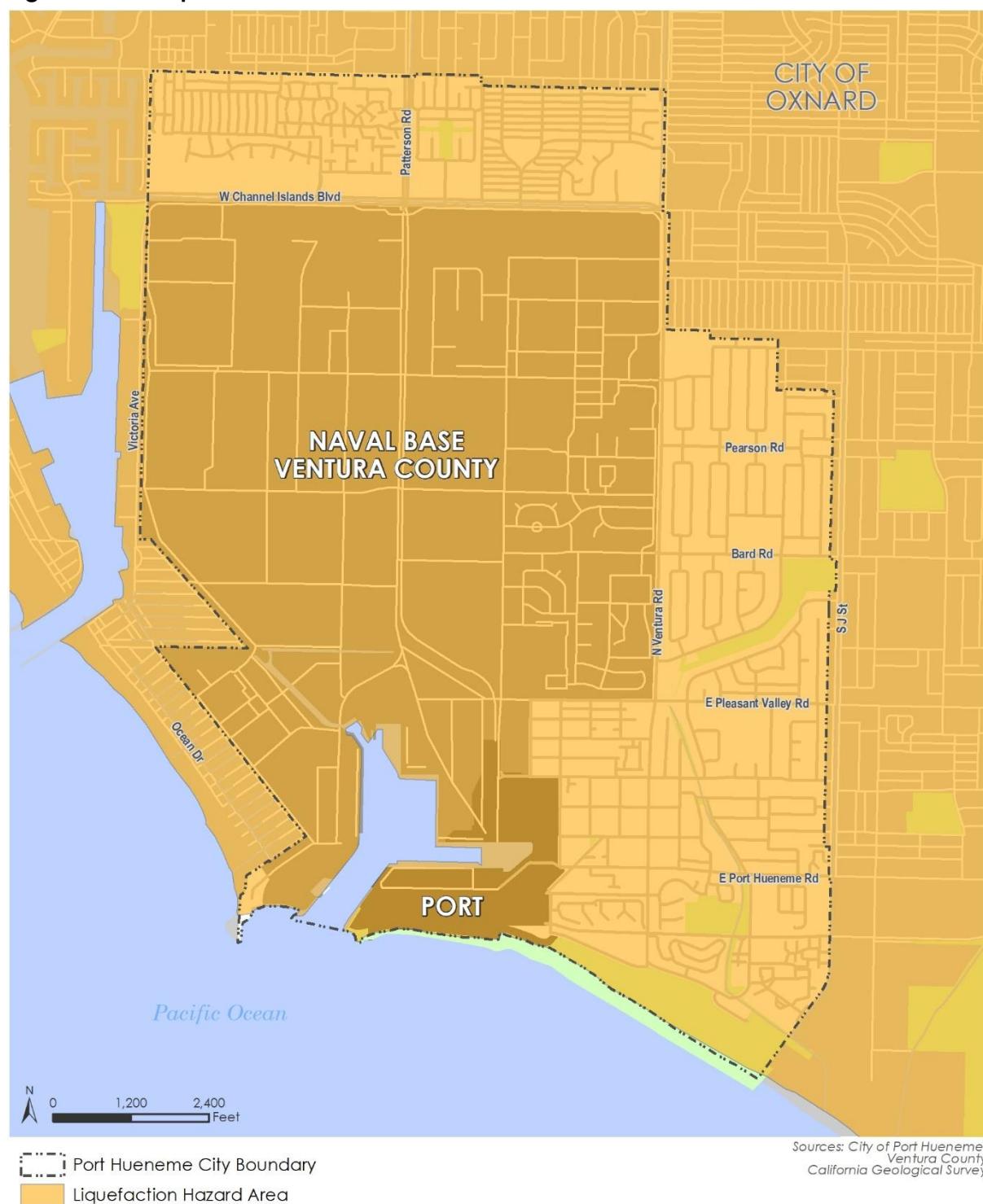
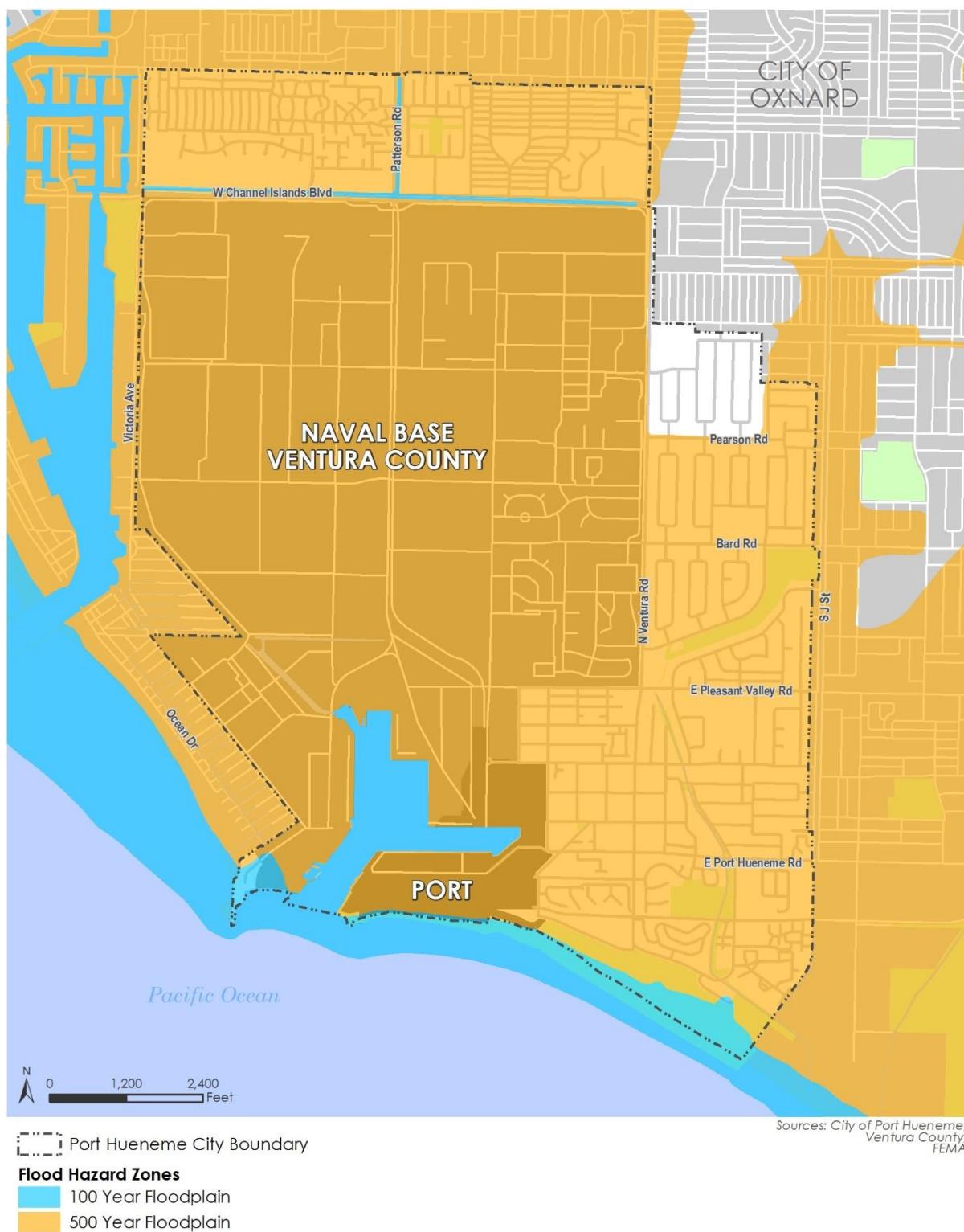


Figure PSF-4 Floodplains

Tsunamis

Tsunamis occur as a result of earthquakes or underwater landslides. Tsunami waves increase in height as they move into shallow waters close to shore. Tsunamis cannot be prevented and can cause massive destruction when they occur. The City is susceptible to tsunami inundation along the coast and in lower elevations, as shown in Figure PSF-5. In Figure PSF-6, evacuation routes are highlighted for the City in the occurrence of a Tsunami. See the Climate Action Plan Element for more details on sea level rise and coastal hazards.

Structural Fires

The City is almost completely urbanized and is approximately 6.5 miles away from a forested area. Therefore, urban or structural fires, are the main fire risk in the City. Urban fires can result from arson, home or industrial accidents, or lack of proper safety procedures. Structural fire risk in a community is mitigated by the local fire departments evaluation of all building's size, occupancy, construction materials, and fire warning systems (for example, smoke detectors and sprinklers).

Airport Hazards

Due to the City's proximity to NBVC Port Hueneme, Oxnard Airport, and NVBC Point Mugu and their operations including air traffic, the City is susceptible to airport related safety risks and hazards. While NVBC Port Hueneme is located within the City, NVBC Port Hueneme contains a variety of operations and command centers that are not aircraft related such as the 30th Naval Construction Regiment, Naval Facilities Expeditionary Logistics Center, Naval Facilities Engineering Service Center, Center for Seabee and facilities Engineering, Engineering Duty Officers School and Port Hueneme Division, Naval Surface Warfare Center. Oxnard Airport is located approximately one mile north of the City and a half a mile from the Oxnard Airport Traffic Pattern Zone. Point Mugu is located approximately 4 miles from City limits and is home to Airborne Command Control and Logistics Wing. NVBC Point Mugu Air Installations Compatible Use Zone does not overlap with the planning jurisdiction or Sphere of influence, therefore, there is a low risk for airport related hazards.¹ Oxnard Airport and Point Mugu noise related impacts to the community are discussed in the Noise Element.

Terrorism

Military installations such as the NBVC are potential targets for terrorism and nuclear attack. According to the Nuclear Attack Planning Base (1990), published by FEMA, Ventura County is classified as a High-Risk area. To help manage terrorism risk, the Naval Base of Ventura County provides force protection, anti-terrorism, physical security, and law enforcement to Port Hueneme.

Infectious Diseases

In the circumstance that an infectious disease outbreak occurs. The City will follow the Center of Disease Control and Prevention (CDC) mandated guidelines and recommendations. During Covid-19, Port Hueneme updated their City website with pertinent information regarding Ventura County regulations, vaccinations, and testing sites. In addition, the Port Hueneme Police Department utilizes the Ventura County Emergency Operations Center's VC Alert Emergency Notification System to provide information in the event of an emergency, including Covid-19 and other infectious diseases.

¹ US Department of the Navy. 2015. Naval Base Ventura County Point Mugu AICUZ Study. https://www.cnrc.navy.mil/regions/cnrsw/installations/navbase_ventura_county.html

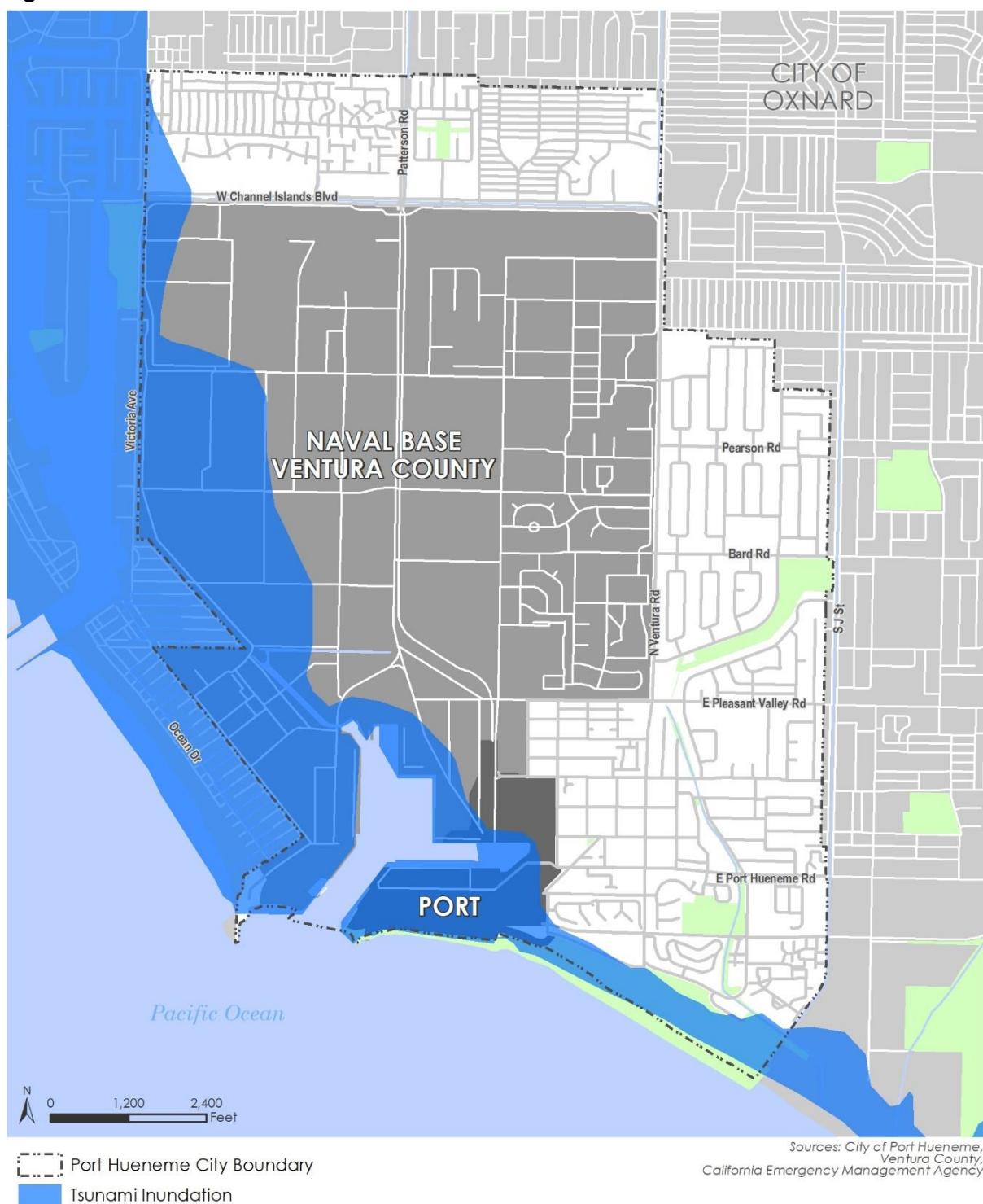
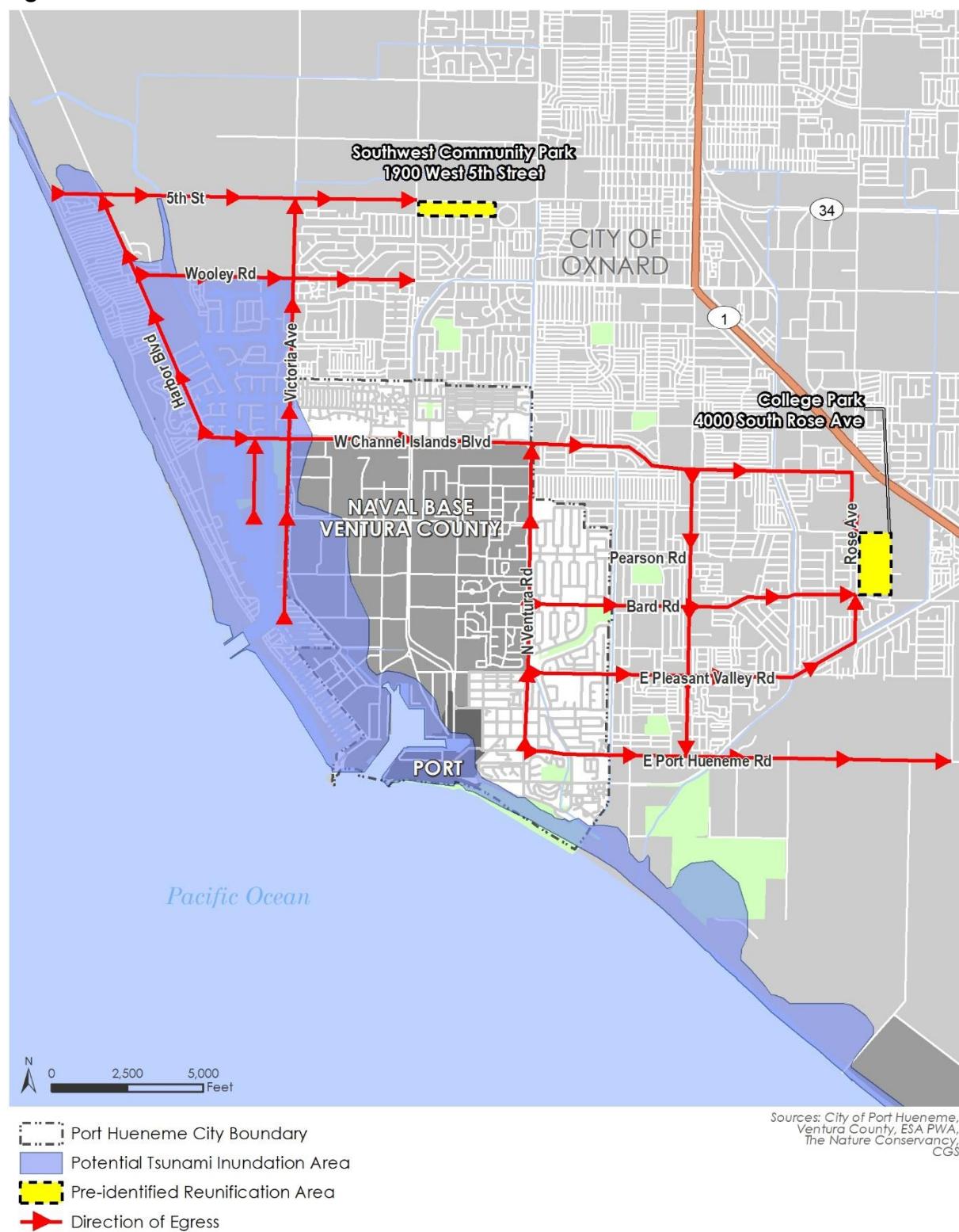
Figure PSF-5 Tsunami Inundation Area

Figure PSF-6 Tsunami Evacuation Routes



Port of Hueneme

The Port of Hueneme (Port), established in 1940, is the only deep-water port between the Port of Los Angeles and the Port of San Francisco. According to the Port of Hueneme 2020 Strategic Plan, the Port offers 120 acres of Port-owned land and 34 acres of Joint Use area for cargo handling and maritime-related activities.² Vessel berthing facilities include:

- Wharf 1: three 600-foot berths – Commercial Cargo
- Wharf 2: two 700-foot berths – Commercial Cargo
- Wharf 3: one 1,000-foot berth-joint use – Commercial Cargo
- Wharfs 4, 5, and 6: license agreement with the Navy
- Shallow Draft: 320 linear feet – Squid Fishery
- Four Floats: approximately 600 feet of floating dock – Small Craft

9.3 Public Safety and Facilities Goals and Policies

Table PSF-1 Public Safety and Facilities Goals and Policies

Policy ID	Policy
Public Safety and Facilities Goal 1: Protection of Port Hueneme's residents, workers, and visitors from natural hazards, including flood and seismic.	
PSF 1-1	Require mitigation for development and redevelopment in flood hazard areas as specified in the City's Zoning Ordinance-Flood Control Overlay.
PSF 1-2	Whenever feasible, locate new essential public facilities, including health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities, outside flood and seismic hazard zones.
PSF 1-3	Participate in interjurisdictional cooperation and communication to improve disaster response and emergency preparedness.
PSF 1-4	Incorporate guidelines and recommendations from the California Building Code into all new developments and ensure adequate review and inspection.
PSF 1-5	Promote the public's education of earthquake and associated hazards through City newsletters, school programs, neighborhood groups, and other methods as appropriate.
PSF 1-6	Maintain, revise (when necessary), and enforce appropriate standards and codes to reduce or avoid seismic or geological risk.
PSF 1-7	Support earthquake strengthening and provision of alternative or backup services, such as water, sewer, electricity, and natural gas pipelines and connections, especially in areas of high seismic or geologic hazard or where weak segments are identified by existing or future studies.
PSF 1-8	Ensure that existing critical and semi-critical structures throughout the City meet seismic safety standards and that new facilities are developed in accordance with updated standards and standard of service studies.
PSF 1-9	Ensure that response time and service standards are met for new development.
PSF 1-10	Coordinate with emergency response agencies (i.e., Ventura County Fire Protection District and Port Hueneme Police Department) and participate in the update of emergency response plans.
PSF 1-11	Provide vulnerable populations, including children, the elderly, outdoor workers, isolated individuals, and non-English speakers, adequate emergency preparedness and evacuation options (i.e., transportation, shelter, and routes).

² The Port of Hueneme. 2020 Strategic Plan.

https://www.portofhueneme.org/wp-content/uploads/2015/06/Port_of_Hueneme_2020_Strategic_Plan_FINAL.pdf

Policy ID	Policy
PSF 1-12	Ensure that all new residential development has at least two emergency evacuation routes.
PSF 1-13	Establish designated emergency response and evacuation routes throughout the City, for each climate hazard (e.g., flooding, fire, etc.), focusing on the most vulnerable populations.
PSF 1-14	Update the Disaster Preparedness Guide and Emergency Plans with designation and publication of evacuation routes, shelter locations, and emergency service locations (hospitals, fire stations, etc.), and related information.
PSF 1-15	Align safety goals and policies with climate adaptation and policies in the Climate Action Element and Local Coastal Program.
Public Safety and Facilities Goal 2: Minimization of impacts to life and property associated with the use, storage, or transport of hazardous material and urban fire hazards.	
PSF 2-1	Support the Fire District, Air Pollution Control District, and County Environmental Health Department's monitoring of businesses that use large quantities of hazardous materials or generate hazardous waste.
PSF 2-2	Ensure that new facilities involved with handling hazardous materials are located at a safe distance from other land uses that may be adversely affected by this activity, based on the fire code, California EPA regulations and other means.
PSF 2-3	Support the enforcement of county, State, and federal safety standards for the transportation of hazardous materials.
PSF 2-4	Mitigate the risk of transporting hazardous materials along key transportation routes by limiting stops and travel of hazardous material transport vehicles in Port Hueneme to the maximum extent possible within federal guidelines.
PSF 2-5	Ensure that appropriate fire and hazardous material safety measures are included in new developments.
PSF 2-6	Continually evaluate travel routes for the transport of hazardous materials and wastes, with consideration of capacity to safely accommodate additional truck traffic, avoidance of residential areas, and use of divided highways as preferred routes.
PSF 2-7	Educate the public regarding fire and hazardous material safety through the City website.
PSF 2-8	Encourage citizens and crime watch organizations to report unlawful dumping of hazardous materials.
Public Safety and Facilities Goal 3: Protection of all persons and property from criminal activities.	
PSF 3-1	Ensure that measures to facilitate crime prevention and response are incorporated into new development projects.
PSF 3-2	Ensure through the design review process that developments incorporate safety concerns into the site, circulation, and landscaping plans.
PSF 3-3	Promote the use of defensible space concepts (site and building lighting, visual observation of open spaces, secured areas, etc.) in all project designs.
PSF 3-4	Encourage citizen participation in public safety programs such as downloading the app RING, Crime Mapping, Beat Map, and the Explorers Program.
PSF 3-5	Promote public education programs involving safety issues and provide resources in Spanish to create greater accessibility.
PSF 3-6	Maintain preparedness for civil disorders through preparation of contingency plans and review of permits for parades, demonstrations, and special events.
PSF 3-7	Encourage participation in the Police Department's City Emergency Response Team (CERT) Program, which helps instruct basic disaster response skills.
PSF 3-8	Facilitate education programs dealing with personal safety awareness.

Policy ID	Policy
Public Safety and Facilities Goal 4: Provision of opportunities for quality education to all kindergarten, elementary school, middle school, and high school-aged residents.	
PSF 4-1	Cooperate with all school districts to expand or upgrade their educational facilities, as deemed appropriate by the Planning Department.
PSF 4-2	Coordinate with school districts in utilization of joint school/park facilities for community youth and recreation programs.
PSF 4-3	Coordinate with the Park and Recreation Program and non-governmental organizations to create adequate space and opportunities for recreational programs for students.
PSF 4-4	Coordinate with the Office of Planning, Research, and Evaluation for Families in the U.S. Department of Health and Services to improve the lives of children and families through research and grants.
PSF 4-5	Support the development of a systemwide technology plan for school districts that implements policies that provide equitable access to technology for students.
Public Safety and Facilities Goal 5: Maintenance of a consistent level of quality water service in the City.	
PSF 5-1	Work with the NBVC to develop a joint use water treatment plant, related facilities, and/or water purchase agreements to maintain water quality both within the City and at the NBVC.
PSF 5-2	Develop a response plan to reestablish water supply as quickly as possible after an interruption caused by seismic events.
PSF 5-3	Conserve and where available create and restore areas that provide important water quality benefits such as wetlands, and drainage channels.
Public Safety and Facilities Goal 6: Maintenance of a consistent level of quality sewer service throughout the entire City.	
PSF 6-1	Regularly review capacities of sewer lines to identify service inadequacies that should be addressed by the Public Works Department.
PSF 6-2	Review existing sewer infrastructure and its ability to meet new development and redevelopment demands.
Public Safety and Facilities Goal 7: Provision and maintenance of necessary storm drainage control facilities.	
PSF 7-1	Coordinate flood control planning with the Ventura County Public Works Department.
PSF 7-2	Ensure that new development meets applicable water quality standards.
PSF 7-3	Educate residents and businesses on what constitutes an illicit discharge into the drainage system.
Public Safety and Facilities Goal 8: Provision of adequate utility infrastructure by service providers in an aesthetically pleasing way; promotion of energy conservation through application of energy saving technology and available energy.	
PSF 8-1	Encourage planned improvement to and the orderly extension of utilities in the City.
PSF 8-2	Require all new electrical transmission and distribution lines to be placed underground.
PSF 8-3	For new developments and redevelopments, encourage passive design concepts which increase energy efficiency by making use of the natural climate.
PSF 8-4	Ensure that all construction does not prevent future solar energy systems installed on adjacent properties.
PSF 8-5	Require landlords and developers to follow the California Green Building Standards Code for residential and non-residential developments.
PSF 8-6	Educate the public regarding the need for energy conservation, including techniques which can be employed and systems which are available, and provide resources in Spanish for greater accessibility.

Policy ID	Policy
Public Safety and Facilities Goal 9: Provision of quality communication systems that meet the demands of new and existing development in the City.	
PSF 9-1	Require all new construction to be wired for telephone, cable television, and internet services.
PSF 9-2	Ensure wireless telecommunication service for all residents in Port Hueneme.
Public Safety and Facilities Goal 10: Protection of public's safety at public parks and recreation facilities.	
PSF10-1	Continue to provide lifeguards at Hueneme Beach Park to protect ocean swimmers, to the extent that the City has financial resources to provide such services.
PSF10-2	Design playground equipment to satisfy requirements established by the United States Consumer Product Safety Commission (USCPSFC) and comply with the Crime Prevention through Environmental Design approach.
PSF10-3	Align safety goals and policies with public park policies in the Conservation, Open Space, and Environmental Chapter.
Public Safety and Facilities Goal 11: Protection of Port Hueneme's public safety from infectious diseases.	
PSF 11-1	Minimize risk of disease spread and economic disruption due to infectious diseases by working with other jurisdictions to incorporate the hazard into future Multi-Hazard Mitigation Plan updates.
PSF 11-2	Increase access to essential resources and facilitate effective communication in the community to accelerate recovery following an infectious disease outbreak.

10 Social Equity



10.1 Purpose

The concept of social equity pertains to the idea that equal access to opportunity and quality of life should be available to all communities, regardless of income, race, location, or other factors. To that end, this Element addresses social inequities in Port Hueneme with a focus on environmental justice. State legislation, including Senate Bill 1000 (SB 1000), establishes requirements for the Social Equity Element.

10.2 Background

SB 1000 addresses the inequitable distribution of pollution and associated health effects in low-income and minority communities by requiring local governments to identify disadvantaged communities and create goals, policies, and programs to promote environmental justice. SB 1000 establishes a methodology to identify disadvantaged communities and develop appropriate goals, policies, and programs accordingly. CalEnviroScreen is the most comprehensive model available to identify disadvantaged communities, using environmental, health, and socioeconomic data to

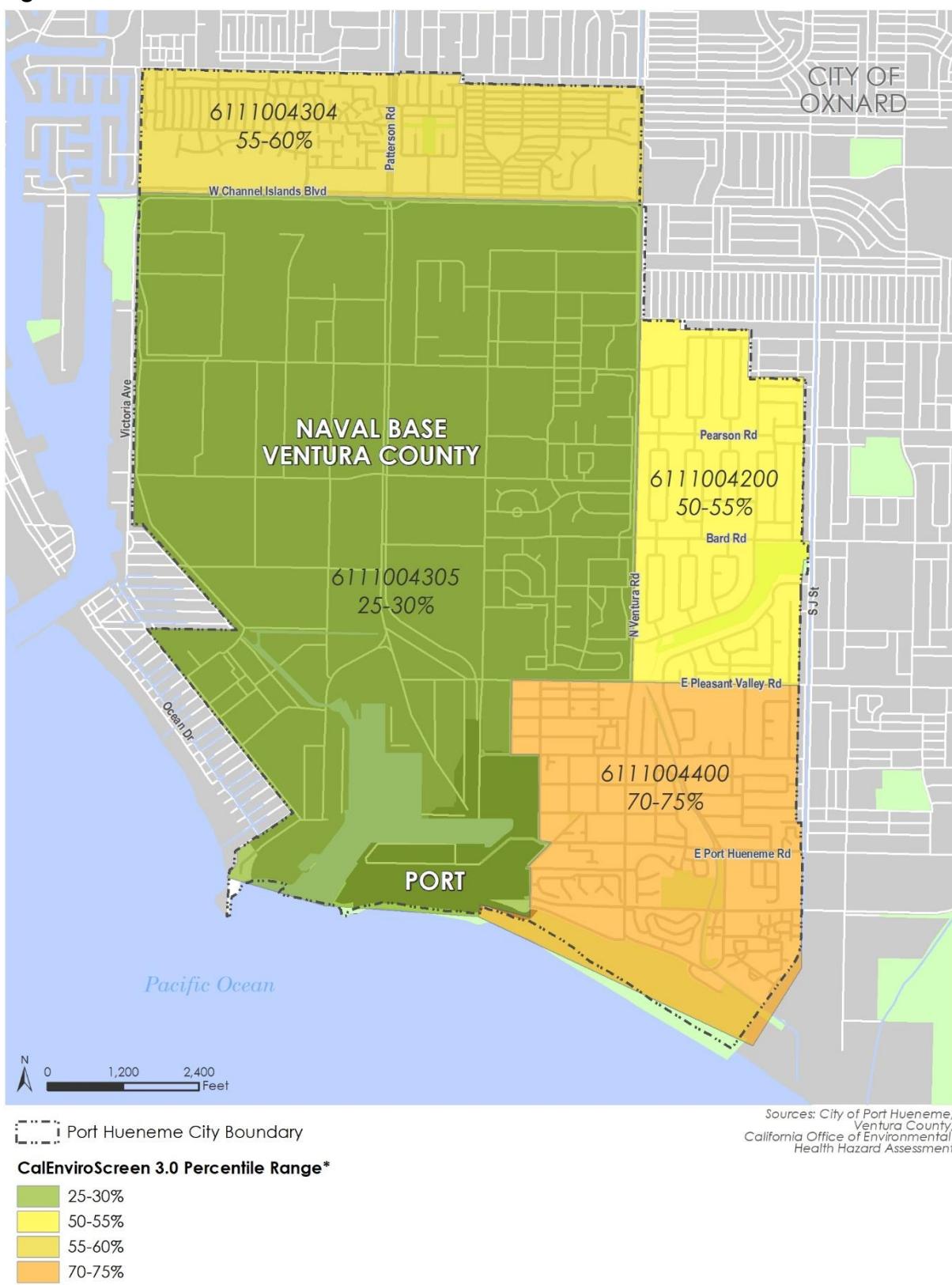
identify disadvantaged communities based on 20 different indicators¹ and providing a score for each census tract. Port Hueneme is composed of the following four census tracts, including the Port and NBVC:

- Tract 6111004200 consists of the eastern portion of the City, which includes the Pearson Park and Bubbling Springs neighborhoods. This tract received an overall score of 25, which is within the 50-55% percentile range.
- Tract 6111004304 consists of the northern most portion of the City, which includes the Bolker Park neighborhood. This tract received an overall score of 29, which is within the 55-60% percentile range.
- Tract 6111004400 includes the southeastern portion of the City, which includes the Ventura West and Ventura East neighborhoods. This tract received an overall score of 36, which is within the 70-75% percentile range.
- Tract 6111004305 consists of NBVC and the Port. This tract received an overall score of 16, which is within the 25-30% percentile range.

Figure SE-1 shows the CalEnviroScreen score for each census tract. Full issue specific analysis of CalEnviroScreen indicator scores is provided in the Social Equity Chapter of the Technical Background Report.

Tracts that rank within the top 25th percentile of environmental and social burden are considered disadvantaged communities. Because none of Port Hueneme's census tracts are within the top 25th percentile, no portion of the City is considered a disadvantaged community per the California Health and Safety Code. Nevertheless, the City is committed to addressing social equity to ensure that all members of the community have equal access to opportunities and that no communities in the City are disproportionately exposed to environmental hazards. Census tract 6111004305 (NBVC-PH and Port of Hueneme) has the lowest overall score at 16, but a relatively high pollution burden in the 77th percentile. All other census tracts have an overall score of 25 or higher and fall into an overall score percentile range of 50 or greater. Census tract 6111004400 (Ventura East and Ventura West neighborhoods) has the highest overall score and pollution burden percentiles, indicating that it is relatively more impacted in comparison to other census tracts.

¹ Environmental indicators include exposure to ozone, PM_{2.5}, Diesel PM, pesticides, traffic, drinking water contaminants, toxic releases, solid waste sites, cleanup sites, groundwater pollution, impacted water bodies, and hazardous waste. Social indicators include asthma, cardiovascular disease, low birth weight, poverty, unemployment, educational attainment, linguistic isolation, and housing burden.

Figure SE-1 Port Hueneme CalEnviroScreen Percentiles

10.3 Focus Areas

Healthy Food

Consumer choices about food spending and diet are likely to be influenced by the accessibility and affordability of food retailers, travel time to shopping, availability of healthy foods and food prices. Some people and places, especially those with low income, may face food insecurity without reliable access to a sufficient quantity of affordable and nutritious food. As of 2021, Port Hueneme has a total of nine grocery stores that sell fresh produce are inside the City limits or within one half mile of the City boundary (see Figure SE-2). As indicated on Figure SE-2, residential areas around Bolker Park and in the Pearson

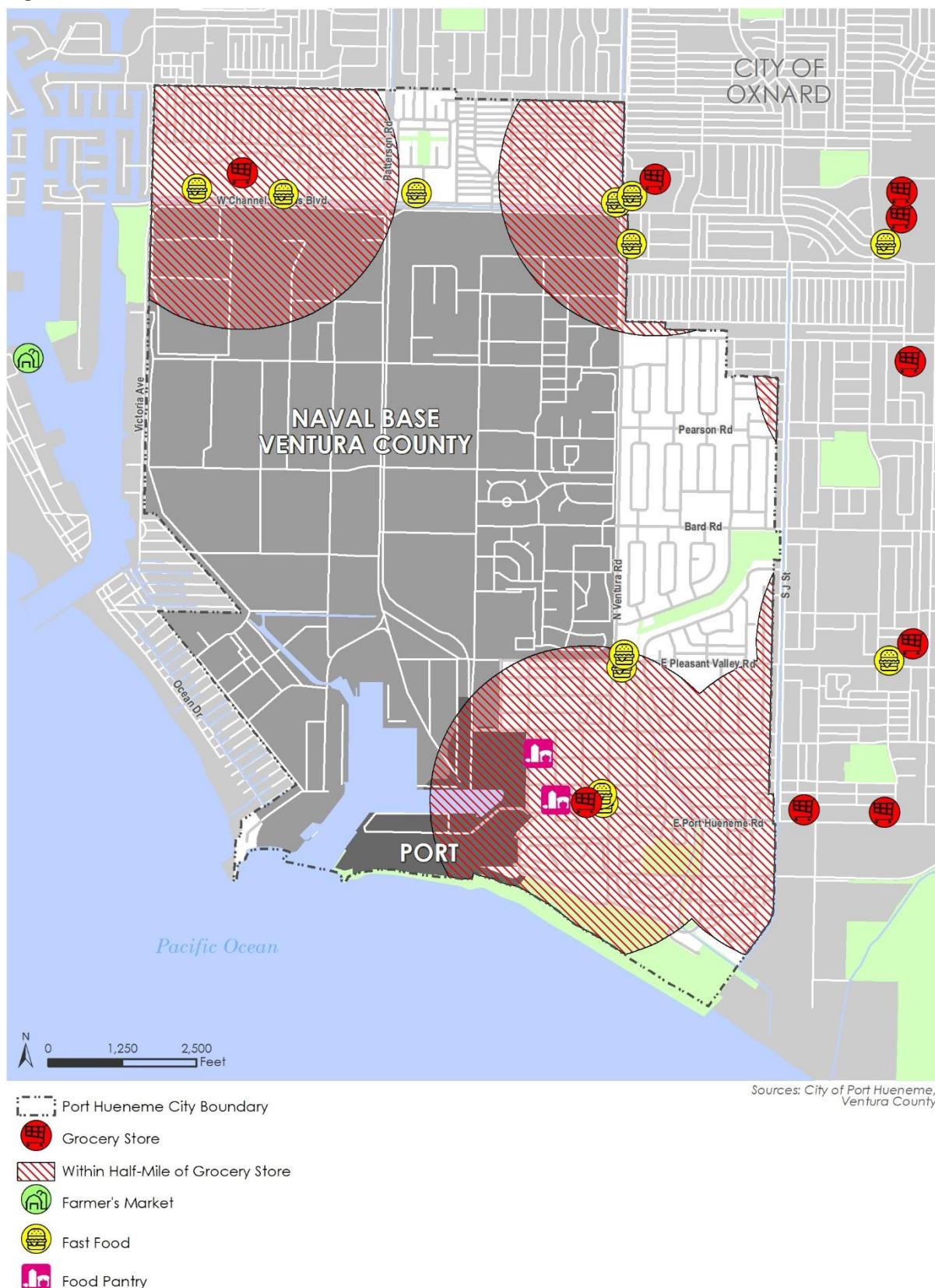


Park and Bubbling Springs neighborhoods are not within one half mile of a grocery store that sells fresh produce. The City has two food pantries with limited hours and local fruit and vegetable stands immediately outside the City limits but does not have a farmer's market. Identification of sites for specialty food stores and the provision of farmer's market events could expand access to fresh foods in areas where it is not already readily accessible due to convenience, distance, or affordability, as identified by the community and food access analysis.

Air Quality

Pesticides applied in agricultural areas can drift into neighboring communities and cause illness and, in some cases, longer-term health conditions such as birth defects or cancer. While no agricultural land is present in the City, actively cultivated fields are located to the northwest and southeast. CalEnviroScreen exposure indicator scores in the 61st and 70th percentile present a high presence of pesticides in the tracts that include the NBVC and Bolker Park neighborhoods. Engaging with nearby agricultural operators and the Ventura County agricultural community can help implement best practices to reduce pesticide drift. Additional information regarding air quality conditions and best practices to promote technology implementation to improve air quality is provided in the Air Quality Element.

The Port and the NBVC are additional sources of local air pollution in the City, including diesel particulate matter associated with heavy trucks and oceangoing vessels. Promoting cross-jurisdictional planning can reduce air pollution sources in most burdened residential areas.

Figure SE-2 Food Access in Port Hueneme

Technology

The differences in accessibility of technology and digital infrastructure can create disparities related to education and employment. The community identified inadequate cell service and technology available for school districts. Technology accessibility can differ in these three primary areas:

- Availability and cost of high-speed broadband internet
- Ownership of digital devices and associated programs on the devices
- Knowledge to effectively use technology



For individuals, lack of equitable access to technology can deprive residents of connectivity, information, and resources to thrive in modern society. For businesses in the City, access to high-speed internet and the ability to utilize digital tools are keys to efficient business operations and staying competitive in the market. Having equitable technology access for students in the City is critical for their education and development. Technology provides students with access to learning materials outside of classroom, different approaches for different learning styles, technological skills needed to further education and enter the workforce, and the ability to accommodate remote learning. The Hueneme Elementary School District and the Oxnard School District have developed programs to provide students who lack personal digital devices or access to internet in their homes with internet hot spots and laptops or tablets to conduct remote learning. However, there are locations in the City that suffer from weak broadband signal and students that reside in these locations are put at a disadvantage. Provision of adequate broadband internet and cell service throughout the entire City is critical to meet community priorities for the future of Port Hueneme.

Recreation/Physical Activity

Overall health and opportunity for physical activity are of concern in the City, as demonstrated by Port Hueneme's higher obesity rate and lower rate of physical activity in comparison to Ventura County as a whole (SCAG 2019).² Together with the recently approved update of the Parks, Recreation and Community Services Master Plan, the General Plan Update establishes policies and processes that support future improvement of pedestrian and bike facilities. This includes identifying what areas are in need of additional recreational facilities and developing a plan to

² According to data from the California Health Interview Survey, the obesity rate in the City was 29.8 percent, which was higher than the Ventura County rate of 23.8 percent. The same survey reported that approximately 33.1 percent of the City's population engaged in substantial physical activity (walking a minimum of 150 minutes per week) versus 41.2 percent countywide (SCAG 2019).

create additional facilities to promote physical activity. Additional information regarding recreational programs and facilities is provided in the Conservation and Open Space Element.

Housing

California has very high housing costs relative to much of the country, which can make it hard for many to afford housing. Households with lower incomes may spend a larger proportion of their income on housing and may suffer from housing-induced poverty.

CalEnviroScreen scores indicate moderate to high housing burden in Port Hueneme. A community concern is the availability of affordable housing and the ability for residents to purchase an entry level home throughout Port Hueneme.

Additional information regarding housing conditions and opportunities is provided in the Housing Element.



Communication

Linguistic isolation is a term used by the U.S. Census Bureau for limited English-speaking households. Adults who are not able to speak English well often have trouble talking to the people who provide social services and medical care. As a result, they might not get the health care and information they need. Linguistically isolated households may not hear or understand important information when there is an emergency such as an accidental chemical release or impending natural disaster. CalEnviroScreen scores indicate variable linguistic isolation in Port Hueneme, with census tracts scoring between the 13th and 54th percentiles. ACS data indicates that approximately 386 households or 5.9 percent of all households in the City are limited English-speaking, meaning that no household member 14 years or older speaks English only or very well. Of limited English-speaking households, 269 households or 69.7 percent speak Spanish as the primary language at home (US Census Bureau 2018c). Continually developing new opportunities for improved communication with residents and public is a priority for the City, including additional efforts to engage with minority communities, especially households that speak limited or no English. Transparent communication is particularly necessary to establish equitable access to City-provided opportunities, resources, and programs related to residents' safety and capacity for influencing City decision-making.

For a more detailed description and analysis of Port Hueneme's social equity issues, see the Social Equity Chapter of the Technical Background Report.

10.4 Element Goals, Policies, and Actions

This Element contains goals and policies specifically to address social equity issues in the City. Additional social equity policies for specific topics are provided in the corresponding Elements. Policies related to the protection of water quality are included in the Conservation and Open Space Element. Policies related to minimizing exposure to air pollution are included in the Air Quality Element. Policies and programs related to open space and recreation are included in the Conservation and Open Space Element.

Table SE-1 Social Equity Element Goals and Policies

Policy ID	Policy
Social Equity Goal 1:	Minimization of exposure to pollution, including the improvement of air quality.
SE 1-1	Engage with nearby agricultural operators and the Ventura County Agricultural Community to implement best practices to reduce pesticide drift.
SE 1-2	Ensure that land use decisions near the Port of Hueneme and NBVC do not expose sensitive receptors to excessive hazards associated with port and NVBC operations.
SE 1-3	Coordinate with the Port of Hueneme and NBVC to reduce air pollution through implementation of more efficient operation processes and electrification of energy use and equipment.
Social Equity Goal 2:	Promotion of public facilities, food access, affordable housing, and physical activity.
SE 2-1	Implement Program 11 identified in the Housing Element, which aims to provide assistance and education for first-time home buyers.
SE 2-2	Implement policies PSF 4-5, PSF 8-1, PSF 8-2, PSF 9-1, and PSF 9-2 of the Public Safety and Facilities Element, which aim to improve utility infrastructure and educational facilities.
SE 2-3	Explore opportunities to host a farmer's market event to promote healthy food access and provide a venue for local farmers.
SE 2-4	Identify opportunity sites for a new specialty store that sells fresh produce to serve residential areas around Bolker Park and in the Pearson Park and Bubbling Springs neighborhoods.
SE 2-5	Implement policies COS 3-12 of the Conservation and Open Space Element, which aim to promote physical activity through implementation of parks and recreation facilities.
Social Equity Goal 3:	Equitable civil engagement in the public decision-making process.
SE 3-1	Implement Spanish speaking and translation for public noticing, public hearings, and community engagement events.
SE 3-2	Partner with local organizations to promote community engagement events and programs.
SE 3-3	Partner with local school districts to involve youths in community planning.
Social Equity Goal 4:	Prioritization of improvements and programs that address the needs of disadvantaged communities.
SE 4-1	Apply for and utilize cap and trade program funds from the Greenhouse Gas Reduction Fund (GGRF) for urban tree planting, land preservation and restoration, installing energy efficiency measures in homes, rebates for zero-emission and plug-in hybrid vehicles, and developing affordable housing.
SE 4-2	Implement policies PSF 4-5 of the Public Safety and Facilities Element, which intend to implement a systemwide technology plan for school districts.
SE 4-3	Implement policies PSF 9-1 and PSF 9-2 of the Public Safety and Facilities Element, which aim to provide adequate cell service for all residents.
SE 4-4	Support educational programs that improve the digital capabilities of residents.

11 Climate Action Plan



11.1 Purpose

Over the past decade, Port Hueneme, like the rest of California, has increasingly felt the impacts of climate change. Wildfires in nearby areas have become more extreme, heat waves more frequent, and rainfall more unpredictable. These climate-related risks are projected to worsen throughout the 21st century, with Port Hueneme also facing the impacts of sea level rise as a coastal community. Recognizing the importance of addressing climate change, the Climate Action Plan (CAP) Element presents a plan for how the City will reduce greenhouse gas (GHG) emissions in the coming decades, doing its share to help mitigate climate change while also meeting State-adopted GHG emissions reduction targets. The CAP is meant to be a qualified GHG reduction strategy, meeting the requirements of CEQA Guidelines § 15183.5(b). It also includes climate adaptation strategies, developed to increase resilience throughout the City to better prepare the community and vulnerable populations for the impacts of climate change.

11.2 Background

What is Climate Change?

Anthropogenic (human-caused) climate change broadly refers to the long-term alteration of average weather patterns, both globally and regionally, as a result of large amounts of GHG emissions released by a variety of human activities. These human activities include the burning of fossil fuels like coal and natural gas for energy production, the use of gasoline to power automobiles and commercial trucks, and large-scale deforestation. All of these activities produce emissions such as carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O), which when released into the atmosphere contribute to what is known as the greenhouse effect. Illustrated in Figure CAP-1, the greenhouse effect describes a natural process by which heat from the sun is trapped in the Earth's atmosphere, thereby warming the planet and creating a livable climate for life on Earth.

While the greenhouse effect is important to maintaining a habitable climate for life on Earth, human activities since the beginning of the industrial revolution in the 18th century have resulted in the release of large amounts of excess GHG emissions into the atmosphere. Specifically, atmospheric carbon has increased from a historical range of 200 - 280 parts per million to over 400 parts per million over the past century, an atmospheric carbon content that is higher than at any point over the past 800,000 years.¹ These additional GHGs cause more heat from the sun to be trapped in the atmosphere, and as a result, global temperatures have been on the rise and the climate shifting. The phenomenon of anthropogenic climate change is well-understood and widely accepted in the scientific community, with over 97 percent of climate scientists agreeing that the planet is warming due to human activities.² Droughts are becoming more frequent and long lasting, heat waves more severe, and sea levels are rising as glaciers melt at the Earth's poles. All of these effects of climate change have impacts on both natural ecosystems and human civilization, creating newfound challenges for the systems upon which humans rely.

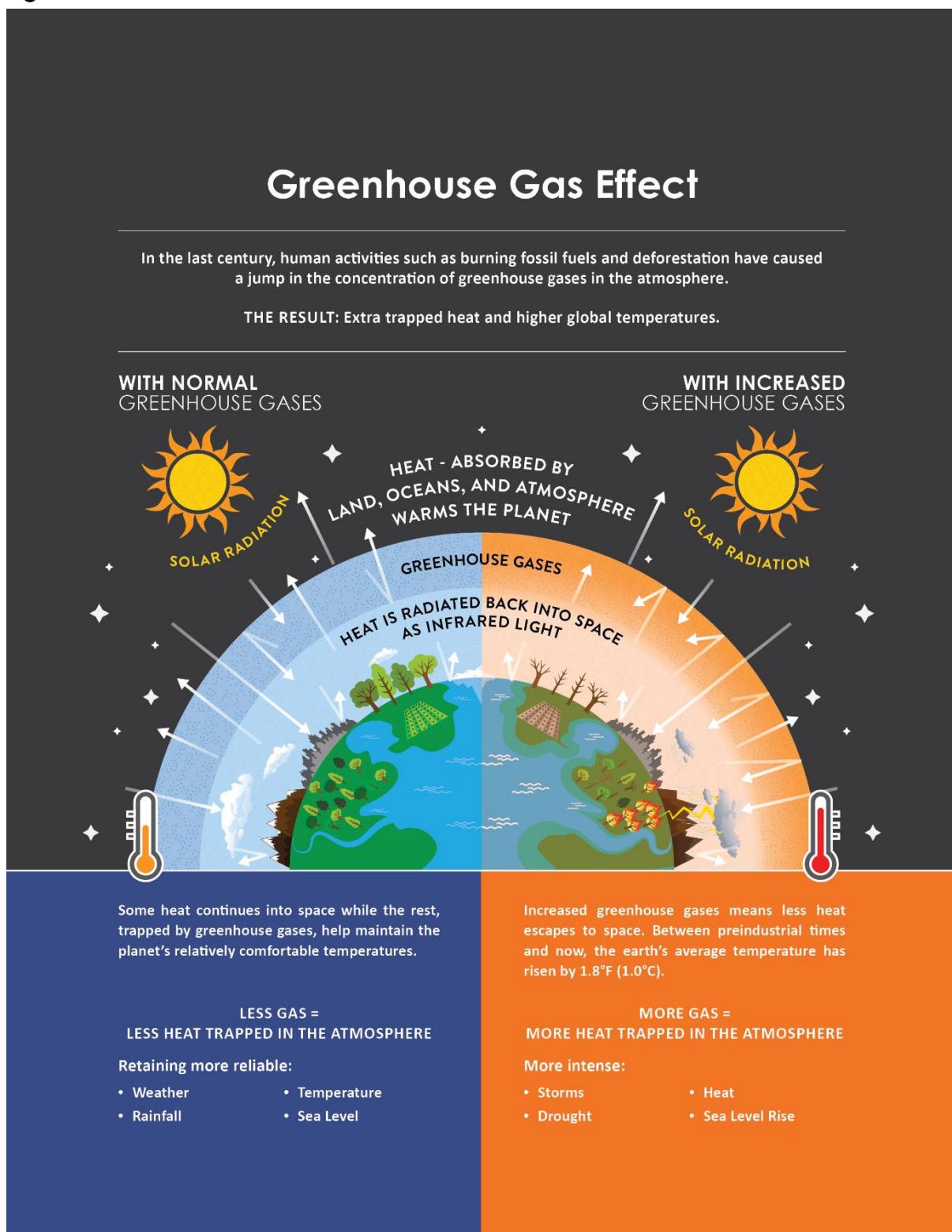
Climate Vulnerability Assessment for Port Hueneme

As a part of developing the CAP, Port Hueneme conducted a Vulnerability Assessment. This analysis provides the City with an understanding of the climate-related risks and vulnerabilities that it is likely to face throughout the 21st century as a result of climate change. The Vulnerability Assessment was used to inform the adaptation measures and actions included in the CAP, which provide a framework for building resilience to the impacts of climate impacts that will affect the community. Projected climate change impacts in Port Hueneme throughout the rest of the 21st century include sea level rise, increased temperatures, altered precipitation patterns, and decreased air quality from regional wildfires. These efforts focus on vulnerable populations, community infrastructure, private property, parks and open space, and public services.

The Vulnerability Assessment meets the requirements of SB 379 and was prepared using data and projections from Cal-Adapt. Cal-Adapt is a publicly available tool provided by the State of California to help local jurisdictions assess climate-related impacts through the remainder of the 21st century. Analysis within the Vulnerability Assessment is also in accordance with the 2020 Cal OES California

¹ Lindsey, Rebecca. September 19, 2019. Climate Change: Atmospheric Carbon Dioxide. <https://www.climate.gov/news-features/understandingclimate/climate-change-atmospheric-carbon-dioxide>

² National Aeronautics and Space Administration. April 5, 2021. Do Scientists Agree on Climate Change? <https://climate.nasa.gov/faq/17/do-scientists-agree-on-climate-change/>

Figure CAP-1 Greenhouse Gas Effect

Adaptation Planning Guide. A summary of the findings from the Vulnerability Assessment are provided below, with the full report available in Appendix A.

Vulnerable Populations and Essential Facilities

Vulnerable populations and essential facilities throughout Port Hueneme are at particular risk from climate change impacts, increasing the need for adaptation measures that increase resilience. Vulnerable populations are likely to be disproportionately harmed by climate change impacts and include children, individuals with preexisting conditions or impaired health, outdoor workers, non-English speakers, isolated individuals, those who are unemployed or uninsured, renters, and the elderly. Some of these groups may be unable to evacuate themselves during an emergency event, due to their economic situation or a health condition, and may require assistance. Essential facilities meanwhile are critical to the health and well-being of residents throughout Port Hueneme, increasing the importance of ensuring their resilience to climate impacts. These include hospitals and medical facilities, police and fire stations, emergency operations centers, evacuation shelters, and schools. Essential facilities are shown below in Figure CAP-2.

Projected Climate Impacts

SEA LEVEL RISE

Sea levels in Port Hueneme and across California are expected to rise in the coming decades. The most damaging sea level rise events are expected to come from large El-Niño-driven storms through mid-century, but by the end of the century even small storms will cause substantial damage to the community. The physical effects of sea level rise include temporary flooding and daily inundation, storm wave impacts, coastal erosion, rising tides, and saltwater intrusion impacting groundwater. These are projected to primarily affect such areas as Hueneme Beach, East and South Surfside Drive, Shoreview Drive, Market Street, and north of West Channel Islands Boulevard, as shown in Figure CAP-3. Inundation and storm waves could affect local circulation, medium- and high-density residential areas, commercial businesses, public facilities, industrial sites, and parks and open space. The Port of Hueneme and NBVC are also expected to be affected by sea level rise, with potential impacts to both facilities' infrastructure and operations.

TEMPERATURE

Port Hueneme is expected to experience higher temperatures as a result of climate change throughout the 21st century, with an increase in annual average temperature from 5.3°F and 9.3°F by the end of the century, depending on the emissions scenario. The annual number of extreme heat days, defined as temperatures greater than 89°F, is projected to increase from 3 days in 1990 to as much as 32 days by the end of the century. This includes higher average maximum temperatures, increased frequency of heat waves and extreme heat days, and higher prevalence of warm nights. The combination of these temperature changes could result in longer heat waves as well, although this is less conclusive based on current projections. Rising temperatures and extreme heat events will affect the entire community, negatively impacting public health and overall quality of life in Port Hueneme. Vulnerable populations, such as those with preexisting conditions like asthma or heart disease, will be at particular risk to heat-related illnesses.

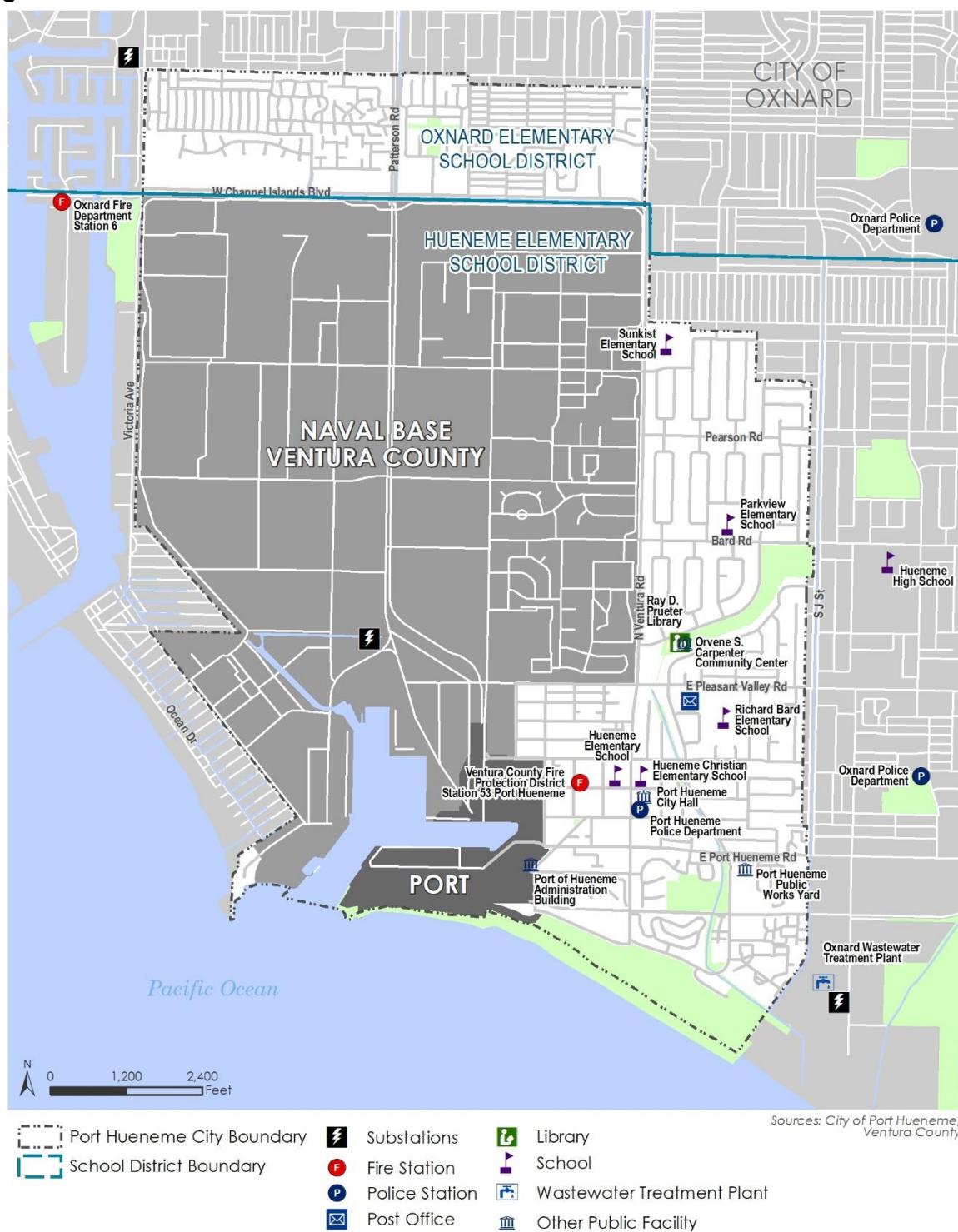
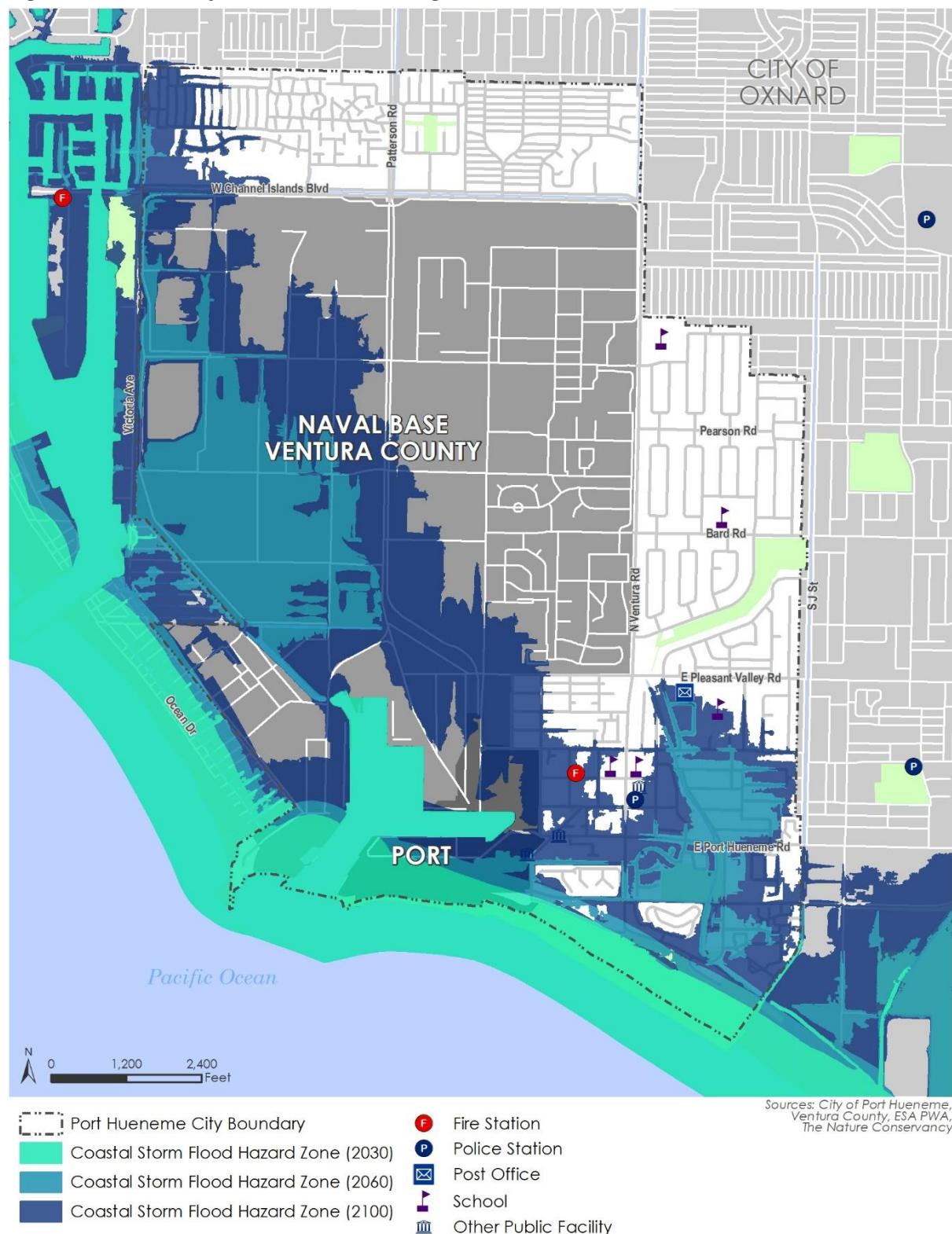
Figure CAP-2 Essential Facilities in Port Hueneme

Figure CAP-3 Projected Storm Flooding in Port Hueneme



PRECIPITATION

Projections for average annual precipitation in Port Hueneme and across California do not show any clear or consistent trends of change throughout the rest of the 21st century. Precipitation variability is expected to increase, however, with both wet and dry precipitation extremes becoming more frequent and intense. This includes more extreme storms and rainfall events, which can lead to increased flooding that puts residents and property at risk, and droughts, which can cause water supply shortages and disrupt the productivity of agricultural industries in the surrounding region. Climate models project more than an 80% chance of an extended, multi-decade drought occurring in the region between 2050 and 2099 under a high emissions scenario. Even small changes in precipitation can lead to substantial impacts on water availability throughout the year, including both local groundwater and imported water sources that Port Hueneme residents and businesses rely on every day.

WILDFIRE

Wildfires across California have become increasingly frequent and severe in recent years due to climate change, with this trend expected to continue throughout the 21st century. This will continue to put people and property at risk, with statewide impacts to public health and air quality as a result of wildfire smoke. While Port Hueneme does not contain any Fire Hazard Severity Zones, as defined by CAL FIRE, many surrounding communities are in the High Fire Hazard Severity Zone. As a result, Port Hueneme is projected to be affected by poor air quality and smoke days associated with wildfires throughout the 21st century. These indirect wildfire impacts put vulnerable populations and those with preexisting conditions at risk, decreasing overall quality of life for City residents.

Existing Local Adaptation Plans

In addition to analyzing projected climate impacts in Port Hueneme, the Vulnerability Assessment also evaluated current adaptation planning efforts to determine overall adaptive capacity and vulnerability of the community. Adaptive capacity is the ability to cope with the potential impacts of climate change, including adjustments in behavior, resource distribution, and technology. The City has a number of key guiding documents that have an underlying emphasis on sustainability and work to increase the community's adaptive capacity, shown below in Table CAP-1.

Table CAP-1 Port Hueneme Guiding Planning Documents

Document	Year Established	Climate Change Impact
Disaster Preparedness Guide	2018	Flooding
City of Port Hueneme Urban Water Management Plan	2016	Drought
Ventura County Multi-Hazard Mitigation Plan	2015	Flooding and Wildfire
Parks, Recreation & Community Services Master Plan	2021	N/A
City of Port Hueneme General Plan Public Safety and Facilities Element	2013	Flooding
City of Port Hueneme Multi-hazard Functional Plan	1998	Flooding and Fire

After assessing the City's current policies, measures, and programs, Port Hueneme was determined to have a low to medium adaptive capacity for dealing with projected climate impacts. Increased temperatures and wildfire smoke were identified as being areas where City efforts can be improved. Policies related to flooding were also highlighted as areas for improvement, due to their focus on redevelopment, rather than possible relocation of infrastructure and essential facilities out of high-

risk areas. Successful implementation of the City's adopted policies was determined to have the greatest impact on Port Hueneme's overall adaptive capacity moving forward. Port Hueneme's adaptive capacity as it relates to individual projected climate impacts is shown below in Table CAP-2. Additional details on the findings of the Vulnerability Assessment, including detailed vulnerability scores for individual types of facilities and populations within Port Hueneme can be found in Appendix A.

Table CAP-2 Adaptive Capacity by Climate Impact

Climate Impact	Adaptive Capacity Description	Adaptive Capacity Score
Sea Level Rise	The City has a beach replenishment program and a variety of policies around flood control. These efforts do not focus on the locations most at risk of sea level rise and there are no policies surrounding possible relocation if necessary.	Low
Increased Temperature	There are no adaptation-focused policies or programs in place that are designed to protect the community from the impacts of extreme heat. Additionally, tree canopy in the City is low. However, a majority of households have air conditioning units.	Low
Variable Precipitation	The City has a variety of policies regarding flood control for new development. There are no adaptive policies around flooding that focus on the most vulnerable in the community.	Medium
Wildfire	There are no policies or measures addressing the secondary impacts of wildfire such as air quality, only policies related to urban fires.	Low

Climate Action in California

California is recognized globally as a leader on climate change, having established a variety of ambitious targets and strategies for reducing its GHG emissions. The primary legislation that has driven statewide GHG emission reductions in California are Assembly Bill 32, Senate Bill 32, and most recently, Executive Order B-55-18. These pieces of legislation are described below:

- **Assembly Bill 32: Global Warming Solutions Act (2006)** – Set a statewide goal for reducing GHG emissions to 1990 levels by 2020 and required CARB to prepare a Scoping Plan to outline the main strategies California would take to achieve this goal. The first Scoping Plan was adopted in 2008.
- **Senate Bill 32 (2016)** – Set a new statewide goal for reducing GHG emissions 40 percent 1990 levels by 2030, extending upon the 2020 goal already established by the Global Warming Solutions Act. In 2017, CARB adopted an update to the Scoping Plan which provided a framework for achieving the 2030 target.
- **Executive Order B-55-18 (2018)** – Set a new statewide GHG emission reduction goal of achieving carbon neutrality by 2045 and maintaining net negative emissions afterwards. While not yet codified into law, it is generally seen as superseding the previous statewide goal of reducing GHG emissions 80 percent from 1990 levels by 2050.

Implementation strategies that will help California achieve its GHG emissions reduction targets are developed through the California Air Resource Board's Scoping Plan, as well as the various Sustainable Communities Strategies adopted by regional Metropolitan Planning Organizations. Other State programs and legislation relevant to sustainability and GHG emission reductions include CALGreen, the State's green building code, Senate Bill 1383, which set targets for reducing organic

waste to landfills, and Senate Bill 100, which mandates 100 percent carbon-free electricity by 2045. For a complete list of California's climate change legislation, refer to Appendix B.

Port Hueneme's 2019 Greenhouse Gas Inventory

As a part of the development of the CAP, a community GHG inventory was conducted for Port Hueneme in 2019. GHG inventories measure emissions from various sources within a jurisdiction and allow for the monitoring of progress towards reducing emissions and reaching established GHG reduction targets. The GHG inventory for Port Hueneme provides the total GHG emissions resulting from activities occurring in, or attributable to the City in 2019, and is consistent with the CARB 2017 Climate Change Scoping Plan³, ICLEI U.S. Community Protocol,⁴ and California Supplement.⁵ Port Hueneme's community GHG emissions are reported by emission sector, and includes energy, transportation, water and solid waste. Emissions from agricultural⁶, industrial⁷, high global warming potential sources⁸ were not included in the 2019 GHG inventory; detailed description of the activity data, data sources, and calculation methodology for community GHG emissions calculations can be found in Appendix B.

Based on the GHG inventory, Port Hueneme generated approximately 93,940 metric tons of carbon dioxide equivalent (MT CO₂e) emissions in 2019. The transportation sector generated 58% of the City's overall GHG emissions. This includes emissions from passenger and commercial on-road vehicles, as well as off-road vehicles and equipment. Energy was the second largest source of GHG emissions at 30%, primarily from natural usage in residential and nonresidential buildings, as well as electricity generation. This was followed by solid waste at 7% of total emissions, primarily from the landfilling of organic waste, and the water sector at 5%, which includes emissions from both water consumption and wastewater generation. A summary of the GHG inventory results for Port Hueneme in 2019 is shown below in Table CAP-3 and Figure CAP-4.

Greenhouse Gas Forecast

A GHG emissions inventory establishes a reference point for a single year; however, annual GHG emissions change over time due to factors such as population and job growth as well as new technologies and policies. A GHG emissions forecast estimates future GHG emission changes from a baseline inventory year by accounting for projected community growth. Calculating the difference between the GHG emissions forecast and GHG emissions reduction targets set by a jurisdiction determines the gap in GHG emissions that needs to be closed through the implementation of local GHG reduction policies. The CAP Element includes an estimate of the future emissions for the City of Port Hueneme in the years 2030 and 2045, in both a business-as-usual scenario (BAU) forecast and a legislative adjusted scenario (adjusted) forecast.

³ <https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan>

⁴ <https://icleiusa.org/publications/us-community-protocol/>

⁵ https://califaep.org/docs/California_Supplement_to_the_National_Protocol.pdf

⁶ Port Hueneme does not have an agricultural sector.

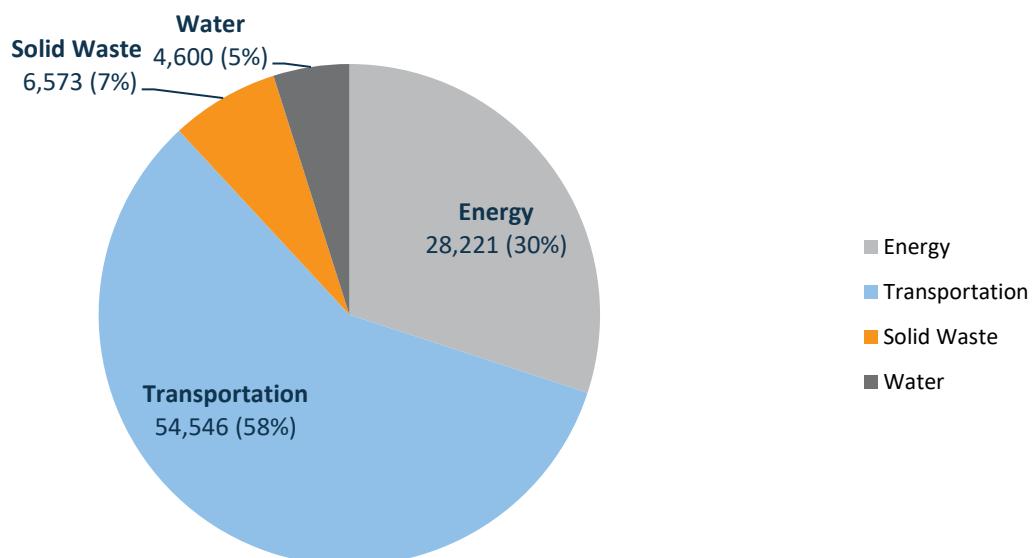
⁷ Industrial sources are regulated by the California Air Resources Board through California's Cap-and-Trade Program and are outside of the City's control.

⁸ High GWPs are not included in this analysis because the City does not have operational control over high-GWP generating sources, which include refrigeration systems in large food processing plants and chemical and petrochemical facilities, among others.

Table CAP-3 Greenhouse Gas Emissions Inventory for Port Hueneme, 2019

Sector/Emission Source	GHG Emissions (MT CO ₂ e)	Percentage of Total
Transportation	54,546	58%
Passenger On-road Vehicles	37,873	40%
Commercial On-road Vehicles	14,416	15%
Off-road Equipment	2,257	2%
Energy	28,221	30%
Residential Natural Gas	11,232	12%
Residential Electricity	7,327	8%
Non-residential Electricity	6,524	7%
Non-residential Natural Gas	2,432	3%
Electricity Transmission and Losses	706	1%
Solid Waste¹	6,573	7%
Waste Sent to Landfill	6,307	7%
Landfilling Process Emissions	267	<1%
Water	4,600	5%
Wastewater Treatment Process and Fugitive Emissions	3,920	4%
Local Potable Water Supply	508	1%
Imported Potable Water Supply	109	<1%
Wastewater Collection and Treatment Energy	64	<1%
Cumulative Emissions	93,940	100%

Notes: MT CO₂e = Metric tons of carbon dioxide equivalent. Emissions have been rounded to the nearest whole number and therefore sums may not match. Additional details regarding data, calculations, and methodology can be found in Appendix B.

Figure CAP-4 Greenhouse Gas Emissions Inventory for Port Hueneme, 2019

Business as Usual Greenhouse Gas Forecast

A BAU forecast provides an estimate of how GHG emissions would change over time if consumption and activity trends continue as in a baseline inventory year, absent any new regulations or actions that would reduce local GHG emissions. Importantly, a BAU forecast does not include emissions reductions from the implementation of already adopted State regulations. For the CAP, a BAU forecast was developed through 2045, using Port Hueneme's 2019 GHG inventory as a baseline. Growth was assumed to occur as projected in the City's General Plan. A summary of the BAU forecast results for 2030 and 2045 are shown below in Table CAP-4.

Table CAP-4 Business as Usual Forecast Results, Port Hueneme

Sector	2019	2030	2045
Gas	13,664	14,380	14,927
Electricity	14,557	15,717	16,537
Transportation	54,546	53,401	51,964
Water	4,600	4,827	5,002
Solid Waste	6,573	6,898	7,148
Total (% Change from 2019 Baseline)	93,940 (0%)	95,222 (1%)	95,578 (2%)

Adjusted Greenhouse Gas Forecast

An adjusted forecast projects how GHG emissions are likely to change over time due to the implementation of already adopted State climate legislation, reducing Port Hueneme's GHG emissions below BAU forecasted levels in 2030 and 2045. Incorporation of these regulations into the adjusted forecast provides a more accurate depiction of Port Hueneme's future GHG emissions, and the remaining GHG emissions that the City will be responsible for reducing to meet State targets. State legislation included in the CAP's adjusted forecast includes SB 100 (which sets a goal for reaching 100 percent electricity from renewable energy and zero-carbon sources by 2045)⁹, California's Title 24 building efficiency standards¹⁰, and California's GHG vehicle emission standards (AB 1493, Pavley Standards, Advanced Clean Cars Program).¹¹ More information on these regulations and how they were accounted for in the adjusted forecast can be found in Appendix B. A summary of the adjusted forecast results through 2045 is shown below in Table CAP-5.

⁹ https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB100

¹⁰ <https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards>

¹¹ <https://ww2.arb.ca.gov/californias-greenhouse-gas-vehicle-emission-standards-under-assembly-bill-1493-2002-pavley>

Table CAP-5 Legislative Adjusted Scenario Forecast Results, Port Hueneme

GHG Emissions Source	2019	2030	2045
Gas	13,664	14,414	15,042
Residential Gas	11,232	11,607	11,921
Non-residential Gas	2,432	2,807	3,121
Electricity	14,557	9,419	0
Residential Electricity	7,327	4,585	0
Non-residential Electricity	6,524	4,377	0
Transmission & Distribution Losses	706	457	0
Transportation	54,546	40,331	34,730
Passenger On-road Vehicles	37,873	26,137	21,950
Commercial On-road Vehicles	14,416	11,573	9,536
Off-Road Equipment	2,257	2,622	3,244
Water	4,600	4,572	4,263
Local Water Supply	508	328	0
Imported Water Supply	109	90	0
Wastewater Process and Fugitive Emissions	3,984	4,155	4,263
Solid Waste	6,573	6,898	7,148
Solid Waste Disposal	6,573	6,898	7,148
Total GHG Emissions (% Reduction from BAU Emissions)	93,940 (0%)	75,633 (19%)	61,183 (35%)

Greenhouse Gas Targets

California has established a target for reducing GHG emissions by 40 percent compared to 1990 levels by 2030 (codified into law by SB 32), and a longer-term goal of achieving carbon neutrality by 2045 (set forth by EO B-55-18). SB 32 was adopted in 2016 and expanded California's landmark climate regulation, the California Global Warming Solutions Act of 2006 (AB 32). AB 32 established California's GHG reduction goal of achieving 2020 emission levels equal to 1990 levels and was supported by the establishment of regulatory GHG emissions reduction mechanisms, such as the California Cap-and-Trade Program, and thresholds on future GHG emissions levels.¹²

As a part of developing qualified GHG emissions reduction strategies, local jurisdictions have the ability to set GHG emissions targets that suit their individual needs. In accordance with the requirements of CEQA Guidelines Section 15183.8(b), however, these targets need to be at least as stringent as the targets established by the State via SB 32. While the carbon neutrality goal set by EO B-55-18 has not yet been codified into law, it is expected to be codified in the future based on current legislative trends. Both international and State legislation has identified carbon neutrality by mid-century as a key milestone in keeping warming under 1.5 degrees Celsius. A full list of relevant legislation included in Appendix B.

Port Hueneme's Greenhouse Gas Reduction Targets for 2030 and 2045

Port Hueneme's CAP includes the adoption of quantitative GHG reduction targets for 2030 and 2045, calculated based on the adjusted GHG emissions forecast and State requirements set forth by

¹² In 2016 statewide GHG emissions fell below 1990 levels, generally achieving the goals of AB 32. <https://ww2.arb.ca.gov/news/climate-pollutants-fall-below-1990-levels-first-time>

SB 32 and EO B-55-18. These GHG reduction targets were established to be consistent with the State's climate goals, which would result in Port Hueneme's "fair share" of emissions reductions in support of California's overall statewide reductions.¹³ By defining specific reduction targets, Port Hueneme can track its progress toward meeting its goals and measure the success of its CAP Element. CEQA Guidelines Section 15183.5(b)(1) requires that plans establish a level, based on substantial evidence at which GHG emissions from activities covered by the plan would not be cumulatively considerable¹⁴. Port Hueneme has chosen to adopt GHG emissions reduction targets that align with State goals as well as international consensus on the GHG reductions needed to avoid the most serious climate change impacts. Consistency with statewide GHG reduction goals has been established through case law as an appropriate methodology for establishing significance under CEQA.¹⁵

Port Hueneme chose to adopt per-capita targets for 2030 and 2045 instead of mass emissions targets, as recommended by CARB in the 2017 Scoping Plan due to the flexibility of per-capita targets in the event of greater than expected population growth or decline. These adopted targets are consistent with the State's 2030 (SB 32) target of reducing GHG emissions 40% below 1990 levels and the longer-term 2045 goal (EO B-55-18) of achieving carbon neutrality. GHG reductions will be achieved by the City of Port Hueneme by implementing the goals and policies outlined further in this section. The following GHG reduction targets have been adopted as a part of this CAP and are consistent with the requirements of CEQA Guidelines § 15183.5(b):

- Reduce net GHG emissions to 2.5 MT CO₂e per capita by 2030 (SB 32 target year)
- Carbon neutrality (reduce net GHG emissions to 0 MT CO₂e per capita) by 2045 (EO B-55-18 target year)

A summary of Port Hueneme's GHG emissions reduction targets, and the GHG emissions gap that Port Hueneme will need to reduce through CAP measures and actions in 2030 and 2045 to achieve those targets, are shown below in Table CAP-6. The GHG emissions gap between the adjusted forecast and the adopted GHG emissions target pathway represents the amount of GHG emissions that will need to be reduced by the City through locally adopted GHG reduction measures and actions. For 2030, this translates to 15,171 MT CO₂e in mass emissions, and 61,183 MT CO₂e in 2045. Port Hueneme's adopted target pathway and GHG emissions gap for 2030 and 2045 are also illustrated in Figure CAP-5. This also shows baseline emissions, which represents if GHG emissions in the City were to stay at the same level as in 2019.

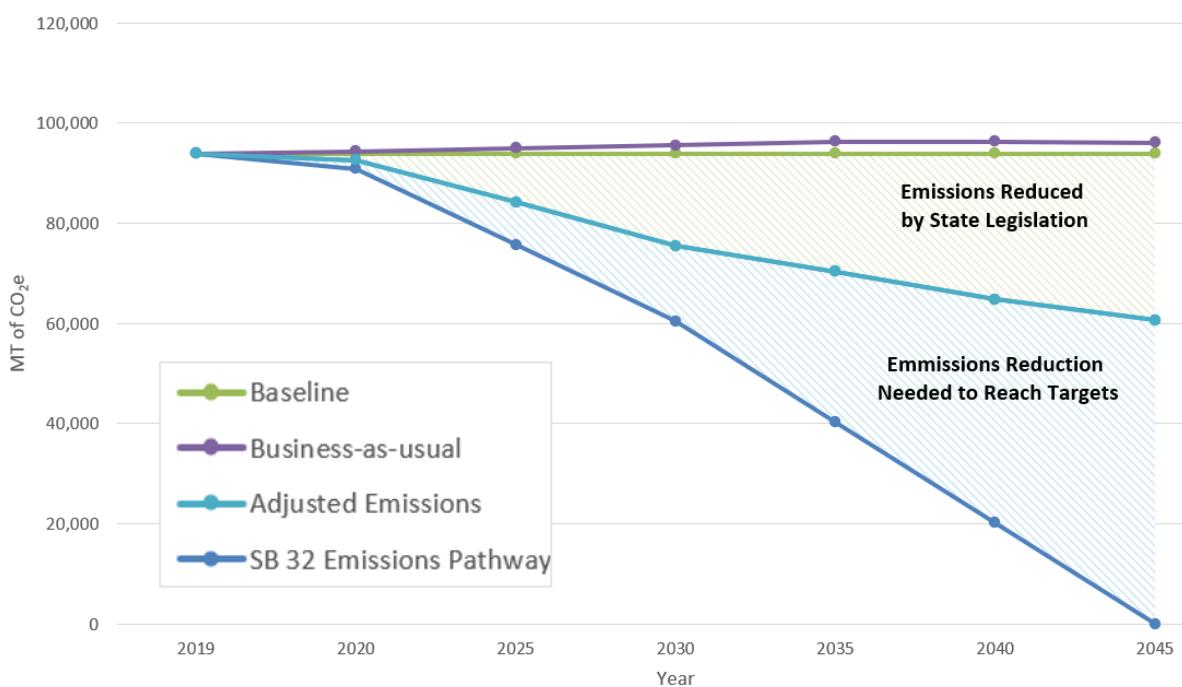
¹³ Association of Environmental Professionals, Final White Paper, Beyond 2020 and Newhall, October 18, 2016. https://califaep.org/docs/AEP-2016_Final_White_Paper.pdf

¹⁴ 14 CCR § 15183.5

¹⁵ CENTER FOR BIOLOGICAL DIVERSITY v. The Newhall Land and Farming Company. Decided: November 30, 2015.

Table CAP-6 Summary of GHG Emissions Reduction Targets and Gap Analysis

Metric	2019	2030 ¹	2045 ²
Per Capita Emissions Target and Emissions Gap			
Population	23,457	24,298	25,004
Per Capita Adjusted Forecast (MT CO ₂ e per capita)	4.0	3.1	2.4
Per Capita Targets (MT CO ₂ e per capita)	4.0	2.5	0.0
Remaining Per Capita Emissions Gap (MT CO ₂ e per capita)	0.0	0.6	2.4
Mass Emissions Target Equivalent and Emissions Gap			
Mass Emissions Target Equivalent (MT CO ₂ e)	93,940	60,462	0
Mass Emissions Adjusted Forecast (MT CO ₂ e)	93,940	75,633	61,183
Remaining Emissions Gap (MT CO ₂ e)	0	15,171	61,183

Figure CAP-5 Greenhouse Gas Emissions and Reduction Targets for 2030 and 2045

Implementation

The GHG reduction and climate adaptation goals and policies included in Port Hueneme's CAP provide a framework for how the City will reach its adopted GHG emissions reduction targets, as required by CEQA Guidelines § 15183.5(b). How these goals and policies are implemented by the City through a variety of programs, ordinances, and other policy tools is vital to the CAP Element's overall success in reducing Port Hueneme's GHG emissions. Tracking the implementation of CAP policies and actions by the City, as well as overall progress on reducing GHG emissions in Port Hueneme, is important to ensure that the City's efforts to contribute to State goals are recorded. Having a qualified GHG reduction strategy can also assist the City obtain grant funding from State programs meant to help municipalities implement sustainability measures that contribute to reducing GHG emissions in California. The CAP is meant to be updated every 3-5 years, both to track

GHG emission reduction progress, but also to develop new strategies to reduce emissions based on updated State legislation and available technology. Implementation actions for the CAP are included with the 2045 General Plan's other actions in a separate document, making them easier to update in the future without amending the General Plan itself. By consistently updating the CAP Element and tracking the implementation of both policies and actions, the City can ensure that it meaningfully reduces its GHG emissions and achieves adopted targets.

11.3 Greenhouse Gas Emissions Reduction Goals and Policies

Port Hueneme's GHG reduction strategy, as set forth by the CAP Element, demonstrates how the City will achieve its 2030 target and make substantial progress towards its 2045 target of carbon neutrality. The CAP aims to reduce GHG emissions through equitable, achievable, and implementable actions that benefit all residents and businesses in Port Hueneme. As shown by Figure CAP-6, the goals and policies in the GHG reduction strategy will result in the City meeting its GHG emission reduction target for 2030 when fully implemented and provide substantial progress towards meeting the longer-term target of carbon neutrality by 2045. These goals and policies are equivalent to GHG reduction measures in typical standalone CAPs in California. This aligns with the State of California's established goals for reducing GHG emissions and is equivalent to the City's fair share contribution towards achieving these statewide emissions reductions as required by CEQA Guidelines § 15183.5(b).

The core strategies for reducing GHG emissions and meeting Port Hueneme's 2030 target include: the electrification of new and existing buildings, increasing electric vehicle adoption, increasing the use of alternative transportation, reducing the amount of landfilled organic waste, and taking advantage of carbon sequestration opportunities. Taken together, full implementation of the CAP Element's goals and policies will result in the reduction of 18,328 MT CO₂e by 2030, surpassing Port Hueneme's 2030 target of a 40% reduction in GHG emissions from 1990 levels by 3%. In 2045, an emissions gap of 43,438 MT CO₂e remains to reach the City's goal of carbon neutrality. Future iterations of the CAP Element, which as outlined in the implementation section above is anticipated to be updated every 3-5 years, will outline additional ways to meet the longer-term 2045 emission reduction target, taking into account new technologies and solutions that are likely to become available.

All emission reductions attributable to the goals and policies included in the CAP Element are based on currently available substantial and reasonable evidence, as detailed in Appendix C. Not all policies were quantified, due to either a lack of substantial evidence or being generally supportive in nature. Policies that were not quantified are designated as being supportive. The specific goals and policies that make up Port Hueneme's CAP Element GHG reduction strategy are shown below in Table CAP-7, with anticipated community-wide GHG emission reductions shown for quantified policies in 2030 and 2045. Implementation actions can be found in the Implementation Strategies document which supports the 2045 General Plan.

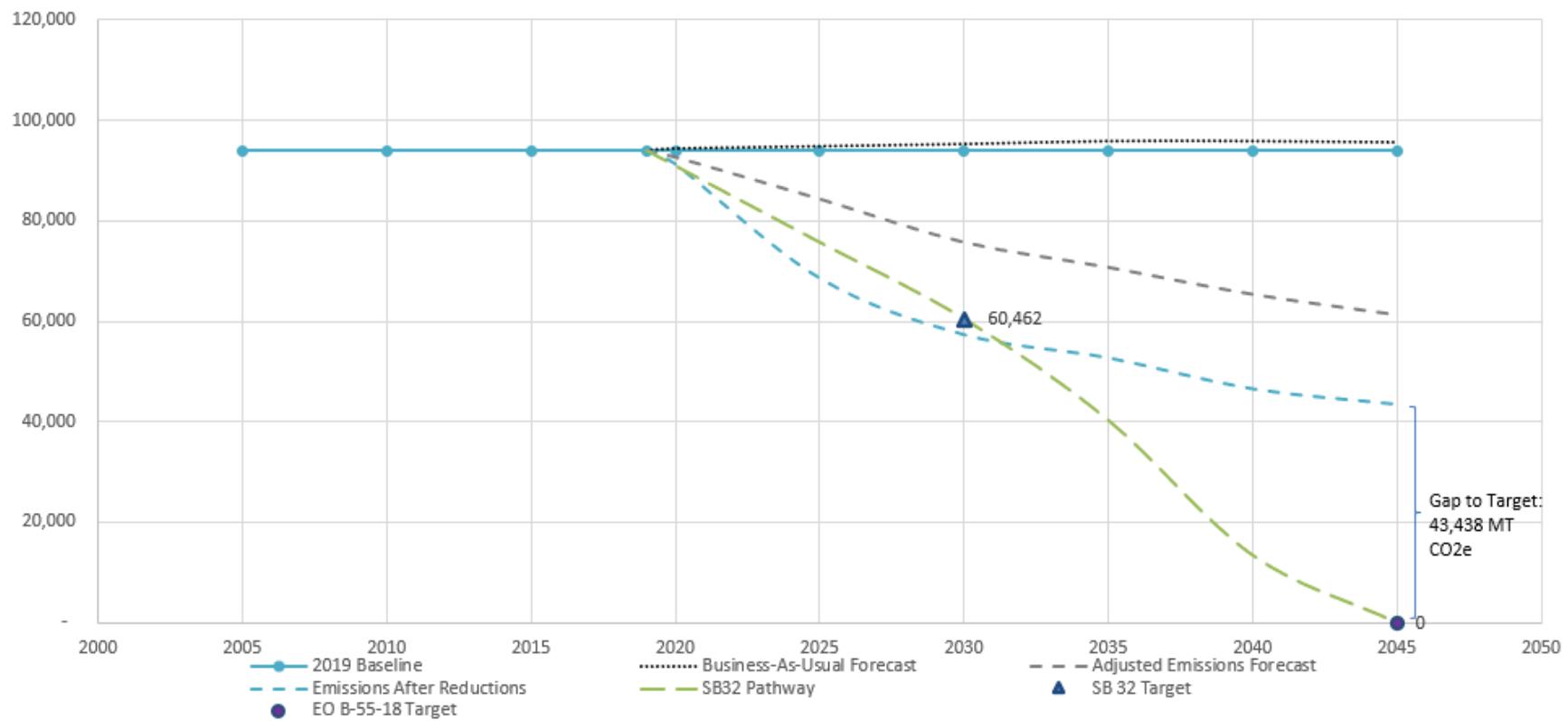
Figure CAP-6 Greenhouse Gas Emission Reductions from CAP Element Goals and Policies, 2030 and 2045 Targets

Table CAP-7 Greenhouse Gas Emissions Reduction Goals and Policies

Policy ID	Policy	2030 Emission Reduction (MT CO ₂ e)	2045 Emission Reduction (MT CO ₂ e)
CAP Goal 1: Reduced greenhouse gas emissions from energy use in buildings.			
CAP 1-1	Join the Clean Power Alliance, providing residents access to 100% Green Power level by 2025. Maintain opt-out rates of less than 5%.	8,513	0
CAP 1-2	Require electrification of newly constructed buildings by 2025.	340	1,045
CAP 1-3	Work with the community to electrify 20% of existing buildings by 2030 and 50% by 2045.	3,169	8,404
CAP 1-4	Fully electrify municipal facilities and operations, while also increasing energy efficiency and renewable energy.	Supportive	Supportive
CAP Goal 2: Reduced greenhouse gas emissions from transportation.			
CAP 2-1	Increase electric/alternative fuel vehicle and equipment adoption to 10% by 2030, and 15% by 2045.	3,555	4,635
CAP 2-2	Implement programs that promote shared transit. See Goal 1 and Goal 3 of the Circulation Element for more details.	Supportive	Supportive
CAP 2-3	Implement programs that encourage active transportation. See Goal 1 and Goal 3 of the Circulation Element for more details.	Supportive	Supportive
CAP Goal 3: Reduced greenhouse gas emissions from solid waste.			
CAP 3-1	Implement and enforce SB 1383 organics and recycling requirements to reduce landfilled organics waste emissions 50% by 2022 and 75% by 2025 compared to 2014 levels. This includes provision of green waste bins for residential and commercial uses.	1,694	1,694
CAP 3-2	Reduce residential and commercial waste sent to landfills by 10% by 2030 and 15% by 2050 compared to 2019 levels.	7	11
CAP Goal 4: Reduced greenhouse gas emissions from water use.			
CAP 4-1	Reduce per capita water consumption by 30% by 2030 and 50% by 2045, compared to 2019 levels. See COS 5-2 and COS 5-3 for more details.	22	01
CAP Goal 5: Increased carbon sequestration from the City's urban forest.			
CAP 5-1	Increase urban forest by 3% in 2030 and 5% in 2045, compared to 2019, in order to sequester carbon.	3	5
CAP Goal 6: Reduced greenhouse gas emissions from landscaping equipment.			
CAP 6-1	Promote the transition from gas-powered landscaping equipment, such as leaf blowers, to electric-powered equipment throughout the City.	Supportive	Supportive

¹ Senate Bill 100 would set a target of 100 percent carbon-free electricity by 2045, which would remove any potential emissions (and the possibility to reduce those emissions) in 2045.

11.4 Adaptation Goals and Policies

Even if all GHG emission generating sources stopped producing and emitting GHG emissions today, the current concentration of emissions in the atmosphere would continue to change California's climate and impact the City. Specifically, according to the results of the City's Vulnerability Assessment (see Appendix A), the City of Port Hueneme is likely to experience the effects of sea level rise, increased average temperatures, a higher prevalence of extreme heat events, increasingly variable precipitation, more intense storm events, increased frequency and duration of droughts, and increased impacts from statewide wildfires (including poor air quality from smoke). These impacts will have cascading effects on Port Hueneme's residents, business owners, infrastructure, environment, and economy, effecting overall quality of life and prosperity in the community.

For this reason, Port Hueneme has developed a comprehensive adaptation strategy as a part of the CAP Element that aim to increase the City's resilience to climate impacts in the years ahead, prioritizing vulnerable communities and vital public facilities. These goals and policies focus on addressing impacts from sea level rise, drought, extreme heat, including to the public health of Port Hueneme residents. The specific adaptation goals and policies included in the CAP Element are summarized below in Table CAP-8. For more information on Port Hueneme's safety programs and practices, see the Public Safety and Facilities Element. For additional policies addressing sea level rise in Port Hueneme's coastal zone, see the City's Local Coastal Program.

Table CAP-8 Adaptation Goals and Policies

Policy ID	Policy
CAP Goal 7: Integration of climate change planning best practices into government processes and structures to foster increased community-wide resilience.	
CAP 7-1	Incorporate consideration of climate change impacts as part of infrastructure planning and operation; identify projects as part of capital improvement programs that should consider climate adaptation priorities.
CAP 7-2	Build collaborative relationships between neighboring communities to promote, share, and exchange climate change data, tools, and maps in order to enable discussion of vulnerabilities, additional analysis, and coordinated adaptation approaches.
CAP 7-3	Integrate climate change adaptation considerations into the Local Hazard Mitigation Plan, emergency operations plan, and other public safety documents.
CAP Goal 8: Protection of residents, businesses, and infrastructure from climate change impacts.	
CAP 8-1	Implement policies in the Local Coastal Program related to sea level rise.
CAP 8-2	Focus flood protection planning and stormwater improvement projects on neighborhoods and populations that are most at risk from inland flooding.
CAP 8-3	Implement policy PSF 1-10 in the Public Safety and Facilities Element, which intend to ensure redundancy of critical transportation routes to allow for continued access and movement in the event of a flood emergency.
CAP 8-4	Reduce outdoor water use by transitioning green spaces to all California native or drought-tolerant plants.
CAP 8-5	As sea levels rise investigate the feasibility of relocating facilities out of flooding and inundation areas. When relocation is not feasible, implement shoreline protection with the use of “soft” or “natural” solutions, such as enhancing the natural shoreline using vegetation, rather than sea walls or other “hard” devices whenever feasible.
CAP 8-6	Require landowners in sea level rise flooding and inundation areas to inform potential buyers of the hazard.
CAP 8-7	Work with local school districts to provide information on actions students can take to protect themselves from air quality hazards and extreme heat.
CAP 8-8	Partner with the Ventura County Environmental Health Division to develop and enhance disaster and emergency early warning systems to include information about potential health threats associated with extreme heat (e.g., heat illness) and poor air quality caused by wildfires in the region (e.g., asthma).

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