



4

MILITARY SUSTAINABILITY ELEMENT

4.1 Introduction

As the closest urban area to Naval Air Weapons Station (NAWS) China Lake, Ridgecrest enjoys a symbiotic relationship with the installation. The Navy is the largest employer in the Indian Wells Valley, providing a significant economic thrust for the Valley and adding to the economic base of the City of Ridgecrest. China Lake provides direct employment for 767 military personnel and 3,388 civilians. Additionally, the installation provides employment for over 2,400 contract civilians, located both on and off the installation. In return, the City of Ridgecrest provides housing, support services, and a range of community services to these employees.

China Lake is also a unique land use with planning challenges related to airfield and test and research activities at the installation and surrounding airspace. As an urban area in proximity to a vital military installation, development decisions occurring locally have the potential to impact the installation. In addition to the many positive interactions occurring as a function of this relationship, development decisions can result in land use conflicts that can have negative impacts on community safety, economic development, and sustainment of military readiness activities. Nationwide, incompatible development has been a factor in curtailing training operations, moving (realigning) mission-critical components to other installations, and, in extreme cases, closing installations.

The purpose of the Military Sustainability Element is to demonstrate the City's commitment to and support of current and future missions at China Lake. This element considers the impact of new growth on military readiness activities. In particular, the ability to balance the protection of the Navy's current and future missions with the ability for the community to grow and prosper is the objective for this element.

It is important to note that many of the issues related to military sustainment are covered as part of other elements in the General Plan. For instance, the location of future development is controlled by policies in the Land Use Element, and noise impacts are covered in the Health and Safety Element.

KEY TERMS - GENERAL

Accident Potential Zones. Every Navy runway has a set of aircraft safety zones designated at each end of the runway. These zones are referred to as the Clear Zone (CZ), Accident Potential Zone I (APZ I) and Accident Potential Zone II (APZ II). Each zone was developed based on a statistical review of aircraft accidents. The Navy provides guidance on land uses considered to be consistent within these zones as part of their Air Installation Compatible Use Zone (AICUZ) studies. All of the aircraft safety zones related to runways at China Lake fall within the installation's boundaries.

- **Clear Zone.** A trapezoidal area lying immediately beyond the end of the runway and outward along the extended runway centerline for a distance of 3,000 feet. For U.S. Navy and Marine Corps installations, the dimensions are 1,500 feet wide at the runway threshold and 2,284 feet wide at the outer edge.
- **APZ I.** A rectangular area beyond the Clear Zone, which has a measurable potential for aircraft accidents relative to the Clear Zone. APZ I is typically 3,000 feet wide by 5,000 feet long and may be rectangular or curved to conform to the shape of the predominant flight route.
- **APZ II.** A rectangular area beyond APZ I which has a measurable potential for aircraft accidents relative to APZ I or the Clear Zone. The dimensions of APZ II are typically 3,000 feet wide by 7,000 feet long and, like APZ I, may be curved to correspond with the predominant flight route.

Airport Influence Area (AIA). The Airport Influence Area is an area around an airport that requires additional land use regulation to accommodate aircraft operations. The zone is identified in the Airport Land Use Compatibility Plan (ALUCP) and is subject to special use and development regulations including but not limited use, building height, low density residential uses, and other limiting factors. The runway will include helicopter take-off and landing zones if not on the primary runway.

Avigation Easement. An easement that grants one of the following rights: the right of flight; the right to cause noise, dust, etc. related to aircraft flight; the right to restrict or prohibit certain lights, electromagnetic signals, and

bird-attracting land uses; the right to unobstructed airspace over the property above a specified height; and the right of ingress/egress upon the land to exercise those rights.

Community Noise Equivalent Level (CNEL). CNEL is used to characterize average sound levels over a 24-hour period, with weighting factors included for evening and nighttime sound levels. Leq values (equivalent sound levels measured over a 1-hour period - see below) for the evening period (7:00 p.m. to 10:00 p.m.) are increased by 5 dB, while Leq values for the nighttime period (10:00 p.m. to 7:00 a.m.) are increased by 10 dB. For a given set of sound measurements, the CNEL value will usually be about 1 dB higher than the Ldn value (average sound exposure over a 24-hour period - see below). In practice, CNEL and Ldn are often used interchangeably.

Day-Night Average Sound Level (Ldn). Ldn represents an average sound exposure over a 24-hour period. Ldn values are calculated from hourly Leq values, with the Leq values for the nighttime period (10:00 p.m. to 7:00 a.m.) increased by 10 dB to reflect the greater disturbance potential from nighttime noises.

Decibel, A-weighted (dBA). A unit of measurement for noise having a logarithmic scale and measured using the A-weighted sensory network on a noise-measuring device. An increase or decrease of 10 decibels corresponds to a tenfold increase or decrease in sound energy. A doubling or halving of sound energy corresponds to a 3-dBA increase or decrease.

Military Influence Area. In general, an MIA covers the areas where military operations may impact local jurisdictions and, conversely, where local activities may affect the military's ability to carry out its mission. These areas also are referred to as: Regions of Military Influence (RMIs), Military Influence Planning Districts (MIPDs), Military Influence Overlay Districts (MIODs), Military Influence Disclosure Districts (MIDDs), Airfield Influence Planning Districts (AIPDs), or Areas of Critical State Concern (ACSCs). Depending on military and local needs, an installation or military operation area can have more than one MIA.

In the 2007 China Lake AICUZ, the Navy has incorporated a proposal for an MIA within the Ridgecrest Planning Area. The MIA contained in the 2007 AICUZ is a Navy recommendation for consideration by Ridgecrest and Kern County.

KEY TERMS - AIRSPACE

Designated areas of airspace are critical for military testing and training associated with China Lake. While several of the airspace designations described below do not occur in the Planning Area, they are corridors or destinations utilized by aircraft using China Lake.

The Interagency Airspace Coordination Guide provides a wealth of information on the definition and use of airspace. The following terms are based on information from this source

(www.fs.fed.us/r6/fire/aviation/airspace/web/guide/):

Flight levels are expressed in three digits that represent hundreds of feet. For example, flight level 180 (written as FL180) represents a barometric altimeter

Air Traffic Control Assigned Airspace (ATCAA's). The ATCAAs are used to fill the airspace gap between the top of the Military Operations Areas (MOA) (FL180) and the base of R-2508 (FL200 or 20,000 feet). When R 2508 is not activated for military use, the ATCAAs may extend upward to FL600 (60,000 feet). ATCAAs are also located above the peripheral MOAs, outside the lateral boundaries of R-2508, to provide additional work areas up to FL600 for segregation of military operations from instrument flight rules (IFR) traffic (comprised of commercial and general aviation users). Figure 2-3 shows the flight level restrictions for the R-2508 Complex.

Military Training Routes (MTRs). MTRs are similar to complex systems of interrelated and interdependent highways in the sky that connect military installations, ranges, and operation areas. They are used by the DOD to conduct low-altitude navigation and tactical training at airspeeds in excess of 250 knots and at altitudes as low as just above surface level. These low-level, high-speed routes allow pilots to develop the skills necessary to avoid detection by enemy radar. In California Law (AB 1108, Pavley, Chapter 638, Statutes of 2002), a low-altitude MTR is defined as a route where aircraft operate below 1,500 feet MSL.

Special Use Airspace (SUA). This special designation is designed to alert users about areas of military activity, unusual flight hazards, or national security concerns and is used to segregate that activity from other airspace users to enhance safety. Special Use Airspace is established by the FAA.

There are six different kinds of SUAs, but only two are relevant to planning in the City of Ridgecrest Planning Area: Military Operations Area (MOA) and Restricted Areas.

MOA...

The City of Ridgecrest is inside the Isabella MOA, as is much of the Indian Wells Valley.

- **Military Operations Area.** A MOA is airspace established to segregate certain non-hazardous flight activities from Instrument Flight Rules (IFR) traffic and to identify Visual Flight Rules (VFR) traffic. Within these areas, the military conducts flight activities, such as acrobatic or abrupt flight maneuvers, intercepts, air combat maneuvering missions, research and development, and aerial refueling. In addition to maintaining military readiness in the air, these areas are used to train student pilots.

MOAs are three dimensional areas. In addition to the mapped boundaries, MOAs have a defined floor (minimum altitude) and ceiling (maximum altitude). In the R-2508 Complex, these altitudes range from 200 feet above ground level (AGL) up to the maximum ceiling of 17,999 feet above mean sea level (MSL). The minimum altitude varies above populated areas and wilderness areas. On aviation sectional charts, IFR enroute charts, and terminal area

charts, MOAs are identified in magenta lettering that states a specific name followed by the letters “MOA”.

The City of Ridgecrest is inside the Isabella MOA, as is much of the Indian Wells Valley.

Restricted Areas...
Most of the City of Ridgecrest is under two restricted areas: R-2505 and R-2506.

- **Restricted Areas.** Restricted Areas are an important asset to the Department of Defense (DOD) because they allow for the use of weapons for training and testing purposes. These areas are necessary for ground weapons and artillery firing, aerial gunnery, live and inert practice bomb drops, and guided missile testing. Restricted Areas provide locations for training and testing to support combat readiness of aviation and ground combat units while separating these activities from the public and general aviation users. These areas are identified by the letter “R” followed by a number on sectional charts, instrument flight rule (IFR) enroute charts, and terminal area charts. The floor and ceiling altitudes, operating hours, and controlling agency can be found in the sectional chart legend.

There are seven restricted airspace areas in the R-2508 Complex. A portion of the Planning Area, primarily south of Ridgecrest Boulevard and west of Downs Street, is inside of Restricted Area 2506 (R-2506). The portions of the Planning Area north of this area are inside of R-2505. See the discussion of MOAs and Restricted Areas for more information.

R-2508 Complex. The R-2508 Complex provides the largest single area of Special Use Airspace (SUA) over land in the United States, covering a land area of 20,000 square miles. The complex consists of restricted areas (R-2508, R-2502N, R-2502E, R 2505, R-2506, R-2515, and R-2524), 10 Military Operations Areas (MOA), Air Traffic Control Assigned Airspace (ATCAA) areas, Controlled Firing Areas (CFAs), and other special airspace such as, the CORDS Road, the Precision Impact Range Area, the Black Mountain Supersonic Corridor, the North Hypersonic Corridor, the South Hypersonic Corridor and the Airfield Approach and Departure Corridors. Figure 4-1 illustrates the area covered by the R-2508 Complex.

LEGISLATION RELATED TO MILITARY PROTECTIONS

The following is an overview of existing State legislation that impacts military compatibility planning.

Assembly Bill 1108

California Assembly Bill (AB) 1108 (Chapter 638, Statutes of 2002) amends CEQA law to require CEQA lead agencies to notify military installations when a project meets certain criteria. The criteria includes property located within an established operational area, a general plan amendment, or is of statewide, regional, or area-wide significance, or is required to be referred to the local ALUC. The purpose of AB 1108 is to ensure military notification of proposed projects potentially impacting military operations through the CEQA process.

AB 1108...
Provides military agencies with early notice of proposed projects during the CEQA process.

AB 1108 amends CEQA to provide military agencies with early notice of proposed projects within two miles of installations or underlying training routes and SUA.

AB 2776...

Provides for real estate disclosure for residences within airport influence areas.

Assembly Bill 2776

The Aviation Noise Disclosure legislation (AB 2776) was passed in the 2002–2003 regular legislative session and was signed by the Governor. It amends the real estate transfer disclosure statute (California Civil Code, Division 2 – Property, Part 4 – Acquisition of Property, Title 4, Chapter 2 – Transfer of Real Property) to require sellers or lessors to disclose the fact that a house for sale or lease is near an airport if the house falls within an airport influence area (that could be several miles from an existing or proposed airport). An airport influence area is defined as the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses. The intent of the legislation is to notify buyers that they could experience airport noise, vibration, odor, annoyances, or other inconveniences at some time in the future as a result of the normal operation of an existing or proposed airport.

SB 1462...

Requires coordination on updates or amendments to general plans.

Senate Bill 1462

SB 1462 (Chapter 907, Statutes of 2004) expanded the requirements for local government to notify military installations of proposed development and planning activities. This Bill states that “prior to action by a legislative body to adopt or substantially amend a general plan, the planning agency shall refer the proposed action to . . . the branches of the Armed Forces when the proposed project is located within 1,000 feet of a military installation, beneath a low-level flight path, or within Special Use Airspace (SUA) . . .”.

The purpose of SB 1462 is to require public agencies to provide a complete copy of a development application of the proposed development that is located within 1,000 feet of a military installation, SUA, or a low-level flight path. Furthermore, it authorizes any branch of the United States Armed Forces “to request consultation” to avoid potential conflict and to discuss “alternatives, mitigation measures, and the effects of the proposed project on military installations.” Also, SB 1462 requires military review of proposed actions potentially impacting mission operations of the installation, decreases potential for incompatible land use development and provides military installations the opportunity to comment on proposed development and express concerns with potential impacts to the installation.

Senate Bill 1468

SB 1468 (Chapter 971, Statutes of 2002) requires OPR to include guidance on how military compatibility can be addressed in a general plan, and how a general plan can consider the impact of growth on military readiness activities carried out on military bases, installations, and operating and training areas. The bill includes the following methods to address military compatibility in a general plan:

SB 1468...

Requires the State to provide guidance on incorporating military compatibility into a jurisdiction's general plan. These are considered to be recommendations at this time, pending funding.

- In the land use element, consider the impact of new growth on military readiness activities carried out on military bases, installations, and operating and training areas, when proposing zoning ordinances or designating land uses covered by the general plan for land or other territory adjacent to those military facilities, or underlying designated military aviation routes and airspace.
- In the open-space element, open-space land is defined to include areas adjacent to military installations, military training routes, and restricted airspace.
- In the circulation element, include the general location and extent of existing and proposed military airports and ports.

SB 1468 is part of a State policy package to promote the development of a partnership between communities and the military that allows for collaboration on land use compatibility issues. OPR encourages local jurisdictions near military installations, and under military training routes or restricted airspace, to incorporate the above items into their general plans.

However, local governments are not currently required by law to include the SB 1468 military compatibility issues in their general plans. The bill specifies that if a funding agreement is reached between OPR and the military to support these efforts, the inclusion of military compatibility issues in a general plan will become mandatory.

4.2 Existing Conditions

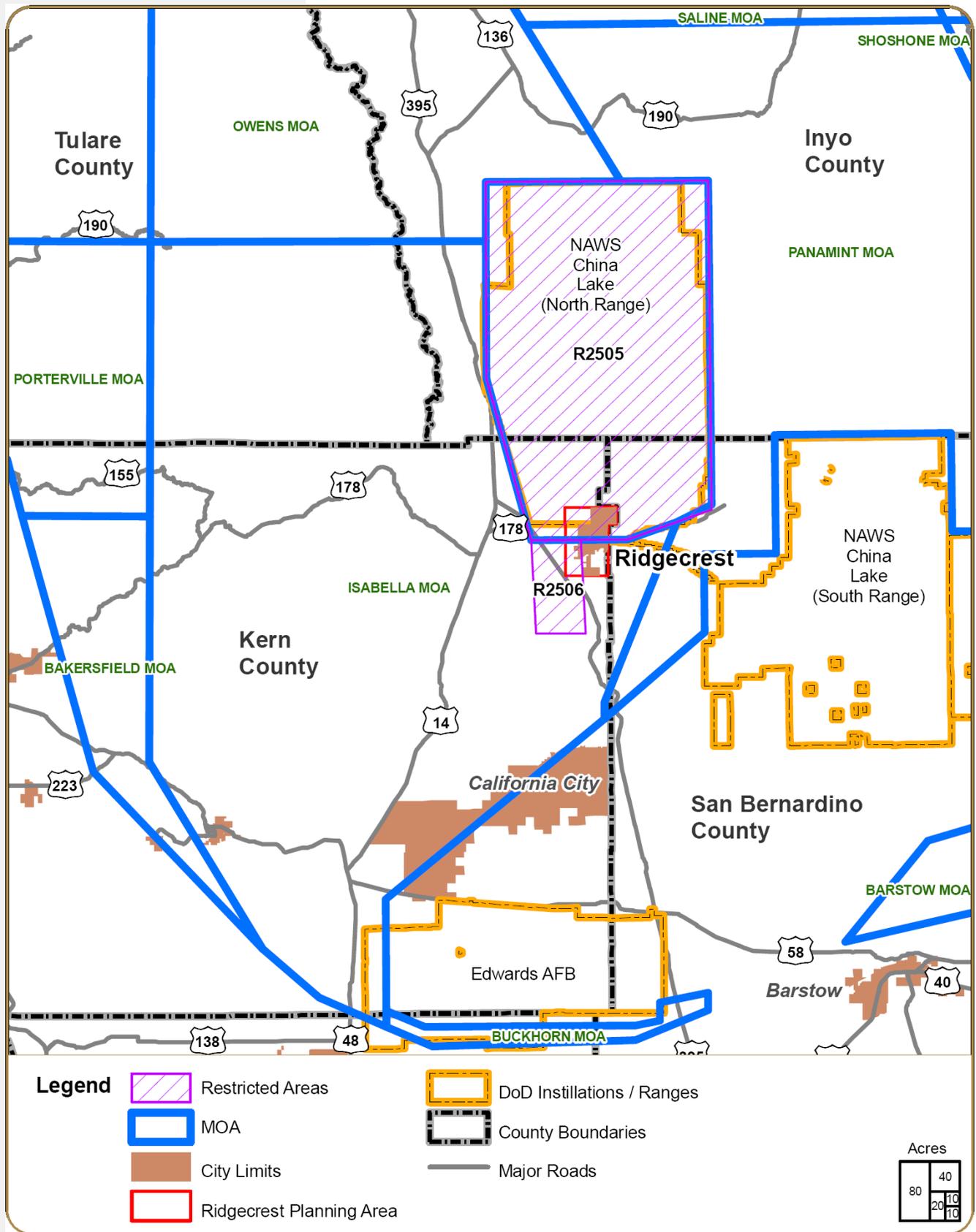
NAWS CHINA LAKE OVERVIEW

China Lake is located on 1.1 million acres of land in California's upper Mojave Desert and accounts for approximately one-third of the Navy's total land holdings. The land, ranging in altitude from 2,100 to 8,900 feet, varies from flat dry lakebeds to rugged piñon pine covered mountains. The majority of the land area is undeveloped and provides habitat for more than 340 species of wildlife and 650 plant types. The installation also has a rich cultural heritage, represented by Native American sites to locations and structures used by early miners and settlers.



F-18s near Ridgecrest

The installation is divided into two major land areas: the North Range, encompassing 606,926 acres, and the South Range, encompassing 503,510 acres (see Figure 4-1). The North Range lies in portions of Inyo, Kern, and San Bernardino Counties, while the South Range is located entirely within San Bernardino County. NAWS China Lake consists primarily of remote, unpopulated desert land; however, the North Range contains several developed areas, including Armitage Airfield, Mainsite, Propulsion Laboratories, and geothermal development. The main community support area on the installation (referred to as the "cantonment" area) is located within the Ridgecrest city limits. Although a portion of the installation is within the city limits, as federal lands, the City has no land use authority over this portion of the City.



Special Use Airspace in Planning Area | Figure 4-1

As a component of the Navy Region Southwest, San Diego, China Lake is under the Commander Navy Installation Command (CNIC). China Lake serves as the host for Naval Air Warfare Center Weapons Division (NAWCWD) under the Naval Air Systems Command (NAVAIR), along with other assigned tenants, activities, and assigned units. Due to the integrated nature of the operational environment at China Lake, compatibility planning at China Lake is a coordinated effort between NAWS China Lake (who operates and maintains the installation's facilities and provides support services to assigned tenants and transient units), NAVAIR (who manages the airspace), and CNIC (who owns the facilities). Together, the management team is responsible for sustaining operational capabilities for the installation's air and land assets.

The installation currently serves as a station for the research, development, test and evaluation of weapons. There are several facilities on site to aid in the operation of missions such as the Weapons Survivability Laboratory, which conducts survivability testing to provide empirical data on the vulnerability of aircraft to threats, and the Missile Engagement Simulation arena, the station's newest and most sophisticated simulation facility. China Lake also holds a comprehensive array of land, sea, electronic combat and ground test assets, including 1,700 square miles of dedicated land test ranges.

CHINA LAKE AIR OPERATIONS

For arrivals, the generalized flight tracks approach in a common corridor from the south over lands managed by the Bureau of Land Management (BLM). The tracks split from each other for final approach once over China Lake itself.

For departures, four general departure tracks are currently used, depending on the runway used (see Figure 4-2). Three of the tracks depart from their runways and turn south (to about 175°). These tracks continue south over a mix of BLM and private property, staying just outside the west side of the City of Ridgecrest. The fourth departure track runs generally south also, but traverses over lands inside the west edge of the City of Ridgecrest. All of the departure tracks traverse through the General Plan Planning Area.

While the 2007 AICUZ study (see section below) shows the generalized arrival and departure tracks used for assessing average noise, it is important to note that aircraft do not strictly follow these lines, and the aircraft typically arrive and depart within a corridor for which these tracks represent approximate "centerlines." Arrival and departure tracks are also only part of the overflight picture at China Lake. Other overflight activity occurs in association with operations once the aircraft is airborne. Much of the Ridgecrest Planning Area can experience aircraft overflight.

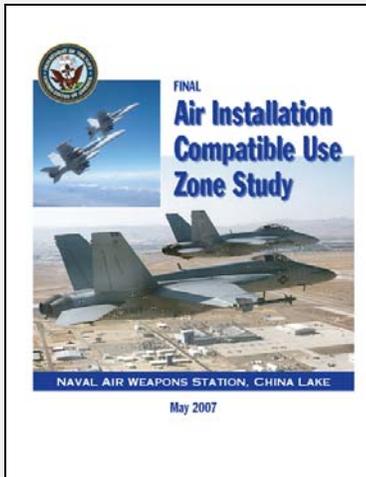
The 2007 AICUZ looked at alternatives that would realign some of the departure tracks, but these are still in evaluation.

Figure 4-2, 2007 AICUZ

TO BE DISCUSSED AT GPAC WORKSHOP

Understanding Noise...

A more detailed explanation on how noise is described is provided in the Health & Safety Element.



2007 China Lake AICUZ

CHINA LAKE AIR INSTALLATION COMPATIBLE USE ZONE (AICUZ) STUDY

For China Lake, a critical planning document is the AICUZ study. The AICUZ is a DOD planning program that was developed in response to incompatible urban development and land use conflicts around military airfields. The AICUZ study seeks to develop a cooperative relationship between communities and military installations and provides land use compatibility guidelines designed to protect public health and safety, as well as maintain military readiness. As designed, the AICUZ study evaluates three primary components: noise, vertical obstructions, and accident potential zones.

Every Navy and Air Force installation with air operations has delineated at both ends of all active runways a set of three accident potential zones referred to as the Clear Zone (CZ), Accident Potential Zone I (APZ I), and Accident Potential Zone II (APZ II). These areas are determined based on a statistical analysis of all DOD aircraft accidents.

The current China Lake AICUZ study was released in May 2007. The previous AICUZ was approved in 1977, and Kern County and the City of Ridgecrest evaluated that document and enacted the AICUZ compatible land use provisions into their zoning ordinances and general plans at that time.

When looking at an AICUZ study, two caveats should be noted:

1. AICUZ are not static documents, and the AICUZ study is updated as needed to reflect current operations, or for some installations, current and projected operations. While the 2007 AICUZ reflects current operations, the Navy is in the process of reevaluating the AICUZ study parameters to reflect other aircraft operations at the installation. It is therefore important that the General Plan refers to the current AICUZ (such as a specific noise contour line) instead of memorializing a specific diagram.
2. Whether noise contour lines or accident potential zones, these lines are not definitive boundaries where one side of the line has an issue and the other side of the line is not constrained. These lines are averages, and should be used as representations of statistical occurrences, not definitive boundaries.

The 2007 AICUZ outlines noise and safety issues in relation to both the baseline (current) and prospective operational conditions of the base as laid out in the 2004 *Environmental Impact Statement (EIS) for Proposed Military Operational Increases and Implementation of Associated Comprehensive Land Use and Integrated Natural Resources Management Plans*. The proposed action in the EIS acts as a basis for the program laid out in the 2007 AICUZ. The installation's cooperation with local government agencies is outlined in the introduction to the AICUZ, which states the responsibility of the Navy to inform and cooperate with the planning departments of Kern and San Bernardino Counties along with the City of Ridgecrest. As noted above, this

study is an interim report, and after further evaluation, including the impact of the Joint Strike Fighter, an updated AICUZ may be released.

As part of the AICUZ study, the Navy proposed an expansion of the traditional AICUZ planning area, called a Military Influence Area (MIA), to address the higher safety risks in these areas (see Figure 4-2). As with other AICUZ items, these are recommendations for consideration by local jurisdictions, and are not regulations.

R-2508 JOINT LAND USE STUDY

Although the interaction between the local communities and the military installations within the R-2508 Complex is very positive, the activities or actions of one entity can inadvertently impact the other and result in conflicts. As communities develop and expand in response to growth and market demands, land use decisions can push urban development closer to military installations and operational areas. This can result in land use and other compatibility issues, often referred to as encroachment, which can have negative impacts on community safety, economic development, and sustainment of military activities and readiness. This threat to military readiness activities is currently one of the military's greatest concerns. At the same time, military activities can negatively impact the surrounding communities through factors such as noise, limits to renewable resources, and the use of local government services (i.e., roads, housing, and schools). Changes in mission as the military introduces new aircraft, weapons, weapons systems and tactics that may require operation over non-DOD lands and private lands that may further constrain the ability of communities to provide for the population and infrastructure demands.

The R-2508 JLUS was a collaborative planning process between local governments, participating military installations, tribal governments, land owners, interested individuals, and representatives from agencies serving the area in and around the R-2508 Complex to address compatibility planning. The goal of the R-2508 JLUS is to protect the viability of current and future missions using the R-2508 Complex while at the same time accommodating growth, sustaining the economic health of the region, and protecting public health and safety.

A number of factors influence whether community and military plans, programs and activities are compatible or in conflict. To ensure a comprehensive look at compatibility, a list of 24 compatibility factors was used to characterize local issues (see Figure 4-3). These factors were divided into three broad categories: man-made, natural resource and competition for scarce resources.

Figure 4-3. Compatibility Factors

Man-Made		Natural Resources	
1 Land Use	10 Light and Glare	18 Water Quality/Quantity	
2 Safety Zones	11 Alternative Energy Development	19 Threatened and Endangered Species	
3 Vertical Obstruction	12 Air Quality	20 Marine Environments	
4 Local Housing Availability	13 Frequency Spectrum Impedance and Interference	Competition for Scarce Resources	
5 Infrastructure Extensions	14 Public Trespassing	21 Scarce Natural Resources	
6 Anti-Terrorism / Force Protection	15 Cultural Sites	22 Land, Air and Sea Spaces	
7 Noise	16 Legislative Initiatives	23 Frequency Spectrum Capacity	
8 Vibration	17 Interagency Coordination	24 Ground Transportation Capacity	
9 Dust			

The result of the R-2508 JLUS was a set of recommended strategies. It is important to note that the final JLUS is not an adopted plan, but rather, a recommended set of compatibility guidelines that can be implemented by local jurisdictions, Native American tribal governments, agencies and organizations. While the strategies in the final JLUS are not mandatory obligations, the involvement of stakeholders (including representative from the City of Ridgecrest) has provided a set of strategies designed to meet local needs.



Of the strategies contained in the final R-2508 JLUS, a number of strategies listed the City of Ridgecrest in a primary (responsible for implementation) or partner (supporting others in the implementation of a strategy) role. These strategies have been incorporated into this General Plan. To assist in locating compatibility planning policies related to the recommendations in the JLUS, these are highlighted with JLUS icon, as shown to the left of this paragraph.

4.3 Goals and Policies

This element provides goals and policies specifically related to the balance of community and military needs and the overall protection of public health and safety. A number of other policies are included in other elements that support military compatibility planning.

General

Goal MIL-1	To ensure that future land uses are compatible with the continued operation of China Lake and avoid risk to life, property and the well-being of City residents from hazards associated with aircraft operations. [Source: Modified Goal S-1, Safety Element]
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- MIL-1.1 *Role of China Lake***
Continue to support the role of China Lake as a significant contributor to the economic base of the community. [New Policy]
- MIL-1.2 *Kern County ALUCP***
Proposed land uses and development proposals shall be consistent with the land use compatibility policies and criteria of the Kern County ALUCP relative to China Lake. [New Policy]
- MIL-1.3 *Development Constraints***
The City shall not allow development in areas where the risks to potential health and safety cannot be mitigated to an acceptable level. [Source: Policy S-2.7, Safety Element – revised]
- MIL-1.4 *Local Supplies and Services***
The City will work with China Lake to enhance the use local contractors and services, and to purchase material, equipment, and supplies from in-City sources. The City should identify and support development of businesses and suppliers to the military and their contractors. [New Policy]

Communications / Coordination

Goal MIL-2	To provide opportunities for the City, China Lake, residents, industry, and agencies to collectively participate in all phases of a well-defined planning process. [New Goal]
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- MIL-2.1 *Coordinate with on JLUS Implementation***
 R-2508 JLUS
The City shall coordinate closely with jurisdictions, agencies, organizations, and Native American tribal governments in and near the Planning Area to ensure their policies and regulations are consistent with the City's General Plan, the China Lake AICUZ, and the R-2508 JLUS. [New Policy]

MIL-2.2 *Increase Public Awareness*



Provide property owners in proximity to NAWS China Lake education on the installation's mission, potential impacts associated with military aviation operations, land use constraints, and potential mitigations for appropriate development. [Source: Policy S-2.9, Safety Element – revised, JLUS Strategy #13]

MIL-2.3 *Development Review*



Development proposals shall be reviewed for hazards to aircraft in flight, including: uses that release into the air any substance such as steam, dust and smoke which would impair pilot visibility; uses that produce light emissions, glare or distracting lights which could interfere with pilot vision or be mistaken for airfield lighting; sources of electrical emissions which would interfere with aircraft communications or navigation; and uses which would attract birds or waterfowl to the extent that they would pose a danger to aircraft operation in the vicinity of the Base. [New Policy, JLUS Strategy #16]

MIL-2.4 *Information Exchange with China Lake*

The City shall work with China Lake to establish an on-going consultation mechanism between the City and China Lake on issues of mutual concern. This will include:

- Early notification by the City to China Lake officials of development applications
- Early notification by China Lake to the City of potential changes in aircraft operations (patterns, number, etc.)

[New Policy]

MIL-2.5 *Military Involvement and Review Process*

The City shall continue to provide CEQA notifications to NAWS China Lake for review and comment on City discretionary land use actions to include, but not limited to, General/Specific Plan amendments, zone changes, tract maps, parcel maps, Specific Development Plans, and Conditional Use Permits. [New Policy]

MIL-2.6 *Evaluate Rerouting of Military Flight Patterns*



Provide support to China Lake as needed to evaluate the feasibility of rerouting military flight operations from over private lands to federal lands while still meeting mission requirements. [New Policy, JLUS Strategy #51]

MIL-2.7 *Coordinate Military Compatibility Planning with Kern County*

The Community Development Department shall maintain close contact with their counterparts in Kern County to coordinate military compatibility planning and management activities. [New Policy]

- MIL-2.8 Meeting Military Housing Needs**
The City will work with China Lake officials in identifying strategies to meet the housing needs of military personnel during preparation of the City’s General Plan Housing Element. [New Policy]
- MIL-2.9 Enhanced Real Estate Disclosure**
Develop an enhanced Real Estate Disclosure Ordinance to ensure appropriate information about the missions and operations at China Lake and the R-2508 Complex are fully disclosed at the earliest possible point in the interaction between realtor / real estate agent and a buyer or renter. [New Policy, JLUS Strategy #33]
- MIL-2.10 Staff Training on Military Compatibility Planning**
The County shall provide staff with on-going training opportunities to maintain their awareness of the latest technology and regulations concerning military compatibility issues. [New Policy]
- MIL-2.11 Infrastructure / Service Plans**
The projected need for additional infrastructure and other municipal services by China Lake should be considered in the development of new infrastructure master plans. [New Policy]

Mitigating Compatibility Issues

Goal MIL-3	To mitigate encroachment issues associated with land uses and development. [New Goal].
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- MIL-3.1 Avigation Easements**
The City shall require the dedication of avigation easements when development is proposed on property within identified airport safety zones. [New Policy]
- MIL-3.2 Major Plan Coordination with Military**

 Require specific plans, area plans, and other regional plans (either new plans or updates/revisions) in the R-2508 Complex address a number of compatibility issues involving the military, such as dark skies, water availability and quality, density, cluster development, and other development design issues. [New Policy, JLUS Strategy #30]
- MIL-3.3 Airport Land Use Compatibility Plan**
The City shall work closely with appropriate agencies, including the Kern County Planning Department, to ensure development is with aircraft facilities and operations, to include NAWS China Lake. To this end, the City shall, as applicable, incorporate findings and recommendations identified in the Kern County Airport Land Use Compatibility Plan (ALUCP). [New Policy]

MIL-3.4 *NAWS China Lake AICUZ Recommendations*

The City shall review and, to the greatest extent possible, take actions to implement the recommendations provided in the current and future NAWS China Lake AICUZ studies. [New Policy]

MIL-3.5 *Vertical Obstructions*

All new development in the City shall conform to FAR Part 77 height limits. [New Policy]

MIL-3.6 *Cellular Tower Collocation / Consolidation*



Encourage the collocation of cellular towers within the R-2508 Complex. [New Policy, JLUS Strategy #23]

MIL-3.7 *Outdoor Lighting*

The City shall ensure that future development includes provisions for the design of outdoor light fixtures to be directed / shielded downward and screened to avoid nighttime lighting spillover effects on adjacent land uses and nighttime sky conditions. [New Policy]

MIL-3.8 *Lighting*

The City shall continue to improve and maintain proper lighting at City facilities and assist in reducing undue nuisance light and glare spillage on adjoining areas from development. [New Policy]

4.4 Implementation Measures

Table 4-1, Military Sustainability Implementation Measures, identifies the implementation measures the City should take to implement the goals and policies of this General Plan. The implementation program lists each specific implementation measure, a reference to which General Plan policy it is implementing, who is responsible to implement the program, and the timeframe for implementation.

Table 4-1. Military Sustainability Implementation Measures

Implementation Measure	Policy	Who is Responsible	Timeframe			
			2008-2010	2010-2015	2015-2030	On-going
1.0 Prior to approval of a proposal involving any type of land use development, specific findings shall be made that such development is compatible with the training and operational missions of the military aviation installations. Incompatible land uses that result in significant impacts to the military mission of Department of Defense installations or to the Joint Service Restricted R-2508 Complex that can not be mitigated, shall not be considered consistent with this plan. [Source: Kern County ALUCP, Policy 1.7 c]	MIL-1.2 MIL-1.3	Community Development				■
2.0 Review discretionary land use development applications within the military installation's operating area as shown in the Kern County ALUCP for consistency. [New Implementation]	MS-1.2	Community Development				■
3.0 The City shall work with other jurisdictions, agencies, organizations, and Native American tribal governments in the establishment and support of a JLUS Coordinating Committee. The Committee will support implementation of the JLUS strategies, providing on-going technical support/assistance to other members. [New Implementation, JLUS Strategy #9]	MIL-2.1 	City Council Community Development				■
4.0 The City shall develop an aviation easement program, which will include sample easement language, designates where aviation easements should be required, and determines the appropriate agency or organization to hold such easements. [New Implementation, JLUS Strategy #3]	MIL-3.1 		■			

	Implementation Measure	Policy	Who is Responsible	Timeframe			
				2008-2010	2010-2015	2015-2030	On-going
5.0	<p>Work with China Lake to establish procedures for consultation between the base and the City relative to planning review and comment. This will include:</p> <ul style="list-style-type: none"> ■ Definition of projects types that require review by the China Lake officials ■ Identification of the Points of Contact for all coordination ■ Provision of opportunities for China Lake personnel to be involved in pre-application meetings for significant projects ■ Establishing a formal procedure for requesting and receiving comments ■ Establishing a standard timeline for responses, keeping in mind mandated review time periods as specified by State law and local procedures ■ Develop outreach plan ■ Providing notice to China Lake on all public hearings regarding projects identified for coordination ■ Establish procedures for the review and monitoring of frequency spectrum conflicts, as they are identified <p>[New Implementation, JLUS Strategy #16, 20 and 38]</p>	<p>MIL-2.3 MIL-2.4 MIL-2.5</p>  <p>R-2508 JLUS</p>	Community Development	■			
6.0	<p>If proposed by China Lake, provide input on the impacts associated with potential acquisitions or land transfers, including loss of property from tax rolls.</p> <p>[New Implementation, Strategy #1]</p>	<p>MIL 2.4</p>  <p>R-2508 JLUS</p>	Community Development				■

	Implementation Measure	Policy	Who is Responsible	Timeframe			
				2008-2010	2010-2015	2015-2030	On-going
7.0	<p>For enhanced real estate disclosure, the City shall:</p> <ul style="list-style-type: none"> ■ Work with State Real Estate Board and local real estate representatives to develop and implement adequate language for inclusion in disclosure notices. ■ Work with State real estate board and local real estate representatives to ensure compliance with notification requirements. ■ The City and China Lake should work cooperatively to make available the information required for real estate disclosure (as defined by implementation measure) regarding operational issues at China Land and the R-2508 Complex (aircraft, gunnery, and explosive noise potential; overflight; light and glare; etc.). ■ Review periodically and update as needed to reflect current issues and military operations. <p>[New Implementation, JLUS Strategy #33]</p>	<p>MIL-2.9</p> 	Community Development	■			■
8.0	<p>Review and revise, as-needed, truth-in-sales and rental ordinances to ensure adequacy in providing public disclosure of NAWS China Lake operations and impacts as they pertain to existing residential uses, proposed residential development, and subdivision approvals. [New Implementation]</p>	MS-2.9	Community Development	■			
9.0	<p>Coordinate with military representatives to ensure information on Special Use Airspace (floors, ceilings, time of operations, etc) is understood and available for disclosure. [New Implementation, Strategy #14]</p>	<p>MIL-2.9 MIL-2.10</p> 	Community Development				■

Implementation Measure	Policy	Who is Responsible	Timeframe			
			2008-2010	2010-2015	2015-2030	On-going
10.0 Work with Governor’s Office of Planning and Research (OPR) to define information that would be useful for planners concerning military compatibility. [New Implementation, Strategy #22]	MIL-2.10 	Community Development	■			
11.0 In an effort to protect the operations of NAWS China Lake, the City shall require that all new development west of Mahan Street grant an avigation easement on behalf of the NAWS and shall implement procedures concerning notice and disclosure of aircraft operations impacts (including over flights and noise). [New Implementation]	MS-3.1	Community Development				■
12.0 Initiate a light and glare working group to evaluate appropriate lighting standards, including the development of a dark sky ordinance/simplified constraints map similar to Kern County's Red/Yellow/Green map developed for height obstructions, within applicable development codes to protect military operations from the impacts associated with light and glare. [New Implementation, JLUS Strategy #18]	MIL-3.7 MIL-3.8 	Community Development	■			■
13.0 For portions of the R-2508 area identified by the military as critical to dark sky initiatives, evaluate funding sources available to assist in lighting retrofit programs. [New Implementation, JLUS Strategy #48]	MIL-3.8 	Community Development				■

Please see the next page.