

The following recommendations were originally reviewed by the JLUS Advisory Committee on December 4 and subsequently updated to include input received from the committee. The JLUS Policy Committee then received the draft recommendations and a meeting was held on January 29, 2019 to discuss and finalize them. The recommendations included in this document reflect the Policy Committee's input, and constitute the final recommendations for the MOTSU Joint Land Use Study. Items noted with an asterisk have been modified based on Policy Committee input.

A. Coordination

1. The local governments and MOTSU should establish an enduring regional organization to serve as a forum and advocacy group for joint civil-military relations between MOTSU and its host communities.
 - a. Hold annual command briefings and new elected official orientations (including installation tours) to keep governing boards informed of MOTSU activities. Ensure that state and federal legislative delegates are invited to participate in these activities.
 - b. Hold semi-annual staff level coordination meetings to help establish and maintain relationships between senior administrative staff leaders at MOTSU and in the host communities.
 - c. Establish a permanent web presence for the organization to serve as a clearinghouse for MOTSU related public information.
 - d. Establish a staff level public safety committee composed of emergency managers and first responders from local, state and federal agencies to enhance coordination and provide a forum to discuss matters of mutual concern.
 - e. The organization should reach out to other jurisdictions within the 5 mile land use notification area and along the southern portion of the Cape Fear shipping channel to give other local governments the opportunity to participate in the organization and help to educate administrative staff and elected officials about MOTSU.
2. MOTSU should establish a clear and consistent point of contact (defined staff position) to receive, distribute, and respond to land use notices. Responses should be provided for all notices that are received.
3. *Local governments should adopt policies through their land use ordinances to require notification of statutorily required actions (as well as any local modifications) within 5 miles of the MOTSU rail corridor.

4. *Local governments should adopt policies to expand the types of actions / decisions that are covered by notice to MOTSU (due to lack of clarity / relevance in military land use notification statute):
 - a. All proposed subdivisions to ensure that MOTSU is aware of pending development activity. (primary relevance is the rail corridor)
 - b. Tall structures (exceeding 5 stories or 50 feet), other than telecom towers to ensure that technical input can be provided to mitigate potential explosive safety hazards to such structures.
 - c. Permits for assembly occupancies, or other uses that present a potential evacuation issue, such as schools, daycares, nursing homes, and churches. (primary relevance is the rail corridor)
5. The Wilmington MPO should expand its membership to include a representative from MOTSU, and the installation should attend all WMPO meetings.
6. Local governments should invite MOTSU to serve in an ex-officio capacity (or otherwise participate) as an observer or contributor on steering / advisory committees for local comprehensive / land use planning projects, and MOTSU staff should participate in meetings of those committees.
7. MOTSU should make subject matter experts available, as requested and as available, for local governments to use as a resource on matters of mutual relevance.
8. MOTSU and the local government partners should jointly develop public outreach materials (digital, print, etc.) that explains the MOTSU mission and the various land use, public safety, and other concerns and rules (e.g. buffer zone trespassing, Cape Fear River restricted area), and make these materials available through a web portal and in local government offices.

B. Land Use / Zoning

1. Local governments should implement zoning regulations along the MOTSU – Leland rail corridor to limit the density and intensity of residential development and restrict uses that are incompatible with the potential need to evacuate in case of an emergency situation (schools, daycares, hospitals, nursing homes etc.).
2. Local governments should implement zoning regulations to require a special use permit for tall structures (5+ stories) within the K88 glass fragmentation hazard area to allow additional scrutiny of the safety / soundness of proposed construction to ensure public safety.

3. Local governments, with assistance from technical experts from MOTSU, should develop voluntary construction standards to make available to developers / contractors in the area between the IBD and K88 for all types of construction to potential safety issues from glass fragmentation and other hazards.
4. Local government comprehensive plans should be updated to include relevant information, policies, and land use guidance related to MOTSU and the Joint Land Use Study.
5. Local government land use ordinances should be updated to explicitly reference the statutory military land use notification requirements (as well as any locally adopted expansions of notice requirements).
6. Local governments should ensure that CAMA plans are consistent with MOTSU's mission with regard to its ongoing activities in areas of environmental concern.
7. *Local governments should consider the adoption of policies that require staff to provide an analysis of military compatibility in reports prepared for land use actions presented for consideration by advisory boards and governing bodies.
8. Local governments should develop additional zoning / subdivision standards to provide for enhanced safety and security in areas immediately adjacent to the rail corridor. Examples could include requirements for establishing berms, fencing, or similar development standards in areas of potential public safety concern.
9. MOTSU should work with NCDOT to ensure that safety and security are taken into account when it is considering granting permits / encroachment agreements for the establishment of wireless telecom towers in state ROW.
10. MOTSU and the local governments should monitor planning efforts for the NC State Port property south of MOTSU and seek to work collaboratively with the NCSPA on its plans for the future of the site.
11. *Local governments should invite MOTSU staff to participate in Technical Review Committee meetings where items of potential concern to the installation will be discussed.

C. Public Safety

1. MOTSU and the local governments should continue participation in mutual aid agreements and joint exercises with law enforcement, fire, and other emergency response agencies.

2. MOTSU and local emergency response / management agencies should develop, and regularly review and update, contingency plans for evacuation measures for rail, truck, and facility related incidents.
 - a. Ensure that all local emergency response agencies are included in contingency planning.
3. MOTSU should consider repositioning woodland firefighting equipment on Pleasure Island to enhance responses to incidents in the buffer zone.
4. MOTSU should consider expanding the restricted area (or explore options for the ability to temporarily expansions) in the Cape Fear River to better match operational, safety and security requirements of its mission.
5. *MOTSU should continue to seek the designation of the Cape Fear River and rail corridor as “no-fly” areas for UAS by the FAA.
6. MOTSU should work with local governments to grant the authority to emergency response agencies to fly UAS in restricted areas (particularly the buffer zone) with prior notice to MOTSU security officials.
7. MOTSU, NCDOT, NCDNCR and Brunswick County should explore options for restricting public access to the portion of Plantation Road south of St. Phillips Road, while ensuring ongoing access to Brunswick Town and Orton.
8. MOTSU should enhance public notices / no trespassing signage along the buffer zone boundary on Pleasure Island and along the rail corridor.
9. MOTSU, the local governments, and independent emergency response agencies should continue to provide opportunities for local fire agency personnel to receive enhanced training in explosives safety / fire response, shipboard, and woodland firefighting to enhance their capabilities to support MOTSU.
10. MOTSU, the local governments, and independent emergency response agencies should explore opportunities for local fire agencies to obtain specialized equipment that enhances their capabilities and capacity to support MOTSU.
11. MOTSU and the local governments should continue to work towards agreements on concurrent law enforcement jurisdiction on the rail corridor as it pursues full ownership of the corridor.

D. Transportation

1. MOTSU and the USACE should continue to explore opportunities to acquire fee simple ownership of the rail corridor.
2. MOTSU, NCDOT, Cape Fear RPO, Wilmington MPO and the local governments should explore opportunities for the elimination of at-grade road crossings of the MOTSU rail line and work toward sealing the rail corridor between MOTSU and Leland (to the extent practical).
3. MOTSU and the local governments should work with NCDOT to mitigate and eliminate flooding issues along the highway access routes to MOTSU to ensure continuous access to the installation.
4. MOTSU, NCDOT, and the Wilmington MPO should support the completion of I-140 (to the Cape Fear Crossing) to provide more direct truck access to MOTSU.
5. MOTSU, NCDOT, the Cape Fear RPO and Wilmington MPO should analyze the impact of the completion of I-140 on highway access / intersection functionality for MOTSU truck traffic and develop mitigation strategies for inclusion in transportation plans if issues are identified.
6. NCDOT and the Cape Fear RPO should explore opportunities for constructing a grade separation of NC 133 over the MOTSU rail line.
7. *MOTSU, the Cape Fear RPO and the Wilmington MPO should explore opportunities for providing redundant rail access to the Leland interchange in conjunction with the possible reopening of the Whiteville – Malmo and Castle Hayne – Wallace rail corridors.
8. MOTSU should coordinate with NCDOT Ferry Division on the planned expansion of the frequency of ferry service between Fort Fisher and Southport to identify and mitigate any potential operational impacts (on either party).
9. MOTSU, the Cape Fear RPO and Wilmington MPO should ensure that MOTSU's rail, highway and maritime transportation needs are reflected in regional transportation plans.

E. MOTSU Buffer Zone

1. MOTSU should clearly delineate the necessary safety zone, based on mission requirements, where joint use opportunities will not be feasible (IBD – current and future). In the remainder of the buffer zone area, MOTSU should work with the Pleasure Island communities to identify the specific type, location, and nature of uses that may be considered for establishment in the buffer zone.

2. MOTSU and the USACE should establish longer terms for licenses for local government uses in the buffer zone, where granted, to allow local governments to plan for the future and eliminate uncertainty in their capital / infrastructure plans and budgets.
3. Local governments should strictly abide by all terms and conditions imposed as part of licenses granted for compatible uses in the buffer zone, and MOTSU should proactively work to enforce the terms of the licenses granted to local governments and other agencies for the use of its property.
4. The local governments on Pleasure Island (and New Hanover County) should jointly work to identify community needs that might be met through the use of MOTSU property and work together to implement plans for joint infrastructure that would serve both communities.
5. Local governments on Pleasure Island should continue to explore options for the use of the former LORAN site in southern New Hanover County for infrastructure and public works uses which might be able to be relocated off of the island.
6. Local governments and MOTSU should explore opportunities to continue developing compatible recreational uses in the buffer zone (such as the recently constructed greenway trail).
7. Local governments on Pleasure Island should work jointly to develop contingency plans for interconnection with the CFPWA as well as the relocation of other vital municipal service uses in the event that MOTSU is required to reclaim the full use of the buffer zone.
8. Local governments and MOTSU should work together to identify and resolve storm drainage issues related to channels that pass through the buffer zone, and develop a long term plan to ensure adequate drainage.
9. *MOTSU should work collaboratively with local governments on Pleasure Island to develop and implement a plan to manage the size and health of the deer population and to manage potential nuisance wildlife (such as coyotes) that inhabit the buffer zone.