

NWS Seal Beach

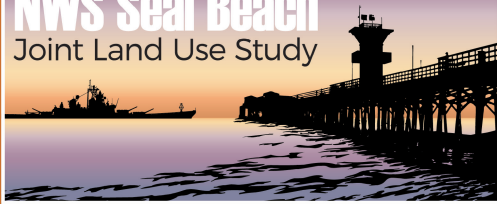
JLUS Report

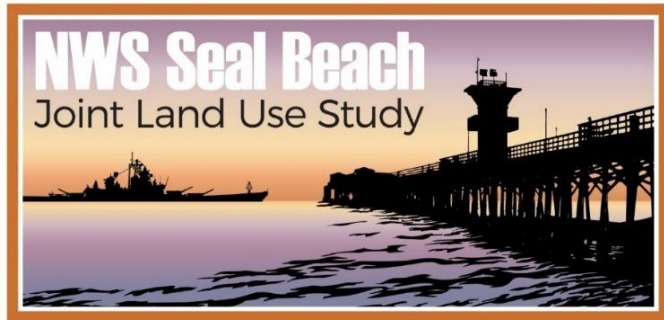
Joint Land Use Study



NWS Seal Beach

Joint Land Use Study





Naval Weapons Station Seal Beach Joint Land Use Study

Prepared for:

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How to Read the JLUS Documents

The Seal Beach Joint Land Use Study (JLUS) consists of three separate documents that provide different levels of information. These three documents are:

JLUS Background Report

The JLUS Background Report provides a detailed technical background of existing conditions within the Seal Beach JLUS Study Area. It is separated out into five chapters. Chapter 1 provides an introduction and overview of the project and why it was conducted. Chapter 2 introduces the communities that are within the Study Area and gives an overview of their history and demographic trends, including population, housing characteristics, economic outlook, and future growth and development. Chapter 3 provides an overview of NWS Seal Beach and its operational facilities, discusses the installation's mission and tenants, its strategic and local importance, and facility and training capabilities and operations. The chapter concludes with a discussion of the military footprints that go outside the installation boundaries. Chapter 4 provides an overview of relevant plans, programs, and studies that are tools to address compatibility issues in the JLUS Study Area. Chapter 5 presents the compatibility issues identified and a detailed assessment of each and how it impacts NWS Seal Beach and/or the surrounding community.

JLUS Report

The JLUS Report is a condensed portfolio of the key issues and strategies identified through the NWS Seal Beach JLUS process. The report includes a user-friendly reference of the Background Report that is accessible and easy-to-use for all stakeholders. This report provides a brief discussion on the purpose and objectives of the JLUS, describes the benefit of the JLUS, and provides an overview of the various JLUS partners that assisted in its development. Finally, this document outlines the relevant compatibility issues accompanied by applicable strategies identified in the Implementation Plan and provides summaries of the strategies separated by stakeholder.

Executive Summary Brochure

The Executive Summary brochure provides a brief overview of the project and highlights the key recommended strategies to address the compatibility issues identified.

NWS Seal Beach

Joint Land Use Study



Acknowledgments

Policy Committee (PC)

The Policy Committee consisted of elected officials from participating jurisdictions, NWSSB leadership, and leaders from participating agencies. The committee was responsible for the direction of the JLUS, preparation and approval of the study design, approval of policy recommendations, and approval of draft and final JLUS documents. The Policy Committee was comprised of the following individuals:

- **Thomas Moore**, *Mayor*
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- **Diana Tang**, *Manager of Government Affairs*
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- **CAPT Noel Dahlke**, *Commanding Officer*
Naval Weapons Station Seal Beach



Technical Committee (TC)

The Technical Committee was responsible for identifying and studying technical issues, providing feedback on report development, and assisting in the development and evaluation of implementation strategies and tools. Membership included area planners, military base planners, business and development community representatives, and other subject matter experts as needed to assist in the development and evaluation of implementation strategies and tools. Items discussed by the TC were brought before the PC for consideration and action. The Technical Committee was comprised of the following individuals:

- **Crystal Landavazo**, *Interim Community Development Director*
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- **Steve Fowler**, *Assistant Planner*
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- **Joshua Hickman**, *Tidelands Program Manager*
City of Long Beach

JLUS Consultant

Matrix Design Group, Inc. was the project consultant hired to conduct the JLUS project through coordination with and assistance from the City of Seal Beach, the PC, the TC, the public, and other stakeholders.



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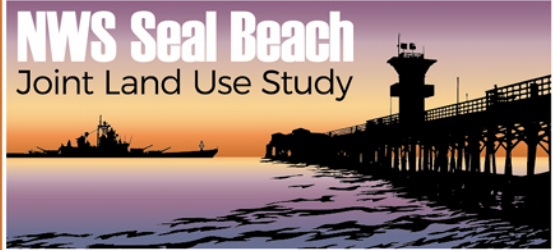


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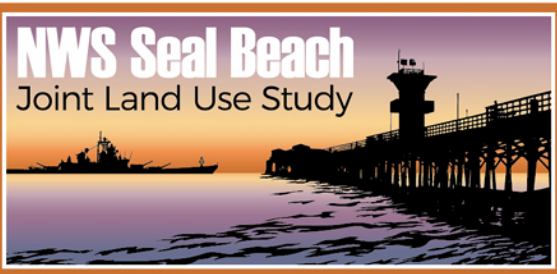
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Acronyms

A

AB	Assembly Bill
AQ	Air Quality
AT/ FP	Antiterrorism / Force Protection

B

BIG	Boating Infrastructure Grant
BLM	Bureau of Land Management
BSC	Building Standards Code

C

CAA	Clean Air Act
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CMLUCA	California Military Land Use Compatibility Analyst
COA	Critical Operations Area
COM	Communication / Coordination
CPLO	Community Plans and Liaison Officer
CWA	Clean Water Act

D

DoD	Department of Defense
DSS	Dust / Smoke / Steam

E

EA	Environmental Assessment
EAP	Encroachment Action Plan
e.g.	For Example
EPA	Environmental Protection Agency
ESA	Endangered Species Act

F

FCC	Federal Communications Commission
FLPMA	Federal Land Policy and Management Act
FSC	Frequency Spectrum Capacity
FSI	Frequency Spectrum Impedance / Interference
FY	Fiscal Year

I

INRMP	Integrated Natural Resources Management Plan
IE	Infrastructure Extension
IRT	Innovative Readiness Training

J

JLUS	Joint Land Use Study
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L

LAS	Land / Air / Sea Space Competition
LG	Light and Glare
LU	Land Use

M

MCAOD	Military Compatibility Area Overlay District
MIA	Military Influence Area
MLLW	Mean Lower Low Water
MOA	Memorandum of agreement

N

NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NFWF	National Fish and Wildlife Foundation
NGO	Non-governmental Organization
NOAA	National Oceanic and Atmospheric Administration
NOI	Noise
NTIA	National Telecommunications and Information Administration
NWSSB	Naval Weapons Station Seal Beach

O

O3	Ozone
OCTA	Orange County Transit Authority
OEA	Office of Economic Adjustment
OPR	Office of Planning and Research
OSD	Office of the Secretary of Defense

P

PC	Policy Committee
PM2.5	Particulate Matter 2.5
PT	Public Trespassing

R

RC	Roadway Capacity
REPI	Readiness Environmental Protection Integration
RF	Radio Frequency
RV	Recreational Vehicle

S

SCAQMD	South Coast Air Quality Management District
SCRMP	South Coast Resource Management Plan
SDWA	Safe Drinking Water Act
SIP	State Implementation Plan
SUA	Special Use Airspace

T

T&E	Threatened and Endangered
TC	Technical Committee



Acronyms

U

UAV	Unmanned Aerial Vehicle
U.S.	United States
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service



Please see the next page.



Introduction

1

The Naval Weapons Station Seal Beach (NWSSB) Joint Land Use Study (JLUS) is a collaborative planning effort sponsored by the City of Seal Beach in partnership with the City of Long Beach. The JLUS was undertaken in an effort to guide planning and development in the areas surrounding NWSSB to help mitigate any future issues and enhance coordination among all entities involved in the process.

The NWSSB JLUS encourages a proactive approach in promoting increased communication about the important decisions surrounding land use regulation, conservation, and natural resource management issues that affect both the local communities and the military. The aim of the JLUS process is to establish and encourage a working relationship between military installations and the neighboring communities that surround them so that compatibility issues related to current and future missions and local growth can be reduced or prevented. Compatibility issues refer to the conflicting uses of land, air, water, and other resources that can individually, or cumulatively, impact the military's ability to carry out all missions.

The compatibility factors considered in this document are described in the Compatibility Assessment chapters of this JLUS (Chapter 5) and the Background Report (Chapter 5). A review of these factors led to the development of a set of strategies that address current and future compatibility concerns. The recommended strategies constitute a toolbox for effective mitigation that includes policy, planning and zoning, coordination and communication, and outreach methods.

One of the key recommendations is the formation of a JLUS Coordination Committee responsible for overseeing implementation progress in the months and years after the JLUS is completed. This and all other recommended strategies are discussed in more detail in Chapter 6, the Implementation Plan.

What Is a Joint Land Use Study?

A JLUS is a community-led planning process accomplished through the collaborative efforts of stakeholders in a defined area, the JLUS Study Area. The process is designed to identify compatible land uses and to help manage growth, within and adjacent to, an active military installation. The JLUS stakeholders include local municipal governments, state and federal officials, residents, business owners, non-governmental organizations, and the military. Through the JLUS process, these parties convene at various forums to identify existing and potential future issues and the actions that can be carried out to eliminate, mitigate, or avoid compatibility conflicts. In addition, the process is intended to establish and encourage a formal, permanent working relationship between local jurisdictions, agencies, and NWSSB.

JLUS Goals and Objectives

The overarching goal of a JLUS is to protect the viability of current and future military missions and operations, while simultaneously guiding community growth, sustaining the environmental and economic health of the region, and protecting public health, safety, and welfare.

To achieve this goal in relation to the NWSSB, three primary JLUS objectives were identified.

- **Understanding.** Convene community and military representatives to identify, confirm, and understand compatibility issues and concerns in an open forum, with consideration to both community and military perspectives and needs. Achieving understanding includes increasing public awareness, education, and opportunities for input through a cohesive outreach program.
- **Collaboration.** Encourage cooperative land use and resource planning by NWSSB and surrounding communities so that future community growth and development are compatible with the military missions and operations and so that operational impacts on land and waterways within the JLUS Study Area can be reduced.
- **Actions.** Provide a set of mutually supported tools, activities, and procedures that local jurisdictions, agencies, and NWSSB can implement in order to avoid and mitigate compatibility issues. The actions include both operational measures to mitigate installation impacts on surrounding communities and local government and agency approaches to reduce community impacts on military operations. These strategies will help decision makers prioritize projects within their annual budgeting cycles and resolve compatibility issues effectively and efficiently.

Why Prepare a Joint Land Use Study?

Collaboration and joint planning among military installations, local jurisdictions, and agencies protects the long-term viability of existing and future military missions. Working together also enhances local economies and industries before incompatibility becomes an issue. Recognizing the close relationship that should exist between installations and adjacent communities, the Department of Defense (DoD) Office of Economic Adjustment (OEA) implemented the JLUS program to mitigate existing and future conflicts and enhance communication and coordination among all affected stakeholders. The program aims to protect current and future operational missions while preserving the sustainability of local communities.

Public Outreach

The JLUS process was designed to create a locally relevant document that builds consensus and garners stakeholder support. To achieve these goals and objectives, the process included a public outreach program that provided a variety of opportunities for interested parties to participate in the identification and mitigation of compatibility issues.

Stakeholders

An early step in any planning process is the identification of stakeholders. Stakeholders can include individuals, groups, organizations, and governmental entities interested in, affected by, or affecting the outcome of the Joint Land Use Study. Informing and involving them early in the project is essential to identifying, understanding, and resolving their most important issues through the development of mutually supported strategies and actions.

The stakeholders that were identified for the NWSSB JLUS included, but were not limited to:

- Local jurisdictions (City of Seal Beach, City of Long Beach, and Orange County);
- DoD officials (including OEA representatives) and military installation personnel;
- Local, regional, and the state planning, regulatory, and resource management agencies;
- Landholding and regulatory federal agencies;
- The public (including residents and landowners);
- Environmental advocacy organizations;
- Non-governmental organizations (NGOs); and
- Other special interest groups (including local school districts and other educational institutions).

Policy Committee and Technical Working Group

The development of the JLUS was guided by two committees made up of personnel from the participating cities and NWSSB. The two committees were the Policy Committee (PC) and the Technical Committee (TC).

JLUS Policy Committee (PC). The PC consisted of elected officials and leadership from participating jurisdictions and leadership from NWSSB. The PC was responsible for the direction of the JLUS, preparation and approval of the study design, approval of policy recommendations, and approval of draft and final JLUS documents.

JLUS Technical Committee (TC). The TC was responsible for identifying and studying technical issues, providing feedback on report development, and assisting in the development and evaluation of implementation strategies and tools. Membership included area planners, military base planners, , and other subject matter experts from participating jurisdictions to assist in the development and evaluation of implementation strategies and tools. Items discussed by the TC were brought before the PC for consideration and action.

Public Workshops

In addition to the PC and TC meetings, a series of public workshops were held throughout the development of the JLUS. These workshops provided an opportunity for the exchange of information with the community at large. Participants who attended the workshops helped identify the issues that would be addressed in the JLUS and provided input on the proposed mitigation strategies. Each workshop included a traditional presentation and at least one facilitated exercise that offered a “hands on,” interactive opportunity for the public to participate in the development of the study.

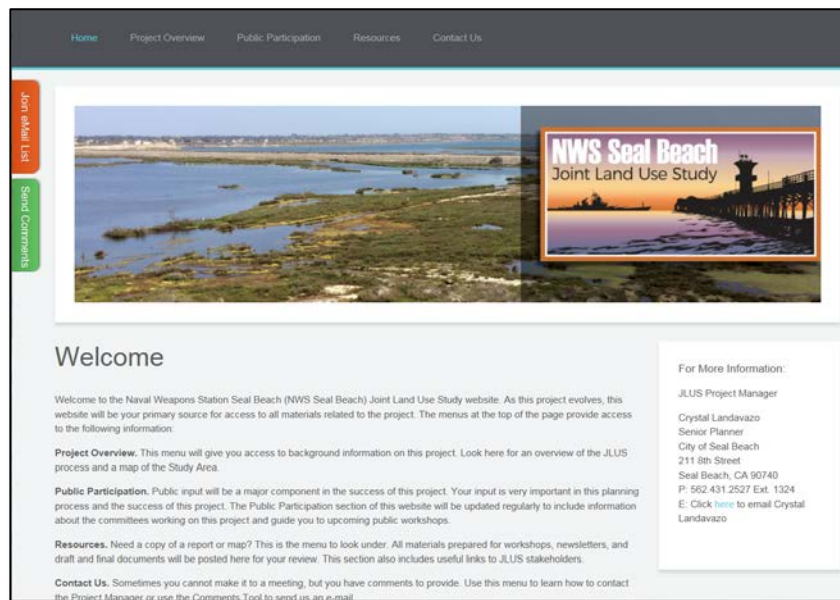
Public Outreach Materials

JLUS Overview / Compatibility Factors Fact Sheet. At the beginning of the JLUS project, a fact sheet was developed to describe the program, its objectives, why it is important to partner with NWSSB, and various methods available to the public for giving input on the process. The fact sheet also provides an overview of the 25 compatibility factors that would be analyzed throughout the project and a map of the proposed NWSSB JLUS Study Area. This fact sheet was made available at the public workshops for review by interested members of the public, as well as posted on the project website for download.

Strategy Tools Brochure. The Strategy Tools Brochure was prepared for the second public workshop. JLUS strategies comprise a variety of actions that military installations, local governments, agencies, and other stakeholders can implement to promote compatible land use planning. This brochure provides an overview of the strategy types that could alleviate compatibility issues surrounding NWSSB’s assets.

NWSSB JLUS Website

A project website was developed and maintained to provide stakeholders, the public, and media representatives access to project information and an opportunity to comment on it. The website has been maintained for the entire duration of the project to ensure information is easily accessible when needed. Information on the website includes program points of contact, schedules, documents, maps, public meeting information, and comment and email sign-up sheets. The project website is located at www.sealbeachjlus.com.



NWSSB JLUS Website

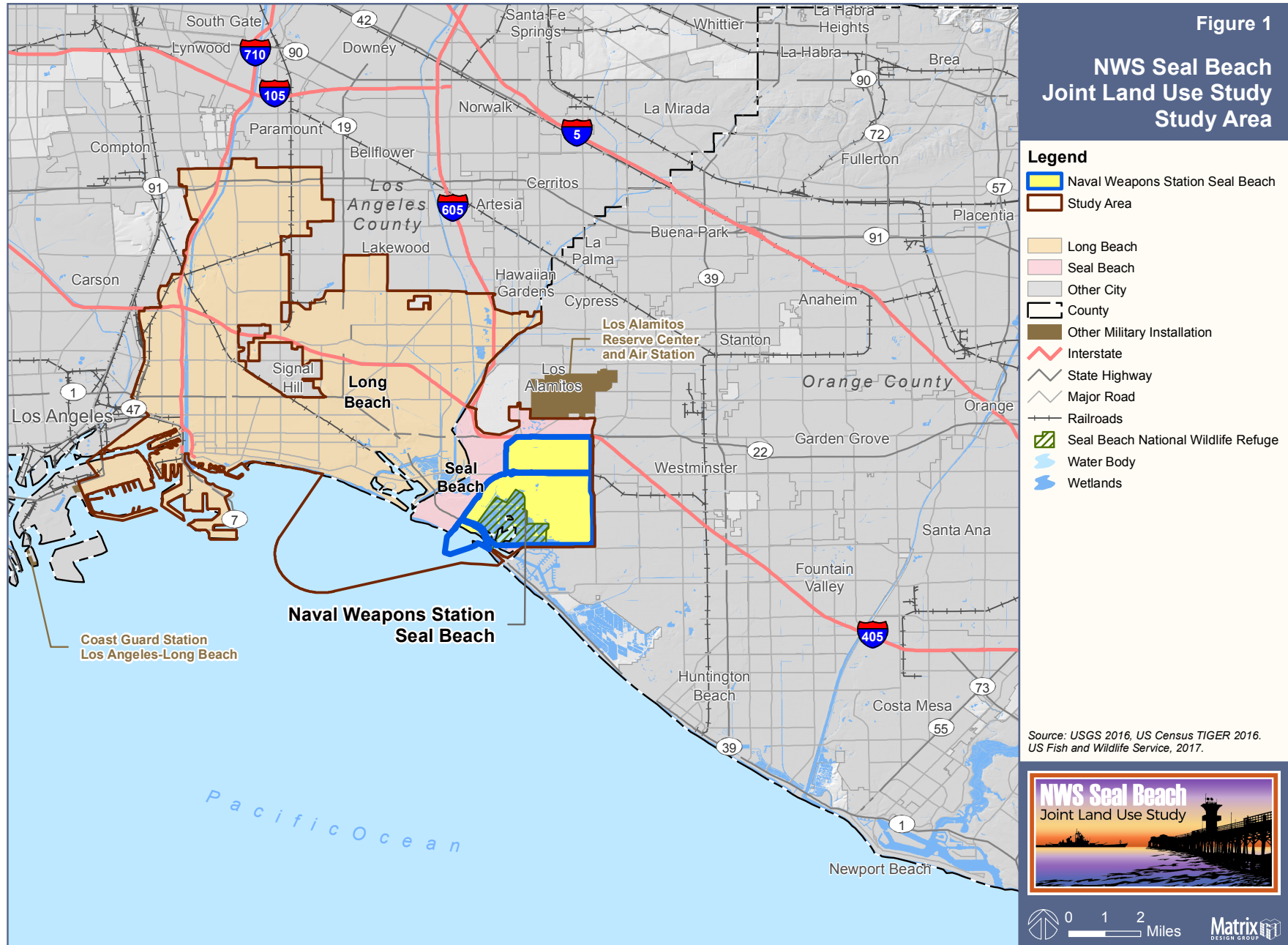
JLUS Study Area

The JLUS Study Area, as depicted on Figure 1, is designed to address the land and waterways near NWSSB where community uses and activities may impact current or future military operations and / or where community uses and activities may be impacted by military operations.

JLUS Implementation

It is important to note that once the JLUS process is completed, the final document is not an adopted plan, but rather a set of recommended strategies to be used by local jurisdictions, agencies, and organizations in the NWSSB JLUS Study Area to guide future planning efforts.

Acceptance of the study by stakeholders (e.g. committees, jurisdictions, and the public) establishes their collective support for the recommended implementation efforts. For instance, local jurisdictions may use the strategies in this JLUS to guide future subdivision regulation amendments, growth policy updates, and zoning amendments to assist in the review of development proposals in the JLUS Study Area. NWSSB can use the JLUS to coordinate with local jurisdictions on future projects and to optimize internal planning for compatible outcomes.



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Community Profiles

2

The study area for the Naval Weapons Station Seal Beach (NWSSB) Joint Land Use Study (JLUS) covers 64.5 square miles of land near the coast of Southern California and extends an additional 8.6 square miles over the Pacific Ocean. The Study Area is centered on NWSSB and includes three other communities—Orange County and the Cities of Seal Beach and Long Beach. The following analysis of the JLUS Study Area communities provides the context in which compatibility issues relating to NWSSB operations and missions arise and specifically the local civilian environment.

Study Area Growth Trends

The following section presents current trends in population growth, housing, median home values, and economic growth in the JLUS Study Area. These trends illustrate the type of growth which has occurred in the region

surrounding NWSSB, what may be anticipated to occur in the future, and provides valuable insight on where potential incompatibilities between NWSSB and the surrounding communities may develop.

Population Trends and Projections

The population data used in the following tables is based on information obtained from the State of California Department of Finance and the U.S. Census Bureau. Population projections show the overall population trends in the JLUS Study Area, which informs future planning and infrastructure investments.

Table 1 shows the 2000 and 2010 census totals and the percentage of population increase in jurisdictions within the JLUS Study Area. The table also shows the estimated population counts and percentages of increase from 2016 through 2035.

Table 1. Population Counts and Rates of Change from 2000 through 2035

Jurisdiction	Population: 2000	Population: 2010	Percent Change: 2000-2010	Population: 2016	Percent Change: 2010-2016	Estimated Population: 2020	Estimated Population: 2035	Estimated Percent Change: 2016-2035
California	33,873,086	37,253,956	9.98%	39,255,883	5.37%	40,719,999	45,521,334	15.96%
Orange County	2,846,289	3,010,232	5.76%	3,194,024	6.11%	3,260,659	3,504,411	9.72%
City of Seal Beach	24,157	24,168	0.05%	24,924	3.13%	25,000	24,800	-0.05%
City of Long Beach	461,522	462,257	0.16%	479,756	3.79%	491,000	534,100	11.33%

Sources: State of California, Department of Finance, E-8 Historical Population and Housing Estimates for Cities, Counties, and the State, 2000-2010. Sacramento, California, 2012; State of California Department of Finance, Total Estimated and Projected Population for California and Counties: July 1, 2010 to July 1, 2060 in 5-year Increments, 2017; Southern California Association of Governments 2012 – 2035 RTP (2020 and 2035 Projections for the cities of Seal Beach and Long Beach).

The following is an overview of key findings from the census data:

- The population within the JLUS Study Area is steadily growing, with all jurisdictions increasing in population at similar rates.
- The City of Seal Beach grew 3.13 percent from 2010 to 2016.
- The City of Long Beach also grew from 2010 to 2016, with a 3.79 percent increase in population.
- Orange County has grown 5.76 percent from 2010 to 2016.
- The Cities of Long Beach and Seal Beach experienced comparable growth rates between 2010 and 2016, which shows growth was steady in the immediate area. However, Orange County's growth rate during this same time period exceeds the growth rate of the State of California, which may indicate development pressure in the county.

City population growth estimates were prepared by the Southern California Association of Governments. These projections were provided in 15-year increments from 2000 through 2035 and are shown in Table 1. The population projections show positive growth for the City of Long Beach. It is projected that Long Beach will experience 11.33 percent growth between 2016 and 2035. It is projected that Seal Beach will experience a slight decline in population of approximately 0.05 percent during the same period. Orange County is projected to grow by 9.72 percent between 2016 and 2035.

In addition to population estimates and projections, population density is a tool for understanding growth in the JLUS Study Area. Population density is the amount of people per square mile of a defined geographic area. Orange County is a densely populated county due, in part, to its idyllic location on the Pacific Ocean and the traditionally strong economic environment in Southern California.

Economic Overview

Economic Growth Trends

The historic economic engine of southern California, specifically Orange County, has been a combination of manufacturing, tourism, and service industries. NWSSB has a strong economic presence in the City of Seal Beach, providing 2,010 jobs and a direct payroll of \$38.9 million in, 2010 as reported in the 2010 NWSSB Economic Impact and Community Involvement Report.

Orange County

Orange County employment is diverse. The top employment industries in Orange County are manufacturing, healthcare / social service, retail services, professional / scientific, accommodation / food, and education. These industries have similar shares of the Orange County workforce, with the manufacturing sector employing the largest number of people (13%) and the education sector employing the smallest (8%).

Disney is the largest single employer in the County, with 27,000 employees. The University of California (UC) at Irvine employs over 22,000 people while the healthcare sector includes 12,227 employees of St. Joseph's Health and 7,000 employees of Kaiser Permanente. Boeing and Wal-Mart round-out the list of major employers with 6,890 and 6,000 workers, respectively.

City of Seal Beach

As in other jurisdictions in the JLUS Study Area, the top employment industries in the City of Seal Beach are diverse; healthcare / social service, education, professional / scientific, manufacturing, and retail are all represented. The financial / insurance sector rounds-out the top six employment industries in the city.

City of Long Beach

The top employment industries in the City of Long Beach are very similar to Orange County, only varying in the percentage of workers employed in each sector. The spread is slightly larger and ranges from a high of 13.3 percent of all workers in healthcare / social service to a low of 6.6 percent in the professional / scientific sector .

Current Development Overview in the JLUS Study Area

Land uses throughout the JLUS Study Area range from numerous urbanized areas to residential and recreational land uses. Agricultural land use is present in some isolated unincorporated Orange County areas. This section discusses the setting in the immediate vicinity of NWSSB.

North

The area to the north of the NWSSB is characterized by a golf course, park, and some residential developments. It is built-out much like the areas to east, south, and west.

East

The eastern extent of the installation corresponds to the eastern city limit of the City of Seal Beach. The City of Westminster is directly east of these boundaries, while the City of Huntington Beach is to the southeast. These areas are characterized by residential developments and some industrial uses.

South

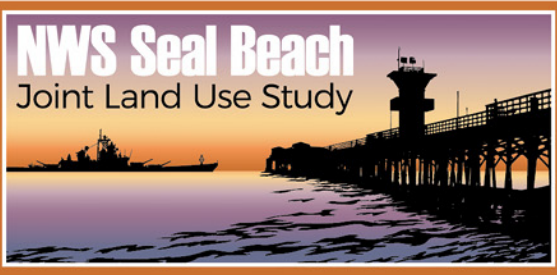
The area to the south of the installation is dominated by the Pacific Ocean and includes a number of recreational beaches, seaside residential developments, and community parks. The Navy is also planning to build a new ammunition pier in this area and has completed an environmental assessment (EA) of its construction and operation.

The proposed facility will not have any long-term impacts on community activities, but short-term impacts are likely. However, the City of Seal Beach participated in the public involvement process of the EA, and ongoing coordination between the City and installation could help minimize or even avoid any compatibility issues.

West

The area to the west is characterized by the high density residential development, Leisure World, a nationally recognized active retirement community. This area also includes other low- and high-density residential developments, schools, and open space that separates the residential uses from nearby industrial sites. There are no known large developments proposed in this area.

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Military Profile

3

Naval Weapon Station Seal Beach (NWSSB) is located on the central coast of California in Orange County. With its Mediterranean climate and proximity to the Pacific Ocean, this site is ideal for the Navy to carry-out and execute a variety of missions.

Identifying and describing the various activities performed at the operating facilities and in the surrounding areas that make up the NWSSB military influence area provides valuable insight into the importance of NWSSB as a national strategic asset and as a part of the fabric of the surrounding communities. The purpose of providing this information is to enable stakeholders to make informed decisions about future development and economic growth within communities and institutions near NWSSB that could potentially impact the viability and future role of the base.

Installation Setting

NWSSB comprises three non-contiguous operating facilities totaling over 5,023 acres of land. Land use around NWSSB is primarily residential, single-family housing, with multiple developments located adjacent to the installation.

Current Mission Operations

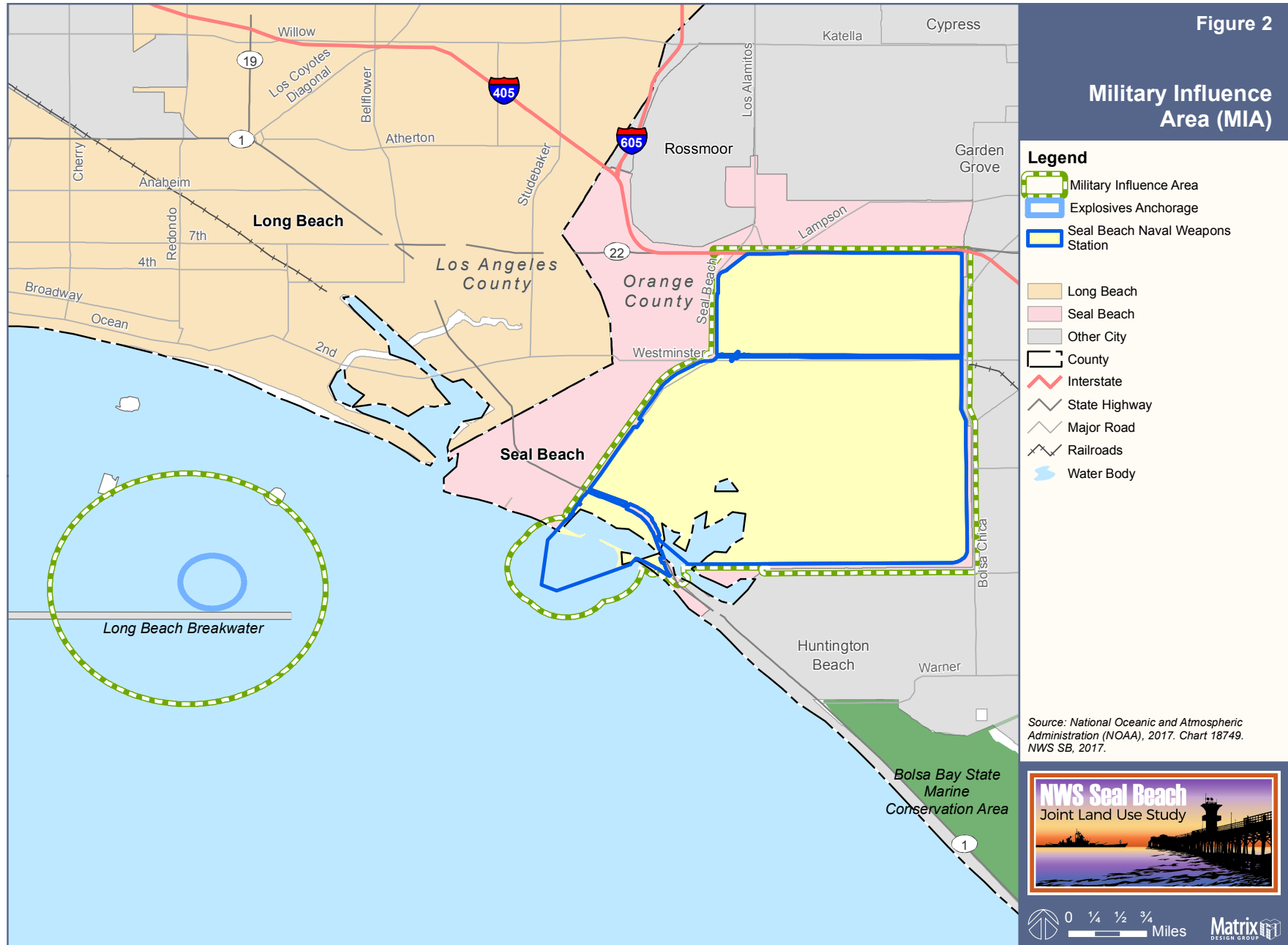
NWSSB is an important asset because of its economic impact on the region, as described earlier, and because of the capabilities its mission components support. NWSSB provides the facilities that enable a variety of tenants to operate and conduct various missions relating to national security. NWSSB is the Navy's primary West Coast ordnance storage, loading and maintenance installation. The NWSSB vision is to be a model for shore-

based infrastructure support, seamlessly enabling tenant commands to excel in serving the Fleet while embracing a culture of continuous improvement, transparency, and execution.

Naval Weapon Station Seal Beach Mission Footprint

The Military Influence Area (MIA) is the area in which the combined effects of different military operations and / or activities occur, or could occur, and represents the spatial extent of an installation's impacts in a given region. The individual "footprints" of specific mission operations, including associated noise, traffic, safety hazards, and air, water, and land use, etc. are all considered when developing an MIA. The MIA constitutes a planning tool for promoting awareness of military activities in surrounding communities, establishing compatible development requirements and standards in designated areas, and ultimately, for maintaining operational capability.

The NWSSB MIA is identified in the installation's Encroachment Action Plan (EAP) and used in coordination with local jurisdictions as a notification boundary and land use overlay in relevant administrative and planning documents. The NWSSB Community Plans and Liaison Officer (CPLO) requests notification regarding developments that are proposed within the MIA boundaries so that development applications of interest to NWSSB can be tracked and follow-up actions can be implemented. The CPLO may also coordinate with the jurisdictions to adopt the MIA as a land-use overlay (Military Influence Planning District) in planning documents to help identify and reduce incompatible development. Figure 2 illustrates the NWSSB MIA.



Mission activities conducted on and around NWSSB have the potential to negatively impact surrounding communities should incompatible land uses be permitted and / or approved for development. Examples of these potential community impacts include maritime congestion, restricted land use, etc. Conversely, the military mission is vulnerable to incompatibilities created by certain types of civilian development or activities, such as maritime congestion (e.g. Anaheim Bay), increased safety hazards, poor air quality, etc. Understanding the overall distribution of “mission footprints” is essential for promoting compatible and informed land use decisions.

There are several mission-related activities that form the basis of the NWSSB MIA as it extends outside the installation boundaries. These actions are essential to the installation’s ability to sustain current and future mission operations. The MIA is thus characterized by three major mission requirements, which are:

- Transportation of equipment and materials,
- Equipment and materials storage, and
- Maritime resources use.

For each of these required actions, there are several operational mission elements, or areas, that make up the NWSSB MIA. The operational mission elements are as follows:

- Equipment / Material Transport Corridors
- Equipment and Materials Storage Areas
 - Explosives Safety Zones
- Anaheim Bay and Facilities
 - Jetties, Wharf, and Berthing areas

- Harbors
- Mooring Area
- Inner and Outer Approach Channels

Transport Corridors

The Naval Weapons Station uses local roadways to transport equipment and materials between the base and strategic locations. Additionally, the corridors are used to transport equipment and materials from the NWSSB port to military ships (both to load and unload equipment and materials). Given both military and civilian use of local roadways, NWSSB and local jurisdiction coordination is important to ensure adequate levels of service during transport activities.

Equipment and Material Storage

The largest mission-related land use at NWSSB is associated with rows of equipment / material storage facilities in the eastern portion of the facility and the open space surrounding them that buffer other land uses. Historically, this area has been leased for agricultural uses, which has resulted in the preservation of large contiguous areas of open land. NWSSB is surrounded by fully developed cities and contains some of the last undeveloped land in the City of Seal Beach and in northern Orange County. Therefore, NWSSB property has often been perceived as “under-utilized” land subject to development interest, including utility and infrastructure expansion projects.

Anaheim Bay and Facilities

Anaheim Bay Harbor is classified as a Naval Explosives Anchorage¹. The Anaheim Bay is a strategic asset and has a critical operational footprint within the NWSSB, including several facilities and buildings that support

¹ Title 33 of the Code of Federal Regulations (CFR) Chapter I (7–1–12 Edition) Section 110.215

operational activities integral to the NWSSB mission. The NWSSB Anaheim Bay can be separated into four different areas (Figure 3), which are:

- Wharf, berth areas,
- Jetties;
- Mooring areas;
- Channels; and
- Anchorages

Anaheim Bay is divided into an inner and outer deep-water harbor. The 96-acre inner harbor is natural but dredged to maintain the minimum operational depth that allows Navy ships to use the bay. The Anaheim Bay is subject to periodic closures during munitions operations, as determined necessary by the Commanding Officer.

Wharf and Berth Facilities

The total berthing capacity at NWSSB is an existing 1,000 foot wharf with 850 feet of berthing. Proposed alternatives for replacing and expanding the wharf and associated berthing capacities are currently undergoing an Environmental Assessment (EA).

Jetties

The 94-acre outer harbor is man-made, protected by two converging stone jetties (east and west), and maintained to a depth of 43 feet. The west jetty is 3,500 feet long and the east jetty is 3,950 feet long; both extend 20 feet below the mean lower low water (MLLW) level. The jetties' purpose is to protect the outer harbor and mooring areas.

The anchorage ground is defined as the waters of Anaheim Bay Harbor between the east side of the entrance channel and the east jetty and between the west side of the entrance channel and the west jetty.

West and East Mooring Areas

There are two mooring areas—west and east—located within the jetties. The west mooring area is maintained at an operational depth of 25 feet MLLW. The east mooring area is maintained at an operational depth of 25 feet MLLW. The mooring areas are illustrated on Figure 3.

Inner Approach Channel

The Inner Approach Channel extends 1,600 feet seaward from the outer end of the jetties and varies in width from 400 feet to 800 feet. The Inner Approach Channel is maintained at an operational depth of 41 feet below the MLLW level.

Outer Approach Channel

The Outer Approach Channel begins at the end of the Inner Approach Channel and extends an additional 3,100 feet. It is approximately 800 feet wide, and is maintained to an operational depth of 39 feet below MLLW. Both the channels are illustrated on Figure 3.

Anchorages

There are two explosives anchorages located in Anaheim Bay. These are located on both sides of the Inner Approach Channel and are shown on Figure 3.

Long Beach Harbor Explosives Anchorage

The Long Beach Harbor Explosives Anchorage, D-8, is located approximately 2.3 miles from Anaheim Bay, at the Long Beach Breakwater in the East San Pedro Bay. This anchorage is illustrated on Figure 3.

Figure 3

Seal Beach Anaheim Bay

Legend

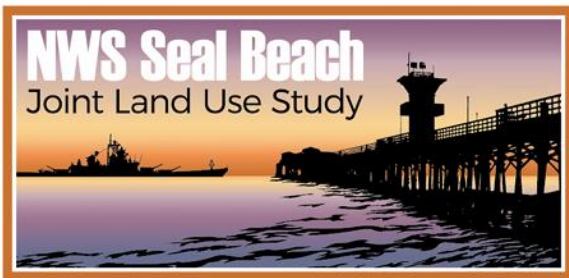
- Public Navigation Channel
- Restricted Area
- Approach Channel
- Explosives Anchorage
- Jetty / Jetty Access Area
- Docks and Wharfs

- Seal Beach Naval Weapons Station
- Seal Beach
- Road
- Water Body

Source: National Oceanic and Atmospheric Administration (NOAA), 2017. Chart 18749. Matrix Design Group, 2017.



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Compatibility Tools

4

This section provides an overview of governmental plans and programs (tools) that are currently used, or that may be used, as of June 2018, to directly or indirectly address compatibility issues identified within the Naval Weapons Station Seal Beach (NWSSB) Joint Land Use Study (JLUS) Study Area.

There are three types of planning tools that are evaluated: those with permanent, semi-permanent, and conditional outcomes. Permanent planning tools include two acquisition programs—fee simple purchase of property and the purchase of development rights. Semi-permanent tools include regulations such as zoning and adopted legislation. Examples of conditional tools include comprehensive plans, memorandums of understanding, intergovernmental agreements, and other policy documents that can be modified.

The overview also defines regional planning entities.

Federal Plans and Programs

Clean Air Act

The Clean Air Act (CAA) of 1963 is the comprehensive federal law that regulates air emissions from stationary and mobile sources to control air pollution. Under the CAA, the U.S. Environmental Protection Agency (EPA) established limits on six criteria pollutants through the National Ambient Air Quality Standards (NAAQS). To protect public health and public welfare, the CAA also gives EPA the authority to limit emissions of air pollutants from sources like chemical plants, utilities, and steel mills. Individual states or tribes may have stronger air pollution laws, but they may not have weaker

pollution limits than those set by EPA. The CAA requires each state to develop a State Implementation Plan (SIP) that outlines how it will control air pollution. The South Coast Air Quality Management District (SCAQMD) administers the policies established by the CAA and the EPA, relative to air quality in the JLUS Study Area. The SCAQMD monitors air pollutants and manages and regulates air pollution standards for Orange County.

Air quality districts at non-attainment for primary pollutants—or non-compliant with particulate standards—may have to enact certain measures to bring the district back into attainment with air quality standards. This may limit the ability of NWSSB to perform certain mission activities or delay implementation of new mission requirements.

Clean Water Act

The Clean Water Act (CWA) of 1972 governs the management of water resources and addresses the control and monitoring of water pollution in the U.S. The CWA establishes the goals of eliminating the release of toxic substances and other sources of water pollution to ensure that surface waters meet high quality standards. In doing so, the CWA authorizes local governments to prevent the contamination of nearshore, underground, and surface water sources. All the agencies are required to comply with the CWA, including NWSSB, local governments, and community service districts.

Water quality is crucial to maintain adequate potable water supplies in support of the installation mission.

Department of Defense Conservation Partnering Initiative

In 2003, Congress amended Title 10 U.S.C. Sections 2684a and 2692a (P.L. 107-314), the National Defense Authorization Act, to grant authority to the Department of Defense (DoD) to partner with other federal agencies, states, local governments, and conservation-based non-governmental organizations (NGOs) to set aside lands near military bases for conservation purposes and to prevent incompatible development from encroaching on, and interfering with, military missions. This law provides an additional tool to support smart growth, conservation, and environmental stewardship for both military installations and surrounding areas, including nearby communities.

Implementation of the Conservation Partnering Initiative on land surrounding NWSSB would protect the base from incompatible development.

Endangered Species Act

The Endangered Species Act (ESA) established a program for the conservation of threatened and endangered (T&E) plants and animals and their habitats. The U.S. Fish and Wildlife Service (USFWS) and National Oceanic and Atmospheric Administration (NOAA) are the lead implementing agencies of the ESA. The ESA requires federal agencies, in consultation with the USFWS and / or the NOAA Fisheries Service, to ensure that actions they “authorize, fund, or carry out are not likely to jeopardize the continued existence of any listed species or result in the destruction or adverse modification of designated critical habitat of such species.” The law also prohibits any action that causes a taking of any listed species of endangered plant or animal.

The protection of T&E species and their habitats on and around NWSSB can affect mission capabilities and flexibility. The integration of ESA requirements into compatibility planning is critical for both existing species listings and future potential species listings.

Federal Land Policy and Management Act of 1976

The Federal Land Policy and Management Act (FLPMA) established the authority for public agencies that possess public lands to be managed and planned according to national and local interests. The law prescribes that public lands that have been identified for development shall uphold and protect scientific, scenic, historical, ecological, environmental, and other values that are unique to specific geographies. This law provides the impetus for the various resource management plans that have been developed and prepared for public agencies including the Draft South Coast Resource Management Plan (RMP) and Final Environmental Impact Statement. The South Coast RMP planning area encompasses five southern California counties, including Orange County. This plan provides the land use plan for federal land within the RMP planning area.

FLPMA is a tool to help protect certain public lands from development. Considering the large amount of publicly owned land in Orange County, integration of compatibility planning tools into federal plans can help protect NWSSB and its missions.

National Environmental Policy Act

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

All projects receiving federal funding, including military projects, require NEPA compliance and documentation. The NWSSB uses this tool to ensure full transparency regarding the proposed actions that are needed to support the mission, to assist leadership with making informed decisions, and to provide the public with an opportunity to give feedback.

National Pollutant Discharge Elimination System

Per the CWA, the National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources that discharge pollutants into U.S. waters. Point sources are discrete conveyances such as pipes or man-made ditches. According to the law, individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters.

Diminished water quality on NWSSB or within specific military mission footprints could result in facility closures and / or operational constraints to enable environmental restoration. Such closures or constraints may, in turn, limit NWSSB's ability to use certain areas for mission critical activities.

Readiness and Environmental Protection Integration

To implement the authority provided by the DoD Conservation Partnering Initiative, the DoD established the Readiness Environmental Protection Integration (REPI) program. This initiative enables DoD to work with state and local governments, NGOs, and willing landowners to limit encroachment and incompatible land use.

The REPI program enables NWSSB to accomplish environmental and encroachment prevention goals (coastal resilience, habitat restoration, water quality and supply improvement, etc.) with its conservation partners.

Safe Drinking Water Act

The Safe Drinking Water Act (SDWA) is the primary federal law that ensures the quality of drinking water in the United States. The SDWA authorizes the EPA to establish national health-based drinking water standards to protect against naturally-occurring and man-made water contaminants. The SDWA applies to every public water system in the U.S. and requires all operators to comply with the primary standards.

Clean drinking water is an operational necessity for NWSSB mission objectives.

The Sikes Act

The Sikes Act requires the DoD to develop and implement Integrated Natural Resources Management Plans (INRMPs) for military installations across the U.S. The plans are prepared in cooperation with the USFWS and State fish and wildlife agencies to ensure public and military use of natural resources is consistent with conservation needs and goals. The Sikes Act requires INRMPs to be reviewed at least every 5 years with the USFWS and the state(s) where an installation is located. The DoD Instruction 4715.3 and the Navy's Environmental and Natural Resources Program Manual (OPNAVINST 5090.1B, Change 2) guide the Navy's implementation of the Sikes Act.

The current INRMP for NWSSB was adopted in 2014 and is discussed in greater detail below.

Department of Defense Energy Siting Clearinghouse

Section 358 of the 2011 National Defense Authorization Act sanctions the study of new construction and obstructions and their effects on military installations and operations. The Energy Siting Clearinghouse coordinates the DoD's review of existing applications for energy projects. Several key elements of Section 358 include the designation of a lead organization and senior official to conduct the review of energy project applications, a specific timeframe for completing a hazard assessment associated with an application (30 days), and specific criteria for DoD objections to projects. Section 358 also stipulates the DoD must provide an annual status report to Congress. This legislation facilitates procedural certainty and a predictable process that ensures compatibility between energy development and military capability.

Naval Weapons Station Seal Beach Plans and Programs

NWSSB plans and programs provide guidance for land uses and development activities on the installation. These tools govern land use inside the fenceline or within the boundary of the military mission, or proposed military mission, footprint.

These tools provide guidance and establish measures for standard operating procedures during specific events such as flight training. There are various installation tools that are instrumental in assisting and guiding land use decisions as they interface with the military mission.

Draft Environmental Assessment for the Ammunition Pier and Turning Basin Naval Weapons Station Seal Beach (April 2017)

The April 2017 Draft Environmental Assessment (EA) for the Ammunition Pier and Turning Basin Naval Weapons Station Seal Beach is an assessment of siting alternatives for the construction of a new ammunition pier that was reviewed at the time of this project. The purpose of the EA is to determine the possible environmental impacts of building a new pier, turning basin, and associated waterfront facilities. The Navy has indicated the project is needed to accommodate the increase in Navy ships on the West Coast that is anticipated with the movement of naval forces from the Atlantic to the Pacific theatre. By 2020, approximately 60 percent of U.S. naval forces will be based in the Pacific, up from 40 percent a decade earlier.

The EA identifies three alternatives and a no action alternative and evaluates various factors, including air quality, safety, and security, to identify the alternative that will have the least impact on the environment. The Final EA is expected in early 2019.

Integrated Natural Resources Management Plan Naval Weapons Station Seal Beach, California

The NWSSB Integrated Natural Resources Management Plan (INRMP) is a long-term planning document that guides the management and use of

natural resources at NWSSB. An INRMP is required of all DoD installations that contain significant natural resources (see the Sikes Act above).

The NWSSB's most recent INRMP was adopted in January 2014 and balances natural resources management with mission needs. Key goals include:

- Managing NWSSB natural resources to ensure sustainability of all ecosystems within the installation;
- Ensuring no net loss of the capability of installation lands to support the NWSSB mission;
- Conserving and rehabilitating natural resources on military installations;
- Sustaining multipurpose use of the resources and public access to NWSSB to facilitate the use of those resources;
- Participating, as appropriate, in regional ecosystem initiatives; and
- Demonstrating conservation benefits for species listed under the Endangered Species Act.

The NWSSB INRMP also addresses specific compatibility and encroachment issues for current land uses and activities that take place at NWSSB. The NWSSB INRMP establishes management policies in order to mitigate these issues.

Naval Weapons Station Seal Beach Installation Development Plan

The Naval Weapons Station Seal Beach Installation Development Plan (IDP) addresses regional land and facility requirements from a functional perspective and provides land use recommendations. The Plan identifies and provides guidance on the overall installation mission, base goals, resources, and infrastructure. The mission statement is:

Naval Weapons Station Seal Beach and its detachments provide shore-based infrastructure support to the Navy's ordnance mission and other fleet and fleet support activities.

Naval Weapons Station Seal Beach Encroachment Action Plan

The Encroachment Action Plan (EAP) identifies encroachment issues internal to the installation. Encroachment issues due to community activities outside the installation are also identified in this report.

The current NWSSB EAP Executive Summary states:

The most significant mission compatibility concerns at NWSSB relate to real property development and other non-Navy activities within our MIA. Land uses and other issues that may not be compatible with Navy operations at NWSSB include:

- Competition for Land, Airspace or Sea Space
- Air Quality Regulations
- Urban Development
- Maritime Issues
- Endangered Species
- Transportation

The challenges that the installation faces can impede its ability to operate, ultimately jeopardizing the viability of NWSSB's mission. The Navy and its partners in the community have an opportunity to properly manage future growth and development cooperatively for the benefit of all.

State of California State of California Legislation, Plans and Programs

Assembly Bill 1108 (2002)

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

AB 1108 amends CEQA to provide military agencies with early notice of proposed projects within two miles of installations or underlying training routes and special use airspace. To obtain this information, a military installation such as NWSSB must provide local planning agencies within the critical operations areas (COA) an installation point of contact and the relevant information such as impact areas and boundaries of the installation's COAs. The local lead agency is required to give notice to military installations of any project within their boundaries, if: (1) the project includes a general plan amendment; (2) the project is of statewide, regional, and / or area-wide significance; or (3) the project is required to be referred to the Advisory Land Use Committee (ALUC) or appropriately designated body. Notification gives the military installation an opportunity to provide early input so that potential conflicts can be evaluated and addressed proactively.

California Clean Air Act

In 1988, the California General Assembly passed the California Clean Air Act (CCAA) that furthers the mission of the Federal CAA. The CCAA establishes the authority for air pollution control districts or air quality management districts to implement the necessary measures to maintain and / or restore air quality to the state air quality standards for air pollutants. Per the CCAA, district plans for areas that are in serious nonattainment must show no net

increase in emissions from new and modified stationary sources; and best available retrofit technology for existing sources.

The CCAA directly applies to the NWSSB JLUS Study Area because the area is in extreme nonattainment for ozone (O₃) and serious nonattainment for particulate matter 2.5 (PM_{2.5}).

California Coastal Act

The California Coastal Act of 1976 established provisions for guiding and regulating land uses in and around a shoreline. The Act defines goals and policies, sets the boundaries of the State's coastal zone, and provides mechanisms such as the Coastal Commission for implementing the coastal management program and managing California's coastline.

The NWWSB's mission footprint includes coastal areas, and so this Act has potential implications for operational activities.

Source: California Coastal Commission, Coastal Management Program.

Porter-Cologne Water Quality Act

Under the Porter-Cologne Water Quality Act, the State Water Resources Control Board (SWRCB) and the nine Regional Water Quality Control Boards (RWQCB) in Orange County have broad authority in regulating water quality with the goal of preserving and enhancing all beneficial uses of the state's water.

Senate Bill 1462 (2004)

SB 1462 (Chapter 906, Statutes of 2004) expands the requirement that local governments notify military installations of proposed development and planning activities. This statute states that:

prior to action by a legislative body to adopt or substantially amend a general plan, the planning agency shall refer the proposed action to the branches of the Armed Forces when the proposed project is located within

1,000 feet of a military installation, beneath a low-level flight path, or within Special Use Airspace (SUA)....

The purpose of SB 1462 is to require public agencies to provide a complete copy of a development application of any proposed development located within 1,000 feet of a NWSSB. It authorizes the US Navy to request consultation to avoid potential conflict and to discuss alternatives, mitigation measures, and the effects of the proposed project on NWSSB. SB 1462 also requires NWSSB review of proposed actions that potentially impact the installation's operations and missions. This allows NWSSB the opportunity to comment on nearby proposed development and express any concerns with potential impacts on the installation.

Senate Bill 1468 (2002)

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

"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.

Local governments in the JLUS Study Area are not currently required by law, however, to incorporate the SB 1468 military compatibility guidance in their general plans. The bill specifies that if a funding agreement is reached between local jurisdiction and NWSSB to support these efforts, the inclusion of military compatibility issues in a general plan will become mandatory.

California Advisory Handbook for Community and Military Compatibility Planning

The requirement for a compatibility handbook was reflected in Government Code §65040.9, which directed the OPR to prepare “an advisory planning handbook for use by local officials, planners, and builders that explains how to reduce land use conflicts between the effects of civilian development and military readiness activities...”.

The Handbook was updated in 2106 and designed to serve as a resource to help develop processes and plans that would sustain local economies, safeguard military readiness, and protect the health and safety of residents living near military bases. The handbook is a useful tool for development of the NWSSB JLUS as it describes in detail the different compatibility issues that should be explored and the types of compatibility tools available to address these identified issues.

California Coastal Management Program

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

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

These three agencies are responsible for the management, protection, restoration, and enhancement of the California coastal resources of various segments of the coastline. These agencies carry out these responsibilities through a variety of actions including planning, permitting, and non-regulatory measures.

Specifically, the California Coastal Commission manages development along the California coast, except in the San Francisco Bay Area which is managed by the San Francisco Bay Conservation and Development Commission. The California Coastal Conservancy purchases, protects, restores, and enhances coastal resources and provides access to the shore. The Coastal Program is governed primarily by the California Coastal Act, McAteer-Petris Act, and Suisan Marsh Preservation Act. The California Coastal Commission's planning area or coastal zone extends 1,000 yards or slightly more than half a mile inland from the mean high tide line. However in significant coastal estuary and recreational areas, the coastal zone can extend inland to the first major ridgeline or five miles from the mean high tide line, whichever is less. The coastal zone extends less than 1,000 yards or slightly less than half a mile in developed urban areas. For federal consistency, the Coastal Commission reviews activities that affect the coastal zone, regardless of their location.

California Endangered Species Act

The California Endangered Species Act (CESA) protects and preserves sensitive native species and their habitats. CESA allows for an incidental take of a listed endangered species or its habitat to a lawful development project. CESA is based in the foundations of early consultation to avoid adverse impacts to such species and their habitat and to develop mitigation

planning in projects that will allow for the recovery of endangered species and essential habitats.

The CESA can limit NWSSB from conducting or introducing certain missions if an endangered species is present on base and requires extensive management measures.

California Military Land Use Compatibility Analyst

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

County and Municipal Plans and Programs

Local Jurisdictions – General Plans

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

Local Jurisdictions – Zoning

The zoning ordinance (also referred to as a zoning or development code) is used to regulate the types of land use within a jurisdiction. The zoning ordinance is the principal tool used to implement the general plan. While

the general plan provides broad policy direction on land use, the zoning ordinance provides the specific rules under which land can be developed and used. This includes standards for building setbacks, height restrictions, lot coverage, and design requirements. Adoption of the zoning ordinance, zoning changes, or amendments requires review at a public hearing.

Local Jurisdictions – Subdivision Regulations

Subdivision regulations control the division of property and detail the location of individual parcels/lots, road rights-of-way, and easements. Local jurisdictions will typically have a subdivision ordinance that guides the review and approval of new subdivisions based on the State’s Subdivision Map Act (commencing at Government Code section 66410). Basically, there are two types of subdivisions: parcel maps, which are limited to divisions resulting in fewer than five lots (with certain exceptions); and subdivision maps/tract maps, which create five or more lots.

Local Jurisdictions – Building Codes

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

City of Seal Beach

The 2003 City of Seal Beach General Plan is the policy guide that is used in determining the appropriate physical development and character of the City. The General Plan was designed to preserve and enhance the small-town rural character of the city, while understanding and providing an opportunity for balancing land use to become a self-sufficient community.

The General Plan addresses the following elements: land use, circulation, open space / recreation / conservation, safety, housing, noise, cultural resources, and growth management. Goals, programs, objectives, and policies pertaining to NWSSB are included in the Land Use Element.

The Land Use Element is divided into five Planning Areas that are based on the character and specific land uses that the planning area possesses. Planning Area 5 is the area that contains the goals and policies related to NWSSB.

The goals and policies identified that help NWSSB include the following:

- *Support the Station's mission by providing needed facilities that will allow for future expansion requirements. Priority should be given to those functions most directly related to the Station's primary mission.*
- *Establish a logical and functional land use plan that maximizes the utilization of real estate, improves installation efficiency, promotes land use compatibility, and permits future expansion.*
- *Consult in the development of each site in a way that is compatible with the surrounding community and that recognizes all natural and man-made constraints.*
- *Anticipate encroachment pressure before events occur and that may compromise mission effectiveness.*

The City of Seal Beach Zoning Code provides the regulations that implement the policies and guidance established in the city's General Plan. The city's Zoning Code has the following zoning districts:

- Residential Districts
- Commercial and Mixed-use Districts
- Light Manufacturing and Oil Extraction Districts
- Public and Semi-public Facilities Districts
- Open Space, Parks, and Recreation Districts

Zoning around NWSSB is primarily residential with some manufacturing and commercial. NWSSB is identified as military land use on the zoning map.

The City of Seal Beach last amended their Subdivision Regulations in 2008. The Seal Beach City Council has authority to enforce standards through regulation over requests for development or redevelopment of land subdivisions. This coordination assures that development within the city is orderly, healthful, efficient and economical.

A review of the subdivision regulations has identified the following concerns related to military compatibility:

- The subdivision regulations do not include provisions for lighting standards;
- The subdivision regulations do not include notification of military personnel.

The City of Seal Beach has adopted the California Building Standards Code for building, residential, electrical, mechanical, plumbing, pool and spa, and fire.

City of Long Beach

The City of Long Beach General Plan is the policy document that guides the city's development in an orderly pattern. While the Plan was originally adopted in 1973, there have been several updates of elements in recent years including the most recent Land Use Element update in February 2017. The General Plan addresses the following elements: Historic preservation, open space, housing, air quality, mobility, land use, seismic safety, local coastal program, noise, public safety, conservation, and scenic routes. There are no goals, policies, or objectives in the Plan that promote military compatibility planning or coordination; however, it is worth noting that NWSSB is not located within nor is it adjacent to the city limits.

The City of Long Beach Zoning Code provides the regulations that implement the policies and guidance established in the city's General Plan. Zoning districts categories include:

- Residential
- Commercial
- Industrial
- Institutional
- Parks

The City of Long Beach adopted their Subdivision Regulations in 1983. The Long Beach City Council has authority to enforce standards through regulation over requests for development or redevelopment of land subdivisions. This coordination assures that development within the city is orderly, healthful, efficient and economical.

A review of the subdivision regulations has identified the following concerns related to military compatibility:

- The subdivision regulations do not include provisions for lighting standards;
- The subdivision regulations do not include notification of military personnel.

The City of Long Beach has adopted the 2017 California Building Standards Code (BSC). The California BSC contains 12 codes for the various elements of buildings. The 12 codes are:

- Part 1 California Administrative Code,
- Part 2 California Building Code,
- Part 2.5 California Residential Code,
- Part 3 California Electrical Code,
- Part 4 California Mechanical Code,
- Part 5 California Plumbing Code,
- Part 6 California Energy Code,
- Part 7 (Currently Vacant),

- Part 8 California Historical Building Code,
- Part 9 California Fire Code,
- Part 10 California Existing Building Code,
- Part 11 California Green Building Standards Code, and
- Part 12 California Reference Standards Code.

Orange County

The 2005 Orange County General Plan is the blueprint for growth for the unincorporated areas within the county. The Plan has been updated several times in the past 12 years due to the dramatic changes and growth of the county. The County Plan provides the guidance for the unincorporated county areas, which are mostly located in the southernmost portion of the county with some “islands” of unincorporated areas spread throughout the northern and central portion of the county.

The General Plan addresses the following elements: land use, transportation, public services and facilities, resources, recreation, noise, safety, housing, and growth management. There are no goals, policies, or objectives in the Plan that promote military compatibility guidance. However, the Plan recognizes the military, in general, through the provision of a transportation network including roadways and airports and airspace. While the Land Use Element was last updated in 2015 and the Transportation Element was last updated in 2012, there are no policies that formalize the provision of the transportation network needed and utilized by NWSSB.

The Orange County Zoning ordinances include districts in the unincorporated areas of the County:

- Agriculture
- Commercial
- Employment
- Open Space
- Residential

Orange County last amended their Subdivision Regulations in 2015. The Orange County Board of Supervisors has authority to enforce standards through regulation over requests for development or redevelopment of land subdivisions, in order to assure that development within the city is orderly, healthful, efficient and economical.

A review of the subdivision regulations has identified the following concerns related to military compatibility:

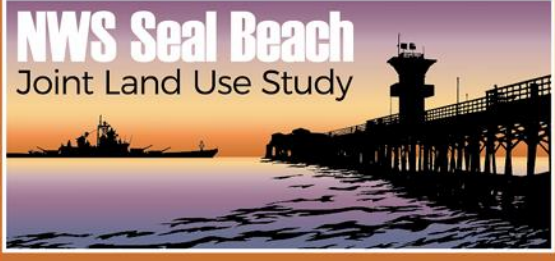
- The subdivision regulations do not include notification of military personnel, and
- The subdivision regulations do not include noise or air safety disclosure related to military operations and training.

Orange County has adopted the following building codes at the dates indicated in the statement.

- Building Code – California Building Code 2016, California Residential Code 2013, Energy Code- California Energy Code 2016 and California Green Building Standards Code 2016, Adopted and amended by Ordinance No. 16-018 on November 22, 2016
- Plumbing Code - CPC 2016 Adopted and amended by Ordinance No. 16-019 on December 17, 2013.

- Mechanical Code – California Mechanical Code 2016 Adopted and amended by Ordinance No. 16-020 on December 17, 2013.
- Electrical Code – California Electrical Code 2016 Adopted and amended by Ordinance No. 16-021 on December 17, 2013.
- Fire Code – California Fire Code 2016 Adopted and amended by Ordinance No. 16-022 on December 17, 2013.
- Beginning on January 1, 2017*, OC Development Services, Building and Grading Plan Check section is required by State law to enforce the 2016 Edition of California Building Standards Codes (a.k.a., Title 24 of the California Codes of Regulations). All permit applications submitted on or after January 1, 2017, will be required to meet these new 2016 CA Building Standards Codes.

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Compatibility Assessment

5

Identification of Compatibility Issues

Compatibility, in relation to military readiness, can be defined as the balance or compromise between community needs and interests and military needs and interests. The goal of compatibility planning is to promote an environment where both community and military entities communicate, coordinate, and implement mutually supportive actions that allow both to achieve their respective objectives. A number of factors can be evaluated to determine whether community and military plans, programs, and activities are compatible or in conflict. For this Joint Land Use Study (JLUS), 25 compatibility factors were used to identify compatibility issues at NWSSB and potential strategies for avoiding or mitigating compatibility related conflicts with current and future land uses.

COMPATIBILITY FACTORS

AQ	Air Quality	LU	Land Use
AT	Anti-Terrorism / Force Protection	LEG	Legislative Initiatives
BIO	Biological Resources	LG	Light and Glare
COM	Coordination / Communication	MAR	Marine Environments
CR	Cultural Resources	NOI	Noise
DSS	Dust / Smoke / Steam	PS	Public Services
ED	Energy Development	PT	Public Trespassing
FSC	Frequency Spectrum Capacity	RC	Roadway Capacity
FSI	Frequency Spectrum Impedance / Interference	SA	Safety Zones
HA	Housing Availability	SNR	Scarce Natural Resources
IE	Infrastructure Extensions	VO	Vertical Obstructions
LAS	Land / Air / Sea Spaces	V	Vibration
		WQQ	Water Quality / Quantity

Methodology and Evaluation

The methodology for the Naval Weapons Station Seal Beach JLUS consisted of a comprehensive and inclusive discovery process to identify stakeholder issues associated with the 25 compatibility factors. At the initial Policy Committee (PC) and Technical Committee (TC) meetings and public workshop, stakeholders were asked to identify the location and type of issues relating to the compatibility factors that they thought existed today or could exist in the future. As a part of the evaluation phase, the PC, TC, and the public examined and prioritized the compatibility issues identified. Other factors and associated issues were analyzed based on available

information and similarity with other community JLUS experiences around the country.

Of the 25 standard compatibility factors, the were determined inapplicable to the NWSSB JLUS Study Area:

- | | |
|----------------------------|----------------------------|
| ■ Cultural Resources | ■ Marine Environments |
| ■ Frequency Spectrum | ■ Scarce Natural Resources |
| ■ Interference / Impedance | ■ Vertical Obstructions |
| ■ Legislative Initiatives | ■ Vibration |
| ■ Light and Glare | |

Compatibility issues relating to the remaining 16 factors were identified in the NWSSB JLUS Study Area and are reviewed below.

Air Quality

Air quality is defined in terms of six air pollutants that are regulated at the federal and state level. For compatibility, the primary concerns are pollutants that limit visibility, such as particulates, ozone, etc., and potential non-attainment of air quality standards that may limit future changes in operations at the installation or in the area. The following compatibility issue relating to air quality was identified:

- **There is a Concern about Air Quality in the JLUS Study Area Limiting Mission Operations and / or Community Activities.** The JLUS Study Area within the South Coast Air Basin is in extreme nonattainment for ozone (O₃), serious nonattainment for particulate matter 2.5 (PM_{2.5}), and a maintenance condition for carbon monoxide (CO), nitrogen dioxide (NO₂), and particulate matter 10 (PM₁₀). These air pollutant classifications have the potential to limit both military operations and community activities, including construction and transportation operations.

Antiterrorism / Force Protection

Antiterrorism / Force Protection (AT / FP) relates to the vulnerability of personnel, facilities, and information on an installation to outside threats. Security concerns, including trespassing, can present immediate compatibility concerns for installations. Due to current world conditions and recent events, military installations are required to meet more restrictive standards to address AT / FP issues. These standards include increased security checks at installation gates and physical changes that enhance security (e.g., gates, entry designs). The following Antiterrorism / Force Protection compatibility issues were identified in the NWSSB Study Area:

- **There is an Opportunity to Partner with the Community to Ensure Continued Use of the Installation for Parking when the City Has Public Events.** The Navy has allowed the parking of cars on the installation during the city's public events throughout the year. Increased security requirements may mean changing the procedures to ensure that the shared service can continue while meeting security requirements.
- **Security Procedures Related to Civilian Access and Proximity to NWSSB Mission-Critical Resources.** The existing NWS Seal Beach wharf in Anaheim Bay is adjacent to the only civilian public navigational channel between Huntington Harbour and the ocean.
- **Security Concern Related to Potential Surveillance Vantage Points Outside NWSSB.** Specific examples for why this particular challenge is important to address includes a recent experience where encroachment from the construction of a 4-story building overlooking gate operations and the filming of an emergency response exercise from a helicopter had occurred. City planners do not anticipate any changes in development or zoning currently surrounding the Station. Residential zoning has a height restriction of 25 feet (2 stories), which prohibits residents from building a third story addition on their lots. This zoning provision has been in effect since 1974. Therefore, there is very little likelihood that taller, more densely occupied buildings will be constructed near the Station. The usage of recreational drones, or unmanned aerial vehicles,

can create opportunities for views into the installation from outside the fence line or through unauthorized overflight.

Biological Resources

Biological resources include federal and state listed species (threatened and endangered species) and the habitats they live in or otherwise use.

Biological resources may also include areas such as wetlands and migratory corridors that are critical to the overall ecosystem. The presence of these resources may require special development considerations and should be evaluated early in the planning process. The following Biological Resources issues were identified in the NWSSB JLUS Study Area:

- **Potential Seal Beach Wildlife Refuge Impacts due to Military Mission Operations, Expansion, or Construction Activities.** There is a potential for military mission operations, expansion or construction activities impacting the biological resources that occur in the Seal Beach Wildlife Refuge, which is located on the installation.
- **Concern with Coyote Population in and Around Seal Beach Community Including NWSSB.** Coyote activity in and around the City of Seal Beach is causing safety concerns among residents.

Coordination / Communication

Interagency communication serves the general welfare by supporting a more comprehensive planning process that includes all affected stakeholders. Interagency coordination also seeks to develop and include in local planning documents policies that are mutually beneficial for local communities and the military. The following issues that relate to Coordination / Communication were identified:

- **There is a Need for Enhanced Engagement for Sharing Information Regarding Future Changes to the NWSSB Mission.** Future changes to the NWSSB mission creates potential engagement opportunities for coordinating and partnering with jurisdictions and organizations to educate the public. There is an opportunity for outreach to enhance

communication between City staff and the public which could dispel perceptions that changes in operations at NWSSB could bring larger ships for a prolonged amount of time that would further disrupt the water viewshed.

Dust / Smoke / Steam

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

- **NWSSB Out-Leases Over 2,000 Acres of Property in the Safety Buffer Zone for Agricultural Uses, Which has the Potential to Generate Fugitive Dust.** NWSSB out-leases over 2,000 acres of property in the safety buffer zone for agricultural uses.

Energy Development

Development of energy sources, including alternative energy sources (such as solar and wind) could pose compatibility issues related to glare (solar energy), or vertical obstruction (wind generation), or frequency interference. The following Energy Development issue was identified:

- **Energy Development Coordination.** There are no formal procedures for coordinated alternative energy development proposals with the DoD and NWSSB.

Frequency Spectrum Capacity

Frequency spectrum refers to the range of electromagnetic waves capable of carrying signals for point-to-point wireless communications. In a defined area, the frequency spectrum is limited and increasing demand for frequency bandwidth from commercial applications such as cellular phones, computer networking, GPS units, and mobile radios, is in direct competition

with the capacity necessary for maintaining existing and future missions and communications on installations. The following compatibility issue relating to Frequency Spectrum Capacity was identified in the Study Area:

- **Potential for Cell Towers to Impact Frequency.** Cell tower permits have been trending upwards in the City of Seal Beach, leading to increased cell tower development in the public right-of-way. This has the potential to lead to frequency conflict or competition.

Housing Availability

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

- **Limited Housing Inventory in Seal Beach and Surrounding Communities.** In Seal Beach and surrounding communities, there is a lack of moderate-to-low income housing that would support military personnel and civilians, which may be an impediment to retaining and attracting personnel, and thus, affect the mission.

Infrastructure Extensions

Infrastructure refers to public facilities and services such as potable water conveyances, sewers, electric facilities, and roadways that are necessary to support community development (existing and proposed). The following Infrastructure Extensions issues were identified:

- **Opportunity to Codify Early (Prior to Environmental Review) Coordination Between the Navy and the City of Seal Beach Regarding Infrastructure Extensions.** The City of Seal Beach provides the installation with utilities and as such should be included in the Navy's long-range plans for expanding infrastructure. However, there is an opportunity (prior to environmental review) to formalize coordination between the Navy and

the city, which can prevent delays in executing certain mission infrastructure expansion.

Land / Air / Sea Space Competition

The military manages or uses land, air, and sea space for testing, training, and operational missions. These resources must be available and of a sufficient size, cohesiveness, and quality to accommodate effective training and testing. However, military and civilian air and sea operations can compete for limited air and sea space, especially when their respective use areas are in close proximity to each other. Ultimately, the competition for these shared resources can impact future growth in operations for all users. The following Land / Air / Sea Spaces issues were identified:

- **Use of Marina and Waterways for Military Operations and Recreational Activities.** The Cities of Seal Beach and Long Beach have abundant natural seaside resources for the community including providing waterways for military operations and resources for water-related recreational activities, e.g. surfing.
- **Opportunity to Partner with NWSSB.** NWSSB can leverage its size to partner with neighboring communities. A recent example is the community pool agreement with the City of Seal Beach.
- **Proposed Class IV Bike Track Along the South Side of Pacific Coast Highway.** Possibly an encroachment concern of incompatible design if not coordinated with NWSSB.
- **Operational Concerns Related to Close Proximity of Mission to National Wildlife Area.** There is concern that there is potential for reduced operational capacity at the Small Arms Range due to the proximity of a refuge viewing area.
- **Changes in the Long Beach Breakwater Would Impact Mission Requirements.** A feasibility study currently underway considers alternatives that would modify the Long Beach Breakwater. Modification to the breakwater would increase wave action, impacting the Navy's ability to transfer ordnance at the anchorage.

- **Offshore Oil Development May Impact Navy.** The U.S. Secretary of the Interior has announced a plan for the exploration of oil and gas. There is concern that the exploration of oil and gas could lead to offshore development.

Land Use

The basis of land use planning and regulation relates to the government's role in protecting the public's health, safety, and welfare. Local jurisdictions' comprehensive plans, land use plans and zoning ordinances can be the most effective tools for preventing or resolving land use compatibility issues. These tools ensure the separation of land uses that differ significantly in character. For instance, industrial uses are often separated from residential uses to avoid impacts from noise, odors, lighting. The following Land Use issues were identified:

- **Potential Future Concern About Compatibility of Nearby Future Land Uses.** There is a potential future concern about the compatibility of land uses, especially near the wharf area. There is a safety element associated with this mission requirement, and as such is required to have land free and clear of safety hazards to facilitate the safe storage, logistics, and transport of munitions.
- **There is an Opportunity to Codify Military Compatibility Guidance in the City of Seal Beach Planning Documents.** The City of Seal Beach General Plan and Zoning Ordinance do not include military compatibility guidance as required by state law, but there is an opportunity to include such guidance when these planning documents are updated.

Noise

Sound that reaches unwanted levels is referred to as noise. The central issue with noise is the impact, or perceived impact, it has on people, animals (wild and domestic), and general land use compatibility. Exposure to high noise levels can have a significant impact on human activity, health, and safety.

The decibel (dB) scale is used to quantify sound intensity. To understand the relevance of decibels, a normal conversation often occurs at 60 dB, while an ambulance siren approximately 100 feet away is about 100 dB. Noise associated with military operations (arrival / departure of military aircraft, firing of weapons, etc.) may create noises in higher dB ranges. The following Noise issues were identified:

- **Residential Concern with Noise from Joint Force Training Base Los Alamitos.** Noise generated from aviation operations at Joint Force Training Base Los Alamitos are often attributed to the operations at NWSSB.
- **Concern with Noise Generated Near Liberty Gate on Seal Beach Boulevard from Pick Ups.** The installation gate known as Liberty Gate, located closest to the wharf, exits onto Seal Beach Boulevard, which is a residential street near the Downtown area. There are concerns from residents in the area that noise is generated from rideshare services, and sometimes family or friends of sailors who wait for them by parking along the street in front of nearby homes.

Public Services

Public services concerns include the assurance that adequate services such as police, fire, emergency services, parks and recreation, and water / wastewater / stormwater infrastructure are of good enough quality and quantity to support the installation and surrounding communities as the area develops. The supply and demand of these public services in the event of emergency situations is also relevant. The following Public Service issue was identified:

- **Concern about Beach Erosion.** There is a concern about costs associated with continued beach erosion of the City of Seal Beach's East Beach and Surfside Beach. Regular replenishment of sand (approximately every five years) is required at East Beach at great expense to the City. Previous efforts to resolve the issue with construction of a groin have been unsuccessful.

Public Trespassing

This factor addresses public trespassing, either intentional or unintentional, onto a military installation. The potential for trespassing increases when public use areas are in close proximity to the installation. The following Public Trespassing issues were identified:

- **Concerns about Public Trespassing on NWSSB.** There is concern that public trespassing can occur on NWSSB through the fence line and in the channels.

Roadway Capacity

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

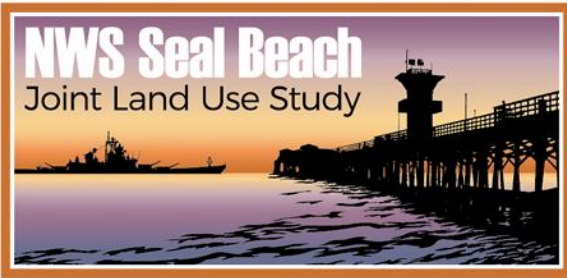
- **I-405 Improvement Project.** There is pressure from outside entities to utilize Navy land that may appear underutilized. A recent example of this occurred with the I-405 improvement project, which is currently in construction. During the project development, it was determined that the freeway expansion would require an underground high-pressure gas pipelines to be relocated on to adjacent Navy property.
- **Alternative Concepts for Improving Pacific Coast Highway.** The Corridor Study for the Pacific Coast Highway Between Avenida Pico and Los Angeles County Line by Orange County Transportation Authority (OCTA) identified six key issues and developed five transportation alternative concepts for improving Pacific Coast Highway.
- **Traffic Congestion along Westminster Boulevard.** Accidents that occur in the community can cause traffic to be rerouted, which affects congestion throughout the region particularly on Westminster Boulevard. For example, when accidents occur on I-405, traffic is rerouted to Westminster Boulevard. Delays in traffic have the potential to impact readiness at NWSSB.

- **Traffic Generation on Seal Beach Boulevard.** Operations at NWSSB can create truck traffic, due to deliveries, from Seal Beach Boulevard to Westminster Boulevard.
- **Regional Impacts Due to Traffic Rerouting.** Accidents that occur in the community can cause traffic to be rerouted, which affects congestion throughout the region. For example, when accidents occur on I-405, traffic is rerouted to Westminster Boulevard. Delays in traffic have the potential to impact readiness at NWSSB.

Safety

Safety zones are areas in which land use and population density allowances should be more restrictive due to the higher risks to public safety that characterize these zones. Issues to consider include aircraft accident potential zones, weapons explosive safety zones (munitions operations or explosive safety quantity distance for storage). The following Safety issue was identified:

- **Concern over errant vehicles travelling at high speed disregarding traffic lights at Kitts Highway and Westminster Boulevard.** There is concern about vehicles travelling on Westminster Boulevard disregarding a red or yellow traffic light at Kitts Highway and colliding with Navy trucks transiting through the intersection.



Implementation Plan

6

Implementation Plan

This chapter identifies and organizes the recommended courses of action, or strategies, for addressing specific compatibility issues. The recommendations were developed through a collaborative effort between representatives of local jurisdictions, Naval Weapons Station Seal Beach, state and federal agencies, and local organizations, as well as members of the public and other stakeholders that own or manage land or resources in the region. Because the NWSSB Joint Land Use Study is the result of a collaborative planning process, the strategies constitute a true consensus and a realistic and coordinated approach to compatibility planning.

The JLUS strategies incorporate a variety of actions that advance compatible land use and resource planning. Upon implementation, existing and potential compatibility issues arising from the civilian / military interface can be avoided or significantly reduced. *The recommended strategies function as the heart of the JLUS report and are the culmination of the planning process.*

Each of the JLUS strategies that are included in this chapter are meant to address specific compatibility issues that are described in greater detail in Chapter 5 of the NWSSB JLUS Background Report. The issues are included before each set of strategies as a point of reference to what the strategies are addressing. The issue and related strategy identification numbers used in this chapter also correspond to identification those used in Chapter 5 of the Background Report for easy reference.

Integral to the successful implementation of strategies is the establishment of a JLUS Implementation Coordination Committee (see Strategy COM-1A) to oversee the execution of the JLUS. Through this committee, local jurisdictions, NWSSB, and other stakeholders can sustain their collaborative efforts and adjust strategies over time to ensure the JLUS continues to provide realistic implementation strategies and guide the resolution of compatibility issues into the future.

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

Implementation Plan Guidelines

A vital component of a successful plan is balancing the different needs of all stakeholders who are involved in the JLUS process. To produce a balanced plan, several guidelines were used as the basis for strategy development. These guidelines included:

- Recommended strategies must not result in the taking of property values, as defined by state law.
- In some cases, the recommended strategies can only be implemented with new enabling legislation.
- To minimize regulation, many of the strategies are only recommended for the specific geographic area where the issue they address occurs (e.g. within the noise contours), instead of recommended for the whole JLUS Study Area.
- Like other planning processes that include numerous stakeholders, the challenge is to create a solution or strategy that meets the needs of all parties. In lieu of eliminating strategies that do not have 100 percent buy-in from all stakeholders, it was determined that the solution / strategy may result in the creation of multiple strategies that address the same issue but tailored to individual circumstances.
- Since this JLUS is meant to be a “living document” and state and federal regulations are subject to change, the implementing jurisdiction or party should ensure there are no conflicts between the strategy and existing state or federal laws before adopting any given strategy in the Implementation Plan.

Military Compatibility Areas

In compatibility planning, the generic term “Military Compatibility Area” (MCA) formally designates a geographic area where military operations may impact local communities, and conversely, where local activities may affect the military’s ability to carry out its mission(s). An MCA should:

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

The MCAs are geographic areas where specific types of recommended JLUS strategies apply. As a planning technique, the MCAs ensure that strategies are applied in appropriate areas and that locations that do not have a specific compatibility issue are not adversely impacted by regulations inappropriate for their location or circumstance.

The Military Compatibility Area Overlay District (MCAOD) is a zoning district that also ensures JLUS strategies are applied in appropriate areas, while other locations are not adversely impacted by regulations or policies that do not apply. The MCAOD encompasses all the MCAs and its geographic boundary is defined by the combination of the MCA boundaries. The MCAOD should be used by local jurisdictions to address ways to prevent or mitigate compatibility issues. Each jurisdiction’s MCAOD boundary is determined by the largest geographic boundary of all the MCAs that fall within their jurisdiction. The NWSSB MCAOD is depicted on Figure 4 and includes two smaller MCAs: an operational MCA and a notification MCA.

These MCAs are shown on Figures 5 through 6 and are discussed in the following sections.

Figure 4

Military Compatibility Area Overlay District

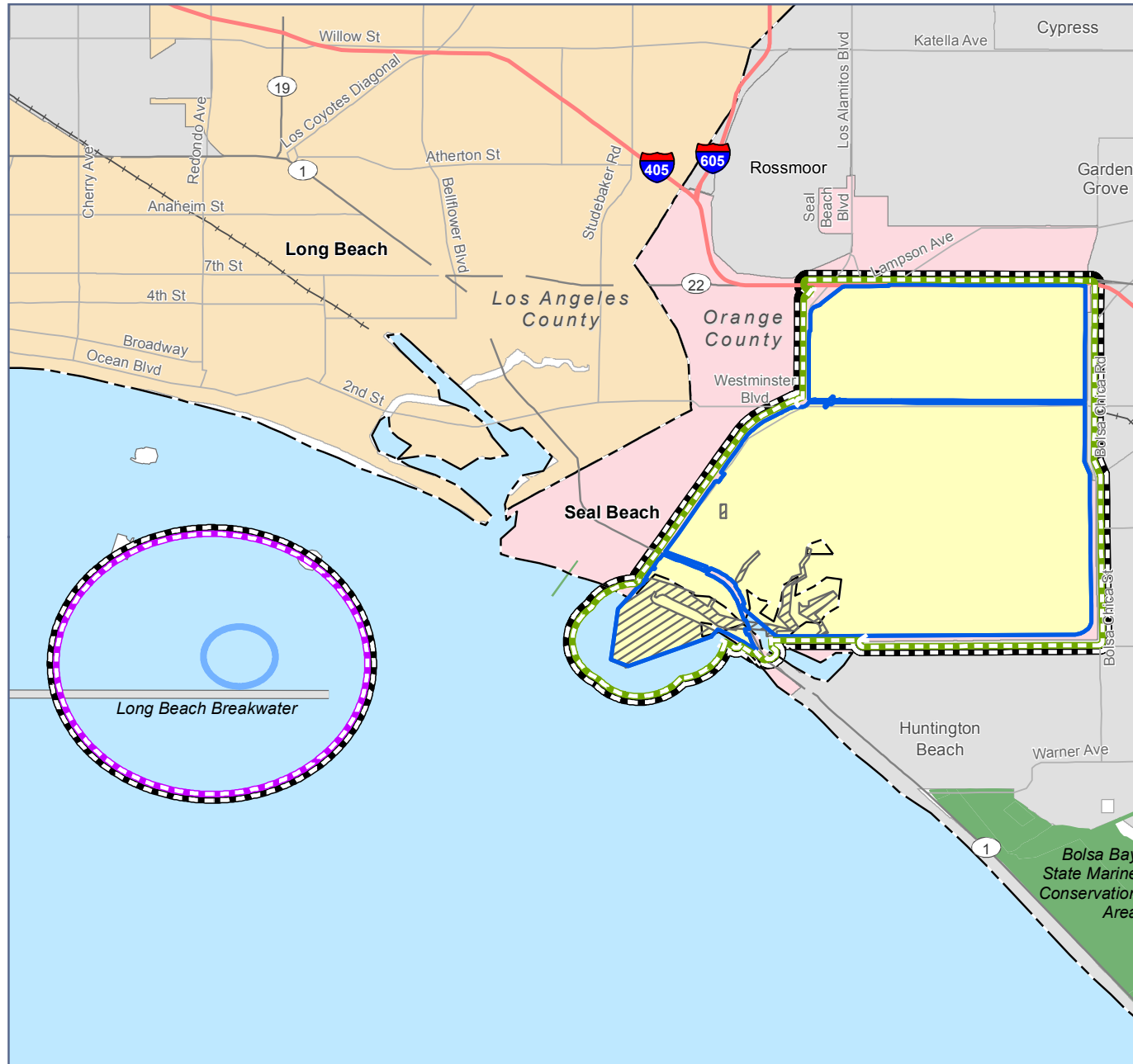
Legend

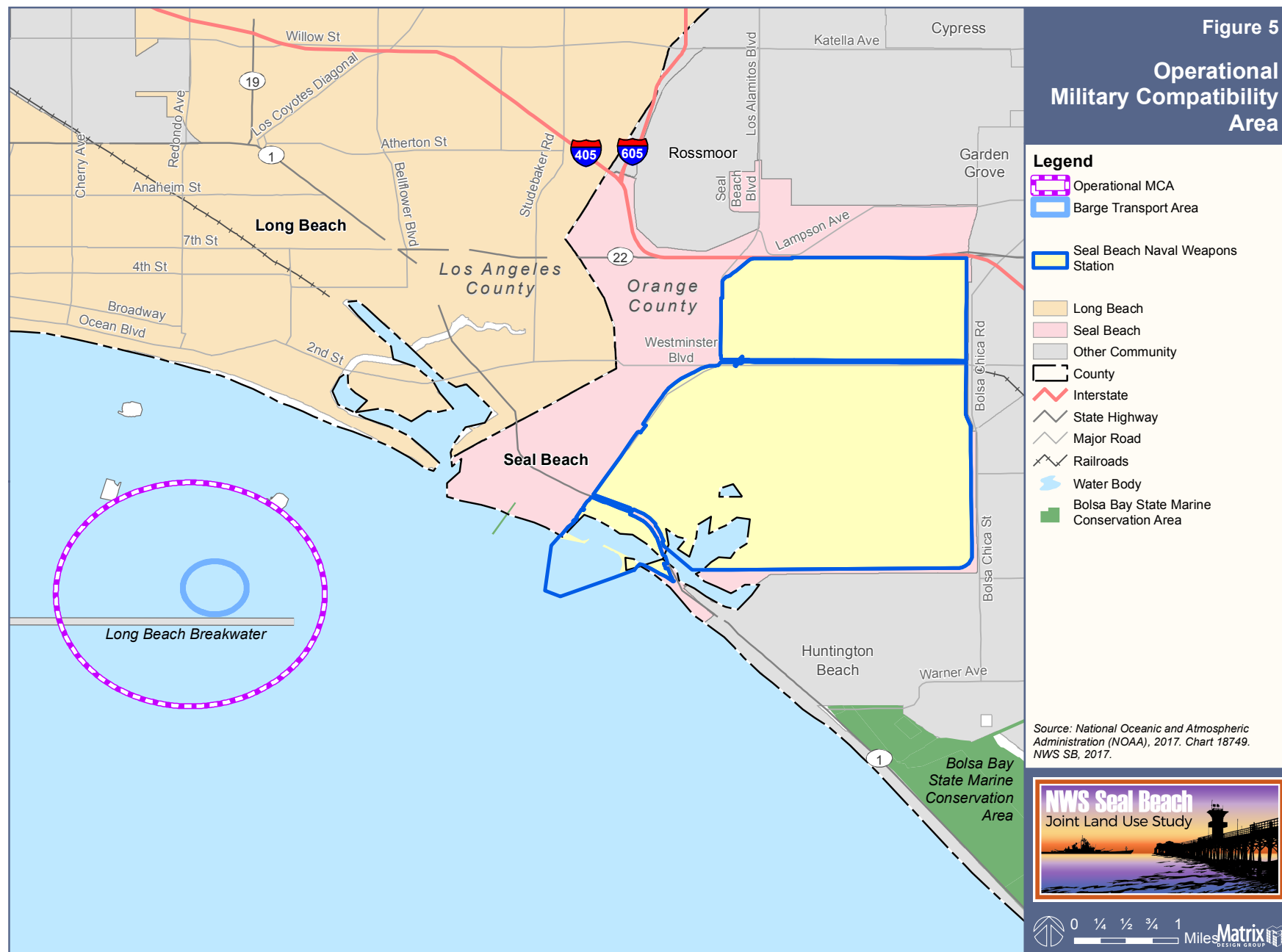
- MCAOD
- Land Notification MCA
- Sea Operational MCA
- Seal Beach Naval Weapons Station
- Barge Transport Area
- Additional Area Controlled By NWS Seal Beach
- Long Beach
- Seal Beach
- Other Community
- County
- Interstate
- State Highway
- Major Road
- Railroads
- Water Body
- Bolsa Bay State Marine Conservation Area

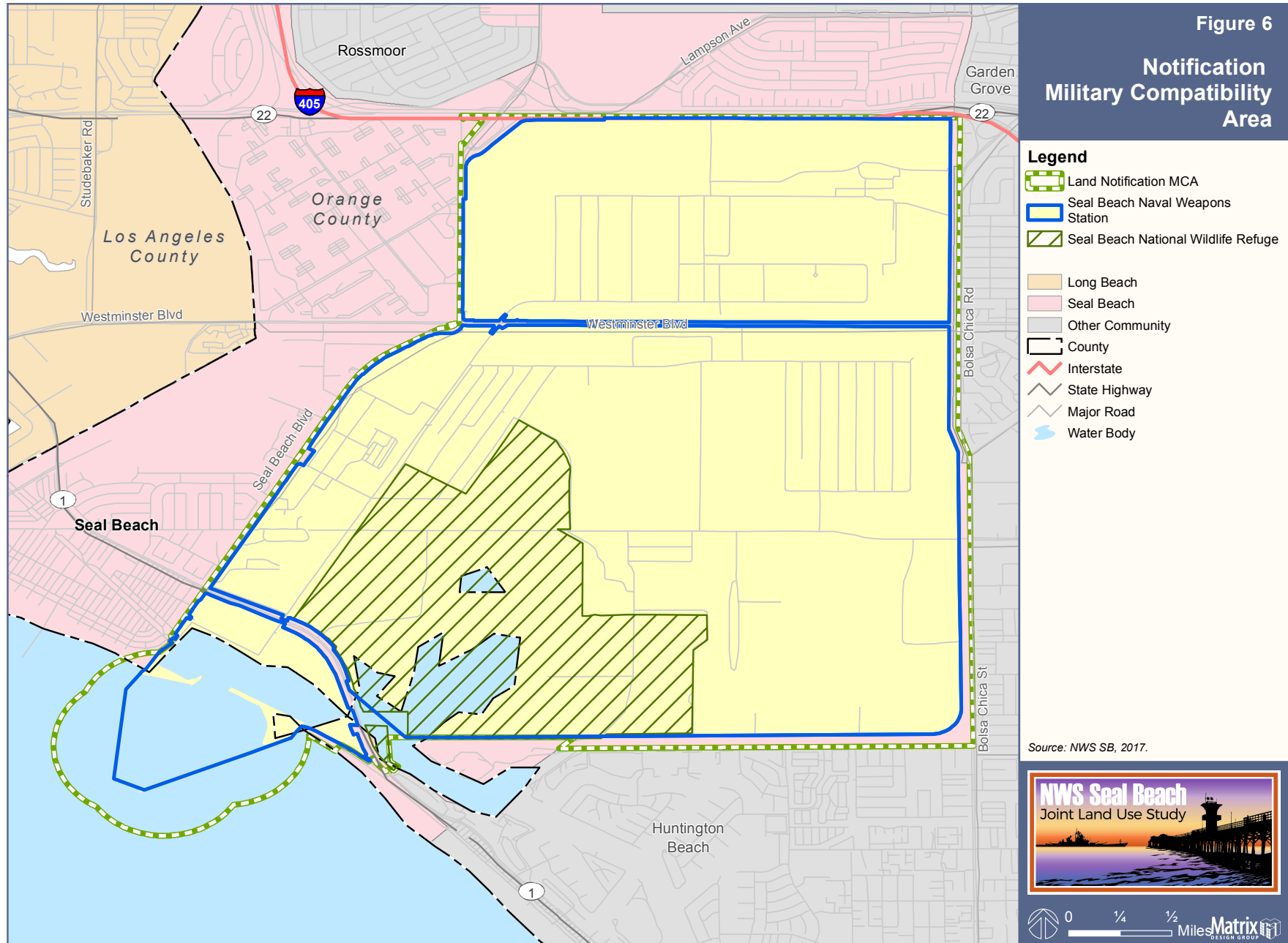
Source: National Oceanic and Atmospheric Administration (NOAA), 2017. Chart 18749. NWS SB, 2017.



0 1/4 1/2 3/4 1 Miles Matrix DESIGN GROUP







Operational MCA

The Operational Military Compatibility Area (MCA) is a marine-based area where any future development and/or uncoordinated activities (i.e. alternative energy, recreational activities) may impede NWSSB operational requirements.

Notification MCA

- The Notification Military Compatibility Area (MCA) is a land-based area where increased coordination and communication may be required to ensure future activities do not unintentionally impact NWSSB activities or impede community economic development.

How to Read the Implementation Plan

The strategies that comprise the implementation plan address the issues that were identified while preparing the JLUS. The purpose of each strategy is to:

- Avoid future actions, operations, or approvals that would cause a compatibility issue;
- Eliminate an existing compatibility issue;
- Reduce the adversity of an existing issue; and / or
- Provide for on-going communications and collaboration.

In an effort to list and describe the strategies in an efficient manner, they are presented in a table format in which identified issues are listed first, followed by the recommended strategy for addressing it. The identified issues and strategies are organized in terms of the general compatibility factor with which they are associated. The following paragraphs explain how to read the information that is presented for each strategy.

Issue / Strategy ID Number. Each strategy is assigned a unique identifier (i.e., COM 1A, COM-1B, COM-1C, etc.) to provide an easy reference. A Strategy

ID is composed of the Compatibility Issue to which it applies (i.e. “COM” for Communications / Coordination strategies) and a sequential number.

Geographic Area. The geographic area identifies the area in which a given strategy can be appropriately applied. Some of the strategies are designated as “General” if they are not limited to a specific location; some are designated as “Study Area,” if they apply to across the entire Study Area or a specific geography within the Study Area; some are designated as “MCAOD” if they apply to the entire MCAOD for the JLUS Study Area, while others may apply to a specific MCA.

Strategy. Each strategy has been given a descriptive title that is highlighted in bold type. Each descriptive title is followed by a more detailed explanation of the recommended action.

Timeline. The timeline is an estimate of when the initiation of a strategy is anticipated:

Short-Term Strategy to be initiated within 1-2 years following JLUS completion.

Mid-Term Strategy to be initiated within 3-4 years following JLUS completion.

Long-Term Strategy to be initiated in 5 or more years following JLUS completion.

On-Going Strategy will be needed on a continuous, intermittent, or as needed basis.

Responsible Partner. At the right end of the strategy table are a set of columns labelled with the names or acronyms of each jurisdiction, military entity, agency, and organization with responsibilities in implementing the JLUS strategies. A column is also labelled “Other.”

If an entity has responsibility relative to implementing a strategy, a mark is shown under their name. A solid square (■) indicates primary responsibility

for implementing the strategy. A hollow square (□) indicates the entity plays a key supporting role but is not directly responsible for implementation. “Other” is marked in cases where entities that did not participate in the JLUS have implementing responsibilities. Their names are then listed at the end of the strategy description.

Figure 7 provides an example strategies table for further clarification. The strategies for addressing compatibility issues and opportunities in the NWSSB Study Area are presented in Table 2.

Figure 7. Strategy Key

Issue / Strategy ID #	Geographic Area	Strategy	Timeframe	City of Seal Beach	City of Long Beach	Orange County	NWSSB	Other
AIR QUALITY								
AQ-1	There is a Concern about Air Quality in the JLUS Study Area Limiting Mission Operations and / or Community Activities. The JLUS Study Area within the South Coast Air Basin is in extreme nonattainment for Ozone (O3); serious nonattainment for particulate matter 2.5 (PM2.5); and a maintenance area for carbon monoxide (CO), nitrogen dioxide (NO2), and particulate matter 10 (PM10). These air pollutant classifications can potentially have a constraining impact on both military operations and community activities, including construction and transportation operations.							
AQ-1A	Study Area	Maintain Local Monitoring and Coordination for Regional Air Quality The jurisdictions should work with NWSSB and continue to monitor regional air quality for all six pollutants with the California Environmental Protection Agency. <i>Other Partners: California Environmental Protection Agency</i>	Ongoing	■	■	■	■	□
<div> <div> Issue / Strategy Number: Alpha-numeric identified used for reference. </div> <div> Geographic Area: Area in which each strategy applies. </div> <div> Strategy: Description of the strategy. </div> <div> Timeframe: Short-Term: 1-2 years following JLUS completion Mid-term: 3-4 years following JLUS completion Long-term: 5+ years following JLUS Ongoing: Continuous </div> <div> Responsible Party: The primary and partner responsible agencies. The ■ denotes the primary agency who will take the lead in implementation. The □ denotes partner agencies that will assist the primary agency in implementation. </div> </div>								

Table 2. JLUS Strategies

Issue / Strategy ID #	Geographic Area	Strategy	Timeframe	City of Seal Beach	City of Long Beach	Orange County	NWSSB	Other
AIR QUALITY (AQ)								
AQ-1	There is a Concern about Air Quality in the JLUS Study Area Limiting Mission Operations and / or Community Activities. The JLUS Study Area within the South Coast Air Basin is in extreme nonattainment for ozone (O3), serious nonattainment for particulate matter 2.5 (PM2.5), and a maintenance area for carbon monoxide (CO), nitrogen dioxide (NO2), and particulate matter 10 (PM10). These air pollutant classifications can potentially constrain both military operations and community activities, including construction and transportation operations.							
AQ-1A	Study Area	Maintain Local Monitoring and Coordination for Regional Air Quality The jurisdictions should work with NWSSB and continue to monitor applicability of regional air quality rules and regulations or monitor cumulative impacts to regional air quality. <i>Other Partners: South Coast Air Quality Management District (SCAQMD), California Air Resources Board</i>	On-going	■	■	■	■	□

Table 2. JLUS Strategies

Issue / Strategy ID #	Geographic Area	Strategy	Timeframe	City of Seal Beach	City of Long Beach	Orange County	NWSSB	Other
AQ-1B	Study Area	Air Quality Communications and Outreach The JLUS Partners should coordinate on the development of outreach materials and public programming to enhance community understanding of air quality issues and NWSSB mission impacts. Efforts could include brochures, activity books and games, school presentations, public workshops, and should include information on resources available through SCAQMD. <i>Other Partners: South Coast Air Basin</i>	On-going	■	■	■	■	
ANTITERRORISM / FORCE PROTECTION (AT)								
AT-1	There is an Opportunity to Partner with the Community to Ensure Continued use of the Installation for Parking when the City Has Public Events. The Navy allows cars to park on the installation during the city's public events throughout the year. Increased security requirements may mean changing the procedures to ensure that the shared service can continue while meeting security requirements.							
AT-1A	Study Area	Develop Long Term Parking "Buffer" Solution The City of Seal Beach should consider determining eligibility to use the DoD Innovative Readiness Training (IRT) grant program to construct a permanent, controlled parking area on the installation if deemed compatible with the NWSSB mission. Use could be formalized through NDAA Section 331 authority. <i>Other Partners: Office of Economic Adjustment, DoD IRT</i>	Mid-term	■			□	

Table 2. JLUS Strategies

Issue / Strategy ID #	Geographic Area	Strategy	Timeframe	City of Seal Beach	City of Long Beach	Orange County	NWSSB	Other
AT-1B	NWSSB	Develop Event Parking Permit Application and Process The NWSSB should develop a formal procedure for request for on-base parking in support of public events permitted by the City of Seal Beach.	Short-term	■			■	
AT-2	Security Procedures Related to Civilian Access and Proximity to NWSSB Mission-Critical Resources. The existing NWSSB wharf in Anaheim Bay is adjacent to the only civilian public navigational channel between Huntington Harbour and the ocean.							
AT-2A	Study Area	Examine Opportunity to Provide Alternate Entrance NWSSB should explore options for providing a separate channel entrance for civilian vessels until the proposed ammunition pier project is constructed and operational. <i>Other Partners: Orange County, local community partners, Seal Beach Wildlife Refuge</i>	Short-term				■	■
AT-3	Security Concern Related to Potential Surveillance Vantage Points Outside NWSSB. Specific examples for why this particular challenge is important to address includes a recent experience where encroachment from the construction of a 4-story building overlooking gate operations and the filming of an emergency response exercise from a helicopter had occurred. City planners do not anticipate any changes in development or zoning currently surrounding the Station. Residential zoning has a height restriction of 25 feet (2 stories), which prohibits residents from building a third story addition on their lots. This zoning provision has been in effect since 1974. Therefore, there is very little likelihood that taller, more densely occupied buildings will be constructed near the Station. The usage of recreational drones, or unmanned aerial vehicles, can create opportunities for views into the installation from outside the fence line or through unauthorized overflight.							

Table 2. JLUS Strategies

Issue / Strategy ID #	Geographic Area	Strategy	Timeframe	City of Seal Beach	City of Long Beach	Orange County	NWSSB	Other
AT-3A	MCAOD	Anti-Terrorism / Force Protection Zoning Overlay The City of Seal Beach should consider a zoning overlay around NWSSB that limits the height of developments and certain types of land uses that could allow visual access to the installation. <i>Other partners: land owners</i>	Long-term	■				■
AT-3B	Study Area	Plan and Budget for Anti-Terrorism / Force Protection Landscaping The City of Seal Beach should plan and budget for landscaping and enhancement in areas adjacent to the NWSSB perimeter. Plans should be coordinated with NWSSB to ensure features meet DoD ATFP design guidelines. Planting pallets should include native vegetation that is drought and heat resistant and consistent with the installation's conservation plans.	Mid-term	■			■	
AT-3C	MCAOD	Amend General Plan for Unmanned Aerial Vehicles (UAVs) The City of Seal Beach should consider amending the General Plan to include policies that support adopting UAV no-fly zones and use requirements in planning documents. This strategy should include an overlay district where the requirements would be applicable.	Mid-term	■				
BIOLOGICAL RESOURCES (BIO)								
BIO-1	Potential Seal Beach Wildlife Refuge Impacts due to Military Mission Operations, Expansion, or Construction Activities. There is a potential for military mission operations, expansion or construction activities impacting the biological resources that occur in the Seal Beach Wildlife Refuge, which is located on the installation.							

Table 2. JLUS Strategies

Issue / Strategy ID #	Geographic Area	Strategy	Timeframe	City of Seal Beach	City of Long Beach	Orange County	NWSSB	Other
BIO-1A	Study Area	Educate the Community on Biological Stewardship In conjunction with the City of Seal Beach, NWSSB should develop educational materials for the community regarding existing policies that support stewardship of biological resources. This could be done in conjunction with COM 1A. <i>Other: Seal Beach National Wildlife Refuge</i>	Mid-term	■			■	■
BIO-2	Concern with Coyote Population in and Around Seal Beach Community Including NWSSB. Coyote activity in and around the City of Seal Beach is causing safety concerns among residents.							
BIO-2A	Study Area	Educate the Community on Coyote Behaviors and Best Practices The City of Seal Beach, NWSSB, and the U.S. Fish and Wildlife Service should communicate / coordinate with one another to address public concerns regarding coyotes and develop a coyote monitoring and education program. Educational tools for the public should include standardized information on the types of threats and encounters that people experience with urban coyote populations, monitoring protocols, procedures for reporting sightings and encounters, safety tips, and methods to minimize the attraction of coyotes. This information should be included in relevant management plans, disseminated by NWSSB and Seal Beach Wildlife Refuge as an area of interest on their websites, and communicated at public engagements. <i>Other Partners: City of Long Beach Animal Care Services, California Department of Fish and Wildlife, U.S. Fish and Wildlife Services</i>	Mid-term	■	■		■	■

Table 2. JLUS Strategies

Issue / Strategy ID #	Geographic Area	Strategy	Timeframe	City of Seal Beach	City of Long Beach	Orange County	NWSSB	Other
COMMUNICATION / COORDINATION (COM)								
COM-1	There is a Need for Enhanced Engagement for Sharing Information Regarding Future Changes to the NWSSB Mission. Future changes to the NWSSB mission creates potential engagement opportunities for coordinating and partnering with jurisdictions and organizations to educate the public. There is an opportunity for outreach to enhance communication between City staff and the public which could dispel perceptions that changes in operations at NWSSB could bring larger ships for a prolonged amount of time that would further disrupt the water view shed.							
COM-1A	MCAOD	Create a JLUS Implementation Working Group to Oversee Implementation of JLUS Strategy Recommendations Transition the NWSSB Policy and Technical Committees to a JLUS Working Group through a formal resolution. The new group should be responsible for monitoring the achievement of recommended JLUS strategies and act as a forum for continued communication and sharing of information, including current events associated with military compatibility. Jurisdictions should appoint a military liaison to serve on the Working Group, attend jurisdiction meetings on a quarterly basis, and be the point of contact for relevant parties. The resolution should outline: <ul style="list-style-type: none"> ■ Roles and responsibilities, including who tracks progress of implementation measures; ■ Member structure; ■ Communication plan that describes who communicates with who; and 	Short-term	■	□	□	□	□

Table 2. JLUS Strategies

Issue / Strategy ID #	Geographic Area	Strategy	Timeframe	City of Seal Beach	City of Long Beach	Orange County	NWSSB	Other
COM-1A (cont'd)		<ul style="list-style-type: none"> Agenda structure. <p><i>Other Partners: As Needed</i></p>						
COM-1B	MCAOD	<p>Develop and Pass a City Resolution to Establish Structure and Purpose for the Working Group that will Meet on a Quarterly Basis</p> <p>The cities of Seal Beach and Long Beach and Orange County should work with NWSSB to develop a City Resolution that accepts the JLUS, delineates the roles and responsibilities for each agency regarding collaboration on proposed development and land use planning matters, and establishes quarterly meetings. By resolution, each jurisdiction should appoint a military liaison. At a minimum, the City Resolution should include:</p> <ul style="list-style-type: none"> Point of contact and information for each agency, including phone numbers and email addresses; A communication plan that delineates respective roles in communicating with the base regarding compatibility concerns; Responsibilities in coordinating on the resolution of compatibility concerns; Community and military response times; 	Short Term	■	■	■	□	■

Table 2. JLUS Strategies

Issue / Strategy ID #	Geographic Area	Strategy	Timeframe	City of Seal Beach	City of Long Beach	Orange County	NWSSB	Other
COM-1B (cont'd)		<ul style="list-style-type: none"> ■ A checklist of triggers for coordination and communication (e.g. flood zone, safety zones, noise zones, height, frequency spectrum); ■ Procedures for early development review; ■ Coordination on City sponsored event parking; ■ Coordination with Public Works Departments for water quality; ■ Coordination with the Navy for landscaping projects along the fenceline; ■ Navy representative at the City's Strategic Planning meetings. <p><i>Other Primary Partners: Caltrans, utility service providers</i></p>						
COM-1C	Study Area	<p>Develop Educational Brochures</p> <p>Develop educational brochures that highlight community and military compatibility and economic incentives for development and redevelopment, including programs and grants. Brochures can be used to educate property owners, the real estate industry, and the development community on compatibility issues and opportunities to promote community development while supporting the military mission, e.g. Coyote Management Program (see Strategy BIO-1A).</p>	On-going	■	■	■	□	

Table 2. JLUS Strategies

Issue / Strategy ID #	Geographic Area	Strategy	Timeframe	City of Seal Beach	City of Long Beach	Orange County	NWSSB	Other
COM-1D	Study Area	<p>Provide Mutual Briefings</p> <p>To perpetually enhance support and cooperation and to reinforce the partnership between NWSSB and JLUS Study Area jurisdictions, installation leadership should annually present a “state of the installation” briefing to county commissions and city councils. Briefings should include strategic goals, operational changes, and proposed construction projects that may impact the NWSSB JLUS Study Area communities. The jurisdictions should provide annual briefings to NWSSB leadership regarding changes within their communities that may impact the installation, including comprehensive plans, master plans, transportation plans, zoning, development projects, and capital improvement plans. Additionally, a Navy representative should be involved at the City of Seal Beach Strategic Planning meetings.</p>	Short-term	■	■	■	■	

Table 2. JLUS Strategies

Issue / Strategy ID #	Geographic Area	Strategy	Timeframe	City of Seal Beach	City of Long Beach	Orange County	NWSSB	Other
COM-1E	General	Establish a “Good Neighbor Program” In partnership with the City of Seal Beach, NWSSB should consider conducting, twice a year, a Good Neighbor Program where they send out letters to all adjacent property owners inviting them to a NWSSB Neighbor City Hall meeting to provide a platform for two-way communication. The Navy should inform the neighbors of any upcoming mission changes or operations and maintenance events that may impact them. The adjacent property owners can inform the Navy of any concerns or questions they may have.	Mid-term	■			■	
DUST / SMOKE / STEAM (DSS)								
DSS-1	NWSSB Out-Leases Over 2,000 Acres of Property in the Safety Buffer Zone for Agricultural Uses, Which has the Potential to Generate Fugitive Dust. NWSSB out-leases over 2,000 acres of property in the safety buffer zone for agricultural uses.							
DSS-1A	MCAOD	Consider Adoption of a Dust Control Ordinance The City of Seal Beach, in collaboration with NWSSB, should consider developing and adopting a dust control ordinance, that is compatible with NWSSB, to ensure community activities do not contribute to air pollution in the region.	Long-term	■			■	

Table 2. JLUS Strategies

Issue / Strategy ID #	Geographic Area	Strategy	Timeframe	City of Seal Beach	City of Long Beach	Orange County	NWSSB	Other
ENERGY DEVELOPMENT (ED)								
ED-1	Energy Development Coordination. There are no formal procedures for coordinated alternative energy development proposals with the DoD and NWSSB.							
ED-1A	Study Area	Consider Adopting Zoning Regulations for Alternative Energy Developments The jurisdictions in the JLUS Study Area should consider adopting regulations for alternative energy developments to minimize impacts on military operations. This will also facilitate long-term economic development associated with the energy industry.	Long-term	■	■	■		

Table 2. JLUS Strategies

Issue / Strategy ID #	Geographic Area	Strategy	Timeframe	City of Seal Beach	City of Long Beach	Orange County	NWSSB	Other
ED-1B	General	<p>Coordinate with the DoD Siting Clearinghouse</p> <p>Consider establishing procedures that are compatible with the Navy's procedures and regulations and that address policies for establishing a guiding framework for communication with the military to promote compatible planning for proposed energy development projects. Such communication should include submission of proposed projects to NWSSB and the DoD Siting Clearinghouse to review each project for military compatibility. Include coordination with the DoD Siting Clearinghouse as part of the MOU between NWSSB and stakeholders that is referenced in Strategy COM-1B.</p> <p>At a minimum, the guiding framework should:</p> <ul style="list-style-type: none"> ■ Delineate the area in which communication and coordination on proposed energy development occurs; ■ Define triggers for communication and coordination, such as the capacity, height of towers, and construction technology of solar panels (e.g. photovoltaic or concentrated solar power); and ■ Confirm that development has been reviewed by NWSSB and the DoD Siting Clearinghouse with local government permit applications. <p>Note: The DoD Siting Clearinghouse requirements and standards published in Title 32, Code of Federal Regulations, Part 211 guide and facilitate the early submission of energy project proposals to the Clearinghouse for military mission compatibility review.</p>	Mid-term	■	■	■	■	

Table 2. JLUS Strategies

Issue / Strategy ID #	Geographic Area	Strategy	Timeframe	City of Seal Beach	City of Long Beach	Orange County	NWSSB	Other
FREQUENCY SPECTRUM CAPACITY (FSC)								
FSC-1	Potential for Cell Towers to Impact Frequency. Cell tower permits have been trending upwards in the City of Seal Beach, leading to increased cell tower development in the public right-of-way. This has the potential to lead to frequency conflict or competition.							
FSC-1A	MCAOD	Establish Procedures to Avoid Frequency Conflicts NWSSB should coordinate with Orange County and the City of Seal Beach on the review of projects with frequency requirements that could impact communications off-installation. The criteria that trigger coordination include: <ul style="list-style-type: none"> ■ Proximity to the NWSSB ■ Tower height ■ Power emission from tower sources ■ Transmitting devices Additionally, NWSSB should develop a formal frequency interference complaints process.	Mid-term	■		■	■	

Table 2. JLUS Strategies

Issue / Strategy ID #	Geographic Area	Strategy	Timeframe	City of Seal Beach	City of Long Beach	Orange County	NWSSB	Other
HOUSING AVAILABILITY (HA)								
HA-1	Limited Housing Inventory in Seal Beach and Surrounding Communities. In Seal Beach and surrounding communities, there is a lack of moderate-to-low income housing that would support military personnel and civilians, which may be an impediment to retaining and attracting personnel, and thus, affect the mission.							
HA-1A	General	Continue to Inform Community of NWSSB Military Personnel and Civilian Housing Needs to Assist in the Development of a General Plan Housing Element NWSSB should continue to work with local communities to provide them information on where civilian personnel that work at NWSSB live and information on future forecasts of personnel housing needs. The information should include the amount of basic allowances for housing within the communities. These projections can inform the cities and counties for the development of a Housing Element in the General Plan that would address workforce housing.	On-going	■	□	□	■	

Table 2. JLUS Strategies

Issue / Strategy ID #	Geographic Area	Strategy	Timeframe	City of Seal Beach	City of Long Beach	Orange County	NWSSB	Other
INFRASTRUCTURE EXTENSIONS (IE)								
IE-1	Opportunity to Codify Early (Prior to Environmental Review) Coordination Between the Navy and the City of Seal Beach Regarding Infrastructure Extensions. The City of Seal Beach provides the installation with utilities and as such should be included in the Navy's long-range plans for expanding infrastructure. However, there is an opportunity (prior to environmental review) to formalize coordination between the Navy and the city, which can prevent delays in executing certain mission infrastructure expansion.							
IE-1A	Study Area	Coordination on Infrastructure Planning Notify and coordinate infrastructure expansion plans with the Public Works Department at the City of Seal Beach and NWSSB. When communities or other service providers move forward with any plans for extending infrastructure near any NWSSB facilities, such as a sewer extension, water redundancy, or power lines, NWSSB shall be notified. The provider should be prepared to discuss alternatives that would help reduce future development along the infrastructure line. Additionally, potential extensions needed on NWSSB should be coordinated with the City. Coordination should be done early in the planning process to optimize compatibility and reduce costs associated with plan changes.	On-going	■			■	

Table 2. JLUS Strategies

Issue / Strategy ID #	Geographic Area	Strategy	Timeframe	City of Seal Beach	City of Long Beach	Orange County	NWSSB	Other
LAND / AIR/ SEA SPACE COMPETITION (LAS)								
LAS-1	Use of Marina and Waterways for Military Operations and Recreational Activities. The Cities of Seal Beach and Long Beach have abundant natural seaside resources for the community including providing waterways for military operations and resources for water-related recreational activities, e.g. surfing.							
LAS-1A	Study Area	Expand Outreach to Boating Community Engage boating community through formal education sessions and leverage the U.S. Coast Guard's routine notices to mariners to increase awareness of the Anaheim Bay. Outreach could include methods such as: <ul style="list-style-type: none"> ■ Increased and enhanced signage: ■ Engagement with boating community through marinas, boating associations, and boating clubs; and ■ Expanded radio communications. <i>Other partners: Department of Homeland Security and Coast Guard, local marinas, boating associations, boating clubs, Orange County Sheriff's Department</i>	Mid-term			■	■	■

Table 2. JLUS Strategies

Issue / Strategy ID #	Geographic Area	Strategy	Timeframe	City of Seal Beach	City of Long Beach	Orange County	NWSSB	Other
LAS-2	Opportunity to Partner with NWSSB. NWSSB can leverage its size to partner with neighboring communities. A recent example is the community pool agreement with the City of Seal Beach.							
LAS-2A	Study Area	Explore Enhanced Use Lease Opportunities If NWSSB land becomes underutilized, consideration could be given for enhanced use opportunities with input from local economic development entities to ensure plans are compatible with community development objectives. These uses should not impede future operational uses or create avoidance areas, nor increase security or costs associated with the mitigation of environmental impacts from land uses. <i>Other Partner: Communities</i>	Mid-term	■			■	□
LAS-2B	Study Area	Leverage Scale of NWSSB and Explore Partnership Opportunities through the DoD Partnerships Program(s) Installations and communities have taken many different approaches and have applied various legal authorities to develop and implement installation-community partnerships. The legal authorities that are used range from more general IGSA authorities, such as Sec. 331 (superseded by NDAA 2015 Sec. 351), to authorities that are applicable to specific functional areas, such as 10 U.S.C. Sec. 2684 ("Cooperative Agreements for Management of Cultural Resources"). The latter authority allows installations to partner for cultural resource management. Some partnerships are developed through official U.S. Office of the Secretary of Defense (OSD) and	Mid-term	■	■	■	■	□

Table 2. JLUS Strategies

Issue / Strategy ID #	Geographic Area	Strategy	Timeframe	City of Seal Beach	City of Long Beach	Orange County	NWSSB	Other
LAS-2B (cont'd)		<p>Service programs, such as an Educational Partnership Agreement (EPA) or a Readiness and Environmental Protection Integration (REPI) partnership project. Other partnerships are supported at a local level and may be more informal agreements with the community. The nature of the need for a partnership and of the functional or service area determines which types of approaches might be best. Agreement vehicles include: contracts, memoranda of agreement (MOAs), memoranda of understanding (MOUs).</p> <p>Benefits of Partnering include:</p> <ul style="list-style-type: none"> ■ Improved military mission and readiness; ■ Economic benefits, including cost savings, earnings, and cost avoidance; ■ Improved installation and community operations, facilities, infrastructure, workforce, and services; ■ Access to additional capacity of resources, skills, expertise, facilities, and infrastructure; ■ Improved strategic regional collaboration; ■ Improved government and community relationships; ■ Enhanced outreach to military personnel and their families and communities; ■ Energy and environmental benefits; ■ Facilitator and political help with federal, state, and local governments and other organizations; and ■ Help maintaining community character and way of life. 						

Table 2. JLUS Strategies

Issue / Strategy ID #	Geographic Area	Strategy	Timeframe	City of Seal Beach	City of Long Beach	Orange County	NWSSB	Other
LAS-2B (cont'd)		<p>It is recommended that NWSSB and partners explore initiatives and opportunities in the following categories, which generate the most costs savings or avoidance:</p> <ul style="list-style-type: none"> ■ The installation partner provides a service at a lower cost than the installation had been paying. ■ The installation stops providing the service (which may include the installation closing a facility) and relies on the partner to provide the service with little to no payment. ■ The installation leases or sells land or another high-value asset in exchange for monetary or in-kind payments. ■ The community funds an installation service or the construction of an installation facility. ■ The installation experiences cost avoidance because the partner provides additional capacity to the installation. <p><i>Other Partner: Communities, Counties, entrepreneurs through economic development organizations</i></p>						

Table 2. JLUS Strategies

Issue / Strategy ID #	Geographic Area	Strategy	Timeframe	City of Seal Beach	City of Long Beach	Orange County	NWSSB	Other
LAS-3	Proposed Class IV Bike Track Along the South Side of Pacific Coast Highway. Possibly an encroachment concern of incompatible design if not coordinated with NWSSB.							
LAS-3A	Study Area	Coordinated Design Review It is recommended that NWSSB and jurisdictions within the agreed upon MCAOD establish formal review and concurrence procedures where any design occurs that could impact NWSSB safety and security. <i>Other Partners: City of Seal Beach, jurisdictions in MCAOD, Caltrans, OCTA, OC Parks</i>	Short-term	■	■	■	□	■
LAS-4	Operational Concerns Related to Close Proximity of Mission to National Wildlife Area. There is concern that there is potential for reduced operational capacity at the Small Arms Range due to the proximity of a refuge viewing area.							
LAS-4A	Study Area	Partner with Other Agencies to Identify Alternate Training Location NWSSB and local and Federal Law enforcement should explore combining training requirements and leveraging their combined scale to establish the equivalent of a corporate membership at a local range. <i>Other Partners: local law enforcement entities</i>	Mid-term				■	□

Table 2. JLUS Strategies

Issue / Strategy ID #	Geographic Area	Strategy	Timeframe	City of Seal Beach	City of Long Beach	Orange County	NWSSB	Other
LAS-5	Changes in the Long Beach Breakwater Would Impact Mission Requirements. A feasibility study currently underway considers alternatives that would modify the Long Beach Breakwater. Modification to the breakwater would increase wave action, impacting the Navy's ability to transfer ordnance at the anchorage.							
LAS-5A	MCAOD	Ensure Continued Inclusion of NWSSB Equity in Breakwater NWSSB needs to ensure the Navy's operational requirements are maintained in any future proposals with the potential to impact the Long Beach Breakwater or other areas within the Port of Long Beach where the Navy operates. <i>Other Partner: Department of the Navy</i>	Mid-term	■	■		■	

Table 2. JLUS Strategies

Issue / Strategy ID #	Geographic Area	Strategy	Timeframe	City of Seal Beach	City of Long Beach	Orange County	NWSSB	Other
LAS-6	Offshore Oil Development May Impact Navy. The U.S. Secretary of the Interior has announced a plan for the exploration of oil and gas. There is concern that the exploration of oil and gas could lead to offshore development.							
LAS-6A	MCAOD	Coordinate with the DoD Siting Clearinghouse NWSSB should consider establishing a procedure that addresses policies or a coordination guiding framework for communication promote compatible planning for proposed energy development projects. Such communication should include the submission of proposed projects to NWSSB, Navy Region Southwest, and the DoD Siting Clearinghouse to review each project for military compatibility. Coordination with the DoD Siting Clearinghouse should be included in the MOU between Navy Region Southwest and stakeholders, as referenced in Strategy COM-1B. At a minimum, this guiding framework should: <ul style="list-style-type: none"> ■ Delineate the area in which communication and coordination occurs for proposed energy development; ■ Define triggers for communication and coordination; ■ Confirm that local government development permit applications have been reviewed by NWSSB and the DoD Siting Clearinghouse; and ■ Encourage local jurisdiction to inform the Community Planning Liaison Officer (CPLO) of potential energy development projects. <i>Other Partner: Port of Long Beach</i>	Mid-term	■	■		■	■

Table 2. JLUS Strategies

Issue / Strategy ID #	Geographic Area	Strategy	Timeframe	City of Seal Beach	City of Long Beach	Orange County	NWSSB	Other
LAND USE (LU)								
LU-1	Potential Future Concern About Compatibility of Nearby Future Land Uses. There is a potential future concern about the compatibility of nearby land uses, especially near the wharf area. There is a safety risk element associated with this mission requirement, and as such is required to have land free and clear of safety hazards to facilitate the safe storage, logistics, and transport of munitions.							
LU-1A	MCAOD	Early Development Application Review Consider establishing an MOU between NWSSB and the jurisdictions, formalizing a process that provides copies of all conditional use, master plan, subdivision, annexation, etc. submittals located within the MCAOD to be reviewed by NWSSB. Such review periods shall conform to existing community review periods for comment. This supports a proactive approach to identifying potential conflicts early in the proposed development application phase. The MOU should: <ul style="list-style-type: none"> ■ Provide technical input and assistance to local jurisdictions to support discussion of projects and potential compatibility issues; ■ Define project types that require review; ■ Identify the points of contact for all coordination; ■ Identify opportunities for appropriate NWSSB personnel to participate in pre-application meetings for significant projects; ■ Establish a formal procedure for requesting and receiving comments; 	Short-term	■	■	■	■	

Table 2. JLUS Strategies

Issue / Strategy ID #	Geographic Area	Strategy	Timeframe	City of Seal Beach	City of Long Beach	Orange County	NWSSB	Other
LU-1A (cont'd)		<ul style="list-style-type: none"> Establish a standard, maximum timeline for responses, keeping in mind mandated review time periods as specified by state law and local procedures; and Provide notice to the NWSSB on all public hearings regarding projects identified for coordination. <p>While consultation is expected to occur primarily on projects in the defined Study Area MCA, the military / NWSSB should establish contacts and procedures for receiving notices and review opportunities on significant regional projects.</p>						
LU-2	There is an Opportunity to Codify Military Compatibility Guidance in the City of Seal Beach Planning Documents. The City of Seal Beach General Plan and Zoning Ordinance do not include military compatibility guidance as required by state law, but there is an opportunity to include such guidance when these planning documents are updated.							
LU-2A	Study Area	Update Local Jurisdiction Comprehensive Plans to Include Military Compatibility Policies that Promote Compatible Land Uses The JLUS partner jurisdictions should continue to update and adopt a future land use map and supportive goals, objectives, and policies that encourage a compatible land use pattern for new development and appropriate capital improvement investments. Include NWSSB as one of the stakeholders in the development of the plan.	On-going	■	■	■	□	

Table 2. JLUS Strategies

Issue / Strategy ID #	Geographic Area	Strategy	Timeframe	City of Seal Beach	City of Long Beach	Orange County	NWSSB	Other
NOISE (NOI)								
NOI-1	Residential Concern with Noise from Joint Force Training Base Los Alamitos. Noise generated from aviation operations at Joint Force Training Base Los Alamitos are often attributed to the operations at NWSSB.							
NOI-1A	Study Area	<p>Continue to Facilitate a NWSSB Outreach Program</p> <p>NWSSB should continue an outreach program to share information with the community. The public outreach program should describe outreach activities, development of informational brochures to be mailed to neighbors and posted on websites (NWSSB and local jurisdictions), identification of a single public relations point of contact for NWSSB and making contact information widely available. It should also include a military and community communication protocol directory that identifies the different level of communication channels between the appointed and elected officials, staff, the general public, and NWSSB.</p> <p>NWSSB should consider hosting regularly scheduled open houses on a semi-annual or annual basis for the public to provide an overview of training activities, construction, or other items of public interest associated with NWSSB. This forum should also allow residents the opportunity to comment on concerns. Open house activities that invite civilians onto NWSSB should be deconflicted with installation activities, such as changes in command or senior leadership and should be coordinated with Joint Force Training Base Los Alamitos.</p> <p><i>Other Partner: Joint Force Training Base Los Alamitos</i></p>	On-going	□	□	□	■	□

Table 2. JLUS Strategies

Issue / Strategy ID #	Geographic Area	Strategy	Timeframe	City of Seal Beach	City of Long Beach	Orange County	NWSSB	Other
NOI-2	Concern with Noise Generated Near Liberty Gate on Seal Beach Boulevard from Passenger Pick Ups. The installation gate known as Liberty Gate, located closest to the wharf, exits onto Seal Beach Boulevard, which is a residential street near the Downtown area. There are concerns from residents in the area that noise is generated from rideshare services, and sometimes family or friends of sailors who wait for them by parking along the street in front of nearby homes.							
NOI-2A	Study Area	Reconfigure Traffic Pattern and Potential Access to Long Term Parking “Buffer” Solution <i>In concert with AT-1A:</i> The City of Seal Beach should consider developing a rideshare drop-off point and leverage DoD Innovative Readiness Training (IRT) grant program to construct a drop-off point. Use could be formalized through exercising NWSSB NDAA Section 331 authority. This solution could also address Strategy AT-1A. <i>Other Partner: DoD Innovative Readiness Training (IRT)</i>	Mid-term	■			■	□
NOI-2B	Study Area	Good Neighbor Quiet Zone NWSSB should continue to enforce the quiet zone brief when ships come in. Additionally, NWSSB should educate the community about measures taken to enforce the quiet zone.	Short-term				■	

Table 2. JLUS Strategies

Issue / Strategy ID #	Geographic Area	Strategy	Timeframe	City of Seal Beach	City of Long Beach	Orange County	NWSSB	Other
PUBLIC SERVICES (PS)								
PS-1	Concern about Beach Erosion. There is a concern about costs associated with continued beach erosion of the City of Seal Beach’s East Beach and Surfside Beach. Regular replenishment of sand (approximately every five years) is required at East Beach at great expense to the City. Previous efforts to resolve the issue with construction of a groin have been unsuccessful.							
PS-1A	Study Area	Pursue Grant to Study Cause and Cost-Effective Design of Mitigation Measures (oea.gov) The City of Seal Beach should determine eligibility to obtain an implementation grant from the Office of Economic Adjustment (OEA) for a study to evaluate wave action and hydrodynamics influenced by marine structures, such as the jetties, to determine feasible measures to mitigate beach erosion. NWSSB will advocate for the U.S. Army Corps of Engineers (USACE) to perform the study as the jetties are managed by the installation as Navy property. <i>Other Partners: OEA, USACE</i>	Short-term	■		■	□	□

Table 2. JLUS Strategies

Issue / Strategy ID #	Geographic Area	Strategy	Timeframe	City of Seal Beach	City of Long Beach	Orange County	NWSSB	Other
PS-1B	Study Area	<p>Pursue National Fish and Wildlife Foundation (NFWF) National Coastal Resilience Grant to Study Cause and Cost-Effective Design of Mitigation Measures (coast.noaa.gov)</p> <p>Projects funded under this national program will provide benefits to communities, as well as for fish and wildlife. In partnership with NOAA, NFWF will make investments to advance identified priorities for restoring and strengthening natural systems so they can protect coastal communities from the impacts of storms and floods and enable them to recover more quickly, while also enhancing habitats for important fish and wildlife populations. NFWF will award up to \$30 million in grants to create, expand and restore natural systems in areas that will both increase protection for communities from coastal storms, sea level changes, and coastal erosion and improve valuable habitats for fish and wildlife species. NFWF will invest in projects in two focus areas: Project Planning and Design; Project Implementation.</p>	Short-term	■				

Table 2. JLUS Strategies

Issue / Strategy ID #	Geographic Area	Strategy	Timeframe	City of Seal Beach	City of Long Beach	Orange County	NWSSB	Other
PUBLIC TRESPASSING (PT)								
PT-1	Concerns about Public Trespassing on NWSSB. There is concern that public trespassing can occur on NWSSB through the fence line and in the channels.							
PT-1A	Study Area	Initiate “Eyes On NWSSB” Program Engage local community groups and jurisdictions to work with law enforcement agencies and NWSSB to create a NWSSB Community Watch Program (similar to a Neighborhood Watch), whereby citizens and public safety officers that witness trespassing onto NWSSB inform a designated point of contact at the base. The Navy should provide a phone number for people to call regarding any activity that may impact NWSSB. <i>Other Partners: School districts, willing landowners</i>	On-going	■			□	

Table 2. JLUS Strategies

Issue / Strategy ID #	Geographic Area	Strategy	Timeframe	City of Seal Beach	City of Long Beach	Orange County	NWSSB	Other
ROADWAY CAPACITY (RC)								
RC-1	I-405 Improvement Project. There is pressure from outside entities to utilize Navy land that may appear underutilized. A recent example of this occurred with the I-405 improvement project, which is currently in construction. During the project development, it was determined that the freeway expansion would require an underground high-pressure gas pipelines to be relocated on to adjacent Navy property.							
RC-1A	Study Area	NWSSB Should Monitor I-405 Improvement Project Continue to monitor for design changes that may affect the need for additional Navy right-of-way. <i>Other Partners: Orange County Transportation Authority (OCTA)</i>	On-going	■		■	■	
RC-2	Alternative Concepts for Improving Pacific Coast Highway. The Corridor Study for the Pacific Coast Highway Between Avenida Pico and Los Angeles County Line by Orange County Transportation Authority (OCTA) identified six key issues and developed five transportation alternative concepts for improving Pacific Coast Highway.							
RC-2A	Study Area	NWSSB Should Monitor OCTA Transportation Initiatives and Alternatives and Ensure Navy Equity NWSSB should continue to monitor OCTA initiatives and potential plans for improvements to Pacific Coast Highway to ensure that there are no encroachments to the NWSSB mission and operations. <i>Other Partners: OCTA, Caltrans</i>	On-going			■	■	■

Table 2. JLUS Strategies

Issue / Strategy ID #	Geographic Area	Strategy	Timeframe	City of Seal Beach	City of Long Beach	Orange County	NWSSB	Other
RC-3	Traffic Congestion along Westminster Boulevard. Accidents that occur in the community can cause traffic to be rerouted, which affects congestion throughout the region particularly on Westminster Boulevard. For example, when accidents occur on I-405, traffic is rerouted to Westminster Boulevard. Delays in traffic have the potential to impact readiness at NWSSB.							
RC-3A	MCAOD	Prepare a Traffic Modeling Study for the Areas Immediately Surrounding NWSSB The City of Seal Beach should determine eligibility for an OEA grant to conduct a comprehensive traffic modeling study for the areas immediately around NWSSB to assess roadway capacity levels for egress and ingress to NWSSB. This should be coordinated with the appropriate jurisdictions. <i>Other Partners: Caltrans, OCTA</i>	Mid-term	■			□	□

Table 2. JLUS Strategies

Issue / Strategy ID #	Geographic Area	Strategy	Timeframe	City of Seal Beach	City of Long Beach	Orange County	NWSSB	Other
RC-4	Traffic Generation on Seal Beach Boulevard. Operations at NWSSB can create truck traffic, due to deliveries, from Seal Beach Boulevard to Westminster Boulevard.							
RC-4A	Study Area	Prepare an Intermodal Traffic Study for the Areas Immediately Surrounding NWSSB In concert with Strategy RC-3A above, the City of Seal Beach and NWSSB should coordinate with California Department of Transportation (Caltrans) and the surrounding communities to prepare and develop a comprehensive Intermodal Traffic Study for the areas immediately around NWSSB to assess efficient upgrades (signage and wayfinding, and roadway origin / time studies to assess mitigations to alleviate safety and security concerns with hazardous cargo egress and ingress to NWSSB. <i>Other Partners: Caltrans, OEA Traffic Study, DOT Tiger Grant</i>	On-going	■			■	□

Table 2. JLUS Strategies

Issue / Strategy ID #	Geographic Area	Strategy	Timeframe	City of Seal Beach	City of Long Beach	Orange County	NWSSB	Other
RC-5	Regional Impacts Due to Traffic Rerouting. Accidents that occur in the community can cause traffic to be rerouted, which affects congestion throughout the region. For example, when accidents occur on I-405, traffic is rerouted to Westminster Boulevard. Delays in traffic have the potential to impact readiness at NWSSB.							
RC-5A	Study Area	Prepare Bike / Pedestrian/ Transportation Study for the Areas Immediately Surrounding NWSSB In concert with RC-3 and RC-4 above, the City of Seal Beach and NWSSB should continue to coordinate with relevant transportation partners and the surrounding communities to prepare and develop a comprehensive Bike / Pedestrian / Transit Study for the areas immediately around NWSSB to assess efficient mitigations, enhancements or incentives to alleviate traffic and develop alternative routing scenario planning. <i>Other Partners: Caltrans, OEA Traffic Study, DOT Tiger Grant, OCTA, OC Parks</i>	On-going	■				■

Table 2. JLUS Strategies

Issue / Strategy ID #	Geographic Area	Strategy	Timeframe	City of Seal Beach	City of Long Beach	Orange County	NWSSB	Other
SAFETY ZONES (SA)								
SA-1	Concern Over Errant Vehicles Travelling at High Speed Disregarding Traffic Lights at Kitts Highway and Westminster Boulevard. There is concern about vehicles travelling on Westminster Boulevard disregarding a red or yellow traffic light at Kitts Highway and colliding with Navy trucks transiting through the intersection.							
SA-1A	Study Area	Prepare Traffic Safety Study for the Areas Immediately Surrounding NWSSB In concert with RC-3, RC-4, and RC-5 above, the City of Seal Beach and NWSSB should coordinate with Caltrans and the surrounding communities to prepare and develop a comprehensive Intermodal Traffic Safety Study for the areas immediately around NWSSB to assess efficient upgrades (signaling, turning lane enhancements, seismic upgrades for bridges) to alleviate safety and security concerns with hazardous cargo egress and ingress to NWSSB. <i>Other Partners: Caltrans, OEA Traffic Study, DOT Tiger Grant, OCTA</i>	On-going	■			■	□

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