

# Workshop and Survey Results

Appendix

# A





# Workshop 1 and Survey Results

Public workshops were hosted in Kitsap and Jefferson Counties in September 2014. Concurrently, an online survey with 254 respondents identified and clarified land use compatibility issues. The survey asked participants about their demographics, familiarity with Naval Base Kitsap (NBK)—Bremerton, Bangor, Keyport, Jackson Park and Hospital, Camp Wesley Harris and Naval Magazine Indian Island (NAVMAGII), and how the Navy presence—in terms of quality of life and economic impacts—affects them. The results below include input from the Workshop 1 series.

## Key Takeaways

### Who responded?

Participants represented the study area fairly well in terms of where they live and work, with the most densely populated zip codes presenting the most respondents. Marrowstone Island had a slightly greater than representative response rate for its population. The bulk of respondents are long-time residents (over 10 years), and over half have worked in the area over 10 years. Only 7 of the 254 respondents currently live on a Navy installation, but nearly one-third work or have worked on a Navy base, most of whom work(ed) on Bremerton or Bangor.

### Perceptions of Navy Installations

The survey showed a strong positive perception of the Navy installations included in this Joint Land Use Study project. Seventy percent of respondents believed that the Navy is a valuable asset to their region, and the vast majority saw all bases—especially Bremerton, Bangor, and Keyport—as having a positive effect on the local and regional economy. Most people believed the bases have both positive and negative, positive only, or no effects on their quality of life.

In general, participants were more familiar with NBK-Bremerton and NBK-Bangor and felt they were the most impactful in both positive and negative ways. Respondents were least familiar with NAVMAGII. All installations but Camp Wesley Harris were perceived to have “very important” missions, and even Camp Wesley Harris’s mission was seen as “important.”

### Issues Identification

The survey asked participants to rate “issues” that were identified through project partner interviews on a range from “completely acceptable” to “unacceptable” and to add their comments and additional items. Issues that were rated “somewhat unacceptable” or “unacceptable” by more than 15% of the respondents are highlighted below.

#### NBK-Bremerton

Over one-third of participants perceived NBK-Bremerton as having both positive and negative impacts on their quality of life, and just under one-third saw only

positive impacts. The most concerning issues included:

1. **Amount of available parking.** Notably, parking around Bremerton is the only issue on the survey that scored in the negative range, with a slight majority of people indicating that it is somewhat or completely unacceptable.
2. **Amount of automobile traffic** was the second-most concerning issue (although scoring overall on the positive side), and the open-ended responses honed in on a variety of traffic issues with an emphasis on Gorst.
3. **Natural habitats conservation** was the third most-concerning issue. Five people also commented on environmental issues, while one noted many positive environmental steps the Navy has taken.
4. **Communication between NBK-Bremerton and the public** nearly tied with item 3 above, and three comments suggested better notification regarding drills, noises, and carrier dockings.

Comments emphasized that NBK provides living wage jobs and is an economic driver for the region. Other issues raised in the comments include the impact of the Navy's parking garage on neighbors, fears over a rumored "buffer zone," transience in schools, and appreciation of Navy amenities (e.g., PXs and commissaries).

### NBK-Bangor

Like Bremerton, about a third of respondents felt that NBK-Bangor has a positive and negative impact on their quality of life, and just under a third perceived only positive impacts. One-fifth believed it does not impact them. The most concerning issues (again, these all score positively overall, and even more so than the top Bremerton issues) were:

1. **Conservation of natural habitats**, with three comments addressing ways the Navy and Kitsap County could better address environmental issues,
2. **Communication between NBK-Bangor and the public**, especially regarding traffic delays at the Hood Canal Bridge,
3. **Recreational boating, fishing, sea plane flying, etc.**, with one comment on reduced public access to water and land,
4. **Amount of automobile traffic**, with other comments related to the base gates, bridge closings, speeding motorists, and a dangerous intersection, and
5. **Preservation of cultural resources.** Other comments did not address this, so some exploration is needed to understand if participants were primarily referring to Tribal cultural and religious resources or other historic architectural.

Other comments reported on NBK-Bangor as an economic driver for the region, its amenities for the retirement community, and the sense that nuclear capabilities increases risks for the community.

### NBK-Keyport

Fewer than 18% of respondents rated any NBK-Keyport issues as somewhat acceptable or unacceptable. The most concerning issues (although overall, not seen as issues) included:

1. **Conservation of natural habitats**, with comments both touting the Navy's environmental stewardship and voicing concern over rumored unreported

oil spills,

2. **Recreational boating, fishing, sea plane flying**, etc, and
3. **Communication between NBK-Keyport and the public**, with one comment expressing concern over Navy secrecy.

A few respondents commented that the underwater museum is a wonderful educational resource, and the Navy's role in maintaining economic stability in the region was reiterated here.

### NAVMAG-Indian Island

Less than half the respondents completed the question on NAVMAGII issues; 40% noted that NAVMAGII does not impact them and 28% were unsure. Of those who responded, 55% believed it has positive economic impacts, and 12% believed it has negative economic impacts (interestingly, this is the greatest number of responses for the negative alone option of all the bases). The issues of most concern include:

1. **Sense of safety**, with five comments related to fear of ordnance storage and handling, as well as two concerns over the base being a target for enemy attack,
2. **Recreational boating, fishing, crabbing, sea plane flying, etc**, with one respondent noting a hindrance to sailing in Port Townsend Bay,
3. **Communication between NAVMAGII and the public**, with two participants commenting that they would like more information on the potential risks in the area, and
4. **Preservation of cultural resources**.

In addition, three people voiced concern over contaminants entering the water.

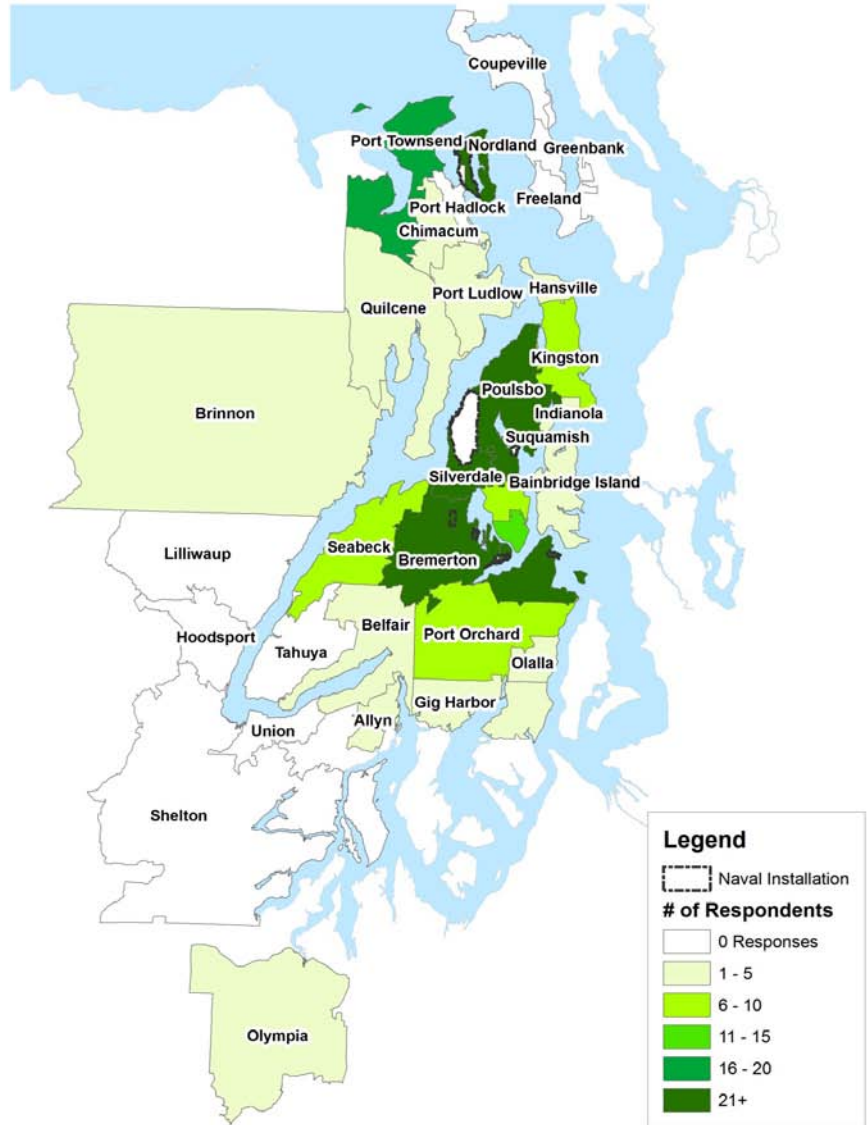
# Full Survey Responses

## Live/Work Demographics

In what zip code do you **live**?

### Number of respondents by jurisdiction:

- Kitsap County (excluding Bremerton): 112
- City of Bremerton: 84
- Jefferson County: 48
- Other: 7
- Skipped Question: 3



In what zip code do you **work**?

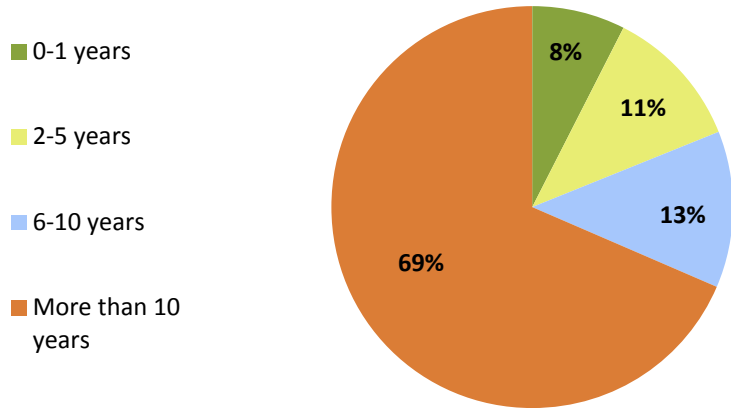


**Number of respondents by jurisdiction:**

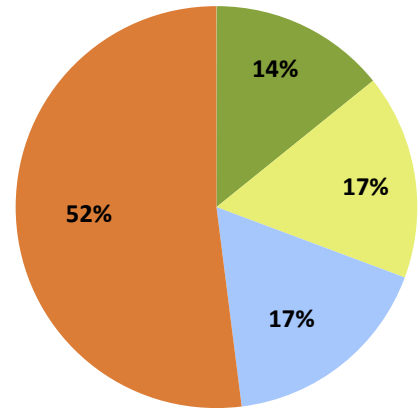
- Kitsap County (excluding Bremerton): 75
- City of Bremerton: 66
- Jefferson County: 37
- Other location (e.g., Seattle, Olympia, Everett): 26
- Skipped Question: 3

**47 respondents (14%) noted that they are retired.**

### How long have you **lived** there?



### How long have you **worked** there?



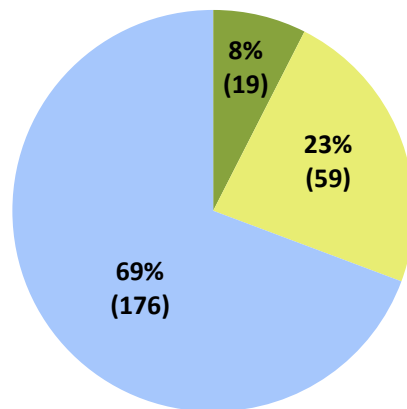
The majority of respondents are long-time residents (more than 10 years) of the area, and over half of all respondents have worked at their current location for more than 10 years. The remaining respondents are split relatively evenly in the other three categories for both live and work duration.

### Do you live on a Navy installation?

Of the 254 respondents, only 7 live on base (3 on NBK Bremerton, 3 on NBK Bangor and 1 in Jackson Park).

## Association with Navy

### Do you currently work or have you worked in the past on a Navy installation?

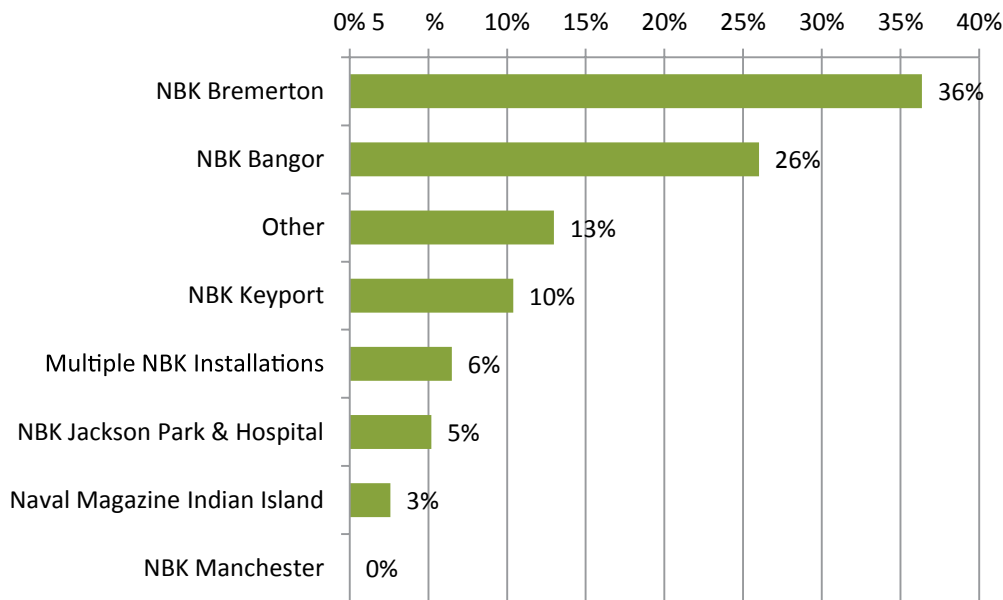


Nearly one third of respondents currently work or have worked on a Navy base in the past.

- Yes, I currently work on a Navy installation.
- Yes, I used to work on a Navy installation.
- No, I've never worked on a Navy installation.



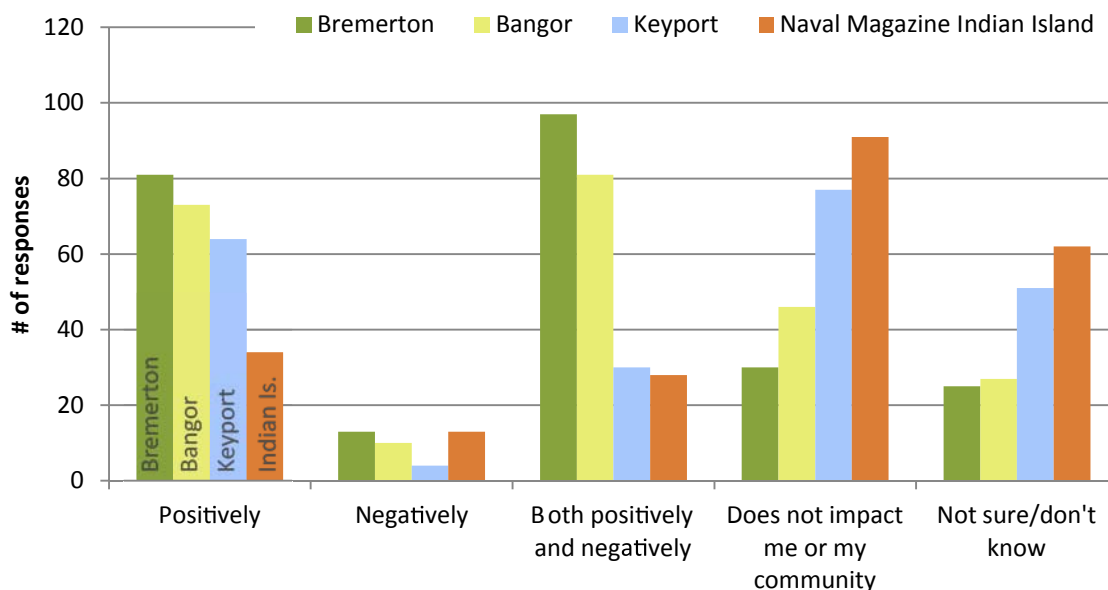
## At which Navy installation do you or have you worked?



Of the 77 respondents who work(ed) at a Navy installation, most are or were at NBK Bremerton and NBK Bangor. Other responses included Hawaii, Seattle, San Diego, Japan, Guam, Portland, and others.

## Positive and Negative Impacts of Navy Installations

Does Naval Base Kitsap or NAVMAGII impact you or your community's **quality of life** (e.g., increases economic opportunity, causes traffic or other nuisances, preserves natural environment, etc.)?

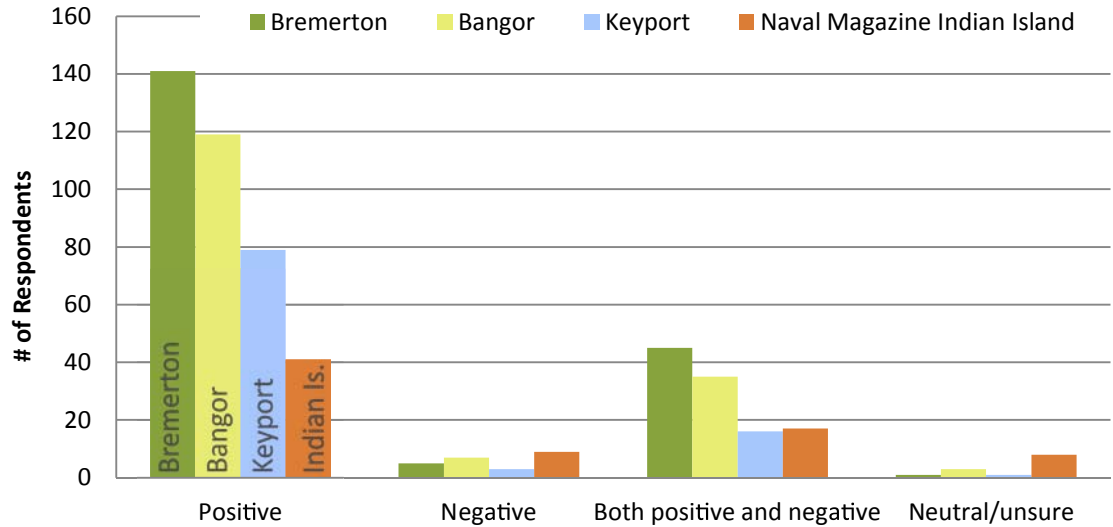


(# of respondents: Bremerton: 248, Bangor: 238, Keyport: 229, NAVMAGII: 229)

Respondents perceived Bremerton, followed by Bangor, as having the greatest impact—both positive and negative, with greater perceived positive than negative alone—on quality of life. For Keyport and NAVMAGII, the most common answer was that these installations have no impact on their quality of life. Respondents are least familiar with NAVMAGII, and NAVMAGII tied with Bremerton on the most votes for negative impacts.

### How would you characterize Naval Base Kitsap or NAVMAGII’s impact on the local and regional economy?

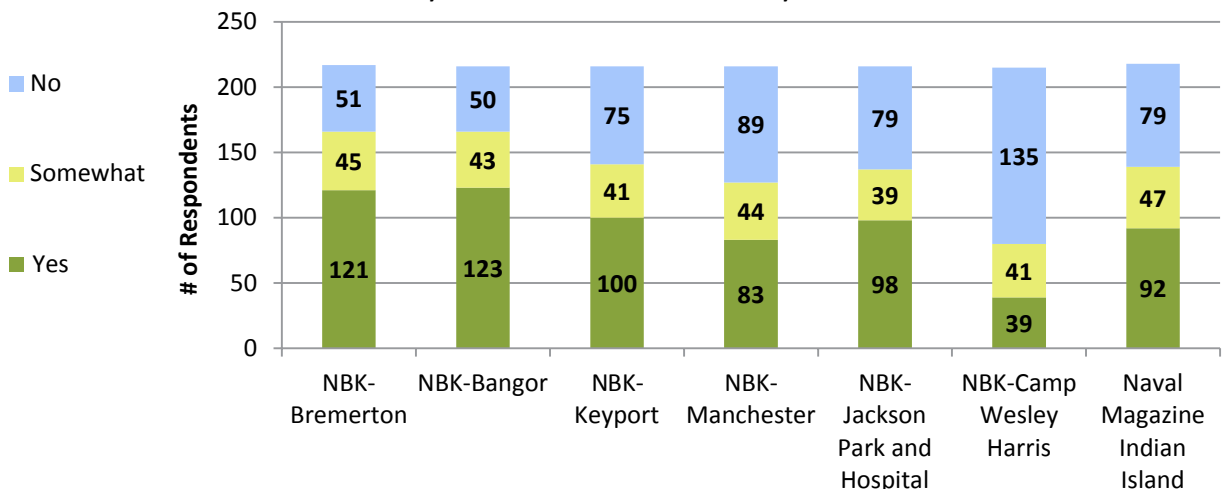
(# of respondents: Bremerton: 192, Bangor: 164, Keyport: 99, NAVMAGII: 75)



Participants see the bases, particularly Bremerton and Bangor, as having a positive impact on the economy, with some people noting both positive and negative impacts. Only a few respondents noted negative economic impacts (less than 10 in regards to each base), and again, respondents are least familiar with NAVMAGII.

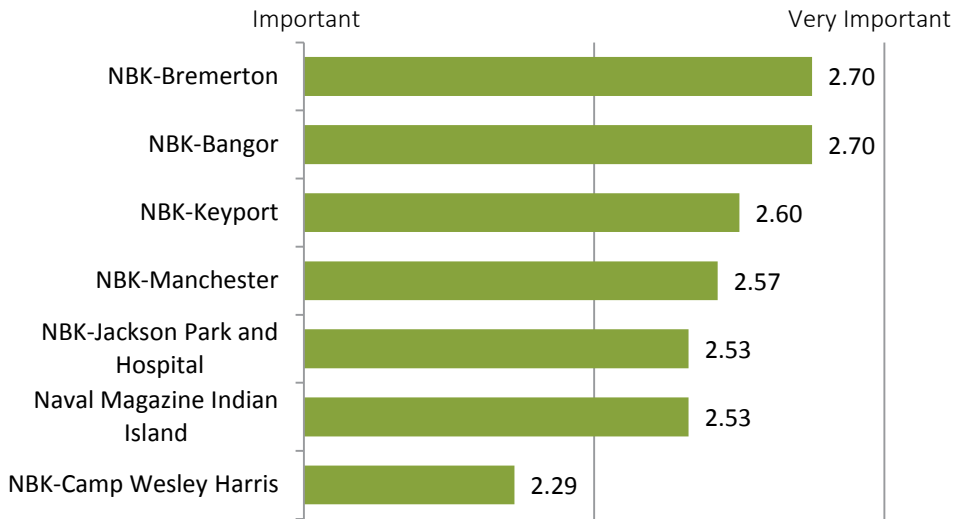
### Navy as a regional asset

Are you familiar with the Navy’s mission on the installations?



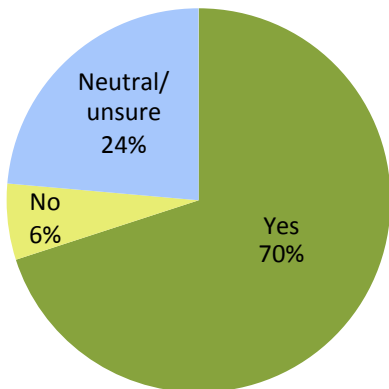
Over half of respondents said they are familiar with the Navy’s mission at Bremerton and Bangor. For Keyport, Jackson Park and Hospital, NAVMAGII, and Manchester, 38-46% of respondents are familiar with the Navy’s mission. Respondents were least familiar with the mission at Camp Wesley Harris.

### How important do you think the Navy’s mission is at these installations?

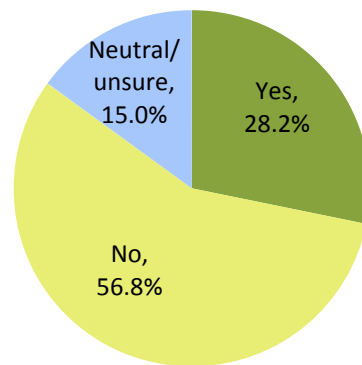


Respondents were asked to rate the importance of the Navy’s mission at each of the installations as not very important, important, and very important, which corresponded to respective values of 1, 2, and 3. All installations were seen as important, and all but one as very important.

### Is the military presence in the study area a valuable asset to your community?



### Do you benefit financially from NBK or Naval Magazine Indian Island?



# Issues Identification

The following series of charts shows the community's view of the issues identified during project partner interviews. The charts combine the online survey results with the Workshop Series 1 posters feedback. 254 people responded to the online survey, and approximately 25 people attended the workshops. Open-ended responses to Navy installation impacts on them or their community are summarized with a number in parentheses indicating the number of respondents who raised the issue.

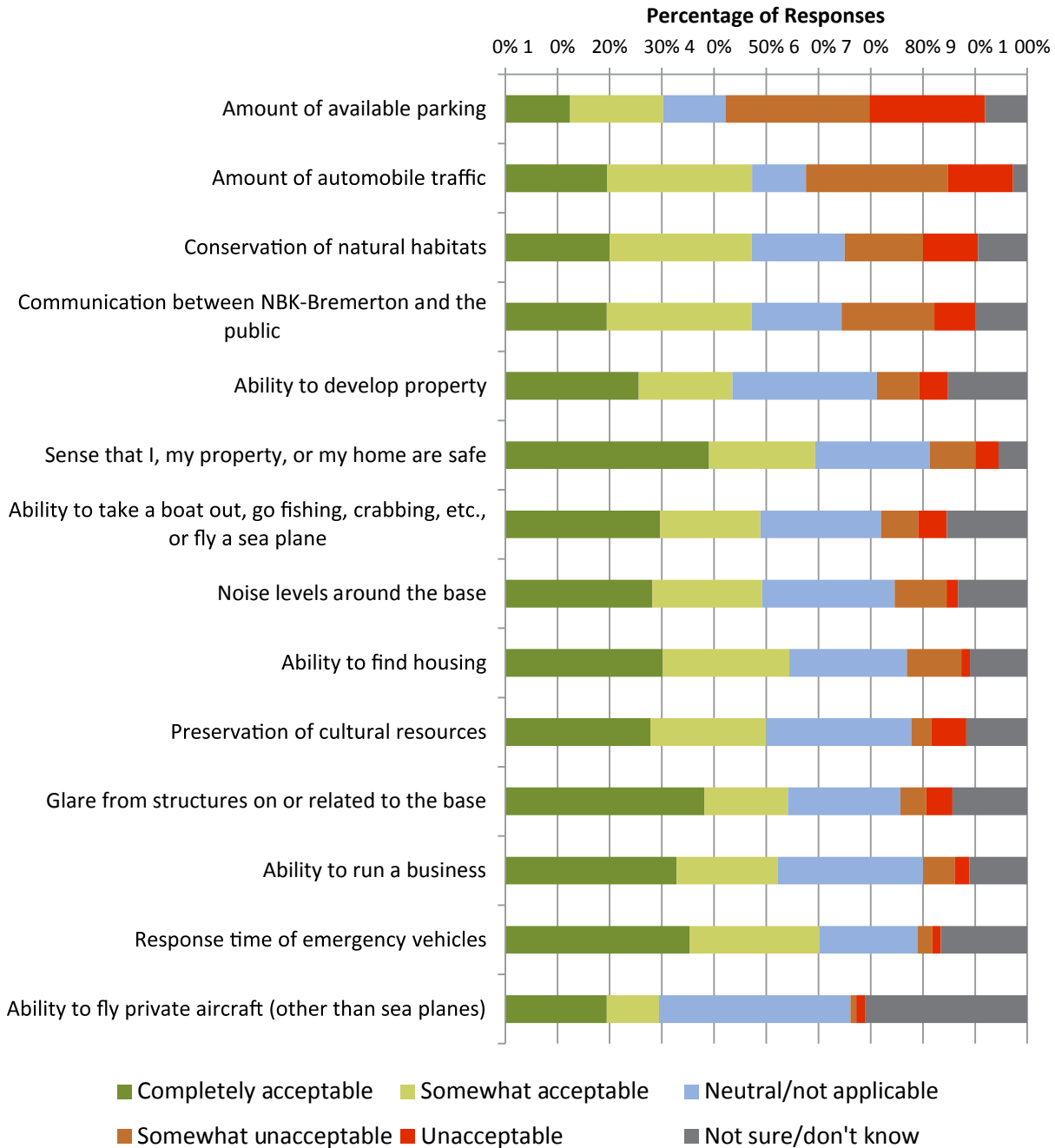
## NBK-Bremerton Issues

**How would you rate the following matters currently related to the areas around NBK-Bremerton? (185 respondents)**

The following issues (to the right) are ranked in order of the most concerning to participants to least concerning. Note that all except parking received more completely acceptable (dark green) and somewhat acceptable (light green) votes than the neutral (blue) and negative (brown and red) categories.

## Other Bremerton responses

- Generates living wage jobs, positive economic influences (8)
- Parking and traffic (would like to see base contribute to infrastructure and contain impacts to base) (7)
  - Worst traffic should be #1 priority (3)
  - Build bridge across Sinclair Inlet to help alleviate Gorst traffic
  - Speeding at Gorst, National and Kitsap Way (and running red lights)
  - High safety risk for car and non-motorized transportation
  - Busses too full to pick up non-Navy during half the day
  - Upgrade Highway 16 south to accommodate more vehicles afternoon peak
  - Stagger shifts more
  - Manette Bridge choke point – add roundabout
  - More carpooling and commuter busses needed
  - Coordinate stop lights better, especially at Burwell Street and Park Ave
  - NBK Bremerton needs an additional parking structure
  - Belfair needs a high speed truck bypass
  - Dust from traffic
- Heavy metals in water, pollution, accumulated environmental impacts (5)
- Light pollution (parking garage, streets, etc.) (4)
- Better communication (notification of carrier dockings, security drills, alarming noises, etc.) (3)
- Parking garage impact on neighbors (noise, speeding drivers, lowered property values) (2)



- Fears over rumored Gregory Way “buffer zone” (2)
- Noise (loudspeakers, nighttime drills, sea lions?) (2)
- Transience in schools – hard to predict movement when crews/staffing change (2)
- Makes area target for hostile attack (2)
- Navy communicates well with the community (2)
- Off limits bottom fish, shell fish, clams, oysters
- Reduces public access to land and water
- Recognition of environmental efforts by Navy
- War based industry

- Barricade at end of Shorewood Drive blocks path and prevents residents' interaction
- Camp Wesley Harris – eyesore
- Pressure on low-income housing and services from Navy personnel
- Navy supports the retirement community
- Bad for the image of Bremerton
- Would Navy release security camera footage if a robbery took place in the alley facing the base?
- Community members use the PXs and commissaries
- Motorists littering

## NBK-Bangor Issues

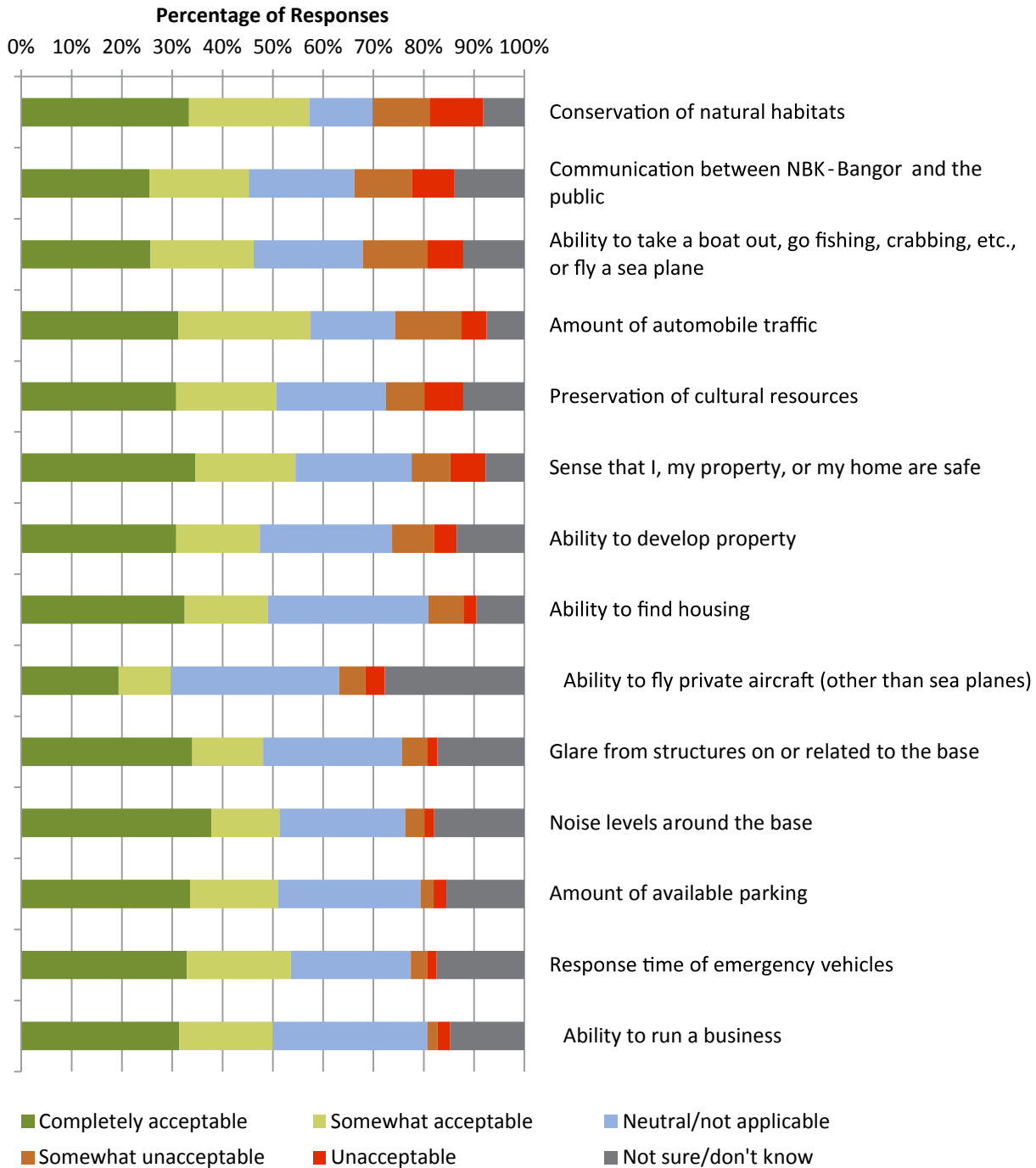
### How would you rate the following matters currently related to the areas around NBK-Bangor? (160 respondents)

The following issues are ranked in order of the most concerning to participants to least concerning. Note that all received more completely acceptable (dark green), somewhat acceptable (light green), and neutral (blue) votes than the negative (brown and red) categories.

## Other Bangor responses

- Economic driver for region (5)
- Hood Canal Bridge delays and lack of notification (4)
- Nuclear capabilities puts community at risk (3)
- Benefit to retired community (2)
- Transportation:
  - Driver behavior: speeding on the highway and at Trigger Gate
  - Traffic at main gates
  - Better scheduling of bridge openings
  - Dangerous at Greaves Way and Highway going south in Silverdale
- Environmental:
  - Kitsap County prioritizes economy over the environment
  - Navy should participate more in Clear Creek restoration, especially with fish culvert issues, and Trident pond discharge)
  - More transparency on underwater testing effects on marine mammals
- Appreciation for easement blocking commercial development in nearby waterfront
- Concerns over pit-to-pier development—impacts boating access, bridge, pollution
- Reduces public access to land and water
- Target for foreign enemies
- Negative effect on schools (transient population with single-parent households for much of the time)

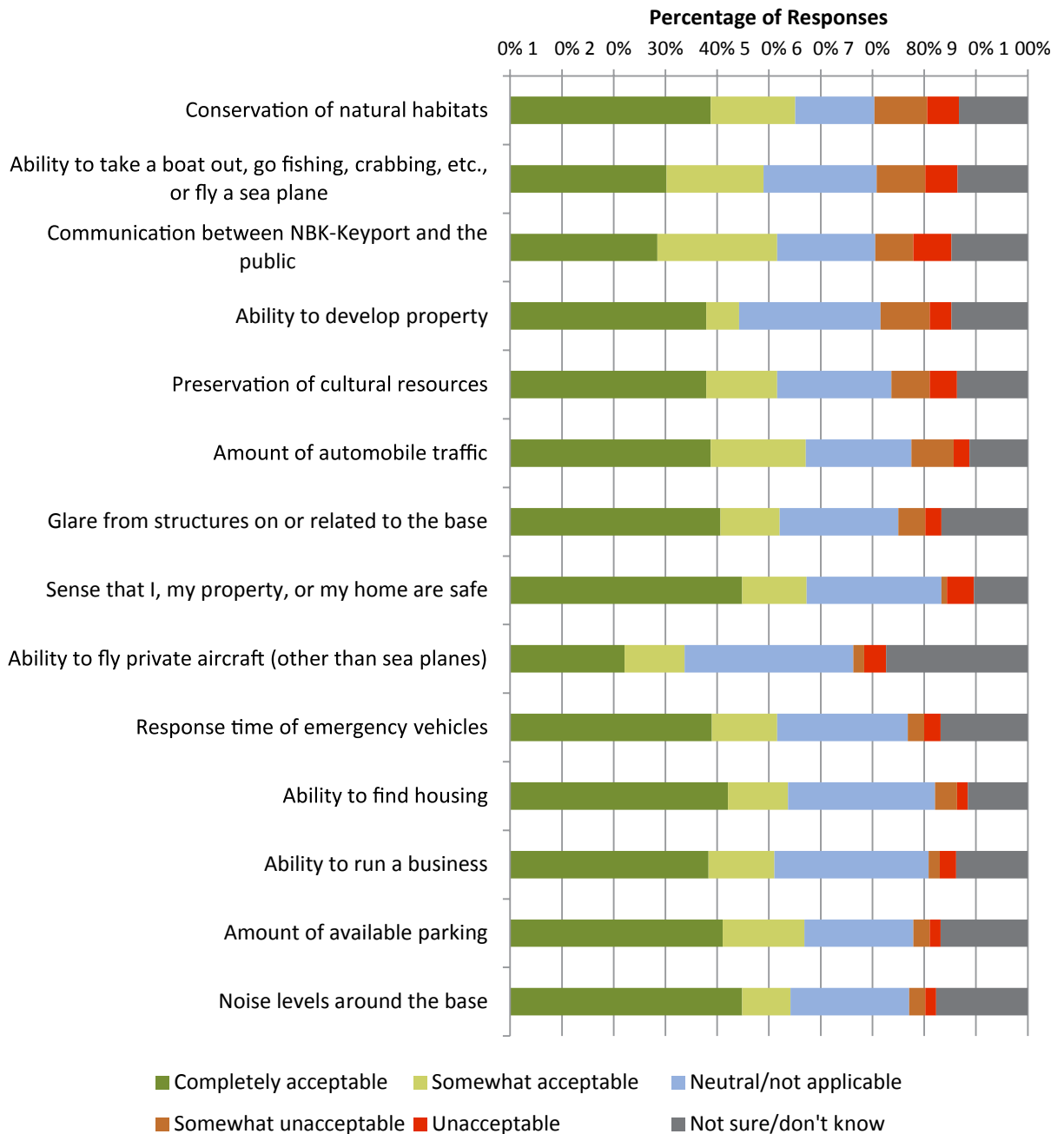
- Nighttime light pollution
- PX and Commissary are used
- Keyport Museum is asset to community
- War-based industry
- Military spouses take jobs even when not needed, lowering overall acceptable wages in the community
- Smell of diesel when ships are in canal
- Disclose information about accidents that could impact the community
- Navy should coordinate with City of Poulsbo on UGA—do not allow it to expand



## NBK-Keyport

How would you rate the following matters currently related to the areas around NBK-Keyport? (98 respondents)

The following issues are ranked in order of the most concerning to participants to least concerning. Note that all received more completely acceptable (dark green), somewhat acceptable (light green), and neutral (blue) votes than the negative (brown and red) categories.





## Other Keyport responses

- Underwater museum is a wonderful educational resource (3)
- Economic stability
- Appreciation for preserved open space/wildlife habitat on Keyport
- Example of great environmental stewardship on Navy's part
- Environmental issues (unreported oil spills)
- Nighttime glare from lighting
- Survey oversimplifies issues
- Concerns over Navy secrecy

## Naval Magazine Indian Island

How would you rate the following matters currently related to the areas around NAVMAGII? (76 respondents)

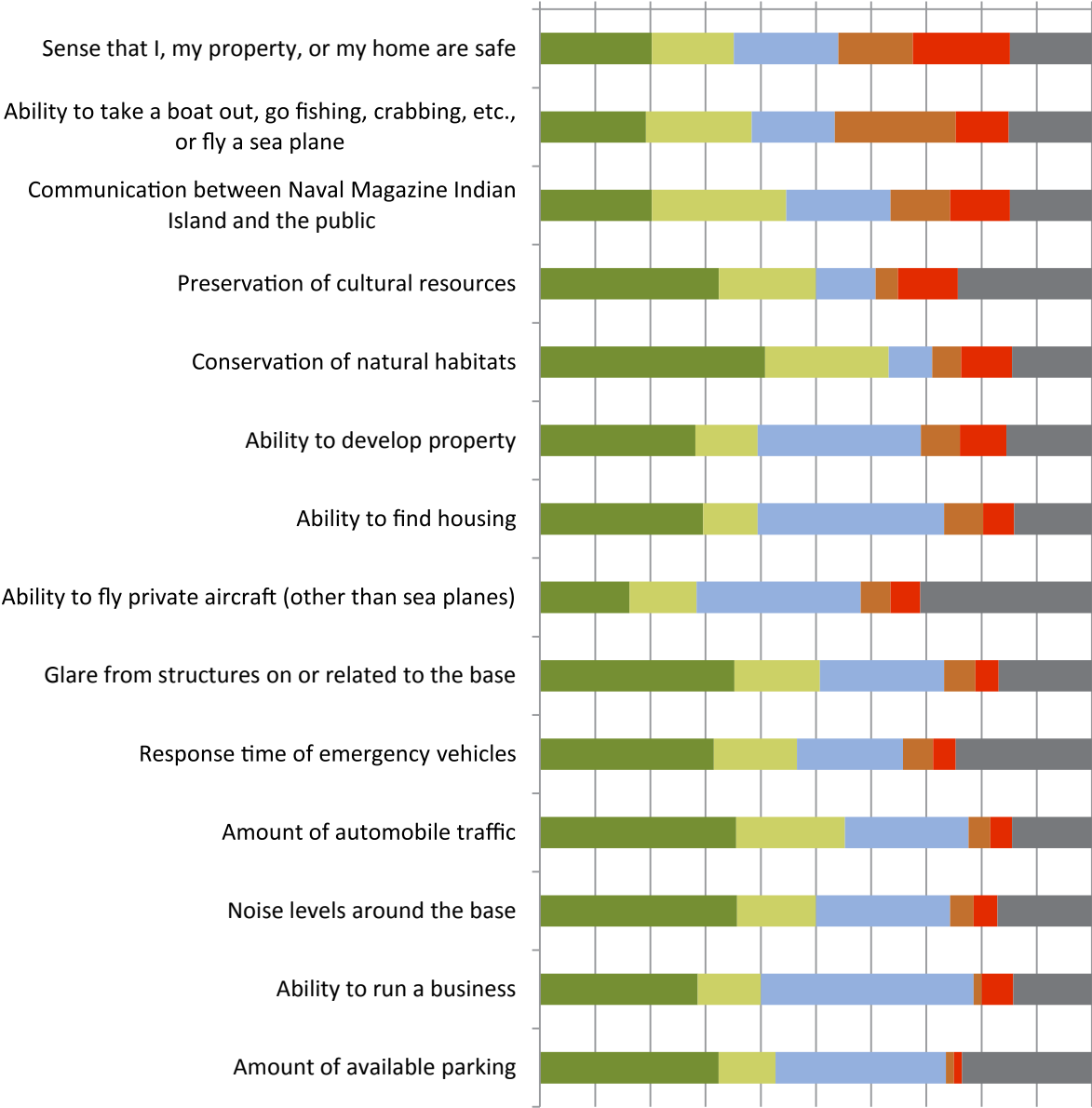
The following issues are ranked in order of the most concerning to participants to least concerning. Note that all received more completely acceptable (dark green), somewhat acceptable (light green), and neutral (blue) votes than the negative (brown and red) categories, with a strong recognition of conservation of natural habitats at NAVMAGII.

## Other Indian Island responses

- Fear of ordnance storage and handling (accidental detonation) (5)
- Keep pollution/contaminants from entering water (3)
- Worry about living near place with risk of tactical strike against U.S. (2)
- Would like more information about potential risks (2)
- Transportation:
  - Marrowstone needs safe walking and biking path along Flagler Road – would like space between roadway and fence
  - Traffic impacts during exercises
  - Prospect Ave/SR 19 intersection is dangerous; needs better pullout for buses and bike infrastructure
  - Oak Bay Road needs better maintenance
- Positive: preserves open space and wildlife habitat
- Hinders ability to sail in Port Townsend Bay
- War-based industry
- Potential for toxic spills
- Interrupts satellite dish server
- Appreciate Navy's good work

Percentage of Responses

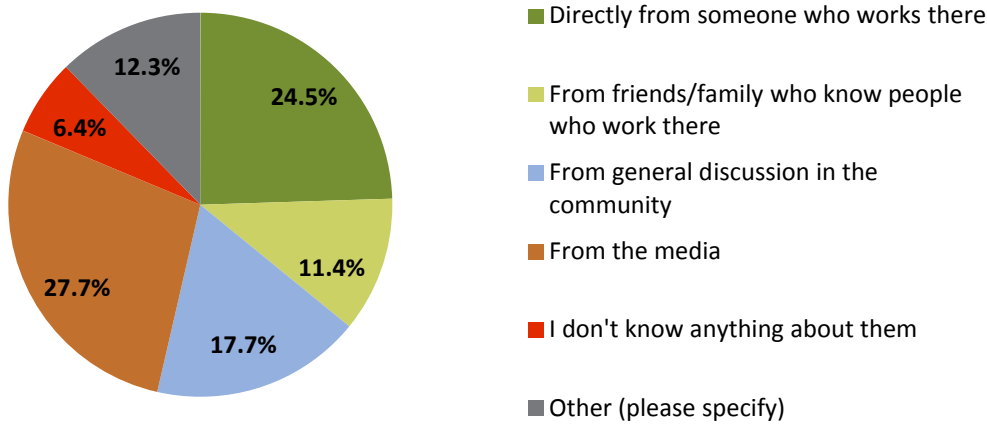
0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%



■ Completely acceptable   
 ■ Somewhat acceptable   
 ■ Neutral/not applicable  
■ Somewhat unacceptable   
 ■ Unacceptable   
 ■ Not sure/don't know

# Communication

Where do you get most of your information about the Navy installations?

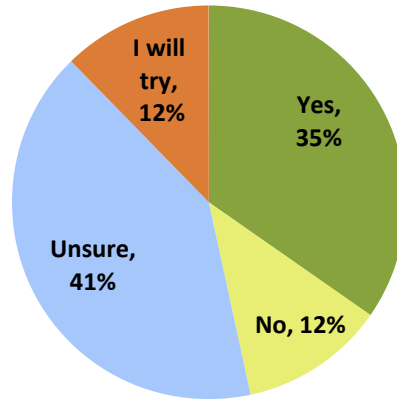


Respondents received Navy installation-related information from a variety of sources. Over half of respondents get their information through word of mouth (the top three categories), with roughly ¼ of respondents receiving information either from the media or directly from someone working on an installation. The responses for the “other” category are summarized below.

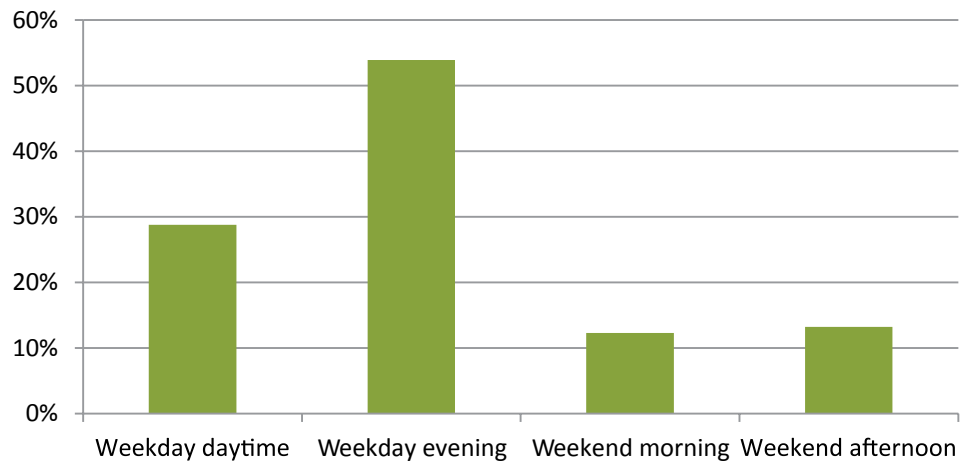
- Multiple sources (9)
- Employment with navy (5)
- Retired Navy(4)
- Other employment (4)
- From the navy (2)
- Online (2)
- Regulatory (1)
- Base visit (1)

# Future workshops

Would you attend a community workshop about the JLUS?



47% of respondents expressed interest in attending a community workshop (responses for "Yes" and "I will try"). 41% were unsure, and 12% would not attend a workshop.



# Workshop 2 Results

Public workshops were hosted in Jefferson County and the City of Bremerton in February 2015. An overview of the draft compatibility analysis and preliminary strategies was provided, and paired with a public open house organized by JLUS topic areas, to allow for an informal discussion about topics of interest.

At the same time, public comments were provided on the preliminary draft within a 30-day comment period. A catalogue of these comments and the responses can be found on the JLUS project website ([www.kijlul.com](http://www.kijlul.com)).

## Key Takeaways

### Communication & Coordination

- There was a discussion around myths, especially scuttling of boats at NAVMAGII into Pt. Townsend Bay. Lynn Wall (Navy CPLO) clarified that scuttling into the bay is not the current fire response plan. Myths that are mentioned in the JLUS should be adequately addressed; otherwise, it runs the risk of perpetuating the myth (see Section 4.1).
- Regarding comments on the apparent lack of Navy transparency, CPLO Lynn Wall stated, “There’s a lot of misunderstanding and misinformation. That’s what we’re trying to clear up with this study. There is very legitimate classified information that’s not going to be released with this study. We have our requirements of what we can and can’t release. While it’s probably more transparent than we’ve ever been, it’s still probably not going to be to the level of information that you would like to see. We’ll look at where we can share more information.” (see Section 4.1)

### Adjacent Land Use & Infrastructure

- There were questions related to Indian Island infrastructure, including septic, energy generation, and safety issues related to the freight route (see Section 4.2).
- There was concern around the second explosive handling wharf at NBK-Bangor (EHW-2) and associated issues (environmental impacts, explosive arcs, and safety), and questions about ESQD arcs in relationship to schools, as well as emergency response plans.

The purpose of the JLUS is to promote compatible civilian development patterns near military installations by applying the local planning process to update local plans and supporting land use restrictions. The environmental impacts associated with construction and operation of a second Explosive Handling Wharf at Naval Base-Kitsap, Bangor (“EHW-2”) were fully studied in an Environmental Impact Statement. The JLUS does not seek to evaluate individual projects but rather to address long-term compatible land use planning.

To that end, the JLUS does take into consideration the fact that none of the ESQD arcs for Naval Magazine Indian Island or Naval Base Kitsap extend over any inhabited areas.

In undertaking the JLUS, the Navy has sought to balance the need to protect sensitive information with the objective of the JLUS. The Navy's withholding of information concerning the exact size and location of the ESQD arcs is appropriate because such information is protected from disclosure by federal statute. This information is afforded statutory protection because its disclosure of may pose a risk to national security interests. (Arcs-related information has been added to Section 4.2.)

Regarding emergency response, the Navy and Counties have a mutual aid agreement for emergency response (i.e. Navy responds to community emergencies and vice versa). School District emergency planning is included in the County's Comprehensive Emergency Management Plan- see <http://www.kitsapdem.org/emergency-plans.aspx> and <http://www.jeffcoec.org/library.htm> for more information.

- There were a question about potential height limits at Downtown Bremerton (see Section 4.2).
- There were a question regarding the Navy's plans for Gregory Way: the Navy does not plan to condemn Gregory Way properties for a buffer zone (see Section 4.2).

## On-Water & Shoreline Activities

- There was questions regarding boat access around Indian Island (see Section 4.3).
- There was a comment to include Kitsap County's Transfer of Development Rights program in the JLUS strategies (see Section 4.5).

## Transportation

- Level of Service (LOS) and safety concerns around the truck route and issues of bridge closure notification were noted (see Section 4.4).
- There was a question regarding next steps to move beyond more studies of SR 3 Corridor (see Section 4.4). The Mayor of Bremerton responded that the City is now at a point where if the revenue becomes available, the City has a design, and that the City Engineer is working closely with WSDOT to move to the design phase and make the necessary improvements.

## Natural & Cultural Resources

- There was a suggestion to note the importance of climate change research and share information with local jurisdictions (see Section 4.5).

# Conservation Planning Work Session

A work session on conservation planning was held at the Port Gamble S’Klallam Tribe Administration Building June 2015. This work session was intended to start a dialogue about regional conservation/preservation interests within the JLUS study area. While much coordination around this issue already occurs, it provided a venue to develop a framework for identifying shared conservation priorities and new potential partnerships and funding opportunities.

Participants at the work session included representatives from the Navy, Tribal Governments, local jurisdictions, non-profits, and public agencies working on conserving areas of ecological importance and resource lands. A full list of organizations that participated at the work session can be found to the right.

## Key Takeaways

### Common Limitations

- Funding
- Willing landowners
- Organizational capacity

### Opportunities

- Readiness and Environmental Protection Integration (REPI) program, especially related to sentinel landscapes
- Conservation Districts are trusted by local landowners, and can serve to bridge communication with conservation groups
- Pool resources and information
- Hood Canal Coordinating Council (HCCC) has prioritized projects which are waiting for funding
- Coordinating/sharing of grant administration among organizations can reduce inefficiencies and increase staff capacity (see potential strategy 4 on page 150);
- Joint mapping to:
  - Identify shared interests and priorities
  - Produce a consolidated account of all groups’ work
  - Create a narrative and elevate profile of region
  - Help the region and Navy bases compete for sentinel landscapes funding

### Participating Organizations

- City of Bremerton
- Great Peninsula Conservancy
- Hood Canal Coordinating Council
- Jefferson County
- Jefferson County
- Jefferson County, Conservation Futures/Environmental Health and Water Quality
- Jefferson Land Trust
- Jefferson Land Trust
- Kitsap Conservation District
- Kitsap County
- Naval Base Kitsap
- Naval Magazine Indian Island
- Navy Region Northwest -
- North Olympic Salmon Coalition
- Point No Point Treaty Council
- Point No Point Treaty Council
- Port Gamble S’Klallam Tribe
- WA Department of Natural Resources (DNR)
- West Sound Watersheds Council





# Military Economic Impact

Appendix

# B



Joint  
Land Use  
Study

NBK & NAVMAGII

Photo credit: Department of Defense



# Approach and Methodology

The focus of data collection and analysis of the economic impacts of NBK and NAVMAGII has centered on the following three activities and employment types:

## Contractors

- Defined as non-government employees performing services and producing goods for government use, such as Boeing manufacturing fighter jets for the Navy; and
- Contractor spending data is drawn from public contractor receipt data available through the Office of Management and Budget and analyzed by contractor location, place of performance, total contract value, and product or service type.

## Civilian Personnel

- Defined as non-military Department of Defense (DOD) employees and military retirees; and
- Established with Department of Defense data and published information on civilian employment at the relevant geographies, focusing on number employed, wages, and dependents.

## Military Personnel

- Enlisted personnel in the Navy, Coast Guard, Army and Marines; and
- Based on Department of Defense data and published information on military employment, focusing on total enlisted by installation, compensation, and dependents.

To gain an understanding of the economic footprint of NBK and NAVMAG II data was first collected from existing studies and analysis pertaining to the military and Navy in Washington State. In addition, primary data was collected and analyzed from the Washington Employment Security Department and the Department of Defense, among other sources. The assessment intends to provide an understanding of the economic footprint of the Navy in Kitsap and Jefferson Counties in terms of overall employment, spending (contracts and wages) as well as the impact of enlisted personnel.

# Economic Impact Geographies

The following geographies (Table C-1) represent the area of economic impact associated with the JLUS study and summarize the Jurisdictions that experience fiscal impact resulting from economic activities taking on major local bases. The facilities listed impact businesses, people and local governments throughout Kitsap and Jefferson Counties.

**Table C-1. Study Area economic impact geographies**

Economic Activity	Fiscal Impacts	
	Counties	Cities
Major Local Bases		
NBK-Bangor	Kitsap County	City of Bremerton
NBK-Bremerton	Jefferson County	City of Port Orchard
NBK-Keyport	Mason County	City of Poulsbo
Manchester Fuel Depot		City of Port Townsend
Naval Magazine Indian Island		City of Shelton

# Previous Studies

As part of the JLUS, data from previous studies on the economic impact of Washington's military bases was reviewed and tabulated. The following studies provide estimates of the economic impacts of the Navy and military in Washington State as well as impacts associated with Naval Base Kitsap.

## **Economic Development Council of Seattle and King County Maritime Study (2013)**

- In 2012, over \$4 billion in DOD contracts went to Washington State, with nearly \$500 million in Congressional District Six, home to Naval Base Kitsap; and
- Of the contracts in Congressional District Six, \$200 million in contracts alone were awarded to Puget Sound Naval Shipyard in 2012

## **Puget Sound Regional Council (PSRC) Regional Economic Strategy: Military (2011)**

- There were (at the time of the study) more than 100,000 military and civilian personnel in the state, with more than 33,000 Military Personnel, Civilian Personnel, and Contractors at NBK; and
- NBK accounted for 9,000 of the state's 15,000 military contractors.

## **Washington Office of Financial Management (OFM) Economic Impact of the Military Bases in Washington (2004)**

- \$115 million in contracts were awarded
- An estimated 54% of all economic activity in Kitsap was generated by military bases (direct, indirect and induced activities)
- There were 27,375 Military and Civilian Personnel in 2003 in Kitsap County
- In 2003 there NBK distributed \$254 million in pensions to retired military personnel (out of a statewide total of \$1.153 billion in pensions distributed to retired military personnel)
- 54% of economic activity in Kitsap is generated by military bases; and
- \$115 million in contracts.

## **Joint Committee on Veterans' Military Affairs, Military Bases in Our Community (2004)**

- In 2001 there were 68,240 Military Personnel, Civilian Personnel, and Dependents in Washington State
- \$663 million was paid to Military Personnel in 2001
- \$1.0 billion was paid to Civilian Personnel in 2001

For background, the figures on the following pages illustrate the concentration of households, current employment and forecasted employment as they relate to the Naval Base Kitsap facilities.

Figure C-1 illustrates household density in the Kitsap region. Households are primarily clustered around Bremerton, Port Orchard, and Poulsbo.

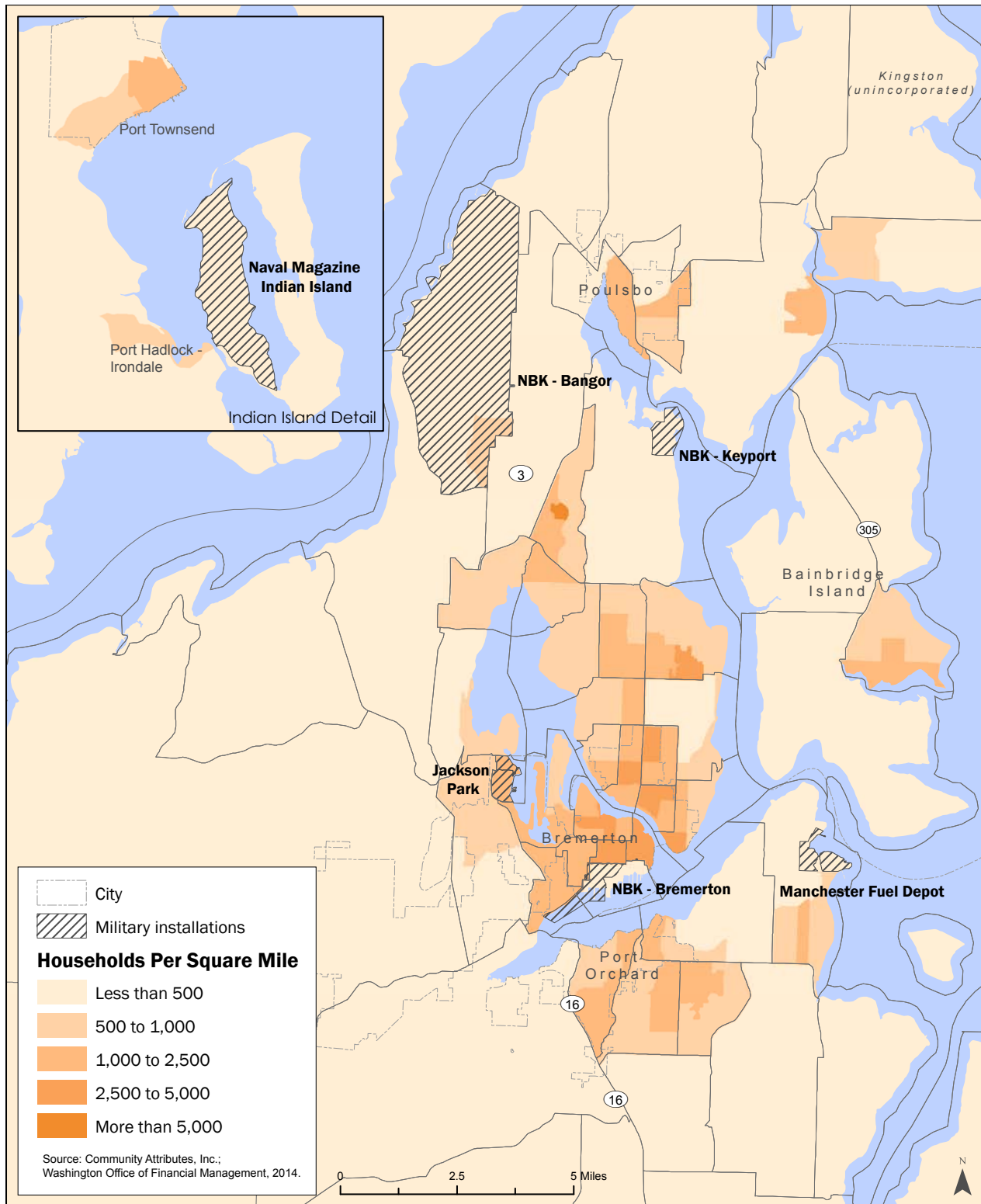


Figure C-1. Household density, Bremerton Region, 2013



Figure C-2 below displays current and forecasted employment in the Kitsap region. The map on the left illustrates the percentage of all Kitsap County employment by census tract in 2013. The forecasted employment map on the right illustrates anticipated changes in employment density between now and 2030.

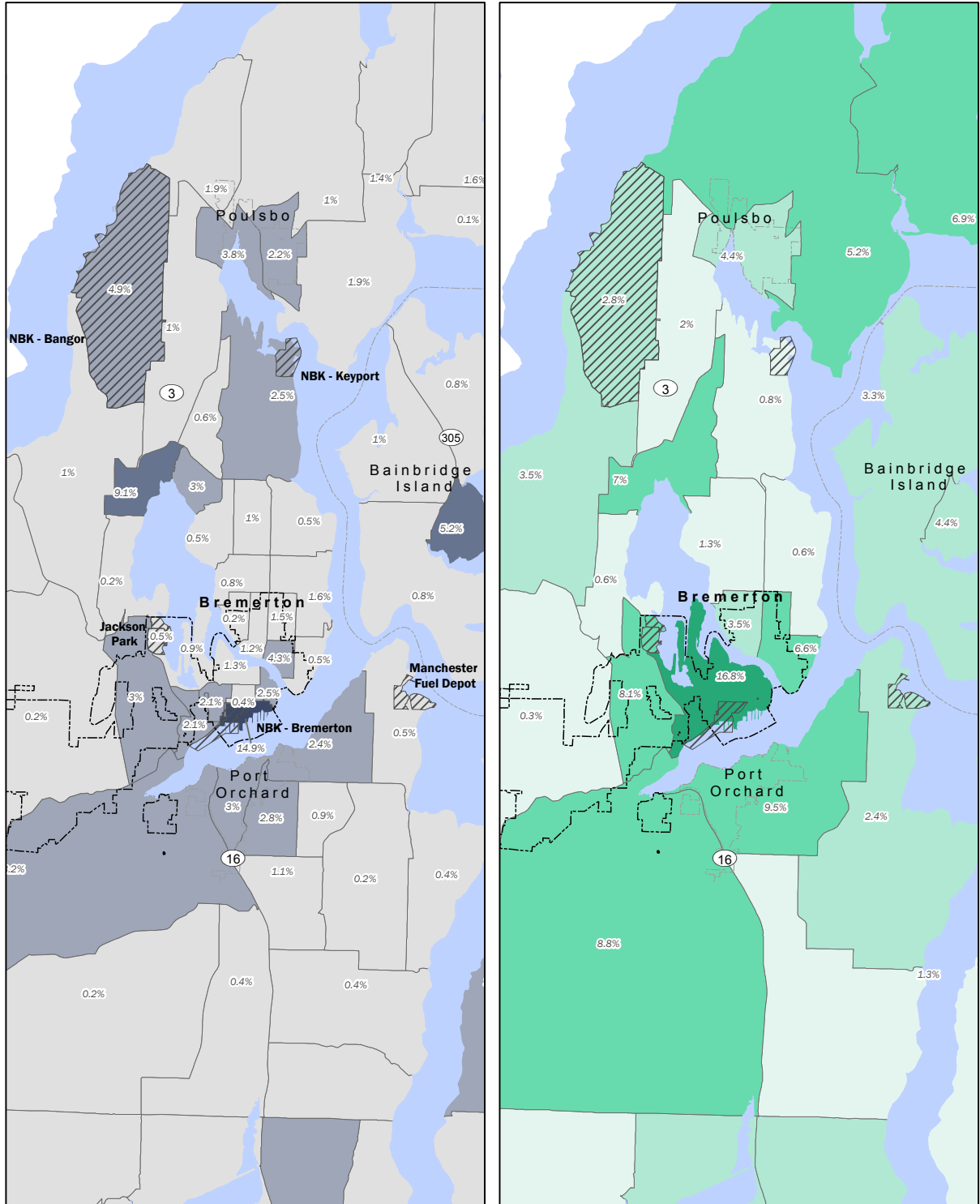


Figure C-2. Current and forecasted employment, Bremerton Region, 2013

# Economic Impact Footprint

Military and civilian personnel alike contribute to the local economy. Spending generates local business revenues, which in turn go towards additional jobs and wages, as well as Sales and Business and Occupation taxes for the state, county and local municipalities. Figure C-3 depicts the economic footprint of the Navy in Kitsap, Jefferson and Mason Counties as well as municipalities located within those counties. The figure attempts to illustrate economic impacts as dollars circulate through the economy. As previously described, economic impacts are divided among military employment/enlisted personnel and civilian personnel.

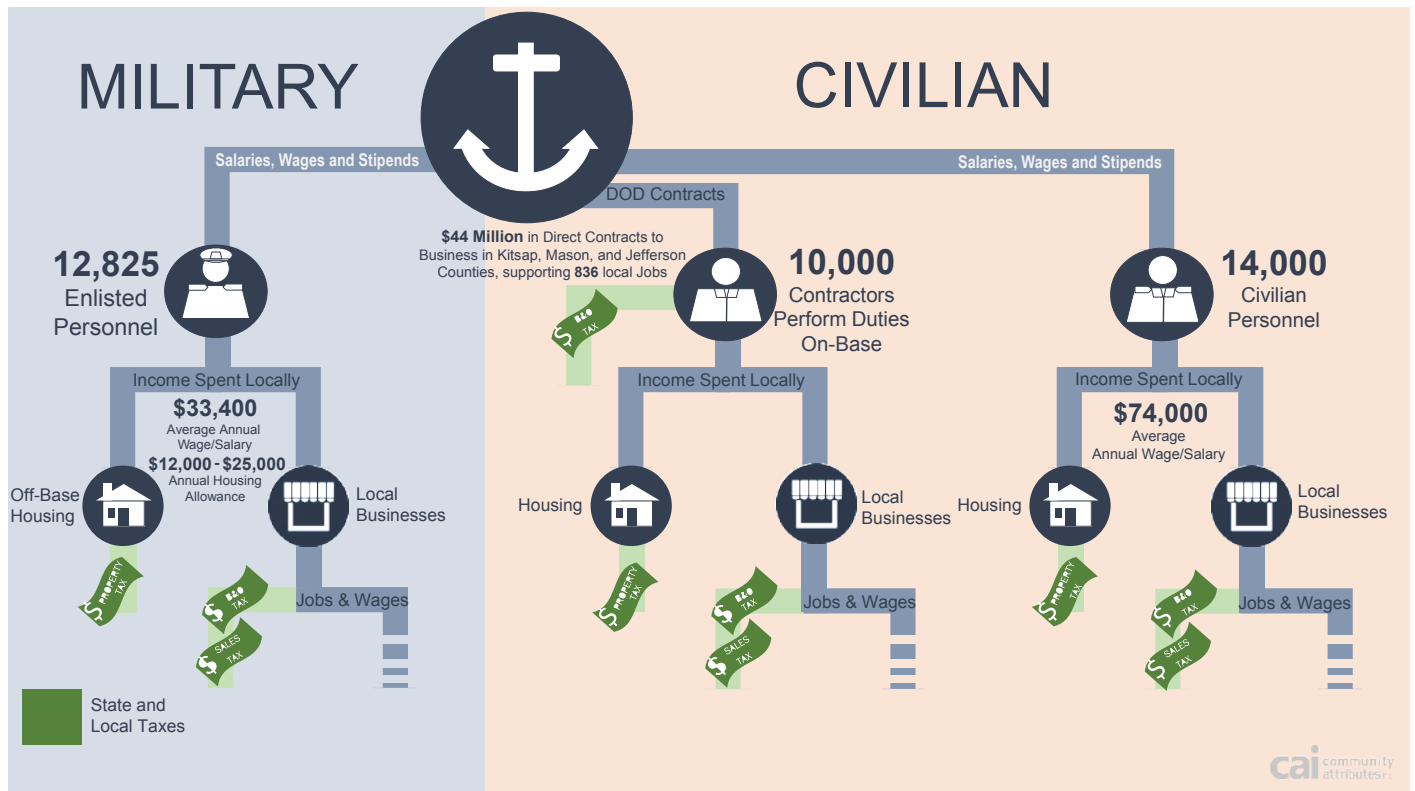


Figure C-3. Economic and fiscal impacts of Naval Base Kitsap and Naval Magazine Indian Island (Source: Community Attributes, Inc., 2014)

The following sections provide additional details on the impacts of military contractors, civilian personnel and military personnel. Key attributes of each category include:

- Number of enlisted/uniformed personnel and number of civilian employed,
- Salaries and wages, and
- Contract values.

## Contractors

### Understanding Contractors: Statewide Spending

The following is a breakdown of DOD Spending in Washington State. Figure C-4 illustrates spending by the Navy in Washington state and the Kitsap region by zip code (Source: Department of Defense, 2014; Washington Maritime Cluster Study, 2014):

- \$7 billion in DOD contracts with Washington companies and organizations (both private and not private sector);
- These contracts include \$4.1 billion via the Navy (see map on next page);
  - \$3 billion of this amount is awarded to Boeing;
- \$768 million of the \$4.1 billion in Navy spending is dedicated to companies and organizations in Kitsap County;
  - Of the \$768 million, \$67 million are direct contracts with local companies (including Naval Magazine Indian Island), and
  - \$44 million worth of contractor activities are directly linked with NBK and NAVMAGII—these activities are performed on base.

*Note: There are other contractors completing work for NBK, but are contracted through other government agencies and not included in the above figure.*



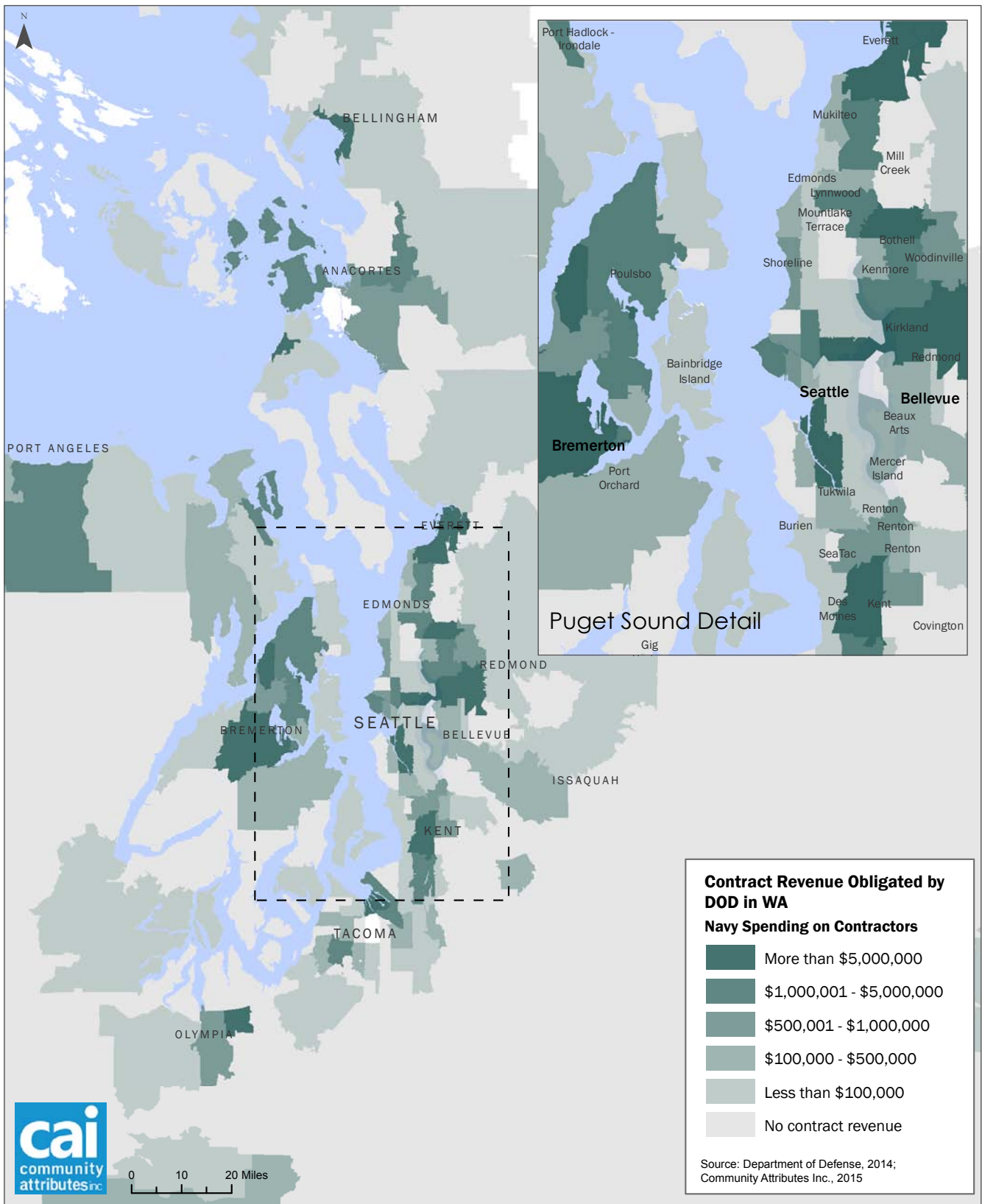


Figure C-4. Navy contract spending, Washington State, FY2013

## Understanding Contractors: National Contractors

Expanding our geographic lens, we can see that local contracts account for only a small portion of total contracts originating from Navy activity in the state.

All DOD contracts in the state combined total more than \$7.9 billion. For accounting purposes, that funding isn't flowing directly through the bases, but contract value is still being pumped into the community.

Boeing is the top Navy contractor in the four-county region (King, Snohomish, Pierce, Kitsap) with more than \$3 billion in contracts flowing through its Seattle office (Table C-2). Vigor Industrial, a shipbuilding and repair company with a large Seattle port presence, received contracts worth more than \$53 million in 2013. Vigor operates nine dry docks in the Northwest, and operates a site at the Puget Sound Naval Shipyard in Bremerton. Skookum Education Programs is a nonprofit founded in 1988 to provide jobs for people with disabilities. Contracted positions primarily include janitorial, grounds keeping, and housekeeping jobs (note that the contract has since been awarded to different company in Bremerton that has maintained many of the same, local personnel).

Absher Construction, a full-service construction firm, represents more than \$25 million in Navy contracts in FY2013. In the past, the company has worked on major contracts for military housing facilities. The University of Washington's large contracts in 2013 represent investments in the University's Applied Physics Laboratory. This research is primarily pursuant to the Navy's goal of reaching 50% renewable energy usage by 2020. Tidal and coastal energy programs for island bases are being investigated, as well as small scale river hydroelectric programs.

**Table C-2. Top Navy contractors, four county region, FY2013**

Rank	Contractor	Amount
1	The Boeing Company	\$3,056,500,000
2	Vigor Industrial	\$53,300,000
3	Skookum Educational Programs	\$31,400,000
4	Absher Construction	\$25,100,000
5	University of Washington	\$18,200,000

(source: Office of Management and Budget, 2014)

## Understanding Contractors: Direct Contractors

Direct Contractors are defined as companies that NBK hires directly, rather than through bulk DOD contracts, for services and products. Exhibit 7 illustrates the concentration of direct contract dollars within Kitsap and Jefferson Counties.

- Most direct contractors performing activities on-base are located in Bremerton itself. While these companies do not report the number of employees working on specific contracts at a time, the bases keep their own records.
- Naval Magazine Indian Island, for example, has 53 reported contractor employees working on-base, which is not captured by contract accounting data from Bremerton.
- According to a PSRC study there were 9,437 contractor employees working in NBK in 2011.
- Contracts from local bases flowing through Naval Base Kitsap-Bremerton reached \$44 million in FY2013.
- Local contracts supported an estimated 836 full time equivalent positions at contractor companies.

Figure C-5 provides a breakdown of the types of industries contracted by Naval Base Kitsap that are based in Bremerton region (as shown in Figure C-6).

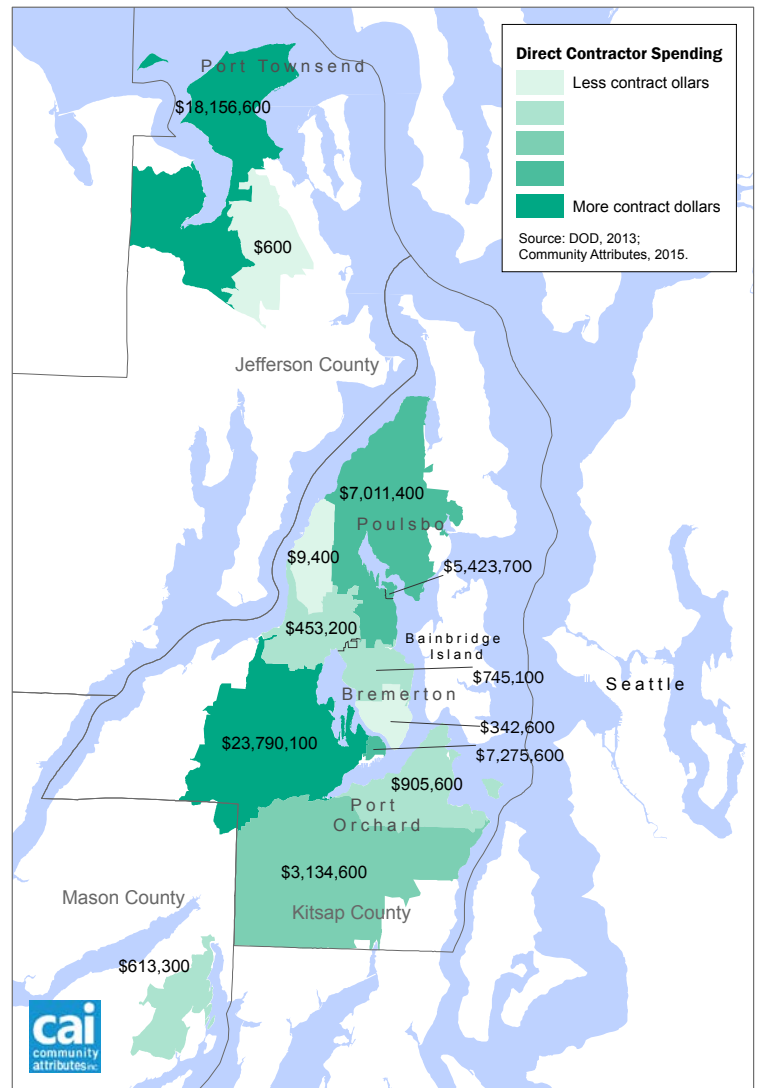


Figure C-6. Direct contract values, Kitsap and Jefferson County, 2013 (source: Office of Management and Budget, 2014; Community Attributes, Inc., 2014)

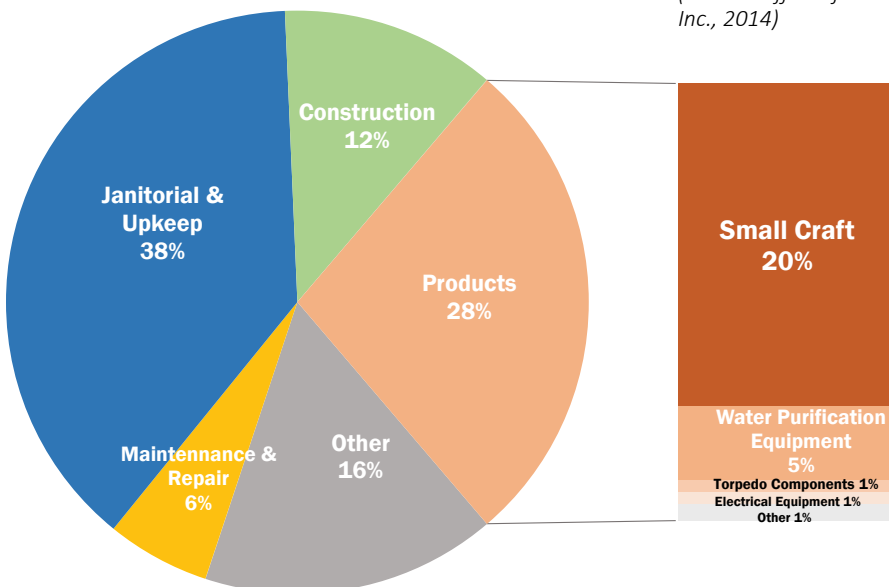


Figure C-5. Direct contracts by major category, Naval Base Kitsap, FY2013 (source: Office of Management and Budget, 2014)

## Civilian Personnel

The impacts of Navy facilities in Kitsap and Jefferson Counties can largely be attributed to the civilian employment that the facilities support. A substantial portion of employment in Kitsap County is federal contracted employees, with many of those jobs located in Bremerton (Table C-3 and Figure C-7):

- 13,600 of 22,400 government jobs in the county are located in Bremerton;
- Naval Base Kitsap currently employs roughly 14,000 civilian personnel, up from a reported 13,661 in 2011, according to the PSRC;
- Naval Magazine Indian Island reported 94 civilian personnel as of August 2014;
- 65% of federal employees in Kitsap County are employed by Naval Base Kitsap; and
- More recently (2013-2014), hiring at the Puget Sound Naval Shipyard and Intermediate Maintenance Facility in Bremerton has resulted in approximately 1,800 additional jobs.

Civilian personnel primarily impact their local communities through local spending on housing, services and consumer goods, which in turn impacts local and statewide tax revenues.

- \$827 million in wages were paid to civilian personnel in 2013, and
- \$74,000 in average yearly wages per DOD employee in 2013.

### Employment

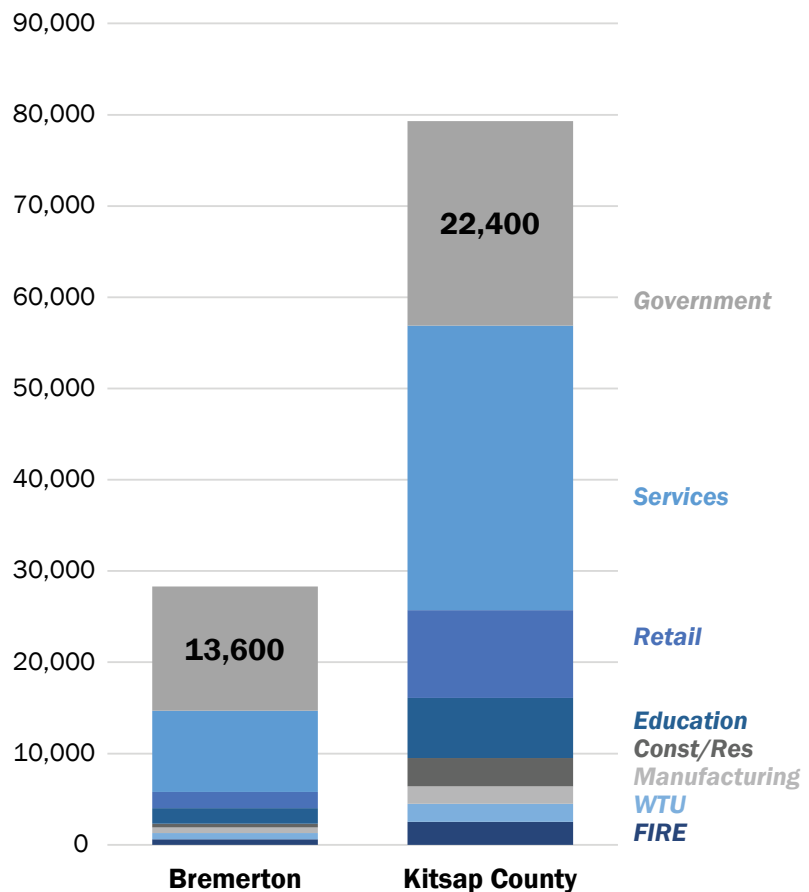


Figure C-7. Federal employment mix, Kitsap County, 2013 (source: Puget Sound Regional Council, 2014)

Note: FIRE stands for Finance Insurance and Real Estate; WTU stands for Warehousing, Transportation and Utilities

**Table C-3. Federal/Civilian Employment by County, 2014**

County	Federal Employment
Jefferson County	200
King County	20,400
Kitsap County	16,500
Mason County	100
Pierce County	12,300

Source: Puget Sound Regional Council, 2014

## Military Personnel

According to a 2011 study by the Puget Sound Regional Council, the estimated average annual wage of military personnel is approximately \$33,600. NBK is home to a substantial number of enlisted personnel that impact the local economy.

- 12,825 military personnel are currently stationed at NBK.
- NBK-Bangor accounted for 5,419 military personnel in 2012, down from 7,253 reported in 2000.
- Five military personnel are stationed at Naval Magazine Indian Island.

**Table C-4. Base Population, Bangor CDP, 2010-2012**

Year	Total Base Population	Total Base Households	Median Household Income
2000	7,253	1,282	\$32,246
2010	6,054	1,104	\$42,568
2012	5,419	NA	NA

Sources: U.S. Census Bureau American Community Survey 2012; U.S. Census Bureau, 2010; U.S. Census Bureau, 2000; PSRC 2011

Note: NA represents cases where data was unavailable.

Military personnel and their families living in the community represent a significant impact on housing and local rents; military stipends paid for housing often represent the maximum rent that a landowner can charge to rent out their property.

**Table C-5. Military Housing Allowance, Bremerton, 2013**

Family Composition	Monthly Range		Annual Range	
	Min	Max	Min	Max
W/Dependents	\$1,221	\$2,082	\$14,652	\$24,984
WO/Dependents	\$1,032	\$1,755	\$12,384	\$21,060

Sources: United States Department of Defense (Military.com), 2015

# Resources

Appendix

# C



# *List of Resources*

- C1. NBK/NAVMAGII JLUS Memorandum of Understanding Annotated Outline**
- C2. Sample Comprehensive Plan Language**
- C3. Sample Military Overlay Code Language (Spokane)**
- C4. Washington State Code on Military-Jurisdiction Land Use Compatibility (RCW 36.70A.530)**

**Appendix C1**  
**NAVAL BASE KITSAP/NAVAL MAGAZINE INDIAN ISLAND**  
**Memorandum of Understanding**

**Annotated Outline**

**Introduction**

The following is an outline of a Memorandum of Understanding, or MOU, the parties involved with the NBK/NAVMAGII Joint Land Use Study may use to implement the strategies described in Chapter 5. An MOU would formalize coordination protocol between the Navy and the community of stakeholders, making ongoing coordination consistent and predictable.

MOUs are, by their nature, negotiated agreements; though they may be non-binding in the legal sense. Note as well that the parties to an MOU do not need to include all of the strategies recommended in Chapter 5; they may accept certain ones, or they may add provisions other than those included in the study. This will be up to the JLUS Implementation Committee during Phase II.

This annotated outline provides a framework for that discussion consistent with the recommendations of the Joint Land Use Study between all or some of the parties included in the draft.

---

**MEMORANDUM OF UNDERSTANDING**  
**FOR**  
**NAVY COORDINATION**

This Memorandum of Understanding (“MOU”) is entered into by and between the Navy, Counties, Cities, Tribes, and Other Stakeholders<sup>1</sup> (collectively referred to as the “Parties”)<sup>2</sup> for the purpose of encouraging compatible growth and Party coordination in the vicinity of the properties and training areas associated with Naval Base Kitsap

---

<sup>1</sup> Generalized terms for the parties are used for purposes of the outline only. When the MOU is developed during Phase II, *JLUS Implementation*, individual bases, local governments, local tribes, and other stakeholders would be expressly indicated as parties to the MOU.

Also, the committee or agency overseeing the MOU, such as the Military Planning and Coordination Committee or other regional planning/coordinating agency, may have a representative on the MPC, and therefore be a party to the MOU. Alternatively, the MPC may be comprised of the Parties to the MOU.

<sup>2</sup> Additional parties could join an MOU, of course. For example, the Washington State Department of Transportation, the Kitsap Regional Coordinating Council, or other agencies may have a role. The decision of one party not to participate in an MOU does not preclude remaining parties from entering and successfully effectuating an MOU.



(NBK) and Naval Magazine Indian Island (NAVMAGII).

### **RECITALS<sup>3</sup>**

#### **Part I: DEFINITIONS**

For purposes of implementing the provisions of this MOU, the terms set forth below shall have the following meanings:<sup>4</sup>

**Joint Land Use Study** means the “Joint Land Use Study for Naval Base Kitsap and Naval Magazine Indian Island,” dated *<insert date of final study>*, 2015.

**Local Government Parties** means Jefferson County, Kitsap County, Mason County, the City of Bremerton, City of Port Orchard, City of Port Townsend, and the City of Poulsbo.

**Local Tribes** means the Jamestown S’Klallam, Lower Elwha Klallam, Port Gamble S’Klallam, Skokomish, and Suquamish Native American Tribes.

**Off-Base Operational Impacts** *<to be Determined by the JLUS Implementation Committee>*<sup>5</sup>

**Written Notice** means an electronic or hardcopy communication by and between Points of Contact as provided in this MOU.

#### **Part II: POINTS OF CONTACT**

##### **<Names of All Parties>**

*<Official Title>*

*<Address>*

*<Phone Number>*

*<Email Address>*

---

<sup>3</sup> Commonly referred to as the “whereas” clauses, recitals would set out the history of the JLUS process and resulting MOU and the bases for its provisions, including, for example, civilian quality of life, citizen and personnel safety, protection of the Navy’s mission, specifics of the NBK and NAVMAGII missions, and impacts on the use of affected property.

<sup>4</sup> Any terms that are unfamiliar to the general public can be defined to facilitate consistent implementation of the MOU and to avoid confusion after execution.

<sup>5</sup> Off-Base Operational Impacts likely would include transportation impacts, water-based training and missions, security, freight routes, among others discussed in the JLUS. However, impacts on and from the Navy’s properties and operations may change over time and will ultimately be defined based on the affected Parties joining an MOU.

**Part III: SHORT-TERM COMMITMENTS OF THE PARTIES**  
**(FIRST THREE YEARS)<sup>6</sup>**

*<This section may include the strategies in Chapter 5 and the JLUS Implementation Matrix, indicated by an “S” under the “Anticipated Timeframe” column to occur within the first 3 years following completion of the Joint Land Use Study.>*

**Part IV: MEDIUM-TERM COMMITMENTS OF THE PARTIES**  
**(FOUR TO TEN YEARS)<sup>7</sup>**

*<This section may include the strategies in the JLUS Implementation Matrix indicated by an “M” under the “Anticipated Timeframe” column to occur between 4-10 years following completion of the Joint Land Use Study.>*

**Part V: LONG-TERM COMMITMENTS OF THE PARTIES**  
**(ELEVEN TO TWENTY YEARS)<sup>8</sup>**

*<This section may include the strategies in the JLUS Implementation Matrix indicated by an “L” under the “Anticipated Timeframe” column to occur between 11-20 years following completion of the Joint Land Use Study.>*

---

<sup>6</sup> The JLUS Implementation Committee and the parties to a proposed MOU may consider prioritizing the commitments within each Anticipated Timeframe according to the prioritization indicated in the JLUS Implementation Matrix in Chapter 5: Low, Medium, or High.

<sup>7</sup> See footnote 6.

<sup>8</sup> See footnote 6.

## **Part VI: THE MILITARY PLANNING COMMITTEE<sup>9</sup>**

### **A. MPC Mission and Purpose**

*<to be Determined by the JLUS Implementation Committee>*

### **B. Nature and Organizational Structure**

*<to be Determined by the JLUS Implementation Committee >*

### **C. Membership**

*<to be Determined by the JLUS Implementation Committee >*

### **D. Terms and Voting**

*<to be Determined by the JLUS Implementation Committee >*

### **E. Officer & Committee Duties**

*<to be Determined by the JLUS Implementation Committee >*

### **F. Meetings**

*<to be Determined by the JLUS Implementation Committee >*

### **G. Dissolution**

*<to be Determined by the JLUS Implementation Committee >*

### **H. Rules**

*<to be Determined by the JLUS Implementation Committee >*

## **Part VII: MISCELLANEOUS**

### **I. Nature of the MOU**

Though non-binding, legally speaking, the MOU reflects a commitment of the Parties to move forward in a formal manner.

### **J. Review**

The Parties will review the MOU at least *<to be Determined by the JLUS Implementation Committee>* and make recommendations for any modifications.

### **K. Modification**

Modifications to the MOU will be mutually agreed to in writing by the Parties.

### **L. Withdrawal**

---

<sup>9</sup> As is discussed in Chapter 5, the Military Planning Committee's organizational rules could be included in the MOU, as shown here, or in a separate set of bylaws. Inclusion of the rules in the MOU would be advisable in the event that all parties to the MOU are represented on the MPC. On the other hand, if some parties to the MOU would not be on the MPC, then a separate set of bylaws governing the MPC might be more appropriate. This is a decision that the JLUS Implementation Committee would take up during Phase II, "JLUS Implementation."

Any Party may withdraw from participation in the MOU by giving Written Notice to all other Parties. Withdrawal of one Party does not terminate the MOU.

**M. Duration**

The term of the MOU is *<to be Determined by the JLUS Implementation Committee>* years and may be extended for additional *<to be Determined by the JLUS Implementation Committee>* year terms.

**N. No Agency between the Parties**

It is understood between the Parties to the MOU that no Party will represent to any other party the existence of any agency relationship.

**O. Effective Date**

This MOU is effective upon execution by all Parties.

**IN WITNESS WHEREOF**, the parties have executed this Memorandum of Understanding on the dates below written.

***<INSERT ORGANIZATIONAL NAME OF PARTY>***

The \_\_\_\_ day of \_\_\_\_\_, 20\_\_

\_\_\_\_\_  
***<INSERT SIGNATORY'S NAME>***

## Appendix C2

### Sample Comprehensive Plan Language

As is discussed in section E1 of Chapter 5, sample comprehensive plan language is being provided as a resource for the local governments that had plan amendments in process at the time the JLUS was completed.

The language provided is a sample only and individual jurisdictions may elect to amend what is provided here to fit their plan's format and to meet the objectives of the particular local government. During Phase II, the JLUS Implementation Committee will recommend additional, more detailed plan amendments to reflect specific implementation tools developed during that phase.

Each local government will determine the appropriate location within its comprehensive plan for these amendments.

#### **Military Planning**

***Background.*** Naval Base Kitsap (NBK), located primarily in Kitsap County, has operational areas that extend into Puget Sound, Jefferson County, and Mason County, as well. One of the most complex installations in the country, NBK is comprised of several key properties and assets, including NBK-Bremerton, NBK-Bangor, NBK-Keyport, the Hood Canal Military Operating Area, Dabob Bay Range Complex, Manchester Fuel Depot, and the Navy Railroad. The base's primary missions include homeporting, maintenance, and repair of submarines, aircraft carriers, and surface ships. However, base operations also include weapons handling and Research, Development, Testing, and Evaluation (RDT&E).

Naval Magazine Indian Island (NAVMAGII) is located in eastern Jefferson County and provides responsive Operational Ordnance Logistics to the Pacific Command. NAVMAGII is an essential ordnance loading point for Pacific Fleet ships preparing for or returning from deployment as well as a strategic point for transshipment of joint service ordnance.

***2015 Joint Land Use Study.*** In 2014 and 2015, <local government> participated in a Joint Land Use Study (the "2015 JLUS"), which evaluated the compatibility of lands in the vicinity of Naval Base Kitsap and Naval Magazine Indian Island. Five Tribal governments (Jamestown S'Klallam, Lower Elwha Klallam, Port Gamble S'Klallam, Skokomish, and Suquamish), three counties (Jefferson, Kitsap, and Mason), and four cities (Bremerton, Port Orchard, Port Townsend, and Poulsbo) participated in the development of the 2015 JLUS and its resulting recommendations.

Historically, <local government> and the Navy have worked closely to avoid potential incompatible land uses in the vicinity of NBK and NAVMAGII. The 2015 JLUS described areas of potential conflict between military and civilian land uses and identified recommendations for avoiding land use conflicts in the future.

***2015 JLUS Implementation.*** The JLUS recommended that a JLUS Implementation Committee be assembled to develop the tools recommended in the 2015 JLUS. <Local government> would be represented on the JLUS Implementation Committee and would participate in the development of the JLUS implementation tools.

### ***Goal***

Ensure the ongoing compatibility of land uses in the vicinity of NBK and NAVMAGII in order to protect the Navy’s mission, the safety of military and civilian personnel and residents, and the quality of life of residents and visitors to **<local government>**.

### ***Policies***

Support the JLUS Implementation phase by identifying **<local government>** officials and staff to participate on steering committees and in the development of JLUS implementation tools.

Upon the conclusion of the JLUS Implementation Phase, identify those tools recommended by the JLUS Implementation Committee, which are applicable and appropriate in **<local government>**, and undertake reasonable efforts to implement those tools in a timely manner.



# Appendix C3: Spokane Municipal Code

Search

[Home](#)

[Title 17C](#)

[Chapter 17C.182](#)

[Sections 17C.182.010...](#)

Highlight Word

## [Title 17C Land Use Standards](#)

### [Chapter 17C.182 Fairchild Overlay Zones](#)

#### [Section 17C.182.010 Purpose and Intent](#)

- A. It is the purpose of this chapter to prevent incompatible land uses in the vicinity of Fairchild Air Force Base (Fairchild AFB) consistent with the recommendations of Fairchild AFB 2009 Joint Land Use Study, Air Installation Compatible Use Zone Study (AICUZ) and the goals and policies of the comprehensive plan.
- B. Fairchild AFB has recognized aviation operational characteristics that are unique and necessitate a modified approach to the regulation of vicinity land uses. These characteristics include but are not limited to military aircraft approach and departure operations affecting a more expansive geographic area and more intense aircraft operation noise characteristics resulting from the staging of unique events such as air shows and special military preparedness operations, and periodic visits by aircraft from other military air installations.
- C. It is recognized that Fairchild AFB current primary missions may be modified in the future to include more substantial aircraft operations involving more intrusive aircraft. The effects of the regulations below should protect and enable Fairchild AFB's expansion of its military mission which will enhance the region's economy, while enhancing the security of the United States.
- D. The overlay regulations herein are intended to prevent incompatible land uses in the vicinity of Fairchild AFB based on the findings:
  1. It is necessary to prevent new development and activities near Fairchild AFB which could create significant aviation hazards of an obstructive nature that adversely affect current and future military operations. Hazards of an obstructive nature, in effect, reduce the size of the area available for military aircraft operations destroying or impairing the utility of Fairchild AFB and the public investment therein.
  2. It is recognized that Fairchild AFB is a key element of a strong economic base for the region and that it is essential that it be protected from

incompatible land uses and hazardous encroachments that would cause curtailment of the Fairchild AFB mission or even closure pursuant to the Base Realignment and Closure Commission (BRAC) process.

3. It is recognized that it is essential to protect public and private investments in U.S. Air Force military facilities for which there may be no feasible future replacement.
4. The regulations herein are necessary to effectively implement the air transportation goals and policies of the comprehensive plan.
5. These regulations are necessary to effectively implement RCW 36.70A.530 which encourages land uses in the vicinity of Fairchild AFB which are compatible with military installations such as Fairchild AFB.
6. These overlay regulations are intended to minimize exposure of residential and other noise sensitive land uses from uncontrollable aircraft noise and high numbers of aircraft overflights; to minimize risks to public safety from potential aircraft accidents; and to restrict incompatible land uses within designated military influence areas as described in this section.
7. The purpose of the regulations herein is to safeguard the public health and welfare by establishing minimum requirements regulating the design and construction of certain buildings for human occupancy in the sound sensitive vicinity of Fairchild AFB.

Date Passed: Monday, April 30, 2012

Effective Date: Saturday, June 16, 2012

ORD C34852 Section 1

#### [Section 17C.182.020](#) Applicability

This Fairchild Overlay Zone (FOZ) regulation apply to the military influence areas described in [SMC 17C.182.100](#), [SMC 17C.182.200](#) and [SMC 17C.182.400](#) and illustrated on the official zoning map. The Fairchild overlay zone serves as an overlay district that applies additional standards and requirements to properties located within the underlying zoning designations. Where a FOZ requirement overlaps or is in conflict with the underlying zone requirement the most restrictive requirement applies.

Date Passed: Monday, April 30, 2012

Effective Date: Saturday, June 16, 2012

ORD C34852 Section 1

#### [Section 17C.182.030](#) Declaration – Appropriate Protection

The degree and scope of protection of Fairchild AFB provided by these regulations is considered the minimum necessary to protect current and future Fairchild AFB operations and are reasonable for regulatory purposes and are based on planning and research in coordination with aviation and defense agencies.



Date Passed: Monday, April 30, 2012

Effective Date: Saturday, June 16, 2012

ORD C34852 Section 1

#### [Section 17C.182.100](#) Military Airspace Established

In order to carry out the purpose and intent of the Fairchild air installation compatible use zone study and to restrict those uses which may be hazardous to the operational safety of military aircraft the military airspace described in department of defense Unified Facilities Criteria (UFC) 3-260-01 (hereinafter referred to as UFC 3-260-01) are hereby established. The UFC 3-260-01 military airspace and any revisions made thereto are adopted by reference and made an official part of this chapter.

Date Passed: Monday, April 30, 2012

Effective Date: Saturday, June 16, 2012

ORD C34852 Section 1

#### [Section 17C.182.110](#) Height Restrictions

- A. Structures may not be constructed, altered or maintained which would penetrate military airspace or vegetation allowed to grow into or project into military airspace as described in UFC 3-260-01. The Federal Aviation Administration shall review all development requests for consistency with this requirement. The planning services director may require a development applicant to provide such technical documents and illustrations as necessary to demonstrate that the proposed development will not penetrate an imaginary surface. Where an area or improvement is subject to more than one military airspace height limitation specified in this chapter, the more restrictive limitation shall prevail.
- B. Upon submission of an application for development approval, the filing of FAA form 7460-1 or any other appropriate federal forms necessary to comply with federal military airspace protection requirements may be required based on overall height, location, and/or nature of the proposed improvement. Federal military airspace requirements are included in department of defense publication UFC-3-260-01 and in FAA Codified Federal Regulation (CFR) part 77.
- C. Proposed developments that have the potential to penetrate military airspace as described in UFC 3-260-01 will be reviewed by Fairchild AFB. The planning services director shall consider Fairchild AFB comments and recommendations prior to a final decision on the proposed development.

Date Passed: Monday, April 30, 2012

Effective Date: Saturday, June 16, 2012

ORD C34852 Section 1

#### [Section 17C.182.120](#) Administrative Height Exceptions

- A. The planning services director may, as part of a development permit application process, administratively grant height exceptions after a review of the proposal and issuance of written findings that the proposed development meets the following criteria:
1. The applicant has complied with the Federal Aviation Administration form 7460-1 review process (Notice of Proposed Construction or Alteration) and provided documentation from FAA that this review process is complete and that FAA has no objections to the proposed development.
  2. The requirements of [SMC 17C.182.600](#) have been satisfied.
- B. Further, the development shall meet at least one of the following criteria:
1. The improvement would be shielded by an adjacent or nearby existing permanent structure or natural terrain feature of equal or greater height compared to the proposed structure.
  2. The improvement is an air navigation facility, airport visual approach or landing aid, aircraft arresting device, or meteorological device, of a type approved by the Federal Aviation Administration.
  3. The proposal is a military service and support improvement, with a fixed location and height which are necessary and incidental to Fairchild AFB operations as certified in writing by Fairchild AFB.
- C. The planning services director may require an applicant to provide such technical documentation and illustrations necessary to demonstrate that the proposed development will not threaten or reduce military aircraft safety.

Date Passed: Monday, April 30, 2012

Effective Date: Saturday, June 16, 2012

ORD C34852 Section 1

### [Section 17C.182.200](#) Military Influence Areas (MIA) Established

Fairchild Air Force Base Military Influence Areas (MIA) are hereby established as integral components of the Fairchild Overlay Zone (FOZ). Land within the MIAs is subject to the regulations of the underlying zones as well as the regulations specified in this chapter. The MIAs are illustrated on the official zoning map and are described as follows:

- A. Military Influence Area 1 – Relating to Regional and Non-Geographic Specific Activities.
- MIA 1 encompasses the geographical area within Spokane County's boundaries to include all the County's cities. The Fairchild AFB Joint Land Use Study (JLUS) for this MIA identified two types of strategies for MIA 1. The first type of strategy applies to Spokane County as a whole and can vary in geographic scope depending on the specific issues. The second type of strategy does not apply to a specific geographic area because they are processes and procedures related to local governments. An example of this is a JLUS strategy which suggests the creation of a JLUS coordinating committee that will oversee implementation of

JLUS strategies intended to protect Fairchild AFB. Other strategy examples include but are not limited to promoting intergovernmental and interagency coordination and collaboration regarding planning and development activities within MIA 1 potentially affecting Fairchild AFB; such as incorporating military housing needs in comprehensive plans; and implementing evaluation processes that protect military airspace and preventing conflicts with military electronic communications systems.

**B. Military Influence Area 2 – Coordination and Collaboration Area.**

This MIA extends approximately twenty-six thousand four hundred feet (approximately five miles) from the Fairchild AFB runway. This MIA defines an area where Fairchild AFB aircraft over flights occur and where aviation easements are necessary. More extensive interagency coordination is required regarding evaluation of land use policies and development proposals potentially affecting Fairchild AFB operations. Additionally, prevention of bird strikes on aircraft and other wildlife intrusions affecting Fairchild AFB operations are discouraged, Fairchild AFB and FAA review of project proposals are required to ensure that structures do not penetrate department of defense military airspace and prevent interference with military electronic communications. MIA 2 is also intended to promote an enhanced level of notification to the public regarding military aircraft over flight and their associated impacts.

**C. Military Impact Area 3/4 – Land Use Compatibility Area/Sound Impact Area.**

1. MIA 3/4 is the primary land use impact area whereby land uses and development densities have the potential to adversely impact Fairchild AFB operations and is illustrated on the official zoning map. MIA 3/4 applies land use restrictions and use densities to protect the health and safety of the general public and assure that uses will not conflict with Fairchild AFB operations and prevent concentrations of people in harm's way. The shape and scope of MIA 3/4 is based on an evaluation of military aircraft over flight patterns and in consideration of proximity to the military aircraft sixty-five Ldn sound impact contour.
2. The sixty-five Ldn sound contour is illustrated in the 2008 Noise Technical Report for the Fairchild Air Force Base JLUS, figure 4, Fairchild scenario 3 involving deployment of current and future aircraft.
3. MIA 3/4 also serves as a noise reduction area. The purpose for designating MIA 3/4 as a noise reduction area is to require use of sound reducing design and materials in the new residential structures.

Date Passed: Monday, April 30, 2012

Effective Date: Saturday, June 16, 2012

ORD C34852 Section 1

[Section 17C.182.210](#) MIA 3/4 Regulations Based on Washington State Airport Compatibility Guidelines

The land use regulations applicable to MIA 3/4 specified in this section are based on the Washington State department of transportation division of aviation airports and

compatible use guidelines. These regulations are further based on a review of military flight operations in the vicinity of Fairchild AFB.

Date Passed: Monday, April 30, 2012

Effective Date: Saturday, June 16, 2012

ORD C34852 Section 1

### Section 17C.182.220 Compatible Uses and Densities – MIA 3/4

- A. This section classifies land uses and activities into use categories on the basis of common characteristics that are potentially compatible or incompatible with Fairchild AFB missions. Uses that put people in harm's way, increase the risk or severity of an aircraft accident, endanger public infrastructure, or reduce the long-term functionality and economic viability of the region's civil and military aviation facilities are considered incompatible.
- B. Uses Not Listed.  
Examples of uses that are included in the use category are provided. The names of uses on the lists are generic. They are based on the common meaning of the terms and not on what a specific use may call itself. For example, a use whose business name is "wholesale liquidation" but that sells mostly to consumers would be considered a retail sales use rather than a wholesale sales use. As such it would be in the high intensity uses category rather than the low intensity uses category. This is because the actual activity on the site matches the description of the retail sales and service category. A use may not be listed but may have the same incompatible characteristics as a listed use. The planning services director may determine that a proposed use has similar incompatible characteristics as other uses that are permitted or not permitted and therefore should also be permitted or not permitted.
- C. This section also specifies uses and densities allowed in military influence area 3/4. If these requirements conflict with the requirements applicable to the clear and accident potential zones specified in [SMC 17C.182.400](#) the more restrictive requirements apply. The use and activity categories and associated density maximums and limitations are as follows:
  1. Residential Uses.
    - a. The residential use category includes a variety housing types and densities consistent with the underlying residential zoning. Examples of residential uses include single-family residences, duplexes, manufactured homes, condominiums, apartments, group homes and motels, hotels, boarding houses where occupancy is arranged for longer than thirty days.
    - b. Urban residential uses are permitted in the MIA 3/4 where the underlying zone is residential. Residential uses are not permitted where the underlying zone is industrial, commercial or other non-residential zone. Urban residential densities shall not exceed the density allowed by the underlying zone adopted prior to adoption of this chapter. Urban residential zones adopted prior to the adoption of

this regulation shall not be geographically expanded. New residential zones are prohibited. Residential densities allowed by residential zones adopted prior to the adoption of this chapter shall not be increased.

- c. Undeveloped parcels of record legally created prior to this regulation may be developed with a single-family home provided the underlying zone allows the use and density. All allowed residences shall comply with all requirements of this chapter to include the sound reduction requirements in [SMC 17C.182.300](#).
- d. Zoning changes and planned unit developments that allow for further urban residential densification or new or expanded residential zones within MIA 3/4 are not permitted.

## 2. High Intensity Non-Residential Uses.

- a. High intensity uses have the potential to concentrate a large number of people in a small area and are deemed incompatible with Fairchild AFB. These uses are deemed incompatible because of their potential to put a large number of people in harm's way. Examples of high intensity uses include religious institutions, theaters, auditoriums, arenas, concert halls, amphitheaters, meeting halls, gymnasiums, skating rinks, bowling alleys, arcades, community centers, universities and colleges, museums, public libraries, funeral homes, arenas, outdoor amphitheaters, outdoor spectator sports, racetracks and speedways, amusement parks, water feature parks and facilities, campgrounds, fairgrounds, circuses, carnivals, eating and drinking establishments, farmers markets, retail sales and services, shopping centers, hotels, motels, auction events, offices, businesses with a large number of employees, bus and rail passenger terminals and mass shelters. Hotels and motels in which occupancy is arranged for over thirty days are deemed residential uses.
- b. Non-aviation related museums, libraries, race tracks, hotels, motels, resorts, group camps, non-aviation related colleges and universities, participant sports and recreation, amusement parks, recreational vehicle parks, entertainment uses, cultural facilities, public assembly facilities (concert halls, theaters, stadiums, amphitheaters, arenas, community centers, churches and similar facilities) are not permitted.
- c. All other high intensity uses are allowed when permitted by the underlying zoning at a net density not exceeding one hundred eighty persons per individual acre calculated by dividing the building code occupancy of all structures on the site by the acreage of the subject site not including property that has been dedicated as right-of-way.

## 3. Low Intensity Non-Residential Uses.

- a. Low intensity non-residential uses do not concentrate people or hazardous materials into small areas, are not sensitive to loud noise and do not directly or indirectly inhibit aviation operations. Examples of low intensity uses include agricultural uses (that do not attract wildlife hazardous to aviation operations), kennels, animal clinics, sales of motorcycles, automobiles, trucks, marine craft, manufactured

homes and recreation vehicles, commercial parking, quick vehicle service, maintenance and repair shops, towing services, taxicab terminals, wholesale sales, ministorage, warehouses, non-labor intensive manufacturing, printing and publishing, cemeteries, trails, rail lines, roads, underground utilities.

- b. Low intensity non-residential uses which do not allow a net density to exceed one hundred eighty persons per net acre are deemed to be compatible with Fairchild AFB and are permitted in MIA 3/4 where the underlying use allows the use.

#### 4. Vulnerable Occupant Uses.

- a. Vulnerable occupant uses are uses in which a majority of occupants are children, elderly or disabled or other people who have reduced mobility or are unable to timely respond to emergencies or avoid harm's way. Examples of vulnerable occupant uses include daycare centers, family daycares, schools (grades K-12), hospitals, adult care and other health care facilities where anesthesia is used or patients remain overnight, correctional facilities, retirement homes, nursing homes, convalescent facilities and assisted living care residences.
- b. Uses with vulnerable occupants are allowed outside the Ldn seventy-five contour when permitted in the underlying zone at a net density not exceeding one hundred eighty persons per individual acre calculated by dividing the building code occupancy of all structures on the site, provided that retirement homes, nursing homes, convalescent facilities, assisted living residences, community treatment facilities, child day care and preschools, hospitals and schools (grades K-12) are not permitted in MIA 3/4.

#### 5. Critical Community Infrastructure.

- a. Critical community infrastructure includes facilities whereby damage or destruction of which would cause significant adverse effects to public health and welfare within or beyond the immediate vicinity or the facility. Examples of critical community infrastructure include police stations, fire stations, emergency communication facilities, power plants and waste water treatment facilities.
- b. Critical community infrastructure is permitted in MIA 3/4 provided that the use is consistent with the underlying zone.

#### 6. Hazardous Uses.

- a. Hazardous uses are uses that release discharge into the air such as smoke, steam or particulates that impair aircraft pilot visibility, uses that have above ground hazardous materials storage or uses that require the storage of large quantities of hazardous (flammable, explosive, corrosive or toxic) materials that have the potential to exacerbate an aircraft accident, uses that attract wildlife hazardous to military aircraft or uses that otherwise could create a hazard for aviation operations. Examples of hazardous uses include above ground chemical or fuel storage exceeding household quantities, heliports or helipads, mining and any uses that have open water

associated with the use. Pooling of water resulting from compliance with [SMC 17C.182.500](#) (Bird-Aircraft Strike Hazard Requirement) of this chapter is not deemed a hazardous use.

- b. Hazardous uses may be allowed as a conditional use permit if the hearing examiner, after consulting with Fairchild AFB, finds that the proposed use will not create a hazard for military aircraft operations and the underlying zone allows the use. Except that heliports or helipads are not permitted. The hearing examiner may apply such reasonable conditions to the conditional use to assure that the hazardous use is compatible with Fairchild AFB. Examples of conditions are specified in [SMC 17C.182.230](#).

#### 7. Accessory Uses.

Uses which are identified as a prohibited use as a stand-alone use by the underlying zone are not allowed as an accessory use to a permitted use. For example, where a daycare use is prohibited, it is not allowed as an accessory use to a permitted use such as an office.

#### 8. Non-residential Density.

For the purpose of this subsection the calculated density shall be no greater than one hundred eighty persons per individual acre after subtracting public rights-of-way. However, in consultation with Fairchild AFB officials, alternatives to this calculation may be allowed by the planning services director if it is deemed to be compatible to the mission of Fairchild AFB. For the purpose of this section, the terminology "consultation" shall mean written notification by the director to Fairchild AFB officials of a project proponent's proposed alternative calculations and consideration by the director of any written comments received from Fairchild AFB officials within fifteen days of the officials' receipt of notice of a proposed alternative. If the planning director receives no comment from Fairchild Air Force Base within the applicable comment period the department of building and planning shall presume that the calculated density shall be no greater than one hundred eighty persons per individual acre after subtracting the area of the public rights-of-way.

Date Passed: Monday, April 30, 2012

Effective Date: Saturday, June 16, 2012

ORD C34852 Section 1

[Section 17C.182.230](#) Review of Permitted Uses and Conditional Use Permits Locating in MIA 3/4 – Application of Reasonable Conditions

- A. The planning services department shall review applications for permitted uses for consistency with the applicable requirements of this chapter. The planning services director may require a detailed site development plan to include but not be limited to a written description and illustration of site development, specific placement of all site improvements, height of improvements and other site alterations concurrent with development. The information shall include sufficient detail to enable the hearing examiner, in regards to a conditional use permit, to determine that the proposal is compatible with current and future operations of

Fairchild AFB and consistent with all requirements of this chapter.

- B. The planning services director or hearing examiner may attach reasonable conditions to the approval of use as necessary to assure consistency with this chapter and compatibility with Fairchild AFB. Conditions may address but not be limited to the following:
1. establishment of buffers;
  2. site specific building envelopes and placement;
  3. vegetation removal and limitations on vegetation heights;
  4. location and installation of utilities;
  5. post development management and operations;
  6. structural design;
  7. structural height, location and orientation;
  8. light and glare suppression;
  9. birdlife suppression;
  10. air emissions abatement;
  11. limitations on communication equipment;
  12. other reasonable conditions or safeguards that will uphold the purpose and intent of this chapter to protect Fairchild AFB consistent with comprehensive plan goals and policies; and
  13. sound attenuation.
- C. The planning services director or hearing examiner may apply additional reasonable conditions based on recommendations of Fairchild AFB installation commander.

Date Passed: Monday, April 30, 2012

Effective Date: Saturday, June 16, 2012

ORD C34852 Section 1

#### **Section 17C.182.240** General Use Restrictions – MIA 3/4

- A. No use shall be constructed or installed in the Military Influence Area 3/4 designation that would cause any one of the following circumstances:
1. The use creates or causes interference with the operations of military communications or electronic facilities.
  2. The use makes it difficult for pilots to distinguish between airport lights and other lights.
  3. The use results in glare which impairs pilot vision.
  4. The use impairs pilot visibility in the vicinity of Fairchild AFB.
  5. The use endangers the landing, taking off, or maneuvering of aircraft.



6. The use creates a wildlife attractant that, in the opinion of Fairchild AFB, could interfere with military operations.
7. The use would create a fire accelerant or secondary explosion resulting from an aircraft crash in an accident potential zone.
8. Permitted uses shall not create large areas of standing water which would be attractive to bird life or other wildlife which would conflict with Fairchild AFB operations.
9. Any use which otherwise endangers incoming or outgoing aircraft or the maneuvering of aircraft in the vicinity of the base.
10. Stormwater facilities located within MIA 3/4 shall be designed in compliance with the Washington State department of transportation *Aviation Stormwater Design Manual - Best Management Practices*.
11. New buildings and structures proposed on a parcel where any portion of the parcel lies within a clear zone, APZ-I or APZ-II shall be situated on the side of the parcel farthest from Fairchild AFB runway centerline and extended runway centerline, provided that the placement is consistent with the setback requirements of the underlying zone.

Date Passed: Monday, April 30, 2012

Effective Date: Saturday, June 16, 2012

ORD C34852 Section 1

#### [Section 17C.182.250](#) Exemptions – MIA 3/4

Necessary military or aviation facilities, air navigation facilities, airport visual approach or aircraft arresting devices, meteorological devices, aviation industry related maintenance, military aviation training and education facilities approved by the Federal Aviation Administration (FAA) or the department of defense, for which the location and height is fixed by its functional purpose, are exempt from the provisions of the Fairchild overlay zone when permitted in the underlying zoning district, provided that the use will not penetrate the UFC 3-260-01 imaginary surfaces, attract wildlife that is hazardous to aviation, adversely impact Fairchild AFB operations, or create a safety impact as determined by the base commander.

Date Passed: Monday, April 30, 2012

Effective Date: Saturday, June 16, 2012

ORD C34852 Section 1

#### [Section 17C.182.260](#) Conflict with Underlying Zone Requirements

The Fairchild overlay zone serves as an overlay district that applies additional standards and requirements to properties located within the underlying zoning designations. Where a Fairchild overlay zone requirement overlaps or is in conflict with the underlying zone requirements, the most restrictive requirement applies.

Date Passed: Monday, April 30, 2012

Effective Date: Saturday, June 16, 2012

ORD C34852 Section 1

### Section 17C.182.300 Noise Impact Area Established

Military Influence Area 3/4, as illustrated on the City of Spokane official zoning map, is hereby established as a substantial noise impact area. The noise impact area map is available for review in the planning services department. The map is the official reference map for the noise impact regulations in this section. The map illustrates the boundary of the noise impact area and includes the seventy and seventy-five Ldn sound contours and said boundary and contours are based on the sound impact calculation methodologies specified in Federal Aviation Administration, Code of Federal Regulations (CFR) part 150. The Ldn sound contours are based on sound generated from current and future deployment of strategic military aircraft.

Date Passed: Monday, April 30, 2012

Effective Date: Saturday, June 16, 2012

ORD C34852 Section 1

### Section 17C.182.310 Application to New, Existing Structures, Additions and Changes of Use

#### A. New Structures.

The noise reduction level specified in [SMC 17C.182.420](#) shall apply to all new residential structures to include manufactured homes and structures intended for congregate living which are located in MIA 3/4.

#### B. Exemptions.

Garages, basements, utility rooms and accessory structures not occupied as a dwelling unit are exempt from the requirements of this section.

#### C. Reconstruction, Remodeling or Additions.

The noise reduction standard specified in [SMC 17C.182.420](#) shall apply to reconstruction, remodeling or additions or other improvements to existing structures types as described in subsection (A) above, when the value of the improvements equals or exceeds fifty percent of the value of the existing structure as specified by the Spokane County assessor exclusive of the underlying land value. The value of the proposed work shall be determined using the current valuation schedule published by the International Code Council in the *Building Safety Journal*. One or more licensed contractor estimates may also be used at the discretion of the building official. This requirement applies to a structure that has been damaged and is being restored to a condition approximating the characteristics of the structure before occurrence of damage.

#### D. Change of Use.

Any change of use in the occupancy or use of a structure previously not occupied

or approved as a dwelling unit to a use intended to serve as a living quarters shall comply with the noise reduction requirements of this section provided the requirements do not apply to any improvements specified in subsection (B) above relating to exemptions.

- E. This section is not intended to abridge any safety or health requirements required under any other applicable codes or ordinances. This section is intended to be a companion to the adopted underlying zoning code requirements and further supersede those requirements where they are less restrictive than the requirements in this section. In the case of conflict between this chapter and any other applicable codes, the more restrictive requirements shall be met.

Date Passed: Monday, April 30, 2012

Effective Date: Saturday, June 16, 2012

ORD C34852 Section 1

### Section 17C.182.320 Noise Reduction Features and Materials Required

- A. All structures or portions thereof subject to this regulation as specified in [SMC 17C.182.310](#) shall be constructed with sound reduction features and materials necessary to achieve a day/night average interior noise level of forty-five dB in accordance with Department of Navy *Guidelines for Sound Insulation of Residences Exposed to Aircraft Operations*.
- B. The building permit application for a structure subject to this section shall include such additional information as deemed necessary specifying noise reduction features and materials necessary to achieve a day/night average interior sound level of forty-five dB. Information regarding sound reduction features and materials shall be prepared and certified by a Washington State registered engineer, architect or acoustical expert recognized by an acoustical design related association. The plans or revision to such plans shall be certified by the Washington State registered engineer, architect or acoustical expert as follows:

"The construction plans/documents submitted with building permit application\_\_\_\_\_ provide the sound reduction materials and features are consistent with the Guidelines for Sound Insulation of Residences Exposed to Aircraft Operations Chapter as specified in [chapter 17C.182 SMC Fairchild Overlay Zone Regulations](#)"

- C. All development subject to this noise reduction regulation shall have the noise reduction features and materials periodically inspected during the course of construction by the engineer, architect or acoustical expert who certified the building plans.
- D. Upon completion of construction and prior to issuance of a certificate of occupancy, the sound reduction construction inspector shall submit to the planning services department a signed certification specifying that the required noise reduction features and materials have been completed/installed in

substantial conformance with the approved construction documents. The certification shall be included in the building permit file in the planning services department.

Date Passed: Monday, April 30, 2012

Effective Date: Saturday, June 16, 2012

ORD C34852 Section 1

#### [Section 17C.182.330](#) Details for Plans and Specifications

The proposed structure plans and specifications shall show in sufficient detail all pertinent data and features of the building and the equipment and systems, as herein governed, including, but not limited to, exterior envelope component materials, STC ratings of applicable component assemblies, R values of applicable insulation materials, size and type of apparatus and equipment, equipment and system controls, and other pertinent data as required by the building official to indicate conformance with the requirements herein.

Date Passed: Monday, April 30, 2012

Effective Date: Saturday, June 16, 2012

ORD C34852 Section 1

#### [Section 17C.182.400](#) Accident Potential Zones Established

In order to carry out the purpose and intent of the Fairchild Air Installation Compatible Use Zone (AICUZ) Study and to restrict those land uses which may be hazardous to the operational safety of Fairchild AFB aircraft or threaten the safety of the occupants of the use, the following Accident Potential Zones (APZ) are hereby established and are illustrated on the official zoning map:

A. Clear Zone.

The clear zone at each end at of the Fairchild AFB runway is three thousand feet wide (one thousand five hundred feet wide on each side of the runway centerline) by three thousand feet long extending from the runway threshold. Accident potential on or adjacent to the runway or within the clear zone is so high that the necessary land use restrictions would prohibit reasonable economic use of land. Proposed land uses in the clear zone shall be in accordance with [Table 17C.182-1](#).

B. Accident Potential Zone (APZ) I.

APZ-I is three thousand feet wide (one thousand five hundred feet wide on each side of the runway centerline) by five thousand feet long extending to eight thousand feet from the runway threshold. APZ-I begins at the outer boundary of the clear zone. Proposed land uses in APZ-I shall be in accordance with [Table 17C.182-1](#).

C. Accident Potential Zone (APZ) II.

APZ-II is three thousand feet wide (one thousand five hundred feet wide on each

side of the runway centerline) by seven thousand feet long extending to fifteen thousand feet from the end of the runway threshold. APZ-II commences at the outer boundary of APZ-I. Proposed uses in APZ-II shall be in accordance with [Table 17C.182-1](#).

Date Passed: Monday, April 30, 2012

Effective Date: Saturday, June 16, 2012

ORD C34852 Section 1

### [Section 17C.182.410](#) APZ Permitted and Prohibited Uses

Land uses permitted or prohibited in the clear zone, APZ-I and APZ-II zones are as specified in Table 17C.180-1 below. If Table 17C.180-1 specifies a use is not allowed, the use shall be deemed prohibited for the purposes of this chapter. If a permitted use conflicts with the requirements of the underlying zone the more restrictive requirements shall apply.

A. Permitted Uses (P).

Uses permitted in the airfield overlay zones are listed in Table 17C.182-1 with a "P." These uses are allowed if they comply with these standards and other standards of this chapter and are permitted in the underlying zone. In locations where overlay zones overlap the proposed use must be permitted in every overlay zone that applies to the subject property or the use is not permitted.

B. Limited Uses (L).

Uses permitted that are subject to limitations are listed in Table 17C.182-1 with an "L." These uses are allowed if they comply with the limitations as listed in the footnotes following the table and the development standards and other standards of this chapter and are permitted in the underlying zones. The paragraphs listed below contain the limitations and correspond with the bracketed [ ] footnote numbers from Table 17C.182-1.

C. Conditional Uses (CU).

Uses that are allowed if approved through the conditional use review process are listed in Table 17C.182-1 with a "CU." These uses are allowed provided they comply with the conditional use approval criteria for that use, the development standards and other standards of this chapter and are permitted in the underlying zones. Uses listed with a "CU" that also have a footnote number in the table are subject to the standards cited in the footnote. The conditional use review process and approval criteria are stated in [chapter 17C.320 SMC](#), Conditional Uses.

D. Uses Not Permitted (N).

Uses listed in Table 17C.182-1 with an "N" are not permitted. Existing uses in categories listed as not permitted are subject to the standards of [chapter 17C.210 SMC](#), Nonconforming Situations.

<b>TABLE 17C.182-1 ACCIDENT POTENTIAL PERMITTED USES</b>	
Use is:	

<b>P</b> - Permitted <b>N</b> - Not Permitted <b>L</b> - Allowed, but with Special Limitations <b>CU</b> - Conditional Use Review Required	<b>Accident Potential Zones (APZ)</b>		
	<b>Clear Zone</b>	<b>APZ-I</b>	<b>APZ-II</b>
Residential Uses	N	N	N
High Intensity Uses	N	N	N
Vulnerable Occupant Uses	N	N	N
Critical Community Infrastructure	N	N	N
Hazardous Uses	N	N	L/CU[1]
Low Intensity Uses	L[2]	P[3]	P[3]
Notes: <ul style="list-style-type: none"> <li>• The use categories are described in <a href="#">SMC 17C.182.320</a>.</li> <li>• Standards that correspond to the bracketed numbers [ ] are specified in <a href="#">SMC 17C.182.420</a>.</li> <li>• Standards applicable to conditional uses are stated in <a href="#">chapter 17C.320 SMC</a>.</li> </ul>			

Date Passed: Monday, April 30, 2012

Effective Date: Saturday, June 16, 2012

ORD C34852 Section 1

### Section 17C.182.420 Limited Use Standards

#### A. Hazardous Uses.

This regulation applies to all parts of [Table 17C.182-1](#) that have a note [1]. Mining may be permitted in APZ-II, with type III conditional use permit if the hearing examiner, after consulting airport and Fairchild AFB personnel, finds that the proposed mining operation will not create a hazard for aviation operations.

#### B. Clear Zone.

This regulation applies to all parts of [Table 17C.182-1](#) that have a note [2]. No above-ground structures or utilities are permitted. Except that on lots existing prior to the adoption of this chapter, the minimal structures necessary to allow for reasonable and economically viable use of the property may be permitted when the director determines that the structure(s) would not threaten public health, safety, or welfare on or off the property. The inability to the applicants to derive an economically viable use shall not be the result of actions by the applicant in subdividing the property, adjusting boundary lines or other land use activity thereby creating the undevelopable conditions after the effective date of this chapter.

### C. Low Intensity Uses.

This regulation applies to all parts of [Table 17C.182-1](#) that have a note [3].

Facilities shall not result in occupancy densities exceeding seventy-five persons per acre. Should an ownership include a multiple of acres, no single acre of the ownership shall be allowed to exceed the stated density limit. For example, each acre within an undivided ten acre ownership shall not be allowed to exceed the density limit.

Date Passed: Monday, April 30, 2012

Effective Date: Saturday, June 16, 2012

ORD C34852 Section 1

### [Section 17C.182.430](#) Review of Permitted Uses Locating in the Clear Zone, APZ-I and APZ-II – Application of Reasonable Conditions

- A. The planning services director shall review the proposal for consistency with applicable requirements of the Fairchild Overlay Zone (FOZ). The planning services director may require a detailed site development plan to include, but not be limited to, a written description and illustration of site development, specific placement of all site improvements and other site alterations concurrent with development. The information shall include sufficient detail to enable the planning services department to determine that the proposal is compatible with current and future operations of Fairchild AFB and consistent with all requirements of the FOZ.
- B. After consulting with Fairchild AFB, the planning services director may attach reasonable conditions to the approval of permitted uses as necessary to assure consistency with this regulation and compatibility with Fairchild Air Force Base. Conditions may address, but not be limited to, the following:
  - 1. establishment of buffers;
  - 2. site specific building envelopes and placement;
  - 3. vegetation installation;
  - 4. location and installation of utilities;
  - 5. post development management and operations;
  - 6. structural materials and design;
  - 7. structure height, location and orientation;
  - 8. light and glare suppression;
  - 9. birdlife suppression;
  - 10. abatement of sight obscuring emissions; and
  - 11. other reasonable conditions or safeguards that will uphold the purpose and intent of this regulation to protect Fairchild Air Force Base consistent with comprehensive plan goals and policies.

Date Passed: Monday, April 30, 2012

Effective Date: Saturday, June 16, 2012

ORD C34852 Section 1

**Section 17C.182.440** General Use Restrictions – Clear Zone, APZ-I and APZ-II

- A. No use shall be developed or installed in the clear zone, APZ-I or APZ-II that would cause any one of the following circumstances:
1. The use creates or causes interference with the operations of radio communications or electronic facilities at Fairchild AFB or between Fairchild AFB and airborne aircraft.
  2. The use makes it difficult for pilots to distinguish between airport lights and other lights.
  3. The use results in glare which impairs pilot vision.
  4. The use impairs pilot visibility in the vicinity of Fairchild AFB.
  5. The use endangers the landing, taking off, or maneuvering of aircraft.
  6. The use creates a bird attractant that, in the opinion of Fairchild AFB, could interfere with aircraft operations.
  7. The use would create a fire accelerant or secondary explosion resulting from an aircraft crash in an accident potential zone.
  8. Permitted uses shall not create large areas of standing water which could be airborne wildlife attractants.
  9. Any use which endangers incoming or outgoing aircraft or the maneuvering of aircraft in the vicinity of Fairchild AFB.
- B. New buildings and structures located on vacant parcels created before the effective date of these regulations shall be situated on the side of the parcel farthest from the Fairchild AFB runway centerline, provided that the placement is consistent with the setback requirements of the underlying zone.
- C. Stormwater facilities shall be designed in compliance with the Washington State department of transportation *Aviation Stormwater Design Manual - Best Management Practices*.
- D. Utilities shall be sited underground to the greatest extent possible in the clear zone, APZ-I and APZ-II.

Date Passed: Monday, April 30, 2012

Effective Date: Saturday, June 16, 2012

ORD C34852 Section 1

**Section 17C.182.450** Clear Zone Special Considerations



This section applies to all uses allowed in the clear zone listed in [Table 17C.182-1](#) as follows: On undeveloped lots existing prior to the adoption of this chapter, allowed structures shall be designed to be the minimum necessary to provide for a reasonable and economically viable use of the property necessary and that would not threaten public health, safety or welfare on or off the property or compromise in any manner the military mission of Fairchild AFB.

Date Passed: Monday, April 30, 2012

Effective Date: Saturday, June 16, 2012

ORD C34852 Section 1

#### [Section 17C.182.500](#) Bird – Aircraft Strike Hazard Requirement

- A. Stormwater management facilities associated with development located in military influence areas 2 and 3/4 shall be designed in compliance with the Washington State department of transportation *Aviation Stormwater Design Manual - Best Management Practices* and as may be amended.
- B. A project landscaping plan shall be provided to Fairchild AFB for comment, in accordance with the requirements of [SMC 17C.182.600](#) where such landscaping plan is a required element of the development application as specified by [SMC 17C.200.020](#). The planning services director or hearing examiner shall consider Fairchild AFB comment prior to taking action on the development application and may apply conditions of approval related to landscaping based on said comment. Required landscaping plans shall provide a detailed description of all species of trees and shrubs intended to be installed.

Date Passed: Monday, April 30, 2012

Effective Date: Saturday, June 16, 2012

ORD C34852 Section 1

#### [Section 17C.182.600](#) Fairchild AFB Review Required in the MIA 2 and 3/4

The planning services department shall request comment from Fairchild AFB officials and may apply reasonable conditions of development approval based on written recommendations from Fairchild AFB. Fairchild AFB shall be given a minimum of fifteen days from notification to comment on a project application. If no comment from Fairchild AFB is received within the applicable comment period it is presumed that Fairchild AFB has no objections. The director may extend the comment period up to an additional thirty days based upon request for additional review time from Fairchild AFB. Development actions subject to this requirement include, but are not limited to, the following development proposals located within military influence areas 2 and 3/4:

- A. Preliminary plat applications;
- B. Preliminary short plat applications;
- C. All projects proposing open water features;

- D. Application for new commercial and industrial uses;
- E. Public facility proposals deemed to have a potential impact on Fairchild AFB;
- F. All development permits proposing structures exceeding thirty-five feet in height; or any lesser height otherwise deemed to have a potential impact on Fairchild AFB;
- G. Any development proposal the planning services director deems appropriate for Fairchild AFB review; and
- H. Environmental evaluation documents regarding projects located in MIA 3/4.

Date Passed: Monday, April 30, 2012

Effective Date: Saturday, June 16, 2012

ORD C34852 Section 1

#### Section 17C.182.700 Avigation Easement Required in MIA 2 and 3/4

- A. Prior to issuance of certificate of occupancy for a new structure within MIA 2 and 3/4 the awarding of an avigation easement by the property owner(s) to Fairchild AFB shall be required and recorded in the Spokane County auditor's office. The planning services department shall provide the avigation easement form and such form shall at a minimum provide that the landowner, successors and assigns will not construct structures, install exterior lighting, allow trees to penetrate FAA imaginary surfaces or construct or install improvements that interfere with Fairchild AFB aircraft operations and provide protection to Fairchild AFB against liability for any nuisance caused by aircraft operations due to noise impacts, fumes, vibrations affecting the use and enjoyment of the subject property and allow military aircraft to use the airspace over the subject property. The applicant shall provide the planning services department a copy of the easement agreement with auditor's recording number indicated thereon and the copy shall be placed in the project file.
- B. As a condition of preliminary approval of any subdivision, short subdivision or binding site plan located in MIA 2 or 3/4, an avigation easement in the form approved by the planning services department shall be recorded in the Spokane County auditor's office prior to finalization of subdivision, short subdivision or binding site plan and the easement shall at a minimum provide that, that the landowner, successors and assigns will not construct structures, plant trees, install exterior lighting or any other development that might interfere with Fairchild AFB aircraft operations and provide protection to Fairchild AFB against liability for any nuisance caused by aircraft operations due to noise impacts, fumes, vibrations affecting the use and enjoyment of the subject property and allow military aircraft to use the airspace over the subject property and such easement applies in perpetuity to all property illustrated on the face of the final plat or short plat and as described in the required plat certificate. The wording of the avigation easement shall be acceptable to Fairchild AFB. The applicant shall provide the

planning services department a copy of the easement agreement with the auditor's recording number indicated thereon and the copy shall be filed in the project file.

Date Passed: Monday, April 30, 2012

Effective Date: Saturday, June 16, 2012

ORD C34852 Section 1

[Section 17C.182.800](#) Notification of Military Aircraft Activity Required in MIA 2 and 3/4

Notification of Fairchild AFB aircraft activity notification shall be provided in MIA 2 and 3/4 as follows:

A. Building Permits.

Prior to the issuance of a building permit for the construction or placement of any new structure intended for human occupancy or for any reconstruction, repair or improvement of an existing structure intended for human occupancy, the owner or applicant shall record a title notice in the Spokane County auditor's office and the title notice shall state the following:

"This property is located in close proximity to Fairchild Air Force Base and is routinely subject to military aircraft overflight activity; occupants may experience inconvenience, annoyance, or discomfort from noise, smell or other effects of military aircraft activities."

This requirement does not apply to structures located on an assessor tax parcel which is subject to a previously filed title notice meeting this requirement.

B. Land Use Actions.

A title notice shall be recorded with the Spokane County auditor prior to final approval of a new subdivision, short subdivision, conditional use permit and binding site plan and the title notice shall state the following:

"This property is located in close proximity to Fairchild Air Force Base and is routinely subject to military aircraft overflight activity; occupants may experience inconvenience, annoyance, or discomfort from noise, smell or other effects of military aircraft activities."

This language may also be set forth on the face of the final plat or binding site plan.

C. The title notice required in subsections (A) and (B) above shall specify the assessor's tax parcel number and parcel address and a copy of the recorded notice shall be provided to the planning services department for inclusion in the project file.

Date Passed: Monday, April 30, 2012

Effective Date: Saturday, June 16, 2012

ORD C34852 Section 1

[Section 17C.182.810](#) Real Estate Lease Notice Required

Owners of residential rental or lease housing located in military influence areas 2 and 3/4 shall provide written notice to the renter or lessee specifying that the property is located in close proximity to Fairchild AFB and is routinely subject to overflights by military aircraft; residents may experience inconvenience, annoyance, or discomfort from noise, smell or other effects of aircraft activities. The renter or lessee shall sign the notice acknowledging its contents prior to signing the lease agreement.

Date Passed: Monday, April 30, 2012

Effective Date: Saturday, June 16, 2012

ORD C34852 Section 1

[Section 17C.182.900](#) Exemptions

Necessary aviation facilities supporting Fairchild AFB operations and Spokane International Airport (SIA) operations such as, but not limited to, air navigation facilities, aircraft visual approach or aircraft arresting devices, meteorological devices, aviation industry related maintenance, aviation training and education facilities approved by the Federal Aviation Administration (FAA) or the department of defense, for which the location and height is fixed by its functional purpose are exempt from the provisions of the Fairchild overlay zones when permitted in the underlying zoning district, provided that the use will not penetrate UFC 3-260-01 Military Imaginary Surfaces or Federal Aviation Regulations (FAR) part 77 Imaginary Surfaces, attract wildlife that is hazardous to aviation, adversely impact Fairchild AFB or SIA operations, or create a safety impact as determined by the base commander.

Date Passed: Monday, April 30, 2012

Effective Date: Saturday, June 16, 2012

ORD C34852 Section 1

## **Appendix C4: RCW 36.70A.530**

### **Land use development incompatible with military installation not allowed — Revision of comprehensive plans and development regulations.**

(1) Military installations are of particular importance to the economic health of the state of Washington and it is a priority of the state to protect the land surrounding our military installations from incompatible development.

(2) Comprehensive plans, amendments to comprehensive plans, development regulations, or amendments to development regulations adopted under this section shall be adopted or amended concurrent with the scheduled update provided in RCW 36.70A.130, except that counties and cities identified in RCW 36.70A.130(4)(a) shall comply with this section on or before December 1, 2005, and shall thereafter comply with this section on a schedule consistent with RCW 36.70A.130(4).

(3) A comprehensive plan, amendment to a plan, a development regulation or amendment to a development regulation, should not allow development in the vicinity of a military installation that is incompatible with the installation's ability to carry out its mission requirements. A city or county may find that an existing comprehensive plan or development regulations are compatible with the installation's ability to carry out its mission requirements.

(4) As part of the requirements of RCW 36.70A.070(1) each county and city planning under RCW 36.70A.040 that has a federal military installation, other than a reserve center, that employs one hundred or more personnel and is operated by the United States department of defense within or adjacent to its border, shall notify the commander of the military installation of the county's or city's intent to amend its comprehensive plan or development regulations to address lands adjacent to military installations to ensure those lands are protected from incompatible development.

(5)(a) The notice provided under subsection (4) of this section shall request from the commander of the military installation a written recommendation and supporting facts relating to the use of land being considered in the adoption of a comprehensive plan or an amendment to a plan. The notice shall provide sixty days for a response from the commander. If the commander does not submit a response to such request within sixty days, the local government may presume that implementation of the proposed plan or amendment will not have any adverse effect on the operation of the installation.

(b) When a county or city intends to amend its development regulations to be consistent with the comprehensive plan elements addressed in (a) of this subsection, notice shall be provided to the commander of the military installation consistent with subsection (4) of this section. The notice shall request from the commander of the military installation a written recommendation and supporting facts relating to the use of land being considered in the amendment to the development regulations. The notice shall provide sixty days for a response from the commander to the requesting government. If the commander does not submit a response to such request within sixty days, the local government may presume that implementation of the proposed development regulation or amendment will not have any adverse effect on the operation of the installation.

[2004 c 28 § 2.]

#### **Notes:**

**Finding -- 2004 c 28:** "The United States military is a vital component of the Washington state economy. The protection of military installations from incompatible development of land is essential to the health of Washington's economy and quality of life. Incompatible development of land close to a military

installation reduces the ability of the military to complete its mission or to undertake new missions, and increases its cost of operating. The department of defense evaluates continued utilization of military installations based upon their operating costs, their ability to carry out missions, and their ability to undertake new missions." [2004 c 28 § 1.]

# *GLUS Strategies and Recommendations by County*

*Appendix*

*D*





# Background

Chapter 5 sets forth the JLUS Policy Committee’s strategies and recommendations for maintaining land use compatibility between Naval Base Kitsap (NBK) and Naval Magazine Indian Island (NAVMAGII) and their surrounding communities. The Strategies and Implementation Matrix at the end of Chapter 5 summarizes these recommendations and identifies the “Responsible Parties” for each. This appendix presents these same recommendations in a slightly different format; summarizing the recommendations applicable to each county and, generally speaking, the municipalities within them.

Chapter 5 describes the Joint Land Use Process as a three-phase effort, with the Joint Land Use Study report itself marking the culmination of the first phase.

In Phase II, participating jurisdictions would continue to work with the Navy to develop the tools recommended in the JLUS report and to tailor them to the particularities of each jurisdiction. Phase III would involve the elected officials in the participating jurisdictions considering the adoption and implementation of the tools developed in Phase II. Table 5.1 in Chapter 5 summarizes each of the three phases.

Since the jurisdictions vary one to the other and the nature of the Navy’s operations differ between NBK properties and NAVMAGII, the Policy Committee included this appendix in order to highlight the recommendations applicable to each county and the municipalities within them.

# Jefferson County

Jefferson County includes the NAVMAGII property, but also NBK operational areas and a portion of NBK-Bangor adjacent to the Hood Canal. NBK's Dabob Bay Range Complex covers 45 nautical miles in the Hood Canal and therefore impacts – and is impacted by – land uses in Jefferson County. The following summarizes the recommendations applicable to these impacts so that land use conflicts in Jefferson County may be avoided in the future.

## Phase II: JLUS Tools Development

Phase II would be overseen by a “JLUS Implementation Committee” and would include consideration of the following implementation strategies:

- Amendments to the Jefferson County Comprehensive Plan;
- Amendments to the Jefferson County Unified Development Code (UDC);
- Ongoing coordination with the Navy; and
- Miscellaneous recommendations.

The tools within these 4 areas are identified below and discussed in greater detail in Chapter 5. Cross-references to Chapter 5 are included here for convenience.

## Joint Land Use Study (JLUS) Implementation Committee

Jefferson County officials have participated in the completion of this study, Phase I, with County representatives serving on both the Policy Committee and the Technical Committee. Phase II would be overseen by a “JLUS Implementation Committee,” which – as with Phase I – would also include technical and policy-level officials from the local government jurisdictions. Therefore, should the County continue its participation in the JLUS process, its first step would be to commit appropriate Jefferson County officials to the JLUS Implementation Committee, which likely will meet over the course of a year to 18 months. The committee will develop the tools recommended in Chapter 5 for consideration by the Jefferson County Board of Commissioners, as well as the elected officials in Mason County, Kitsap County, and their municipalities, as applicable.

The JLUS Implementation Committee will consider the recommendations in Chapter 5 of the JLUS report and develop those tools that it determines would be appropriate and effective in maintaining land use compatibility in Jefferson County and the other jurisdictions with respect to Navy impacts. These tools are discussed in the following sections.

## Comprehensive Plan Amendments

The Policy Committee has recommended that the JLUS Implementation Committee, during Phase II, consider whether JLUS-related amendments to local comprehensive plans would be appropriate and effective (Task E1). If the Committee recommends changes to the Jefferson County Comprehensive Plan during Phase II, those plan amendments will be presented afterward to the Board of Jefferson County Commissioners for consideration. Amendments would reflect

any final recommendations of the JLUS Implementation Committee and, based on the recommendations in Chapter 5, could include the following recommended policies:

- encouraging recreational boating outside of military operational areas (Task E3);
- use of a “plan coordination overlay” to ensure that Jefferson County staff coordinates with NBK and NAVMAGII officials prior to considering comprehensive plan amendments in the vicinity of the bases, Navy transportation and freight routes, or training areas (Task E4);
- continuing a “watershed-wide” approach with regard to land use planning (Task E5); and
- updating planning maps to include freight routes used by the Navy in Jefferson County (Task E6).

## Amendments to the Jefferson County Unified Development Code (UDC)

Similarly, Phase II may result in recommended changes to the Jefferson County UDC. Specifically, Chapter 5 recommends that the JLUS Implementation Committee consider whether the following would be appropriate and effective means of preserving land use compatibility between NBK, NAVMAGII, and Jefferson County:

- Evaluating whether allowable land uses within commercial forests are compatible with Navy operations or would allow conversions to land uses considered incompatible with Navy operational impacts (Task B6);
- Codifying coordination between the County and the Navy for pending changes to the UDC, County Comprehensive Plan, zoning map, or land uses (i.e., proposed new developments) in the vicinity of the Navy’s properties (Tasks F1, F2, F5);
- Evaluating whether an overlay corridor along freight routes used by the Navy through Jefferson County are appropriate (Task F4);
- Evaluating the list of allowable land uses in the vicinity of the Navy’s properties to ensure their compatibility (Task F5); and
- Evaluate the authority and need for real estate disclosure requirements in the vicinity of NBK and NAVMAGII properties (Task F6).

## Ongoing Coordination

Chapter 5 recommends that the County and other key stakeholders continue or formalize coordination in the following areas, which the JLUS Implementation Committee may recommend be effectuated through changes to the Jefferson County UDC or an MOU:

- Jefferson County Board of Commissioners to receive in-person and written updates from NBK and NAVMAGII regarding base planning, operations, and changes in mission (Task A1);
- Jefferson County planning staff to:
  - participate in annual training sessions with Navy personnel, with regard to land use matters (Task A2);
  - participate in Navy workshops, at least once every five years, in order to remain abreast of changes and missions at NBK and NAVMAGII (Task A2);
  - work with Navy personnel to identify available funding for acquiring development rights, easements, land, or leaseholds to protect prioritized lands and Navy mission, including prioritization for REPI funding and environmental enhancement sites (Task B2, B3, and B5);

- involve the Navy in updates to Shoreline Master Plans in Jefferson County (Task B4);
- support programs that share information about forestry management and advocate for working forests and working forest landowners, in order to perpetuate compatible land uses in the vicinity of Navy operations (Task B7);
- support efforts to develop carbon and ecosystem services markets (Task B8);
- explore opportunities for sharing existing data bases and mapping files to facilitate strategic planning efforts (Task C6);
- continue to work with property owners and the Navy to ensure County databases accurately reflect property line locations, rights-of-way, and Navy property (Task C7);
- supplement coordination with Tribes and consider formal MOUs (Task C9); and
- collaborate to develop a Streamlined System to Identify Potential Projects of Concern (Task F3).

## Miscellaneous

### Notice to Pilots

The JLUS Policy Committee recommended evaluating the options and authority local governments have for ensuring pilots using Jefferson County International Airport comply with airspace restrictions over NAVMAGII. If the JLUS Implementation Committee recommends steps be taken, those recommendations would be brought before the Jefferson County Board of Commissioners for consideration.

### Boater Education

The JLUS recommends that the communities coordinate to encourage recreational boating in areas that are not impacted by Navy operations. For Jefferson County, this would include the waters near NAVMAGII as well as those used by NBK in the Dabob Bay Range Complex and Hood Canal Military Operational Area. The Policy Committee did not recommend any additional restrictions on water-based recreational uses; only that education and awareness be emphasized or improved so that recreational boaters are aware of how to avoid areas where conflicts with military operations are most likely to occur (Tasks C4 and E3).

## Phase III: JLUS Tools Adoption and Implementation

Should the County decide to implement any of the tools recommended in Phase II, a Military Planning and Coordination Committee and Memorandum of Understanding (MOU) would provide the framework for land use planning in Jefferson County and the region related to military impacts. A brief overview of this committee and MOU is provided here, with cross-references to Chapter 5, which includes greater detail.

## Military Planning and Coordination Committee

The JLUS Policy Committee recommends the creation of a “Military Planning and Coordination Committee” (MPCC) to oversee ongoing land use concerns related to the Navy’s presence in the region, including, of course, in Jefferson County. The County, therefore, would appoint both policy- and staff-level representatives to the MPCC.

The committee would be assembled after Phase II, and would oversee such ongoing matters as:

- Monitoring climate change and sea level rise research and initiatives for relevance to Jefferson County and the operations at NBK and NAVMAGII (Task B1);
- Holding a community workshop at least once every five years in order to keep the public informed of any changes in Navy operations or impacts; the status of any military-related land use planning or zoning changes being considered, and to receive citizen input regarding these matters (Task C1); and
- Coordinate with the Washington Military Alliance (WMA) on statewide military planning strategies (Task D2).

## Memorandum of Understanding

If the Navy and the local governments choose to adopt additional tools to enhance land use compatibility between military and civilian lands, the JLUS recommends that a “Memorandum of Understanding,” or “MOU,” be used to establish an ongoing framework for coordination among partnering agencies (Task C2). The JLUS Implementation Committee would prepare a proposed MOU in Phase II for the consideration of the County and other key parties. If adopted, the MOU would be the guiding framework in Phase III, JLUS adoption and implementation.

An annotated outline of a potential MOU is included as in Appendix D1 of this report.

## *Kitsap County*

The major Navy presence in Kitsap County, of course, is Naval Base Kitsap (NBK), which includes NBK-Bremerton, NBK-Keyport, and NBK-Bangor. NBK-Bremerton’s major tenant command is the Puget Sound Naval Shipyard and Intermediate Maintenance Facility, which has significant urban impacts on downtown Bremerton, particularly in terms of traffic and parking. Conversely, urban growth near NBK-Bremerton, has security and other infrastructure impacts on the base, as well.

In the northern part of the County, NBK-Keyport conducts most of its research and testing operations on the Hood Canal in the Dabob Bay Range Complex and Hood Canal Military Operating Areas, although there is a small underwater range immediately adjacent to the NBK-Keyport property.

NBK-Bangor is a high-security facility with enhanced protection, which ports submarines and includes maintenance and explosive handling facilities. Like NBK-Keyport, the Bangor property, with its adjacency to the Hood Canal, also relies heavily on this body of water for testing and research.

The Manchester Fuel Depot is located in the southern half of the County and provides bulk fuel and lubricant support to the Navy in the region, including NAVMAGII. In addition, there are 77 miles of Navy railroad in Kitsap County, running between NBK-Bangor, NBK-Bremerton, and the Port of Shelton. These two facilities have road and rail transportation impacts in Kitsap County, which are described in the study and for which there are a number of recommendations made in Chapter 5.

The following summarizes these recommendations to the extent they are applicable to Kitsap County.

## Phase II: JLUS Tools Development

Phase II would be overseen by a “JLUS Implementation Committee” and would include consideration of the following implementation strategies:

- Amendments to the Kitsap County Comprehensive Plan;
- Amendments to Chapter 17 of the Kitsap County Code, “Zoning;”
- Ongoing coordination with the Navy; and
- Miscellaneous recommendations.

The tools within these 4 areas are identified below and discussed in greater detail in Chapter 5. Cross-references to Chapter 5 are included here for convenience.

### Joint Land Use Study (JLUS) Implementation Committee

Kitsap County officials have participated in the completion of this study, Phase I, with County representatives serving on both the Policy Committee and the Technical Committee. Phase II would be overseen by a “JLUS Implementation Committee,” which – as with Phase I – would also include technical and policy-level officials from the local government jurisdictions. Therefore, should the County continue its participation in the JLUS process, its first step would be to commit appropriate Kitsap County officials to the JLUS Implementation Committee, which likely will meet over the course of a year to 18 months. The committee will develop the tools recommended in Chapter 5 for consideration by the Kitsap County Board of County Commissioners, as well as the elected officials in Mason County, Jefferson County, and their municipalities, as applicable.

The JLUS Implementation Committee will consider the recommendations in Chapter 5 of the JLUS report and develop those tools that it determines would be appropriate and effective in maintaining land use compatibility in Kitsap County and the other jurisdictions with respect to Navy impacts. These tools are discussed in the following sections.

## Comprehensive Plan Amendments

The Policy Committee has recommended that, during Phase II, the JLUS Implementation Committee consider whether JLUS-related amendments to local comprehensive plans would be appropriate and effective (Task E1). If the Committee recommends changes to the Kitsap County Comprehensive Plan during Phase II, those plan amendments will be presented afterward to the Board for consideration for adoption. Amendments would reflect any final recommendations of the JLUS Implementation Committee and, based on the recommendations in Chapter 5, could include the following recommended policies:

- Inventory existing conditions (parking, trip origins, demand sources) and evaluate options for mitigating off-base transportation and parking demand in downtown Bremerton and the other impacted local communities, including Port Orchard (Task E2);
- encouraging recreational boating outside of military operational areas (Task E3);
- use of a “plan coordination overlay” to ensure that Kitsap County staff coordinates with NBK and NAVMAGII officials prior to considering comprehensive plan amendments in the vicinity of the bases, Navy transportation and freight routes, or training areas Task E4);
- continuing a “watershed-wide” approach with regard to land use planning (Task E5); and
- updating planning maps to include freight routes used by the Navy in Kitsap County (Task E6).

## Amendments to the Kitsap County Zoning Code

Similarly, Phase II may result in recommended changes to the Kitsap County Zoning Code. Specifically, Chapter 5 recommends that the JLUS Implementation Committee consider whether the following would be appropriate and effective means of preserving land use compatibility between NBK, NAVMAGII, and Kitsap County:

- Evaluating whether allowable land uses within commercial forests are compatible with Navy operations or would allow conversions to land uses considered incompatible with Navy operational impacts (Task B6);
- Codifying coordination between the County and the Navy for pending changes to the Zoning Code, County Comprehensive Plan, zoning map, or land uses (i.e., proposed new developments) in the vicinity of the Navy’s properties (Tasks F1, F2, F5);
- Evaluating whether an overlay corridor along freight routes used by the Navy through Kitsap County are appropriate (Task F4);
- Evaluating the list of allowable land uses in the vicinity of the Navy’s properties to ensure their compatibility (Task F5); and
- Evaluate the authority and need for real estate disclosure requirements in the vicinity of NBK properties (Task F6).

## Ongoing Coordination

Chapter 5 recommends that the County and other key stakeholders continue or formalize coordination in the following areas, which the JLUS Implementation Committee may recommend be effectuated through changes to the Kitsap County Zoning Code or an MOU:

- Kitsap County Board of Commissioners to receive in-person and written updates from NBK and NAVMAGII regarding base planning, operations, and changes in mission (Task A1);
- Kitsap County planning staff to:
  - participate in annual training sessions with Navy personnel, with regard to land use matters (Task A2);
  - participate in Navy workshops, at least once every 5 years, in order to remain abreast of changes and missions at NBK and NAVMAG (Task A2);
  - work with Navy personnel to identify available funding for acquiring development rights, easements, land, or leaseholds to protect prioritized lands and military mission, including prioritization for REPI funding and environmental enhancement sites (Task B2, B3, and B5);
  - involve the Navy in updates to Shoreline Master Plans in Kitsap County (Task B4);
  - support programs that share information about forestry management and advocate for working forests and working forest landowners, in order to perpetuate compatible land uses in the vicinity of Navy operations (Task B7);
  - support efforts to develop carbon and ecosystem services markets (Task B8);
  - Kitsap County and other utility and infrastructure providers will coordinate with the Navy before approving utility extensions or infrastructure improvements that would encourage incompatible growth in the vicinity of the Navy's properties (Task C3). Coordination may be facilitated through the Memorandum of Understanding or amendments to the County's Zoning Code.
  - Formalize a "joint-services committee" to ensure an ongoing framework for coordinating with shared utility and infrastructure providers, including NBK-Bremerton and its military construction (MILCON) funding projects (Task C5);
  - explore opportunities for sharing existing data bases and mapping files to facilitate strategic planning efforts (Task C6);
  - continue to work with property owners and the Navy to ensure County databases accurately reflect property line locations, rights-of-way, and Navy property (Task C7);
  - supplement coordination with Tribes and consider formal MOUs (Task C9); and
  - collaborate to develop a Streamlined System to Identify Potential Projects of Concern (Task F3).



## Miscellaneous

### Boater Education

The JLUS recommends that the communities coordinate to encourage recreational boating in areas that are not impacted by Navy operations. For Kitsap County, this would include primarily the waters used by NBK in the Dabob Bay Range Complex and Hood Canal Military Operational Area. The Policy Committee did not recommend any additional restrictions on water-based recreational uses; only that education and awareness be emphasized and improved so that recreational boaters are aware of how to avoid areas where conflicts with military operations are most likely to occur (Task E3).

## Phase III: JLUS Tools Adoption and Implementation

Should the County decide to implement any of the tools recommended in Phase II, a Military Planning and Coordination Committee and Memorandum of Understanding (MOU) would provide the framework for land use planning in Kitsap County and the region related to military impacts. A brief overview of this committee and MOU is provided here, with cross-references to Chapter 5, which includes greater detail.

### Military Planning and Coordination Committee

The JLUS Policy Committee recommends the creation of a “Military Planning and Coordination Committee” (MPCC) to oversee ongoing land use concerns related to the Navy’s presence in the region, including, of course, in Kitsap County. The County, therefore, would appoint both policy- and staff-level representatives to the MPCC.

The committee would be assembled after Phase II, and would oversee such ongoing matters as:

- Monitoring climate change and sea level rise research and initiatives for relevance to Kitsap County and the operations at NBK and NAVMAGII (Task B1);
- Holding a community workshop at least once every five years in order to keep the public informed of any changes in Navy operations or impacts; the status of any military-related land use planning or zoning changes being considered, and to receive citizen input regarding these matters (Task C1); and
- Coordinate with the Washington Military Alliance (WMA) on statewide military planning strategies (Task D2).

### Memorandum of Understanding

If the Navy and the local governments choose to adopt additional tools to enhance land use compatibility between military and civilian lands, the JLUS recommends that a “Memorandum of Understanding,” or “MOU,” be used to establish an ongoing framework for coordination among partnering agencies (Task C2). The JLUS Implementation Committee would prepare a proposed MOU in Phase II for the consideration of the County and other key parties. If adopted, the MOU would be the guiding framework in Phase III, JLUS adoption and implementation.

An annotated outline of a potential MOU is included as in Appendix D1 of this report.

# Mason County

The impacts of Navy operations on Mason County residents – and of Mason County residents on Navy operations – stem from the Navy railroad that passes through the County, to the Port of Shelton, and from the testing, research, and training conducted in the Dabob Bay Range Complex and Hood Canal Military Operating Areas in the portion of the Hood Canal adjacent to the County. However, the potential for land use incompatibilities with the Navy in Mason County are not as significant as they are in Jefferson and Kitsap Counties. Mason County anticipates remaining fairly rural in nature, which is consistent with its economy and growth patterns.

Nonetheless, the County participated in the JLUS and the Policy Committee made several recommendations that may be relevant to Mason County and which would ensure that all three counties impacted by NBK and NAVMAGII coordinate in a consistent manner in the future.

These recommendations, as they apply to Mason County, are set forth here.

## Phase II: JLUS Tools Development

Phase II of the JLUS process would be overseen by a “JLUS Implementation Committee” and would include consideration of the following implementation strategies:

- Amendments to the Mason County Comprehensive Plan;
- Amendments to Chapter 17 of the Mason County Code, “Zoning;”
- Ongoing coordination with the Navy; and
- Miscellaneous recommendations.

The tools within these 4 areas are identified below and discussed in greater detail in Chapter 5. Cross-references to Chapter 5 are included here for convenience.

## Joint Land Use Study (JLUS) Implementation Committee

Mason County participated in the completion of this study, Phase I of the JLUS process, with a County representative serving on the Policy Committee. The next phase, Phase II, would be overseen by a “JLUS Implementation Committee,” which – as with Phase I – would also include technical and policy-level officials from the local government jurisdictions. Therefore, should Mason County continue its participation in the JLUS process, its first step would be to commit appropriate County officials to the JLUS Implementation Committee. This committee likely will meet over the course of a year to 18 months and will develop the tools recommended in Chapter 5 for consideration by the Mason County Board of County Commissioners, as well as the elected officials in Kitsap County, Jefferson County, and their municipalities, as applicable.

The JLUS Implementation Committee will consider the recommendations in Chapter 5 of the JLUS report and develop those tools that it determines would be appropriate and effective in maintaining land use compatibility in Mason County and the other jurisdictions with respect to Navy impacts. These tools are discussed in the following sections.

## Comprehensive Plan Amendments

The Policy Committee has recommended that, during Phase II, the JLUS Implementation Committee consider whether JLUS-related amendments to local comprehensive plans would be appropriate and effective (Task E1). If the Committee recommends changes to the Mason County Comprehensive Plan during Phase II, those plan amendments will be presented afterward to the Board for consideration for adoption. Amendments would reflect any final recommendations of the JLUS Implementation Committee and, based on the recommendations in Chapter 5, could include the following recommended policies:

- encouraging recreational boating outside of military operational areas (Task E3);
- use of a “plan coordination overlay” to ensure that Mason County staff coordinates with NBK and NAVMAGII officials prior to considering comprehensive plan amendments in the vicinity of the bases, Navy transportation and freight routes, or training areas (Task E4);
- continuing a “watershed-wide” approach with regard to land use planning (Task E5); and
- updating planning maps to include Navy rail routes in Mason County (Task E6).

## Amendments to the Mason County Zoning Code

Similarly, Phase II may result in recommended changes to the Mason County Zoning Code. Specifically, Chapter 5 recommends that the JLUS Implementation Committee consider whether the following would be appropriate and effective means of preserving land use compatibility between the Navy and local government:

- Evaluating whether allowable land uses within commercial forests are compatible with Navy operations or would allow conversions to land uses considered incompatible with Navy operational impacts (Task B6);
- Codifying coordination between the County and the Navy for pending changes to the Zoning Code, County Comprehensive Plan, zoning map, or land uses (i.e., proposed new developments) in the vicinity of the Navy’s properties or operations (Tasks F1, F2, and F5);
- Evaluating whether an overlay corridor along Navy railway routes through Mason County are appropriate (Task F4);
- Evaluating the list of allowable land uses in the vicinity of the Navy’s properties, rights-of-way, and operating areas, in order to ensure their compatibility (Task F5); and
- Evaluate the authority and need for real estate disclosure requirements in the vicinity of NBK properties and operating areas (Task F6).

## Ongoing Coordination

Chapter 5 of the JLUS recommends that Mason County and other key stakeholders continue or formalize coordination in the following areas, which the JLUS Implementation Committee may recommend be effectuated through changes to the Mason County Zoning Code or an MOU:

- Mason County Board of Commissioners to receive in-person and written updates from NBK and, if applicable, NAVMAGII regarding base planning, operations, and changes in mission (Task A1);
- Mason County planning staff to:
  - participate in annual training sessions with Navy personnel, with regard to land use matters (Task A2);
  - participate in Navy workshops, at least once every 5 years, in order to remain abreast of changes and missions at NBK and NAVMAGII (Task A2);
  - work with Navy personnel to identify available funding for acquiring development rights, easements, land, or leaseholds to protect prioritized lands and military mission, including prioritization for REPI funding and environmental enhancement sites (Task B2, B3, and B5);
  - involve the Navy in updates to Shoreline Master Plans in Mason County (Task B4);
  - support programs that share information about forestry management and advocate for working forests and working forest landowners, in order to perpetuate compatible land uses in the vicinity of Navy operations (Task B7);
  - support efforts to develop carbon and ecosystem services markets (Task B8);
  - Mason County and other utility and infrastructure providers will coordinate with the Navy before approving utility extensions or infrastructure improvements that would encourage incompatible growth in the vicinity of the Navy's properties, rights-of-way, or operations (Task C3). Coordination may be facilitated through the Memorandum of Understanding or amendments to the County's Zoning Code.
  - explore opportunities for sharing existing data bases and mapping files to facilitate strategic planning efforts (Task C6);
  - continue to work with property owners and the Navy to ensure County databases accurately reflect property line locations, rights-of-way, and Navy property (Task C7);
  - supplement coordination with Tribes and consider formal MOUs (Task C9); and
  - collaborate to develop a Streamlined System to Identify Potential Projects of Concern (Task F3).

## Miscellaneous

### Boater Education

The JLUS recommends that the communities coordinate to encourage recreational boating in areas that are not impacted by Navy operations. For Mason County, this would include primarily the waters used by NBK in the Dabob Bay Range Complex and Hood Canal Military Operational Area. The Policy Committee did not recommend any additional restrictions on water-based recreational uses; only that education and awareness be emphasized and improved so that recreational boaters are aware of how to avoid areas where conflicts with military operations are most likely to occur (Task E3).

## Phase III: JLUS Tools Adoption and Implementation

Should the County decide to implement any of the tools recommended in Phase II, a Military Planning and Coordination Committee and Memorandum of Understanding (MOU) would provide the ongoing framework for land use planning in Mason County and the region related to military impacts. A brief overview of this committee and MOU is provided here, with cross-references to Chapter 5, which includes greater detail.

### Military Planning and Coordination Committee

The JLUS Policy Committee recommends the creation of a “Military Planning and Coordination Committee” (MPCC) to oversee ongoing land use concerns related to the Navy’s presence in the region, including, of course, in Mason County. The County, therefore, might appoint both policy- and staff-level representatives to the MPCC.

The committee would be assembled after Phase II, and would oversee such ongoing matters as:

- Monitoring climate change and sea level rise research and initiatives for relevance to Mason County and the operations at NBK and NAVMAGII (Task B1);
- Holding a community workshop at least once every five years in order to keep the public informed of any changes in Navy operations or impacts; the status of any military-related land use planning or zoning changes being considered, and to receive citizen input regarding these matters (Task C1); and
- Coordinate with the Washington Military Alliance (WMA) on statewide military planning strategies (Task D2).

### Memorandum of Understanding

If the Navy and the local governments choose to adopt additional tools to enhance land use compatibility between military and civilian lands, the JLUS recommends that a “Memorandum of Understanding,” or “MOU,” be used to establish an ongoing framework for coordination among partnering agencies (Task C2). The JLUS Implementation Committee would prepare a proposed MOU in Phase II for the consideration of the County and other key parties. If adopted, the MOU would be the guiding framework in Phase III, JLUS adoption and implementation.

An annotated outline of a potential MOU is included as in Appendix D1 of this report.

