

**ATTACHMENT B:  
Amendments to the Text of Chapter 18.15 of the  
Jefferson County Code:**

**A. Amend JCC 18.15.1112, to read as follows:**

**18.15.1112 Purpose and intent.**

The purpose and intent of this article is to regulate land uses within the airport essential public facility district (AEPF) in order to encourage orderly economic development in a manner compatible with the Jefferson County International Airport Master Plan, airport operations and adjacent properties, and to protect the County's only existing general aviation public use airports from conflicting or incompatible adjacent land uses or activities.

**B. Amend JCC 18.15.1114, to read as follows:**

**18.15.1114 Permitted, conditional and prohibited uses.**

New development within the AEPF district shall be restricted principally to aviation support facilities and aviation-related manufacturing/light industrial uses ~~that directly or indirectly support its operation as an essential public facility~~. However, certain public and quasi-public ~~nonaviation-related~~ uses and non-aviation-related rural light industrial uses may be permitted as specifically set forth in this section, and JCC 18.15.453, et seq.

**C. Amend JCC 18.15.405, to read as follows:**

**18.15.405 Designation.**

The JCIA has been identified as an essential public facility in the Jefferson County Comprehensive Plans of 1998 and 2004. The airport represents a valuable public asset. It provides both an important transportation service and a vital asset to facilitate economic growth in the county. As such, ~~protection~~ measures are needed to preserve the continued future viability of the airport. Therefore, ~~two~~ three airport overlays are hereby created, as follows:

- (1) Airport Overlay I. For the purpose of this section, the Airport Overlay I is that geographic area affected by the airport and defined on the basis of factors ~~which~~ that include aircraft noise, aircraft flight patterns and airport safety areas. It is based on the Noise Contour Interval Map contained in the FAA-approved JCIA master plan, which projects the 55 DNL contour through the year 2022;
- (2) Airport Overlay II. For the purpose of this section, the Airport Overlay II is that geographic area that is affected by the FAA-mandated airport traffic pattern for the JCIA and defined on the basis of aircraft flight patterns and safety areas. It includes areas that lie adjacent and to the

south of Airport Overlay I and is based upon the Aircraft Accident Safety Zone No. 6 contained in the "Airports and Compatible Land Use" publication of the Washington State Department of Transportation's Aviation Division (2/99), to the extent that Zone No. 6 correlates with the FAA-mandated airport traffic pattern for the JCIA as set forth in the FAA-approved JCIA master plan; and

- (3) Airport Overlay III. For the purpose of this section, the Airport Overlay III is that geographic area that has been approved for inclusion in the airport essential public facility district through the Jefferson County Comprehensive Plan text and land use amendment process, or other applicable process, and which the County has determined is appropriate for a limited range of non-aviation-related rural light industrial uses that foster the Port's ability to assure the long-term financial viability of the AEPF. It is consistent with, and helps to implement, the FAA-approved JCIA master plan, which anticipates non-aviation-related industrial development to the south of the runway areas.

**D. Add a new section JCC 18.15.453, "Airport Overlay III", to read as follows:**

**18.15.453 Airport Overlay III.**

- (1) Purpose. The purpose of the Airport Overlay III is to provide a limited opportunity for rural scale non-aviation-related industrial uses that contribute the long-term financial viability of the AEPF and to enhance the economic vitality and quality of life for the citizens of Jefferson County.
- (2) Overlay Map. Jefferson County will prepare and maintain an Airport Overlay III map that identifies the parcels located within the overlay.
- (3) Permitted, conditional and prohibited uses. Notwithstanding the permitted, conditional and prohibited use limitations set forth in JCC 18.15.1114 through 18.15.1112, the following uses shall be permitted within the Airport Overlay III designation:
- (i) Non-aviation-related light industrial/manufacturing.
- (4) Development standards. In addition to the standards for new development in the AEPF district set forth JCC 18.15.1124 through 18.15.1132, the following provisions shall apply:
- (a) Impervious surface coverage, building dimension and height restrictions.
- (i) Total impervious surface coverage shall not exceed 25%.
- (ii) No structure shall exceed 10,000 square feet in size.
- (iii) Notwithstanding JCC 18.15.1130, in no instance may structures exceed 35' in height.

- (b) Vegetation retention and perimeter buffering. Existing vegetation should be maintained to the maximum extent practicable in order to reduce soil erosion, provide habitat for wildlife, screen light industrial uses from view, and maintain the pre-development hydrologic regime. Additionally, the Port shall maintain a minimum 50' wide buffer along the outer perimeter of each ownership parcel (i.e., not leasehold parcels created through a future binding site plan process) within the overlay to screen industrial uses from view and maintain the unincorporated rural aesthetic values of the locale.
- (c) Low impact development (LID). Development occurring within the Airport Overlay III shall incorporate low impact development practices to the maximum extent feasible. The most recent edition of the *Low Impact Development Technical Guidance Manual for Puget Sound (May 2005)*, Developed by the Puget Sound Action Team in collaboration with the Washington State Department of Ecology, shall be used as a primary source by the county in reviewing and mitigating development occurring within the overlay district.