

4. Please provide an explanation of why the amendment is being proposed. (Attach additional sheets if necessary.)

The proposed amendments to the Comprehensive Plan are necessary to clarify and describe the specific actions that must be taken to ensure that the Jefferson County International Airport continues to function as a safe and efficient essential public facility, consistent with state law and FAA Regulations. The proposal is also consistent with the substance and procedures agreed upon in the Second Settlement Agreement by and between the County and the Port of Port Townsend in WWGMHB Case No. 01-2-0016 (December 10, 2003).¹

The proposed corollary amendments to the Unified Development Code (UDC) are critical to ensure consistency between the Plan and UDC and to effectively implement Washington State law requiring the protection of general aviation airports. These proposed regulatory amendments would concurrently amend UDC Sections 3, 7 and 8 to ensure a direct and coherent link with, and fully implement, the Plan language proposed for amendment.

At their core, the proposed Plan and UDC amendments seek to accomplish the following:

- Recognize and promote the continued economic viability of the JCIA/EPF;
- Disclose to current and prospective property owners (within a proposed "Airport Overlay" zone) their proximity to airport operations including take-off and landing patterns, and the potential for low level noise and vibrations associated with normal, routine activities occurring at the JCIA; and
- Establish regulations consistent with RCWs 36.70A.510, 36.70.547, and Washington State DoT guidelines, that prohibit the siting of incompatible uses within the Airport Overlay (i.e., for safety and compatibility reasons).

Overall, the proposed amendments represent a significantly modified and "scaled-back" slate of Plan and UDC amendments, which in the Port's view, represent the minimum policy and regulatory guidance necessary to protect the continued viability of the JCIA/EPF. The proposal has been modified in response to the following:

- Critical public and agency comments received on the Port's original proposal submitted in April 2003;
- Further review and analysis of the regulatory means available and appropriate to protect the JCIA from incompatible uses and the continued maintenance of the JCIA as an EPF; and
- Adoption of the Jefferson County Airport Master Plan (AMP) on December 22, 2003.

Finally, please note that the proposed amendments would create a significantly smaller Airport Overlay than was considered by the County and public last year. Specifically, the proposed overlay would be based upon the 55 DNL contour for

¹ The Port acknowledges that the County cannot guarantee a specific result arising out of the public review and adoption process. However, the County and Port agree that the proposed Plan and UDC amendments are consistent with and implement the Jefferson County Comprehensive Plan and GMA, Chapter 36.70A RCW.

the year 2022 (i.e., established within the Jefferson County International Airport Master Plan, adopted by the Port Commission on December 22, 2003). As such, the proposed amendments eliminate specific reference to a "noise overlay zone ordinance." Additionally, the amendments would require public disclosure of the Airport Overlay on official County maps and on most new development applications occurring within the overlay. Finally, though the proposed Airport Overlay would restrict certain incompatible uses, it would do so only upon approximately 90 parcels lying outside the boundary of the JCIA/EPF.