

ESSENTIAL PUBLIC FACILITIES

PURPOSE: This section contains guidelines and policies which outline a process and define a set of criteria to be used to identify sites for development of facilities classified as essential public facilities, and for establishing an appeal mechanism. The suggested process stresses avoiding duplication in approval processes, considers the long-term as well as short-term costs of alternative siting criteria, provides for effective public review of major facilities and emphasizes reasonable compatibility with neighboring uses.

RELATIONSHIPS WITH OTHER ELEMENTS OF THE PLAN

Because of the provisions in GMA for siting essential public facilities, other elements of the Comprehensive Plan analyze the potential impacts associated with the siting or expansion of essential public facilities.

Element	Discussion
1. Land Use/Rural	Because of their potential size or nature, essential public facilities (EPFs) can have a substantial impact on land use and affect the overall rural character of Jefferson County. Design characteristics can be used to ensure that the EPF is compatible with its surroundings.
2. Environment	The potential size of some essential public facilities may warrant significant environmental mitigation to protect critical areas, aquifer recharge areas, or other environmentally sensitive areas.

ESSENTIAL PUBLIC FACILITIES - ISSUE BACKGROUND

Essential Public Facilities include those facilities considered difficult to site because of potential adverse impacts related to size, bulk, hazardous characteristics, noise, or public health and safety. The CWPP stipulates that the County and its UGAs must identify appropriate land for essential public facilities that meets the needs of the community such as local waste handling and treatment facilities, landfills, drop-box sites and sewage treatment facilities, airports, state educational facilities, essential state public facilities, regional transportation and utility facilities, state and local correctional facilities, and in-patient facilities (including substance abuse facilities, mental health facilities and group homes). These facilities are difficult to site, serve regional or state requirements, or are part of a County-wide service system.

The Revised Code of Washington (WAC) provides clarification as to what constitutes an essential public facility:

"In the identification of essential public facilities, the broadest view should be taken of what constitutes an essential public facility, involving the full range of services to the public provided by government, funded substantially by government, contracted for by government, or provided by public entities subject to public service obligations."

The Office of Financial Management (OFM) shall maintain a list of those essential state public facilities that are required or likely to be built within the next six years. The Office of Financial Management may at any time add facilities to the list.

In addition to the list maintained by OFM, Jefferson County may identify other additional public facilities that are essential to providing services to residents and without which development cannot occur.

ESSENTIAL PUBLIC FACILITIES AND PUBLIC PURPOSE LANDS

Confusion often arises as to the distinction between lands identified for public purposes and those identified for essential public facilities. Essential public facilities can be thought of as a subset of public purpose lands. The table below illustrates this distinction.

**Table 9-1
Distinguishing Public Purpose Lands from Essential Public Facilities**

Public Purpose Lands	Essential Public Facilities
<p><i>FOCUS:</i> Lands needed to accommodate public facilities. Lands needed to provide the full range of services to the public provided by government, substantially funded by government, contracted for by government, or provided by private entities to public service obligations.</p> <p>Examples:</p> <ul style="list-style-type: none"> • Utility Corridors • Transportation Corridors • Sewage Treatment Facilities • Storm water Management Facilities • Recreation Facilities • Schools • Other Public Uses 	<p><i>FOCUS:</i> Facilities needed to provide public services and functions that are typically difficult to site. Those public facilities that are usually unwanted by neighborhoods, have unusual site requirements, or other features that complicate the siting process.</p> <p>Examples:</p> <ul style="list-style-type: none"> • Airports • Large-scale Transportation Facilities • State Educational Facilities • Correctional Facilities • Solid Waste Handling Facilities & Landfills • Inpatient Facilities (Substance Abuse Facilities, Mental Health Facilities & Group Homes).

Many of the facilities identified in the table above as being “public facilities” located on public purpose lands are dealt with in other sections of this plan. The facilities in the column on the right of the table are typical essential public facilities and are addressed in this section.

GMA GOALS

By their very nature or size, some essential public facilities may be unpopular with local residents, who may object to certain types of essential public facilities, such as correctional facilities or airports, locating in close proximity to their homes. GMA addresses this “NIMBY” attitude and contains provisions to ensure that jurisdictions avoid exclusionary zoning practices that prevent the siting of essential public facilities. RCW 36.70A.200 states:

“No local comprehensive plan or development regulation may preclude the siting of essential public facilities.”

COUNTY-WIDE PLANNING POLICY

Adopted CWPPs require the County and UGAs to develop a cooperative and structured process, including public involvement at an early stage, to consider the siting of public facilities of a regional, state-wide, or federal nature. Solid waste disposal, correctional, transportation, education, or human service facilities, or any other locally unpopular land uses are examples of those facilities. Any new facilities or major expansions of existing facilities must conform to these locally defined siting procedures described in the strategies section.

County-wide Planning Policy #4 outlines the County’s approach to the siting of essential public facilities:

- The County and incorporated UGAs will jointly develop specific siting criteria for siting essential public facilities. The proposed criteria will be considered in the drafting of comprehensive plan policy addressing this issue. Elements of siting criteria should include, but not be limited to the following:
 - proximity to major transportation routes and essential infrastructure.
 - land use compatibility with surrounding area.
 - potential environmental impacts.
 - effects on resource and critical areas.
 - proximity to UGA.
 - public costs and benefits including operation and maintenance.
 - current capacity and location of equivalent facilities.
 - the existence, within the community, of reasonable alternatives to the proposed activity.
- Comprehensive plans and development regulations will not preclude the siting of essential public facilities; however, standards may be generated to insure that reasonable compatibility with other land uses can be achieved.
- Essential public facilities sited outside of Urban Growth Areas should be self-supporting and not require the extension, construction, or maintenance of urban services and facilities unless no practicable alternative exists. Criteria will be established that address the provision of services when siting an essential public facility. Essential public facilities shall not be located in resource lands or critical areas if incompatible.

JEFFERSON COUNTY INTERNATIONAL AIRPORT

Background

The Jefferson County International Airport (JCIA) is owned and operated by the Port of Port Townsend, a special purpose district governed by an elected Board of Commissioners. The Port is authorized under the laws of Washington State to promote, encourage and participate in economic development activities. The Port has a strong desire to operate the airport as a self-supporting enterprise, a goal shared by the Federal Aviation Administration (FAA). The JCIA has been designated by Jefferson County as an essential public facility in accordance with the provisions of the Washington State Growth Management Act and this Plan. This designation is based on the recognition of the critical role that the airport plays in providing transportation services necessary to the general public, and in supporting employment

generating economic development activities. The airport provides an invaluable alternative to surface routes for emergency medical transports and services, the shipment of goods and materials, and access by local residents, business travelers, and tourists.

The operation of the JCIA is governed by provisions of the Growth Management Act (GMA) related to essential public facilities, and FAA Regulations that include measures to protect the public health and safety and to serve as a guide for encouraging compatible land uses. This is accomplished in part through the preparation of an airport master plan prepared in accordance with FAA guidelines. In 2002, the Port initiated a process to update its Airport Master Plan (AMP), that resulted in the adoption of the AMP by the Port Commissioners on December 22, 2003, and approval by the FAA on May 7, 2004.

Airport Overlays

It is important to recognize that the JCIA is an essential public facility. As with other modes of transportation, there is noise associated with its planned and lawful operations. This is common to all airport operations and the FAA has established standards to ensure that noise from normal airport operations is not incompatible, and does not unreasonably interfere, with the use and enjoyment of neighboring properties. Airport noise exposure is measured in a Day-Night Average Sound Level (DNL) and is used to analyze and characterize multiple aircraft noise events, and for determining the cumulative exposure of such noise to individuals around airports. DNL means the 24-hour average sound level, in decibels, for the period from midnight to midnight, obtained after the addition of ten decibels to sound levels for periods between midnight and 7:00 a.m., and between 10:00 p.m. and midnight. The yearly DNL means the 365-day average, in decibels.

Fortunately, noise abatement measures at the JCIA have achieved compliance with FAA regulations regarding residential compatibility. In general terms, the 75 DNL is considered to be significant and may have severe impacts that would require further study and mitigation. The 65 DNL level delineates moderate noise exposure and is the threshold for residential compatibility. The 55 DNL level represents minimal noise impacts and is below the regulatory threshold of the FAA standards. The 50 DNL is a very conservative measure of noise impacts and is well below the accepted standard of 65 DNL. By way of comparison, 50 DNL is comparable to the noise from a residential lawn mower. It must be recognized, however, that noise abatement measures reduce, but do not eliminate all aircraft noise.

In 2002, using the most current and best available technologies, a revised noise analysis for current and projected operations at JCIA was conducted as a part of the airport master planning process. This analysis projects noise levels through 2022. Documented noise levels in excess of the established residential compatibility threshold of 65 DNL are limited to a very small area located wholly upon Port owned property immediately surrounding the runways. However, DNL levels and noise and compatibility concerns are also considered a matter to be addressed at the local level. Individual and community responses to aircraft noise may differ, and for some individuals, even a moderate or low amount of noise from normal airport operations at the JCIA may result in annoyance or irritation.

To address noise, safety, airport awareness and compatibility concerns the County has established two Airport Overlay Districts: an Airport Overlay I and an Airport Overlay II.

The Airport Overlay I boundary is a fixed boundary, reflecting the projected 55 DNL contour interval mapping in the year 2022, as set forth in Exhibit 6.4 of the adopted Jefferson County AMP. The purposes of this Overlay are as follows:

- To disclose to permit applicants and prospective property owners their proximity to airport operations including take-off and landing patterns, and the potential for low level noise and vibrations associated with such activities; and

- To identify an airport safety zone within which certain uses will be prohibited for public safety and compatibility reasons (e.g., mobile home parks, churches, nursing homes, hospitals, day care facilities and other similar uses).

The Jefferson County Board of Commissioners finds that the Airport Overlay I has a rational basis because it is based upon best available technology and reflects those areas adjacent to the airport that are most affected by normal, routine airport operations (i.e., aircraft take-off and landing patterns). It is acknowledged that areas lying outside this fixed Overlay may also be subject to low level noise and vibration.

The Airport Overlay II is an airport operations awareness area delineated by the geographic area that is affected by the FAA mandated airport traffic pattern for the JClA. The Overlay is defined on the basis of aircraft flight patterns and safety areas. It includes areas that lie adjacent and to the south of the Airport Overlay I, described above, and is based upon the Aircraft Accident Safety Zone #6 recommendations 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 #6 correlates with the FAA mandated airport traffic pattern for the JClA as set forth in the FAA approved JClA Master Plan. The purposes of the Airport Overlay II are as follows:

- To apprise the public, property owners and developers of the existence of the airport traffic pattern and impacts from routine aircraft over-flights; and
- To identify an airport safety zone within which certain uses that involve higher concentrations of people will be prohibited for safety and compatibility reasons (e.g., uses involving 100 persons or more per acre in buildings).

The Jefferson County Board of Commissioners finds that the Airport Overlay II has a rational basis because it is based upon the Washington State Department of Transportation Aviation Division recommendations for Accident Safety Zone #6 as it corresponds to the FAA mandated traffic pattern for the JClA. It is acknowledged that areas lying outside this fixed Overlay may also be subject to aircraft over-flights.

Future Land Use Planning

The County's current Unified Development Code (UDC) generally limits uses within the Airport Essential Public Facilities District to aviation support facilities and aviation related manufacturing and light industrial uses. The County and Port acknowledge the need to consider permitting a broader range of uses within the district in order to maintain the long-term financial viability of this essential public facility. Accordingly, the County and Port will work together to prepare amendments to this Comprehensive Plan and the Jefferson County Unified Development Code (UDC) addressing Port owned property in the vicinity of JClA, based on the Airport Master Plan. The Port will assume responsibility for preparing the proposed Plan and Code amendments (in coordination with County staff), and the County will docket the proposal during the applicable amendment cycle. The amendments will address the future use and development of property owned or acquired by the Port in the vicinity of the JClA. The amendments will ensure the continuing operations of the JClA as an essential public facility, in accordance with FAA regulations, the requirements of the Washington State Growth Management Act, this Comprehensive Plan, and the County-wide Planning Policies. The goal of these future amendments is to promote compatible land uses, provide employment opportunities, and facilitate the operations of the airport as a self-supporting enterprise in a manner consistent with the goals and requirements of the GMA. The amendments may take the form of permitting non-aviation light industrial uses at an appropriate scale within the AEPF, or amendments utilizing other GMA-compliant tools such as a major industrial development or an industrial land bank (pursuant to RCW 36.70A.365 and RCW 36.70A.367), or urban growth area (RCW 36.70A.110).

As an essential public facility, the JCIA is also recognized for its important role in the economic health of the County. In accordance with the provisions of the GMA, cities and counties may not preclude the siting or the expansion of essential public facilities. The County-wide planning policies recognize that the Port's statutory authority is a useful tool to implement economic development and employment opportunities (CPP 7.5). Further, the Port desires to run the airport as a self-supporting facility so that it is not a burden upon the taxpayers of Jefferson County and does not negatively impact other Port operations. The County recognizes and supports this goal. The Port has explored all opportunities to make the airport self-supporting, and yet it continues to operate at a deficit.

The long-term economic viability of the airport, as well as the economic development goals and policies contained in this Comprehensive Plan, support consideration of the expansion of the airport uses to include appropriately scaled non-aviation-related industrial development, provided that such uses are consistent with the GMA. The County recognizes that aviation-related industrial/manufacturing development is currently allowed on Port owned property at the Jefferson County International Airport.

If the amendments take the form of an expanded range of appropriately scaled light industrial uses, such a change would not constitute a fundamental change in the purpose of the Airport Essential Public Facility (AEPF) Zone. Instead, such an amendment would remove a local limitation on the specific range of uses currently permitted within the zone. Such potential future revisions to the uses permitted within the AEPF zone would also be consistent with the requirement contained in earlier iterations of the Comprehensive Plan (i.e., 1998) that the County reconsider the use limitations during a subsequent planning process.

GOALS AND POLICIES

GOAL:

EPG 1.0 The County, in cooperation with its UGAs, will utilize the following siting criteria as the basis for siting new essential public facilities or for the expansion of existing essential public facilities:

1. Proximity to major transportation routes and essential infrastructure;
2. Land use compatibility with surrounding areas;
3. Potential environmental impacts;
4. Effects on resource and critical areas;
5. Proximity to UGAs
6. Public costs and benefits including operation and maintenance;
7. Current capacity and location of equivalent facilities; and,
8. The existence, within the community, of reasonable alternatives to the proposed activity.
9. Other criteria as determined relevant to the specific essential public facility

POLICIES:

EPP 1.1 Establish an interjurisdictional approach to siting essential public facilities.

EPP 1.2 Identify and designate essential public facilities of state-wide, county-wide and local significance and incorporate into the County Comprehensive Plan and Map and the County-wide Planning Policy.

EPP 1.3 Ensure that the Comprehensive Plan and implementing regulations do not preclude the siting of essential public facilities.

EPP 1.4 Adopt development regulations that ensure that siting of essential public facilities is consistent with the elements of the Comprehensive Plans of both the County and City of Port Townsend, as well as, the siting criteria jointly established by the County and its UGAs.

EPP 1.5 Adopt development regulations for essential public facilities in conjunction with the City of Port Townsend, which consider the following factors:

- A. Specific facility requirements including, but not limited to, acreage requirements, transportation needs, availability of alternative sites, and infrastructure and services required by the facility.
 1. Minimum acreage
 2. Accessibility
 3. Transportation needs and services
 4. Supporting public facility and public service needs and availability thereof
 5. Health and safety
 6. Site design
 7. Zoning of the site

8. Availability of alternative sites
9. Community-wide distribution of facilities
10. Capacity and location of equivalent facilities
11. State and federal siting requirements

B. Impacts of the facility including, but not limited to, compatibility with adjacent land uses, environmental impacts and transportation.

1. Land use compatibility
2. Existing land use and development in adjacent and surrounding areas
3. Existing zoning of surrounding areas
4. Existing Comprehensive Plan designation for surrounding areas
5. Present and proposed population density of surrounding area
6. Environmental impacts and opportunities to mitigate environmental impacts
7. Effect on agricultural, forest or mineral lands, critical areas and historic, archaeological, and cultural sites
8. Effect on areas outside of Jefferson County
9. Effect on the likelihood of associated development
10. Effect on public costs including operating and maintenance
11. Proximity to Urban Growth Areas
12. Proximity to major transportation routes and essential infrastructure
13. Current capacity and location of equivalent facilities
14. Public costs and benefits including operation and maintenance
15. The existence, within the community, of reasonable alternatives to proposed activity

C. Impacts of the facility siting on Urban Growth Area designations and policies including, but not limited to, proximity to existing UGAs, compatibility with existing UGAs and their associated development and the urban characteristics of the proposed facility.

1. Urban nature of facility
2. Existing urban growth near facility site
3. Compatibility or urban growth with the facility
4. Compatibility of facility siting with respect to Urban Growth Area boundaries

EPP 1.6 Adopt development regulations for essential public facilities which specify:

- a. The time required for construction
- b. Property acquisition
- c. Control of on-site and off-site impacts during construction
- d. Expediting and streamlining necessary government approvals and permits if all other elements of the County policies have been met.
- e. The quasi-public or public nature of the facility, balancing the need for the facility against the external impacts generated by its siting and the availability of alternative sites with lesser impacts

EPP 1.7 Adopt development regulations for essential public facilities which include standards and criteria related to:

- a. Facility operations
- b. Health and safety
- c. Nuisance effects
- d. Maintenance of standards congruent with applicable governmental regulations, particularly as they may change and become more stringent over time.

EPP 1.8 Ensure that new essential public facilities or the expansion of existing essential public facilities sited outside of Urban Growth Areas are self supporting and do not require the extension or construction of urban services and facilities unless no practicable alternative exists.

EPP 1.9 Ensure that Jefferson County's policies and regulations on essential public facility siting are coordinated with and advance other planning goals.

EPP 1.10 Ensure that where possible, essential public facility sites are used jointly for public benefit.

EPP 1.11 Ensure that affected agencies and citizens, adjacent jurisdictions, and other interested parties are given adequate notice and opportunity for meaningful participation in decisions on siting essential public facilities.

EPP 1.12 Establish a review body with specified procedures established to hear appeals of site selection for essential public facilities.

EPP 1.13 Combine public hearings for permits required by federal and/or state law for essential public facilities with any public hearing required by County development regulations whenever feasible.

EPP 1.14 Any state essential public facility included on the list maintained by the Office of Financial Management (OFM) and proposed for siting within Jefferson County shall be subject to the same siting process as identified in both the County Comprehensive Plan and development regulations.

EDP 1.15 Develop standards to allow reclamation of waste disposal sites to other land uses.

EDP 1.16 Consider investigating whether the County can be waste disposal self sufficient for the next twenty (20) years.

GOAL:

EPG 2.0 Ensure continuing operation of the Jefferson County International Airport as a safe and self-supporting Essential Public Facility.

POLICIES:

EPP 2.1 The Jefferson County Unified Development Code will be reviewed and revised as appropriate to implement the approved JCIA Master Plan in accordance with the requirements of the Washington State Growth Management Act regarding the compatibility of land uses adjoining airports, and the status of the JCIA as a designated Essential Public Facility, and FAA regulations.

- A. Revise County Codes and procedures as appropriate, to promote future land uses and development activities in the vicinity of the JCIA that are compatible with land uses and activities in the AEPF District, and in compliance with RCW 36.70.547.
- B. Land use and development activities shall comply with FAA regulations including but not limited to electrical emissions, lighting, and height restrictions.
- C. In cooperation with the Port of Port Townsend, identify and regulate land uses within the airport approach zone and regulate obstacles in accordance with Federal Aviation Regulations (FAR) 77.
- D. Land use or development activities that attract concentrations of birds or waterfowl in or near the designated Airport Overlays shall not be permitted.

EPP 2.2

In cooperation with the Port of Port Townsend, discourage the siting of new, incompatible uses adjacent to the airport, provide disclosure of proximity to the airport to identified parcels, and address noise impacts, consistent with local concerns, FAA Regulations, State Department of Transportation Regulations, and the JCIA designation as an Essential Public Facility under the GMA.

- A. Establish an Airport Overlay I consistent with the Noise Contour Interval Map that projects airport noise contours through the year 2022, as adopted by the Port of Port Townsend Board of Commissioners in the 2003 updated Master Plan. Adopt the noise contour map showing the 55 DNL as the Airport Overlay I.
- B. Prepare and implement procedures for informing property owners within the Airport Overlay I (55 DNL) of their proximity to the JCIA and airport operations including aircraft takeoffs, landings, and over-flights.
- C. Enact regulations that provide notice and disclosure of airport impacts to property developers within the Airport Overlay I (other than Type I permits (e.g. single-family residential building permits)).
- D. Encourage the Port of Port Townsend to continue its efforts to mitigate noise conflicts at Jefferson County International Airport.
- E. Establish an Airport Overlay II to apprise the public of the existence of the airport traffic pattern and impacts from routine aircraft over-flights, and to restrict certain uses that involve higher concentrations of people for safety and compatibility reasons (e.g., uses involving 100 persons or more per acre in buildings).
- F. Enact a “no public nuisance” provision which acknowledges uses inherent to normal airport operations at the Jefferson County International Airport.

EPP 2.3

Discourage the siting of incompatible land uses in the vicinity of the JCIA as required by the GMA, by reviewing the uses within the Airport Overlays and revising the UDC to prohibit or condition uses in the Airport Overlays that are incompatible as set forth in guidelines established by the Washington State Department of Transportation Aviation Division.

EPP 2.4 The Port and County will collaboratively prepare Comprehensive Plan and Unified Development Code amendments addressing Port owned property in the vicinity of JCIA. The Port will initiate the proposed amendments, which will be docketed by the County during the applicable Plan amendment cycle. The amendments, as may be modified through the public process, will be brought forth for final legislative action.

- A. The Airport Master Plan and subsequent Plan and Code amendments will provide for the safe operations of the JCIA and guide future development in accordance with Federal Aviation Administration (FAA) regulations and the Airport's designation as an Essential Public Facility under the GMA.
- B. In preparing the Plan and Code amendments, the Port and the County will review and evaluate revisions to the County's Unified Development Code to consider permitting certain non-aviation-related industrial/ manufacturing uses that directly or indirectly support the JCIA. If allowed, such uses should be appropriately scaled, assure visual compatibility with the surrounding area, provide job opportunities for Jefferson County residents, be compatible with airport operations, and consistent with the requirements of the GMA.
- C. The County development code will contain design standards to guide future development in the Airport Essential Public Facilities (AEPF) District. Any design standards specific to development in the AEPF including, but not limited to: landscaping, screening, and bulk and dimensional standards are to be contained in the development code.
- D. In the event that the amendments take the form of appropriately scaled light industrial uses, the County, in cooperation with the Port, may establish rural level of service standards to ensure that the future development of property in the AEPF District does not result in sprawl.

EPP 2.5 Jefferson County will designate parcels owned by the Port of Port Townsend previously classified as being in the Airport Essential Public Facilities Overlay District as the JCIA AEPF District. This new District will supercede and replace the previous Airport Essential Public Facility Overlay District and will be incorporated into the County's Unified Development Code as a distinct District within the Public Lands Classification.

EPP 2.6 Property proposed by the Port, and identified in the FAA-approved Master Plan or future Comprehensive Plan amendment for inclusion in the AEPF District, shall become part of the AEPF District, provided that:

- A. The proposed expansion of the AEPF boundaries is considered in accordance with law, during the Comprehensive Amendment process; and
- B. Parcels eligible to be considered for inclusion within the AEPF District will be those properties identified through the airport layout plan (ALP), incorporated within the FAA approved JCIA Master Plan, and/or bounded by State Route 19, State Route 20, and Four Corners Road, a designated County Arterial.

EPP 2.7 In cooperation with the Port of Port Townsend, monitor state legislation and evaluate the potential redesignation of the JCIA and surrounding properties as an Industrial Land

Bank, Major Industrial Development, UGA, or related economic development land use category.

GOAL:

EPG 3.0 **Ensure continuation of the airport as a safe and efficient essential public facility.**

POLICIES:

- EPP 3.1** Develop an "Airport Overlay Zone" for Jefferson County International Airport (JCIA) which:
- Discourages the siting of new, incompatible land uses adjacent to the airport;
 - Establishes a noise overlay zone;
 - Identifies and regulates land uses within a "runway protection zone;"
 - Identifies and regulates land uses within an "airport approach zone;" and,
 - Regulates obstacles in accordance with Federal Aviation Regulations (FAR) 77 until the "Airport Overlay Zone" is established for the JCIA.
- EPP 3.2** Contingent upon the results of the "Glen Cove/Tri-Area Special Study," review and, if necessary, amend the JCIA section of the Essential Public Facilities element.
- EPP 3.3** Limit and regulate all uses within the Jefferson County International Airport Runway Protection Zone, except for facilities and structures determined necessary to ensure the safe operation of aircraft.
- EPP 3.4** Prohibit any new use which involves release of airborne substances, such as steam, dust, and smoke which interfere with aircraft operations within the Airport Approach or Runway Protection Zones.
- EPP 3.5** Prohibit any new uses which emit light, direct or indirect (reflections), which may interfere with a pilot's vision within the Airport Approach or Runway Protection Zones.
- EPP 3.6** Facilities which emit electrical currents shall be installed in a manner that does not interfere with communication systems or navigational equipment.
- EPP 3.7** Prohibit any new uses that attract concentrations of birds or waterfowl (i.e., mixed solid waste landfill disposal facilities, waste transfer facilities, feeding stations, and the growth of certain vegetation) in the Airport Approach or Runway Protection Zones.
- EPP 3.8** Encourage the Port of Port Townsend to continue its efforts to mitigate noise conflicts at Jefferson County International Airport.
- EPP 3.9** Encourage the commitment between Jefferson County and the Port of Port Townsend to coordinate individual planning documents to preclude the occurrence of future noise conflict areas. Coordinate with the Port of Port Townsend to explore options in flight patterns to mitigate noise events, as long as options preserve safe aeronautical regulations and procedures.

STRATEGIES

A. ESSENTIAL PUBLIC FACILITIES STRATEGY

Jefferson County's process for siting Essential Public Facilities consisting of the following components and the criteria contained in EPG 1.0, shall be utilized to make siting decisions regarding Essential Public Facilities.

Action Items

1. The County's essential public facility site selection process shall consist of the following elements

The County Commission shall:

- Establish an Essential Public Facilities Advisory Committee (EPFAC)
- Define EPFAC responsibilities and operating framework
- Determine EPFAC composition
- Appoint EPFAC members
- Identify budget parameters
- Establish process time-line
- Negotiate and adopt agreement with agency or entity requiring siting
- Coordinate and support the EPFAC process
- Review EPFAC recommendations
- Submit recommendations to requesting agency/entity.

The requesting agency/entity should:

- Negotiate and adopt an agreement with the County Commission
- Solicit nominations for potential sites
- Provide data support as appropriate and requested
- Submit site nominations for analysis
- Conduct initial SEPA review
- Receive recommendations and begin follow-up process as appropriate

The EPFAC should:

- Conduct organizational and educational meetings in a public format
- Quantify facility needs
- Identify siting issues
- Analyze and rank sites
- Conduct public information meetings
- Prepare recommendations
- Present recommendations to County Commission
- Coordinate all matters relating to the siting of EPFs, including interjurisdictional matters

The EPFAC shall use the siting criteria contained in the CWPP and supplement these as deemed necessary. The committee shall also be guided in its decision by asking the following questions during each decision-making process.

- Is the facility in the best interests of the citizens of Jefferson County?
- In what regard is such a facility “essential” and is it truly public?
- Which criteria should be applied to best locate such a facility?

All meetings of the EPFAC shall be advertised to ensure timely public notice and to provide sufficient opportunity for all affected parties to comment on the proposed siting decision.

(Corresponding Goal: 1.0)

2. Appeals to the decision(s) of the EPFAC shall be processed as a “Type C” decision, in accordance with Jefferson County’s “Procedural Reform Ordinance.” (Corresponding Goal: 1.0)
3. Adopt development regulations and establish a process to site essential public facilities on the list maintained by the State Office of Financial Management. All requests by the State to site essential public facilities of statewide significance shall be submitted with written findings of fact outlining the need for siting the facility in Jefferson County and an outline of the process used by the State to make its site selection decision. The findings shall include, but not be limited to, identifying all other jurisdictions considered for the facility and reasons for rejecting alternative sites. (Corresponding Goal: 1.0)
4. Advance planning goals regarding essential public facilities using the following strategies:
 - Reduce sprawl development
 - Promote economic development and employment opportunities
 - Protect the environment
 - Provide positive fiscal impact and on-going benefit to the host jurisdiction
 - Serve population groups needing affordable housing
 - Receive financial or other incentives from the State and/or local governments
 - Support fair distribution of essential public facilities throughout the County
 - Require State and Federal projects to be consistent with this policy.(Corresponding Goal: 1.0)

B. JEFFERSON COUNTY INTERNATIONAL AIRPORT STRATEGY

Action Items

1. Establish two Airport Overlays and appropriate implementing regulations to protect the current and future viability of the JClA as an essential public facility. Airport Overlay I will be based on the approved Noise Contour Interval Map, while an Airport Overlay II will be based upon the WSDOT recommendations for accident safety zone #6, to the extent that it correlates with the FAA approved traffic pattern for the JClA.
2. Implement regulations providing notice and disclosure of airport impacts to property developers within the Airport Overlay I (other than Type I permits).

3. Establish a new Airport Essential Public Facility District as a distinct District within the Public Lands Classification, which will include all relevant regulations governing the development of the JCIA.
4. Continue monitoring federal and state legislation affecting the development of Port owned property and further amend the County's Comprehensive Plan and Development Regulations as appropriate.
5. During a future land use planning process for the JCIA, the County in consultation with the Port, will consider and evaluate potential revisions to the County's Unified Development Code which would permit non-aviation-related industrial, manufacturing and related activities on property within the Airport Essential Public Facility, and establish appropriate levels of service and design standards, including but not limited to setbacks, landscape buffers, visual screening, access requirements and bulk and dimensional standards.
6. Encourage the Port to continue its efforts to mitigate noise conflicts at the Jefferson County International Airport.
7. Review and revise the Unified Development Code to ensure only compatible land uses are sited within the Airport Overlays.
8. Enact a "no public nuisance" provision which acknowledges uses inherent to normal airport operations at the Jefferson County International Airport. This provision shall correspond to the Airport Overlays.