



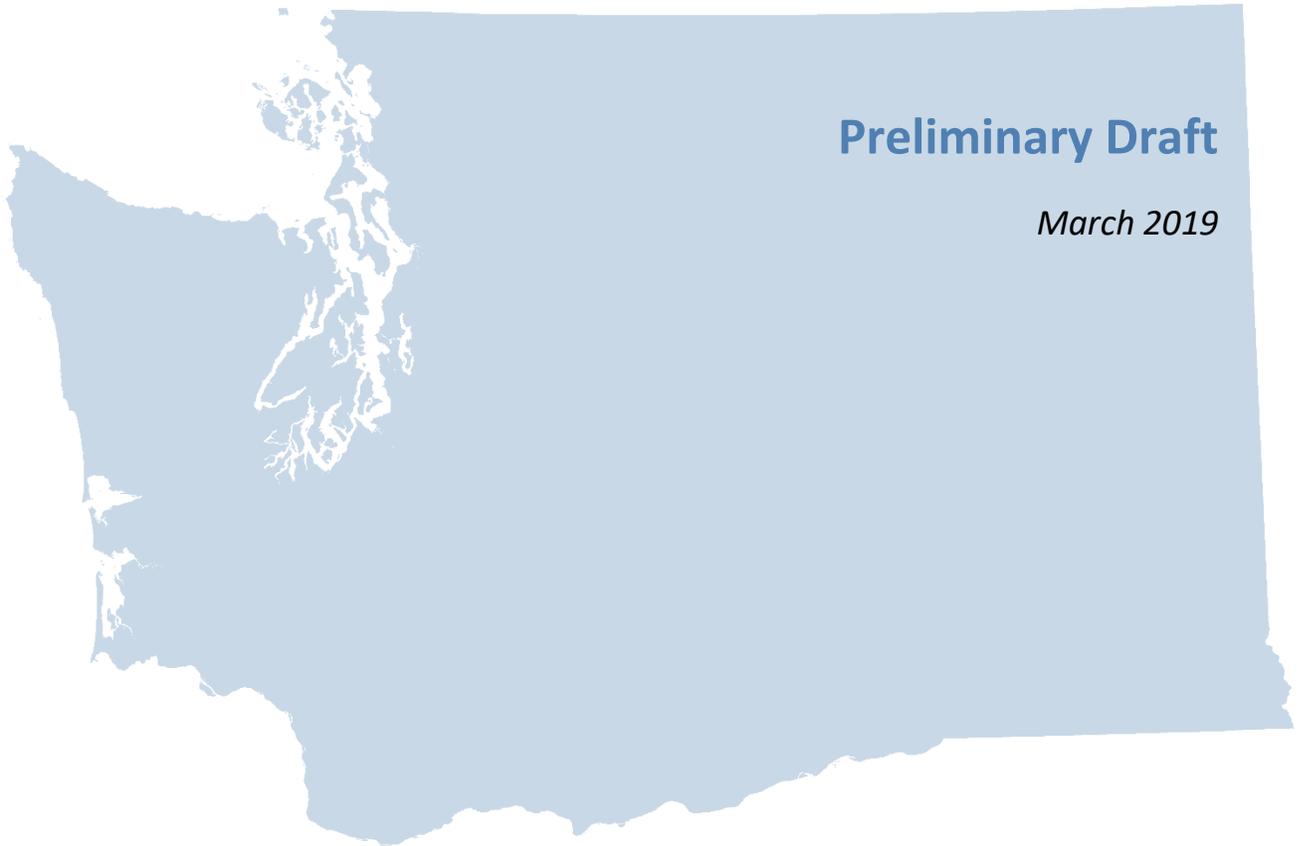
Department of Commerce

Washington State Guidebook

On Military & Community Compatibility

Preliminary Draft

March 2019





Department of Commerce

Washington State Guidebook

On Military and Community Compatibility



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Preliminary Draft March 2019

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Department of Commerce

Washington State Guidebook

On Military and Community Compatibility

Washington State Department of Commerce Mission

The Department of Commerce touches every aspect of community and economic development. We work with local governments, businesses and civic leaders to strengthen communities so all residents may thrive and prosper.



Planning



Infrastructure



Community
Facilities



Housing



Safety /
Crime Victims



Business
Assistance

Washington State Guidebook

On Military & Community Compatibility

Executive Summary

Compatibility Planning

Compatible land use near military bases and ranges supports safety and quality of life for residents and preserves the long-term capacity of a military base. Conflicts arise when interests compete on a shared landscape. Military activities can affect communities while civilian activities can impact military operations. “Compatibility” describes this multi-directional relationship. Compatibility planning seeks to lessen mutual impacts, offer consistency in land use decision-making, and pursue a balance of community and military needs.

The Washington State Growth Management Act (GMA) (RCW 36.70A.530) cites the military’s significant role in the economy and declares a state priority to prevent forms of development near installations that are incompatible with the military’s ability to carry out its mission-related activities. Under the GMA, jurisdictions consider compatibility as they update or amend their comprehensive plans and development regulations. Examples from other jurisdictions and technical guidance help jurisdictions and other stakeholders to engage and coordinate for compatible planning and development.

Guidebook Purpose

This guidebook introduces civilian-military compatibility to a broad audience with technical guidance for planning practitioners working on compatible use projects. Growth Management Services at the Washington State Department of Commerce (Commerce) is responsible for providing technical guidance and resources to local governments. This guidebook is similar to other Commerce guidebooks that address various elements of the GMA, such as critical areas, buildable lands, housing, transportation, urban

growth, and capital facilities planning. The role of this guidebook is to:

- Help build awareness about the importance of collaborative planning around civilian-military land use.
- Promote ongoing civilian-military communication.
- Introduce both community and military planning processes.
- Provide local governments with planning guidance and examples.

Guidebook Organization

Part 1: Community Guide to Compatibility.

Part 1 introduces compatibility planning, governmental relations, public process, and military bases and ranges in Washington State.

Part 2: Planner’s Guide to Compatibility

Part 2 offers technical insights for planners, with details on military and civilian planning, compatibility practices, and land use regulation.

Part 3: Implementation Toolkit

Part 3 contains sample policy resources for local governments, worksheets, a consultation guidance, a policy quick-reference guide, and a glossary to support effective communication.

Project Context

Commerce works with local governments, businesses, and civic leaders to strengthen communities so all residents may thrive and prosper. Commerce touches every aspect of community and economic development, and works across Washington’s key high-demand industry sectors, including agriculture and food manufacturing; clean

Phase 1: Legislative Report

2015-2016 project question:

How can Washington State promote compatible land use?

Authorizing legislation: 2015 ESSB 6052.SL, Section 128[20]

Phase 2: Program Strategy

2017 project question:

What resources can Commerce provide to support local compatibility efforts?

Phase 3: Technical Resource

2018-2019 project question:

What technical guidance can help support compatibility planning?

technology; aerospace; forest products; life science and global health; information and communications technology; maritime, and the military and defense sector. The military and defense sector has a key role in Washington's economy as the state's second largest direct public employer.

Military installations, training ranges, and operating areas are part of the local and regional landscape. Washington State prioritizes planning for this sector, seeking a balance of industry and healthy communities. The GMA is a series of state statutes, first adopted in 1990, that requires fast-growing cities and counties to develop a comprehensive plan to manage their population growth. It is primarily codified under Chapter 36.70A RCW.

The GMA directs cities and counties to consider compatibility with military missions within local plans and development regulations. Growth Management Services offers this guidebook in assistance to communities, governmental bodies, and others to support implementation of practices that promote mutual civilian-military compatibility.

Program Background

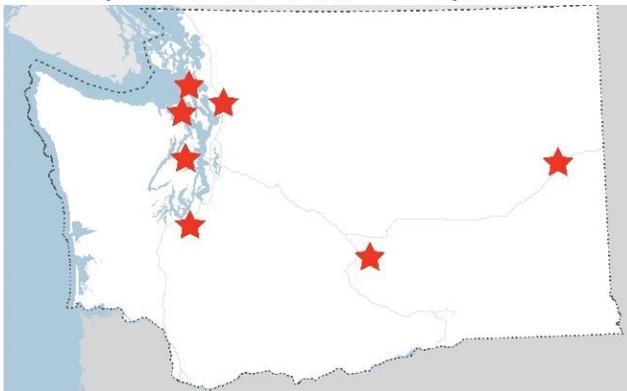
In 2015 the Washington State Legislature directed Commerce to study the effects of incompatible land use around Washington's military installations and identify best practices to mitigate conflicts between local jurisdictions and military installations. This direction resulted in a three-phased effort to provide a reference for communities engaged in civilian-military compatibility planning. The guidebook project implements earlier project recommendations to conduct additional outreach and produce technical assistance tools for this planning subject.

Guidebook Public Outreach

A project advisory committee, technical focus groups, community workshops, and online survey provided invaluable feedback to help shape guidebook content. A Project Advisory Committee (PAC) made up of local government planners, military planning personnel, and community member representatives helped plan the project's community outreach, suggest topic areas, and facilitate public participation.

Community workshops in areas near major installations attracted over 200 participants from Ellensburg, Chimacum, Everett, Coupeville, Oak Harbor, Bremerton, DuPont, and Spokane. Focus groups and workshops were held September through October 2018. Planning professionals from local jurisdictions, the military, and state agencies offered ideas and technical guidance at eight technical focus groups held across the State in October and November. An online survey active from October 2018 through March 2019 complimented these in-person events.

Outreach focus areas in locations near major bases



Outreach focus areas: ★

Part 1: Community Guide to Compatibility

Introduction

Part 1 is an introduction to compatibility planning, Washington State land use regulation, public process, intergovernmental relations, military authorities and structures, closing with a brief overview of base plans and programs that involve joint-planning for civilian-military compatibility.

Balancing Community Vision and Military Mission

Washington State is home to several military bases, stations, support facilities, and training ranges that are connected by land, sea, and air. These installations and routes are closely interconnected with the communities that have grown over time throughout the state. Communities and military neighbors both “occupy a limited footprint, while also creating impacts on land and other resources beyond their boundaries,” which underlines the value of coordinated planning.¹

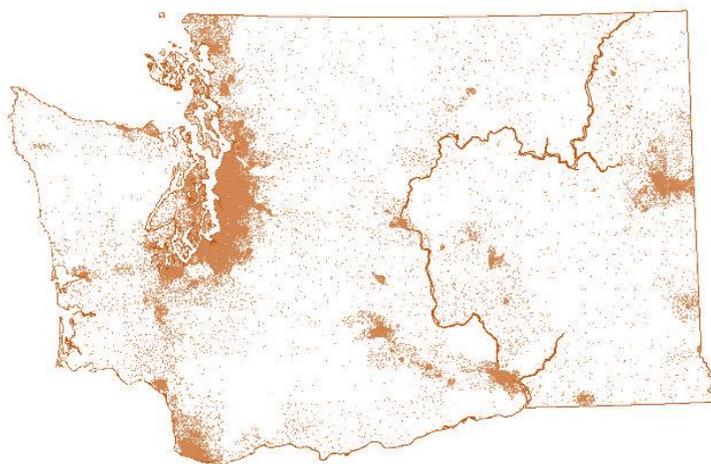
The effort to coordinate civilian-military planning is an important part of protecting the welfare, safety, and security of community members located near and on military bases or ranges. Coordinated civilian-military planning seeks to minimize impacts and maximize benefits in areas where the military and communities intersect.

Compatibility recognizes that uncoordinated development in certain areas can result in adverse impacts to community members and can reduce the military’s ability to safely and efficiently train people for active duty.

Balancing Growth and Change

Compatibility planning strives to balance the shifting needs of communities and military missions over time. With a strong economy based on manufacturing, information technology, and agriculture, Washington is one of the top ten fastest growing states in the nation. Population growth is generally strong throughout the state, especially in the Puget Sound area where approximately two thirds of Washington residents live.² Cities and counties respond to this growth by planning for the infrastructure, services, resources, and development

Figure 1: State Population Centers



· One dot per 100 residents

Source: US Census Bureau, (2010)
<https://www.census.gov>

Encroachment and Base Reuse,” (2005), [https://icma.org/sites/default/files/6604 .pdf](https://icma.org/sites/default/files/6604.pdf)

² (1a) US Census Bureau, (2010) www.census.gov/, (1b) US Department of Defense, Defense Manpower Data Center (DMDC), (2018), www.dmdc.osd.mil/appj/dwp/index.jsp, (1c) US Department of Defense, “Demographics Profile of the Military Community,” (2017), <http://download.militaryonesource.mil/12038/MOS/Reports/2017-demographics-report.pdf>

State Demographic Fast Facts

General Population^{1a}

Population	7,427,600
Seattle, Tacoma, and Bellevue Metropolitan Area Population	4,764,736
Share of national population	2.2%
Growth since 2010	10.4%

Military Population

Active duty personnel ^{1b}	60,153
Share of total US active duty personnel ^{1b}	5.1%
Reserve forces ^{1b}	18,251
Military civilians ^{1b}	31,675
Dependents living on military installations ^{1c}	74,543
Veteran population ^{1a}	582,265

patterns that communities will need to accommodate incoming populations.

A military base can be a significant source of employment for a city or region, and active duty personnel working on base often have children attending local schools and spouses working in the community. Many teachers, technicians, nurses and other essential positions are filled by military spouses and family members, strengthening the community. As valuable members of the community, they bring knowledge and experience to the pool of a well-trained and skilled workforce.

While a military base can bring jobs and defense spending to the local and state economy, military activities can also bring possible impacts to a community, like aircraft or artillery noise, dust, potential for accidents, environmental concerns, traffic, or unexpected fluctuations in community population. Just as communities experience growth and change, military bases also expand and contract

in response to national defense needs, political decisions, and federal funding cycles.

As military operations change and communities grow, it becomes more likely that military activities will affect community quality of life or community growth will impact military missions. With these conditions, planning for compatibility becomes increasingly valuable for civilian-military communities as they face the challenges of development pressure and mission change.

Population change for a segment of the community closely connected to a base brings unique challenges to predicting future numbers. When activity levels at a base change, it can dramatically reduce or increase onsite service members or contract personnel—either briefly for training reasons or longer-term when missions change. Likewise, service members periodically relocate in various numbers for training or deploy to conflict or disaster areas. When service members deploy, their dependent children and spouses remain in the community. Individuals may routinely transfer within a few years. When personnel relocate, their dependents most often join them.

These changes affect planning for land use and community services. Often a base provides childcare, schools, library services, recreation, and may provide housing for part of its population. Alternatively, they also rely on local school districts, services, and housing in the neighboring community.

When military personnel commute between the base and community it can generate traffic. Some installations coordinate with local transit agencies to establish routes serving the base. The high levels of security required around and within military bases means commuting services need special logistics coordination, but it is one way a base will offset its impacts to local traffic and emissions.

These are some of the things that compatibility planning endeavors to balance when a base and community are neighbors in a place.

Civilian-Military Compatibility Planning

Aside from planning for projected growth and development, local government plans and military installation plans intend to accomplish different

goals and apply to different areas. Military planning concerns government-owned land and supports “mission sustainment,” which refers to retaining military capacity to provide personnel with realistic training. Local planning works to realize a community’s vision for the future and accommodate growth within a jurisdiction’s boundaries.

Civilian-military compatibility concerns the protection of community members, whether military or non-military. Compatibility planning is an activity through which land uses that tend to increase civilian-military conflict are identified and discouraged, while land uses that offer greatest protection for people—civilian or military—are generally encouraged.

Some compatibility goals are relatively simple, like acknowledging that a land use relationship exists between a local jurisdiction (like a city or county) and a military base or range. Other compatibility goals are extremely complex because issues may involve contrasting values about the public interest

and opposite views about the source or nature of impacts. A lack of understanding of these differing views can hinder problem-solving and productive relations. However, mutual understanding can also lead to aligned goals benefiting civilian and military community members.

Solutions for these complex issues call for coordinated problem-solving. Land use planning is a problem-solving process that, consistent with Washington State law, is also a public process for community members and leaders. Compatibility planning is an important source of coordination that can proactively identify and address military and civilian needs related to land use development.

Getting to mutually-beneficial opportunities does not occur overnight but relies on long-term commitment to coordinated planning. Success requires ongoing communication with careful consideration of both non-military needs and military mission requirements.

Guidebook Terms

“Land use planning” or “planning process” refers to a problem-solving process used to identify goals and set action steps to influence future conditions.

“Civilian-military compatibility” refers to coordinated planning in areas where the military operates, while acknowledging the multi-directional nature of land use interests. In this context, “compatibility” can serve as a neutral term for a potential condition of mutual benefit or pursuit of minimized impacts.

“Encroachment” is the DOD’s term for any use of land, air, water, or other resources that poses a restriction to the military’s ability to carry out mission requirements. “Mission requirements” are the training and operating activities that military personnel must perform, as mandated by federal authorities.

“Mission requirements” refers to the activities at a base must perform in order to uphold federal laws set by Congress.

Identifying Compatibility

Every place is different, so judging what is or is not compatible is not always easy. Defining specific types of compatible and incompatible uses within community plans and land use controls involves understanding the base and its mission requirements, engaging residents in local public process, and adopting policy that promotes compatible land use decisions.

When land use decisions result in locating more people near military bases or ranges, it raises potential of their exposure to military activities. When military operations change from what a community finds familiar to a new form or level of activity, it can result in conflicts and strained civilian-military relations.

Characteristics of Compatibility

In general, compatible land uses may be described as those which:

- Optimize land uses that align military training goals and community goals.
- Do not result in new restrictions to military operations at the expense of safety and efficiency.

- Do not expose people to safety risks or increased exposure to nuisance.
- Maintain quality of life and balance safety, growth, and development.

Characteristics of Incompatibility

An increased likelihood for conflict is commonly associated with land uses or activities that:

- Concentrate people or noise-sensitive uses like homes, schools, or houses of worship, and/or uses that cannot readily be improved to reduce noise (sound attenuation), like manufactured homes in high noise areas.
- Have higher-density or higher intensity activity and uses like schools, multi-family residential, hospitals, and theaters in areas of higher accident risk.

- Increase civilian or military traffic without offsetting demand on area roads.
- Create smoke, dust, light, or glare that affects neighbors or impairs pilot vision.
- Emit electromagnetic interference or other signals that impair navigational or communications equipment.
- Obstruct airspace with tall structures, like buildings, power lines, or windmills.
- Attract wildlife to training areas or birds to aircraft routes.

Impacts do not only occur in one direction. For instance, Lights required for some military activity can annoy or be disruptive to residents and visitors. Community lights can impact military training and research dependent on dark sky conditions.

Figure 2: Compatibility Concerns (Civilian and Military)

Many off-installation compatibility concerns relate to airfields and airspace. The table below notes some of the impacts associated with aircraft operations.

Land Use Type	Compatibility Concern (Civilian and Military)
Residential	<ul style="list-style-type: none"> • Noise can be disruptive in outdoor areas, or indoors with open windows. • Aircraft overflight can be annoying, especially where ambient noise levels are otherwise very low, like suburban or rural areas. • Multi-family residential (higher-density housing) adds safety concern for areas of higher accident risk.
Schools	<ul style="list-style-type: none"> • Higher concern child safety if constructed in areas of higher accident risk. • Noise can disrupt the learning environment.
Hospitals, Nursing Homes, Critical Infrastructure	<ul style="list-style-type: none"> • Higher concern for safety of patients or elderly if constructed in areas of higher accident risk. • Potential disruption of service if damaged during an accident.
Retail Centers, Assembly Facilities, Business Parks	<ul style="list-style-type: none"> • Higher concern for large numbers of people when placed in areas of higher accident risk; outdoor stadiums are highly exposed. • Safety concerns for places with high-intensity uses. • Tall buildings can be airspace obstructions.
Industrial Uses, Power plants	<ul style="list-style-type: none"> • Smoke, steam, and thermal plumes can be flight hazards. • Tall structures can be airspace obstructions. • Possible hazardous materials release from accident-related damage. • Potential service disruption if an accident damages power plants.
Agricultural Uses, Water	<ul style="list-style-type: none"> • Potential sources of dust and smoke, or wildlife attractants.

Source: Modified from the Washington State Department of Transportation, "Airports and Compatible Land Use Guidebook," (2011).

Example of compatibility concerns from areas near Naval Base Kitsap

Areas of interest for compatibility were grouped by jurisdictions in the Naval Base Kitsap (NBK) Joint Land Use Study (JLUS) completed in 2015:

- *Tribal* areas of interest include environmental protection and raising awareness and improving development notification processes for archaeological and cultural sites protection.
- *Kitsap County* areas of interests include land use compatibility around base perimeters and along freight routes used by the Navy, shoreline and upland uses along Hood Canal, transportation, and communication and coordination.
- *Jefferson County* areas of interest include the Hood Canal and Portage Bay Bridges, land use compatibility along freight routes used by the Navy, shoreline and upland uses along Hood Canal, and communication and coordination.
- *Mason County* areas of interest include compatible development around freight routes used by the Navy, shoreline and upland uses along Hood Canal, and communication and coordination.
- *Bremerton* areas of interest include NBK-Bremerton's traffic impacts, parking and base access, land use compatibility adjacent to the base, and communication and coordination.

The Naval Base Kitsap JLUS can be accessed here: <http://compplan.kitsapgov.com/Pages/JLUS.aspx>

Increasing commuter traffic around a base slows military response times, while personnel shift-change or supply convoys impact commutes. This is especially challenging around the I-5 corridor in the highly urbanized region of Puget.

Noise from military aircraft or artillery operations can impact people living, working, or recreating nearby. Noise, especially from aircraft, can be among the biggest impacts residents and visitors experience near military airfields and training routes. This is a particularly challenging issue for communities of Whidbey Island and Naval Air Station Whidbey Island

where a proposed expansion of the EA-18G Growler (aircraft) operations raised greater concerns for safety and noise impacts. The proposal required a review process that closed in 2018.³

Conversely, noise from civilian commercial, industrial, or recreational activities can negatively impact military operations dependent on quiet environments. For example, the quiet water of Hood Canal's Dabob Bay Range Complex provides a critical acoustic testing environment, which is disrupted by increased boating activities.

³ EA-18G "Growler" Airfield Operations at Naval Air Station Whidbey Island Complex, WA, (2018), <https://cdxnodengn.epa.gov/cdx-enepa-11/public/action/eis/details?eisId=258428>

Local Planning Structure and Public Process

This section introduces civilian governmental organization within Washington State’s geographic boundaries. It outlines local jurisdiction decision-making processes. The section also notes points of public participation within these processes, which Washington State law upholds as essential to shaping local land use regulation.

Land Use Authorities and Planning

Land use throughout the United States is largely governed by local governments, but each state has a different framework and conducts local planning differently. Washington’s Constitution governs the structure and function of local government, defines their powers and responsibilities, and establishes planning law. Like other states, Washington land use laws were adopted at various times in response to various policy needs. The first laws governing land use pre-date statehood. The basis for local government land use planning is found in the State Constitution’s police power provisions, which state that:

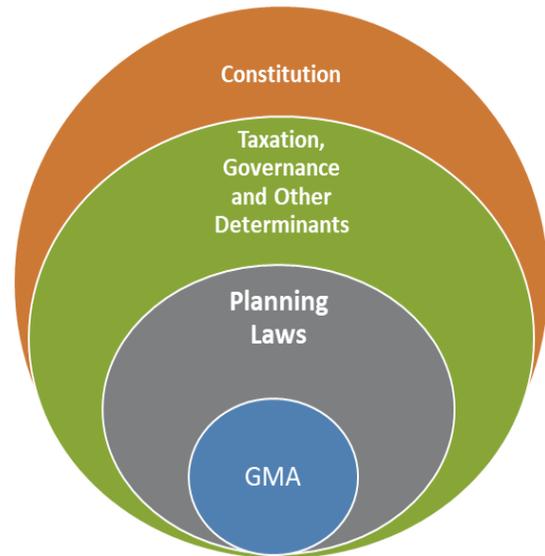
“any county, city, town or township may make and enforce within its limits all such local police, sanitary and other regulations as are not in conflict with general laws.”

Washington State and many of its cities and counties have extensive planning laws to guide land use and development through public process. The most relevant law related to compatibility planning in Washington State is the Growth Management Act (GMA). First adopted in 1990 under the Revised Code of Washington (RCW), the GMA (RCW 36.70A) outlines requirements for local comprehensive plans. The GMA contains a provision that directs cities and counties to discourage forms of development that are incompatible with a military’s ability to carry out a mission (RCW 36.70A.530).

Federal and Local Land Use Authorities

The military is subject to federal policies, environmental regulations, codes, and laws which regulate military activities, projects, and plans. Since state and local laws do not apply on federal land, military bases are not subject to local zoning or other development regulations. This division of authority limits the military from exercising any authority to regulate non-military activities outside their borders.

Figure 3: Washington State Land Use Law



A military base does not have authority over city or county lands, and local governments lack authority over military lands. However, as neighbors, they are interconnected. The GMA calls upon counties and cities to integrate the nearby base and operations into their local planning context (pursuant to RCW 36.70A.530; discussed more in Part 2).

Jurisdictions seek input on ways to do this through the public planning process and look for examples of how other jurisdictions identify military installations or ranges in maps, visions, policy objectives, and development regulations. Best practices shared between jurisdictions, with military and community stakeholder input, are critical for successful compatibility planning.

Local Plans and Land Use Regulations

Comprehensive plans are organized into elements (chapters) that cover different aspects of the community’s land use and public services. The GMA requires the following elements: land use, utilities, economic development, parks and recreation, transportation, housing, capital facilities, and a rural element (for counties).

Each element includes goals and policies defining the community's desired future. It includes existing condition inventories and analyzes the current state and facts that support or constrain future choices. It then summarizes projects or programs needed to achieve the defined goals. All cities and counties required or choosing to adopt comprehensive plans under the GMA, must update their plan every 8 years.

After communities develop comprehensive plans, they will sometimes produce other plans that focus on specific areas, such as subarea plans, neighborhood plans, or corridor plans. These are often adopted into comprehensive plans, and, like comprehensive plans, can trigger development regulation updates. These actions occur through public process.

Community Visions and Plans

A "community vision" is what guides local land use decision-making and planning. Public engagement in the planning process results in a community-driven and locally-defined vision for future land use and development. The vision expressed in the comprehensive plan is the basis for local planning policies and development regulations.

There is a close relationship between the comprehensive plan and local development codes, like a zoning ordinance. The plan states a community's long-term vision for its future land use and outlines the policy actions or decisions needed to support that vision.

Visions and Missions

A community vision and military mission have similarities and differences. As a community's vision in a comprehensive plan sets the tone for policy decisions and activities, a military mission directs decisions, plans, and activities at a base or range. However, while a community vision is developed through a participatory local process, the military mission is a mandate from people elected to federal office and their appointees. The community can change their vision through local process, but a military mission can only change by federal mandate, following the chain of command from federal leaders.

Development codes or regulations implement the policy objectives as outlined in the comprehensive plan. In-turn, project permitting decisions implement local development regulations. Local ordinances ensure land use decisions and development is consistent with the comprehensive plan, resulting in a landscape that reflects the vision.

Development Regulations

Development regulations refer to the controls placed on development or land use activities by a county or city, including, but not limited to, zoning ordinances, critical areas ordinances, shoreline master programs, official controls, planned unit development ordinances, subdivision ordinances, and binding site plan ordinances.

These are adopted in city code and are the rules governing review and approval of development projects. Although sometimes organized as separate portions of the code, Washington law encourages local governments to create a unified development code, integrating all portions of the city code that relate to project permit review.

Zoning Ordinance

Zoning is the most common local land use regulation. Zoning ordinances divide the community into zones and establish the rules that govern development within each zone. The zoning map shows which zone applies in each area of the city. In Washington, the zoning ordinance must be consistent with the comprehensive plan, but if there is a conflict, the zoning ordinance takes precedence.

The zoning ordinance defines the zones, their purpose, and the standards that apply. Standards govern the range of allowed uses; the density or intensity of development; and the dimensions of buildings or other structures relative to the lot and neighboring uses.

Local Government Structures

Local governments include counties, cities, and towns. Washington State has 39 counties and 281 incorporated municipalities (cities and towns). Counties, cities, and towns can be organized differently. Understanding the structure of a local government is an important step to participating in land use processes.

Organization and Authority

Cities may have a mayor and a council, but the powers of the mayor vary. Many cities have a city manager who serves as the chief executive over day-to-day affairs (city manager form). Others have an elected mayor that serves this function (strong mayor form).

Most counties have a board of commissioners who have executive and legislative power. However, some counties have a council and an elected county executive, much like a strong mayor form of government. Local government is directly responsible to voting community members since city and county activities are overseen by elected officials. The legislative body makes decisions governing land use and compatibility in comprehensive plan and development regulation amendments and periodic updates, along with other legislative actions throughout the planning process.

Legislative Body

Depending on the county or city, the legislative body may be a county commission, county council, city commission, or city council. A comprehensive plan, development regulation, or amendment is a legislative action.

The legislative body must take a vote to adopt amendments to the comprehensive plan or development regulations. Cities and counties differ on the number of elected officials and their specific responsibilities. Some cities and counties have a directly elected executive, either a strong mayor or a county executive. They usually have the power to

A Short Course on Local Planning

Commerce has a training course on local land use planning laws. The course includes in-person presentations, a guidebook, and online videos:

www.commerce.wa.gov/serving-communities/growth-management/short-course/

veto proposed legislation, but their veto can be overridden by the legislative body.

Planning Commission

The planning commission is usually composed of people appointed by the local legislative body. They may or may not have special expertise in planning. Most counties and cities are required to obtain commission recommendations before the legislative body votes on comprehensive plans or development regulations. The planning commission is generally required to hold the public hearing on plans or regulations.

The legislative body reviews the hearing record and planning commission recommendations before final adoption. This public hearing is an opportunity for interested parties to submit materials and testimony into the record. Once a planning commission makes recommendations, the proposal goes to the legislative authority for adoption, revision, or rejection. The legislative body may or may not hold more meetings or hear testimony, but hearings are open to the public and input is often requested.

Figure 4: Typical Local Government Structure

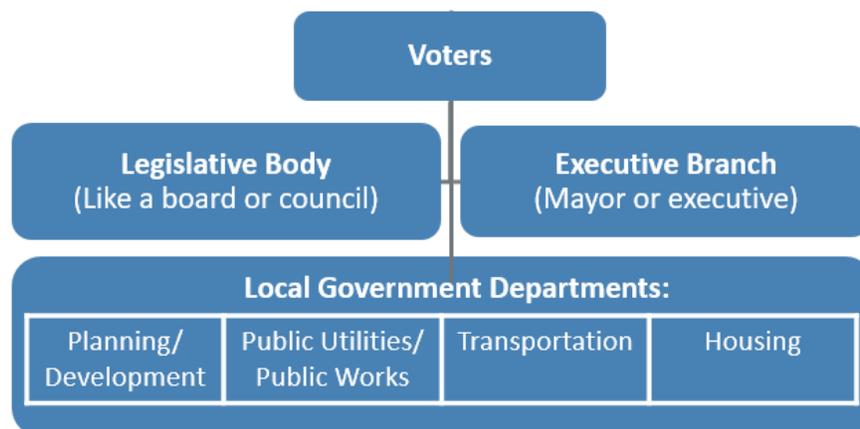
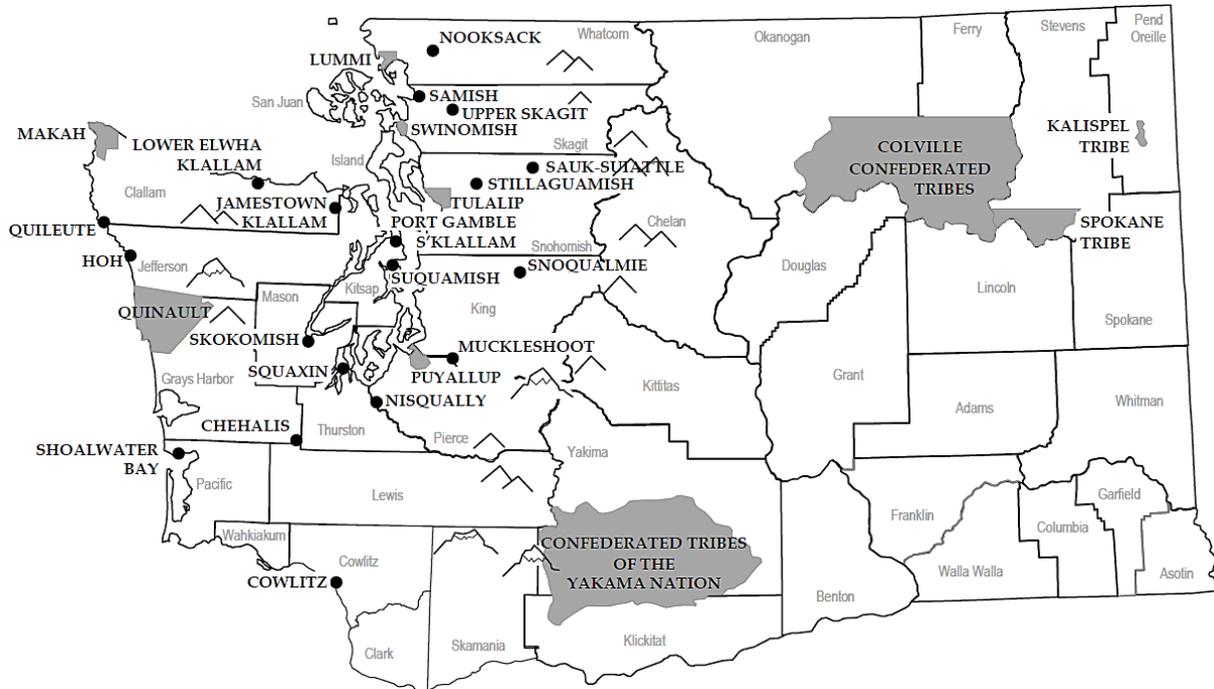


Figure 5: Tribes are Sovereign Native Nations (NSN)



Source: Washington Governor’s Office of Indian Affairs, (2018), <https://goia.wa.gov>

Key Departments

Multiple departments assist in a local government’s daily operations. Departments most commonly involved in compatibility planning are Community Development (sometimes called “Planning”), Transportation, Utilities (sometimes called or included in “Public Works”), and Housing.

Community Development administers land use policy and regulations established in long-range plans, zoning codes, design standards, permitting processes, and ordinances. Planning staff are most directly involved in compatibility planning, but many cities and counties do not employ planning staff—some ‘borrow’ staff from a regional council of

government or hire consultants who serve several jurisdictions.

Sovereign Tribal Governments

A tribe is a separate and sovereign political entity with a unique governmental structure. There are 27 federally recognized tribal governments and 25 Native American reservations within Washington State. Many are overseen by tribal councils established by a tribe’s constitution.

Under historical treaties made with the US Government, many tribes have “Usual and Accustomed” (U&A) treaty rights. According to the 1974 *US v. Boldt* decision, the US Government is required to consult tribal entities if any resources will be affected in their U&A fishing and hunting areas. Tribal U&A fishing, hunting, and gathering rights extend beyond lands formally described in the treaties to any area used for hunting and occupied by the tribe over an extended period of time, according to Washington State Supreme Court, *State v. Buchanan, 1999*. The sovereignty of tribes means that coordination for land use or other partnerships must occur on a government-to-government basis between federally-recognized tribes and federal, state, or local governments.

Stakeholders in Land Use Processes

Land use decisions involve many interested stakeholders. Interested stakeholders for a given topic can include, but are not limited to cities, counties, tribes, state agencies, special purpose districts, neighborhood groups, interest groups, developers, property owners, renters, other community members, and the military.

Government-to-Government Relations

The Centennial Accord is a government-to-government agreement between Washington State and the federally recognized Indian tribes located within Washington’s geographic boundaries. It describes the nature of the government-to-government relationship and sovereign tribal authority.⁴

City and County Public Process

Local plans reflect community interests and vision for the future. Local comprehensive planning is an important means by which a community member can get involved in compatibility planning in their area. An awareness of these processes foundational to meaningful participation.

Getting involved

Most planning processes invite public involvement at various stages. The comprehensive plan’s public process offers people the opportunity to share ideas with local government planners, planning commissioners, and elected officials as they consider land use plans or zoning changes that could affect compatibility. Typical opportunities include completing surveys, attending community

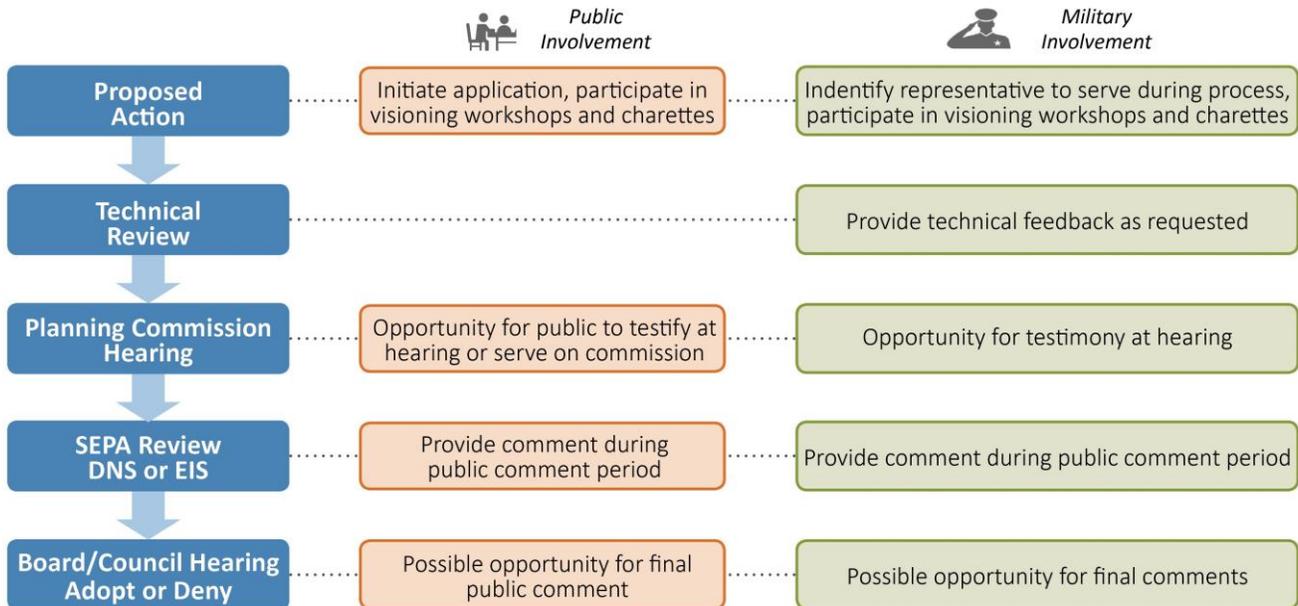
workshops, public meetings and hearings; submitting comments during public comment periods; and serving on committees such as planning commissions or advisory boards comprised of community members.

Periodic Updates and Amendments

Cities and counties must follow a periodic update schedule, as described in RCW 36.70A.130, to ensure their comprehensive plans and development regulations are compliant with the GMA. Legislative action is required to review and potentially revise development regulations and comprehensive plans. As part of the update process, jurisdictions implement a public participation program, which identifies when legislative action on the proposed changes is set to occur, what the scope of the review includes, and when public comment is solicited.

Amendments to the comprehensive plan can occur annually, depending on the needs of the jurisdiction. To assist with the process, the GMA requires local governments to use a process called “docketing,” where a community considers all proposed amendments at the same time so that a local government can collectively consider the impacts (there are exceptions to this rule).

Figure 6: Comprehensive Plan and Development Regulation Amendment Process



⁴ Visit the Governor’s Office of Indian Affairs online for more information or to read the Centennial Accord: <https://goia.wa.gov/relations/centennial-accord>

Docketing also prevents the comprehensive plan amendment process from becoming a smaller part of the permitting and approval process that might be less likely to get due consideration. Local government procedures accept applications for comprehensive plan amendments and determine which proposals will move forward for final consideration. After additional staff review, hearings on the remaining docket items move forward to final adoption. Unlike comprehensive plan amendments, development regulation amendments are not subject to the docketing requirement, although docketing development regulation amendments is a common practice.

Though each proposed amendment is unique, there are some commonalities in their development, or lifecycle. Understanding the typical life cycle of a comprehensive plan or development regulation amendment can help ensure you provide comments at the right time.

Project Review and Permitting

Development projects go through standard review processes at local jurisdictions, are subject to the State Environmental Act (SEPA), and require permits. Public involvement is required and welcomed as projects move through the process.

Public Meetings

Public meetings are used to inform and educate the community about planned actions. These are only intended to be informative and most often not an interactive venue for input.

Public Hearings

Proposed amendments to comprehensive plans or development regulations must go to the planning commission at a public hearing. The commission's role is to hold public hearings, hear public testimony, and advise the council. Local governments may close the comment period after the planning commission hearing or may hold additional open hearings before the legislative body. Unless specified, assume the public comment period and chance to be on-record closes after the commission hearing. Hearings are official proceedings, so meeting structure and testimonies have formal rules. Normally there is an order and testimony may have time limits, especially in large meetings.

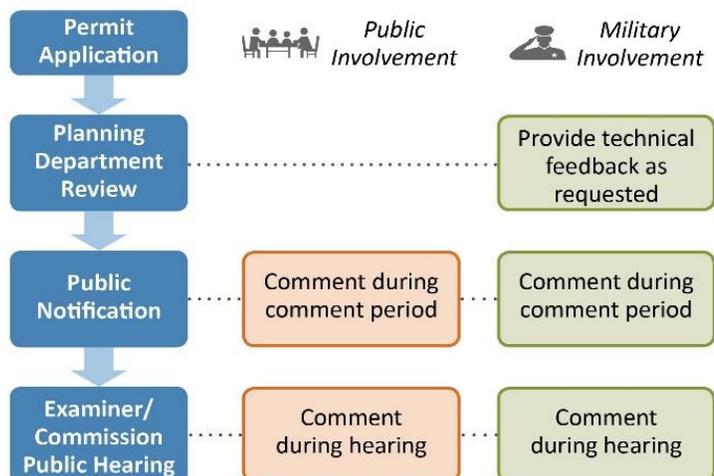
Preparing for Testimony

The first step for testimony preparation is to familiarize yourself with your local public hearing procedure so you know what to expect. If you are the applicant, you will have an opportunity to testify or give a short presentation. While not required, you may bring presentation materials for the planning department in advance of the hearing. If you are not the applicant and would like to testify, it is best to prepare in advance by visiting the site in question (if applicable) and reviewing background materials, like amendment applications or draft plans. A person's testimony should begin with a self-introduction for the record. Testimonies are recorded and often limited to a few minutes. The most effective testimonies are courteous and well-prepared.



Image: Notice of proposed land use action sign.
Credit: P Robinson, 2013, westsideseattle.com

Figure 7: Project Approval Process



Public Comment Periods and Surveys

Public comment information is often found on signs at project sites or online for some types of projects. These signs describe the proposed project under review and include review dates and ways to provide input. Public input through this process plays a major role in planning. Planning documents and environmental analyses typically have a set time allotted for public comment. Jurisdictions typically have links on their websites to comment. People may offer input by mail to the planning office or officials. Surveys are also often available online through the jurisdiction's website and are an important means for giving input early in a process.

Community Workshops and Charrettes

Community workshops and charrettes are a way for the public to get involved in the planning process. Participation does not require preparation, and broad attendance is generally welcome as it helps explore existing conditions, ideas, and how draft plans will impact the community. Depending on the stage in the process, workshops and charrettes can help guide details for draft policies and project designs. There is usually have a brief presentation, followed by group activities. Activities vary, intending to maximize participation. These informal events offer residents and planners a chance to interact, share about the project, and discuss ideas.

Advisory Boards and Committees

Planning departments work with a few types of advisory boards in various planning projects. These boards often consist of community members representing diverse perspectives. They advise local

officials on a particular plan, project, or program. Ranging in size, these can be all-volunteer or appointed. Committees serve a vital role in planning and can be a way to be involved in local process.

Environmental Reviews

Local, state, and federal departments, like the DOD, are subject to regulations that require assessments to judge whether their proposed actions will have significant environmental consequences. These assessments require public notice and can also require public comment or participation. Knowledge about the overall purpose and steps of an environmental review is helpful when projects of interest come up.

The environmental review process seeks to identify, avoid, and/or mitigate potential adverse environmental impacts caused by proposed actions, such as a construction project. The Environmental Impact Statement (EIS), a product of an environmental review process, assesses potential impacts and considers less harming alternative actions.

When an EIS determines a project poses significant consequences for the environment, it may require an applicant (the entity proposing an action) take action to offset the identified harm (mitigation measures). The environmental review process for Washington State is defined by the State Environmental Policy Act (SEPA) (RCW 43.21C). The National Environmental Policy Act (NEPA) Public Law (PL) 91-190 defines the environmental review

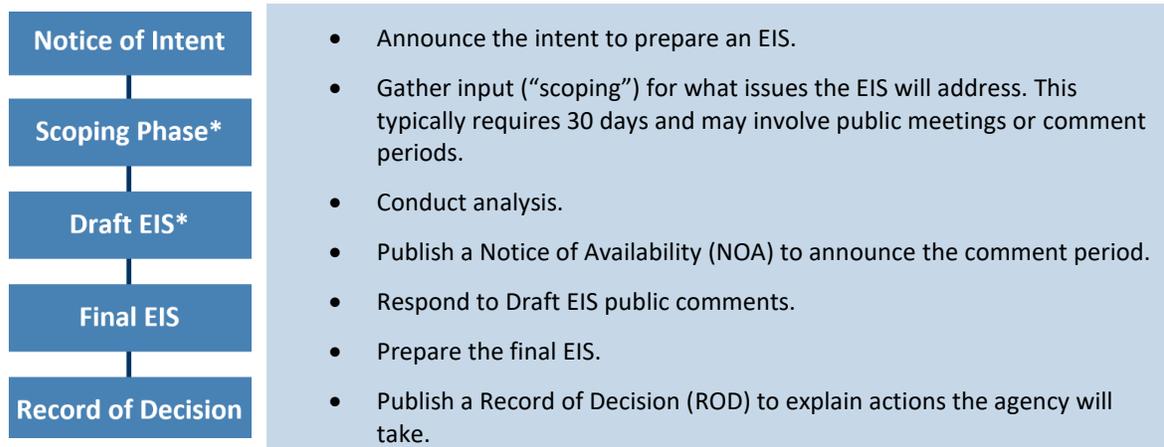
Endangered Species Act (ESA)



Image: A streaked horned lark, a threatened species with critical habitat at JBLM where wildlife management teams, unit commanders, and range control coordinate training activities to protect the bird's on-base habitat. Credit: 5th Mobile Public Affairs Detachment, (2006), davidshub.net

Several laws intersect with environmental protection policies like SEPA and NEPA. Among them, the Endangered Species Act (ESA) of 1973 requires protection for threatened and endangered (T&SA) fish, wildlife, and plants from possible extinction. Section 7 of the ESA requires DOD consultation with the Department of the Interior when a project or activity may impact T&SA species or critical habitat.

Figure 8: Environmental Impact Statement Schedule and Comment Opportunities



*Public participation opportunities

Source: National Aeronautics and Space Administration (NASA), *Public Involvement and the NEPA Process (Brochure)*, 2010, www.nasa.gov/centers/glenn/pdf/486959main_Public_Involvement_Factsheet_lr.pdf

process for actions proposed by federal departments like the DOD.

These acts closely intersect with several related regulations that protect environment, endangered and threatened species, historic and cultural resources, noise safety, clean air and water, and other issue areas vital to health and safety of people and wildlife. The points of public notice or participation in environmental review varies according to the type of proposed project or action and according to how the law applies for federal, state, or local agencies. The foundation of public participation NEPA process is outlined by the Code of Federal Regulation (CFR) which requires outreach to communities potentially affected by the proposed action.⁵

National Historic Preservation Act (NHPA)

The National Historic Preservation Act (NHPA) of 1966 requires federal agencies and federally funded projects to protect cultural/historic sites and artifacts (under Section 106 of the Act). The Section 106 process differs from and adds to the NEPA

process as an important part of environmental reviews. The Council on Environmental Quality and the Advisory Council on Historic Preservation offer a guide for NEPA and cultural and historic preservation in 2013.⁶

Staying Informed in the Review Process

The US Environmental Protection Agency (EPA) maintains a database for federal agency EIS documents and EPA’s comments for individual projects. The EPA publishes a weekly Notice of Availability (NOA) in the Federal Register, which is where federal departments publish EIS documents and other public notifications.⁷ A 45-day comment period for a Draft EIS begins with the NOA. Agencies publish updates and public comment notices during the EIS process on project websites, the Federal Register, and traditional media formats like local newspaper notices. The EPA’s database and Federal Register online search tools and subscription options are important resources for staying informed about federal projects or opportunities to give input.

⁵ The primary basis for meaningful public participation in the NEPA process is outlined in Part 40 CFR section 6.203, www.govinfo.gov/app/details/CFR-2011-title40-vol1/CFR-2011-title40-vol1-sec6-203

⁶ CEQ and ACHP, *NEPA and NHPA: A Handbook for Integrating NEPA and Section 106*, 2013, www.achp.gov/digital-library-section-106-landing/nepa-and-nhpa-handbook-integrating-nepa-and-section-106

⁷ US EPA, *Environmental Impact Statement (EIS) Database*, 2019, <https://cdxnodengn.epa.gov/cdx-enepa-public/action/eis/search>; US Office of the Federal Register, 2019, www.federalregister.gov

The Military and Washington State

This section provides an overview of federal and state military department installations in Washington State.

History

For many areas in Washington State, military bases and personnel have been part of the community for generations. Washington's oldest bases date to early statehood in the 1800s, with notable growth over World Wars I and II. In addition to defense-related research and development facilities in Washington, the State's larger bases serve the US Air Force, Army, Navy, Marine Corps, Coast Guard, and the National Guard. The military also uses training ranges, routes, and special use airspace.

Military Service Branches

A cooperative relationship between the state and federal military was established by the legislature in RCW 38.48.050 to provide for the joint use of facilities and as a foundation for the state/federal relationship for coordinated response to threats or emergencies.

Washington State hosts multiple military service branches, including armed forces serving at the federal and state level. Activities at and around Washington State's bases and ranges cover a variety of missions that support a constant state of readiness to ensure rapid response for deployment or emergency response. Part 3 provides more information about bases, ranges, consultation guidance, and contact information.

Federal Military Departments

Federal military departments are directly subordinate to the civil authority vested in nationally-elected officials. The president serves as the commander-in-chief for federal military departments. The Department of Defense (DOD) is a federal cabinet department charged with coordinating and supervising national security and the US Armed Forces. The DOD is headquartered in Virginia, at the Pentagon. The Department of Homeland Security (DHS) is a federal cabinet department responsible for public security. Its missions involve border security, anti-terrorism, disaster prevention and emergency response. DHS



Image: Dedication ceremony, 1951. Credit: Fairchild Air Force Base, (2018), Fairchild.af.mil

operates from Washington, DC. The US Coast Guard is a component of DHS, though the Coast Guard can be called to serve under the DOD as part of the Navy under certain circumstances.

Washington Military Department

The Washington Military Department is a state agency that is subordinate to the civil authority vested in state elected officials. As the President is Commander-in-Chief for the US Armed Forces, the Washington State Governor is Commander-in-Chief for the Washington Military Department and appoints an Adjutant General as its head. The Washington Military Department includes the state's National Guard, State Guard. The Washington Military Department's Emergency Management Division (EMD) with a lead role in statewide emergency planning and response. Members of these services can be called to serve under the US Defense Department in times of active duty. Camp Murray is in Tacoma and serves as headquarters for the Washington National Guard, Washington State Guard, and the Washington Air National Guard.

Military Authorities and Structure

Military bases are sometimes compared to a city. A commander is responsible for operations in ways resembling a mayor's role. A base needs utilities, streets, housing, shops, childcare, shops, and

warehouses to support personnel and operations. Like a city, there are departments to help keep a base running smoothly for workers and residents. Some base departments include:

- Command oversees base administration.
- Facilities and Logistics handles utilities, public works, storage, and related areas.
- Civil or Public Affairs staff members of the public to answer questions, distribute information, and establish partnerships.
- Resources and Finance staff oversee budgets and purchasing.

A community planner or liaison officer is most directly involved in compatibility planning with local governments for topics related to base planning or joint-planning with jurisdictions. This staff position reports to the base commander. For Washington Military Department facilities, the Construction Facilities and Maintenance Office (CFMO) coordinates planning, engineering, construction, environment, real estate, and facilities maintenance activities.

Leadership and Sources of Authority

Decisions for the military start with the President, who serves as Commander-in-Chief. The Unified Command, under the President, establishes the missions, command responsibilities, and geographic areas of responsibility. The Joint Chiefs of Staff

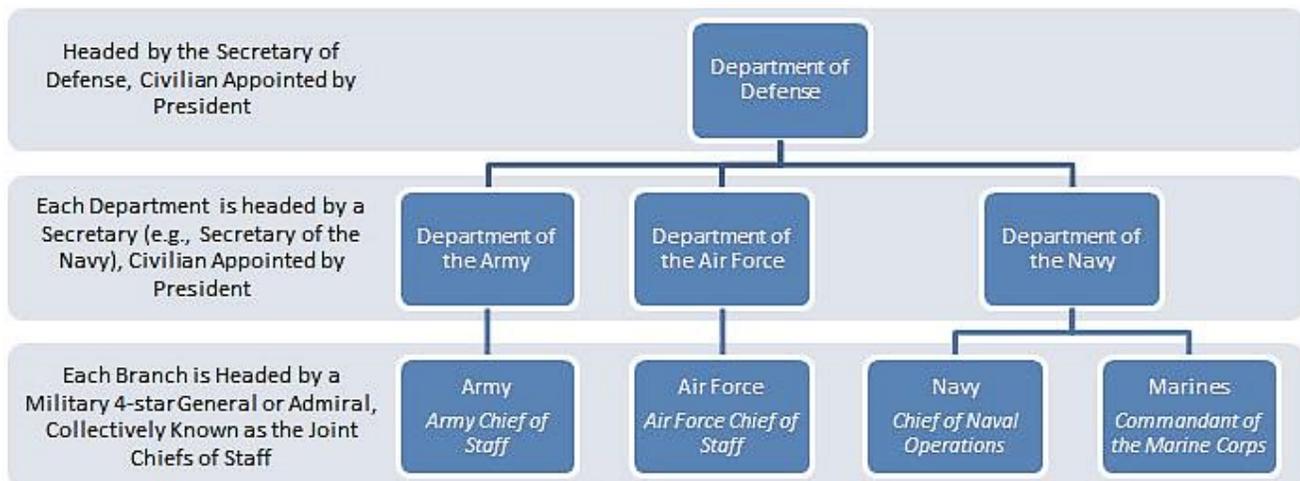
ensure the personnel readiness, policy, planning, and training of their respective military services. Each military branch operates under the President and is managed through their respective branch Service Chiefs. Military bases are typically headed by a base commander with the rank of Colonel or Captain. The base commander oversees the facility’s operations, supports its “units”, and manages relationships with its neighbors. A military unit is usually from a single service branch with self-contained functions.

In the Army, Navy, and Marines, the base commander is outside of the combat command structure and reports directly to the Secretary of the Service. In the Air Force and Coast Guard, base administration is integrated into the operations command structure. It is important to note that the base commander may or may not be the highest-ranking officer at the base and has limited ability to affect unit operations.

Changing Missions

Congress directs military mission change in response to world events; geographic, logistic, and political conditions; and service member and community quality of life concerns. Congress sets military budgets, which span “fiscal years” beginning October first. The DOD recognizes climate change as a threat to national security and national interests.⁸ Sea-level rise and other impacts associated with climate

Figure 9: Federal Defense Structure and Military Branches



Source: US Department of Veterans Affairs, Structure & Branches, (2012), www.va.gov/vetsinworkplace/docs/em_structureBranches.html

change endanger military installations and public safety, security, and welfare. Coastal bases and communities may need flood barriers or other construction to respond to climate change. Civilian-military coordination is an important part of exploring potential impacts and meeting related challenges. This issue will have implications for future missions.

Mission downsizing or expansion

Military base closure occurs by a process called Base Realignment and Closure (BRAC), which intends to reduce excess capacity and long-term operating expenses. Five rounds of BRAC processes from 1988 to 2005 led to the closure of 300 military bases across the country.

While BRAC is a broad-reaching process that can impact Washington State's bases in the future, but missions can also expand or contract for other reasons. They can change in response to global events or new technology. They can also change due to cumulative land use actions that limit safe and efficient military capabilities. Compatibility is not only about "base closure," but about a base's vulnerability to loss of function and a community's sensitivity to mission change and land use implications related to that growth or reduction.

Mission Sustainment

There are a number of factors outside the military's jurisdiction and control that can affect their ability to sustain a mission. The military has identified the following types of activities that could affect mission capacity:

- Trespassing
- Incompatible Development
- Energy Siting (location dependent)
- Water Recreation (location dependent)
- Lighting

Military activities are directed by federal-level decisions, though personnel can support civilian planning by helping to identify areas of alignment between mission sustainment and a community's vision. Relaying information about the evolving military mission and land use considerations is a valuable contribution.

About Military Plans and Programs

Part 2 discusses these further, but the following briefly outlines common studies and programs the military and communities use to address various aspects of base planning and compatibility. Military bases are required to create a variety of plans to sustain their mission under the Unified Facilities Criteria (UFC). Like comprehensive planning, bases have master plans, guided by UFC 2-100-01, that are For Official Use Only (FOUO)—for internal use and not published. They analyze land use and guide base development suited to the demands of its mission.

Joint Land Use Studies

An important compatibility planning tool is a Joint Land Use Study (JLUS). A JLUS is a cooperative land use planning effort between local governments and military installations that is funded by DOD's Office of Economic Adjustment (OEA). A JLUS helps jump-start coordination between multiple jurisdictions and a base, forming a foundation for policy recommendations that support a healthy local community, economy, and environment, while safeguarding the military's mission.

Three bases in Washington State completed Joint Land Use Studies between 2009 and 2015 (See below). Bases include Fairchild Air Force Base (FAFB), Joint Base Lewis-McChord (JBLM), and Naval Base Kitsap (NBK). Example issue areas noted in the FAFB JLUS include:

- Safety – Land use within some of the Accident Potential Zones (APZ) is incompatible.
- Noise – Flight training and related operations produce noise that can be disruptive to communities and wildlife.
- Coordination – Improved civilian-military collaboration is needed for compatibility.

Jurisdictions, tribes, stakeholder groups and community members typically form a committee or taskforce to do a study with the nearby base and conduct community outreach.

In some communities a committee or taskforce continue meeting after a JLUS to address topics ranging from local military household needs to efforts that implement JLUS recommendations.

Examples include a business development organization for the Spokane region, Greater Spokane Incorporated (GSI). GSI hosts Forward Fairchild, which is a committee that “convenes business, community, and military leaders” to foster civilian-military connection, organize events, and promote initiatives related to FAFB.⁹

Joint Base Lewis-McChord (JBLM) and area communities coordinate through the South Sound Military and Communities Partnership (SSMCP).¹⁰ SSMCP member communities and stakeholders work together and have a taskforce to implement projects like the 2015 JLUS, subsequent compatibility initiatives, and other projects serving military households and veterans.

Air Installation Compatibility Use Zones

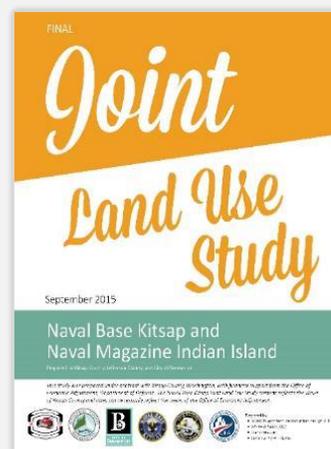
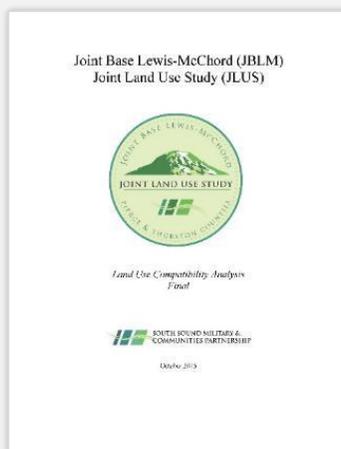
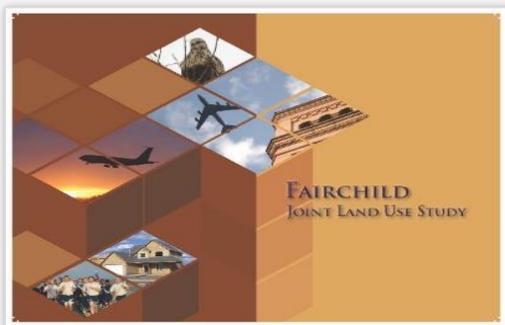
The Air Installations Compatibility Use Zones (AICUZ) Study seeks to achieve compatibility between air installations and neighboring communities. This study analyzes current and future air operations at an installation and the land use compatibility impacts to surrounding jurisdictions. This study is a cooperative effort that seeks to minimize noise and

aircraft accident potential impact by promoting compatible development surrounding installations. This is an internal document that is released upon completion and includes recommendations for the local community.

Encroachment Plans

Installation Complex Encroachment Management Action Plans (ICEMAP) identify and assess internal and external issues for an Air Force Base (AFB). These plans help the Air Force base leaders and area stakeholders to identify, prevent, and reduce issues of encroachment or sustainment challenges facing a base and nearby communities. These documents are internal, but corresponding materials are publicly released to highlight coordination and partnership opportunities for mission and community sustainment. Encroachment Action Plans are plans for Navy installations resulting in identification, quantification, mitigation, and prevention of the potential encroachment challenges to an installation or a range.¹¹

Example Joint Land Use Studies



(Left) Access the FAFB JLUS (2009) through Spokane County: <https://static.spokane.org/documents/bcc/boards/west-plains-area-pda/final-fairchild-joint-land-use-study.pdf>

(Center) Access JBLM JLUS (2015) through the City of Lakewood/SSMPC: www.cityoflakewood.us/south-sound-military-and-communities-partnership/our-work?showall=&start=3

(Right) Access NBK JLUS (2015) through Kitsap County: http://compplan.kitsapgov.com/Documents/KIJJLUS_Full.pdf

⁹ Greater Spokane Incorporated, Military, 2018, <https://greaterspokane.org/military/>

¹⁰ SSMCP, SSMCP Members, 2014, www.cityoflakewood.us/south-sound-military-and-communities-partnership/education

¹¹ Naval Facilities Engineering Command, Encroachment Management, (2018), www.navfac.navy.mil/products_and_services/am/products_and_services/encroachment.html

Installation Development Plans

An Installation Development Plan (IDP) is a military-specific guide for most land use decisions on a base. An IDP is FOUO, for internal use. The IDP is somewhat like a community's comprehensive plan, though it is for internal use only. The IDP analyzes current land use and recommends changes to guide development according to mission requirements. The IDP integrates Area Development Plans (ADPs) for a base, which resemble a city's plan for a single neighborhood. ADPs analyze and guide development of a specific district in more detail.

Conservation and Stewardship Programs

Military base and community partnerships materialize in a variety of ways. Conservation programs offer federal funding for research, land management, and stewardship activities. Some may focus on large-scale environmental related issues including species monitoring, watershed management, and environmental planning. Small-scale approaches to environmental partnerships include community engagement and education activities, like recycling and habitat clean up events.

The DOD and service branches have several programs that support compatibility through conservation. Programs like the Readiness and Environmental Protection Integration (REPI) Initiative provide conservation funding. REPI relies on partnerships among bases, local conservation groups, private landowners, and state and local governments to share the cost of purchasing easements or properties from willing sellers to preserve compatible land uses and natural habitats near installations.

As an example of a service-branch-specific conservation program, the Army Compatible Use Buffer (ACUB) program facilitates partnerships to preserve high-value habitat and limit incompatible development in the vicinity of military installations. The partner, with contributions from the Army, can purchase easements or properties from willing

landowners to establish a buffer that is mutually beneficial to the base and partner.¹²

ACUB uses "conservation buffers" that limit development in critical habitat. The process starts between the base and local partner who prepare a proposal. The ACUB proposal details the long-term partnership approach to protect the prioritized land. Once the Army has reviewed, approved, and funded the proposal, the partner receives the deeded interest in the property and provides long-term monitoring and management.¹³

Programs like these help preserve habitat, open space, and rural working lands that agricultural industries need. Local governments also have tools they can employ through their development regulations and comprehensive plans by adopting more restrictive zoning and land use strategies to protect critical areas. Cities and counties also promote the use of conservation easements and conservation corridors in partnership with base planners to protect mission needs and sensitive lands from development or adverse impacts related to military operations.

Conservation at Joint Base Lewis-McChord

In addition to being the third-largest Army installation, JBLM is host to the majority of prairie habitat remaining in the southern Puget Sound. This rare type of ecological habitat is home to endangered species such as the Taylor's checkerspot butterfly, streaked horned lark, and Mazama pocket gopher. As awareness of these endangered species increases, restrictions on training at JBLM have expanded.



Image: Taylor's checkerspot butterfly. Credit: 5th Mobile Public Affairs Detachment, (2005), dvidshub.net

¹² US Army Environmental Command, *Army Compatible Use Buffer (ACUB) Program*, (2018)

<https://aec.army.mil/index.php/conserves/ACUB>

¹³ US Department of Defense, *Readiness and Environmental Protection Integration, Service Programs*, (2018),

<http://www.repi.mil/Buffer-Projects/Service-Programs/>; US Army Environmental Command, *ACUB Proposal Process*, (2018) <https://aec.army.mil/index.php?cid=473>

To shift this burden and promote regional habitat recovery, a diverse partnership began working in 2013 to manage and conserve land through REPI funding. The US Departments of Agriculture, Defense, and the Interior have teamed state and local organizations, as well as willing landowners through the Sentinel Landscape Program to conserve land through easements, restoration, and other conservation management methods. Working farms, forests, and ranches create a growing patchwork of habitat that helps to ensure the viability of JBLM's mission, imperiled species, and working agricultural land in the South Puget Sound.

Bases, Ranges, and Airspace

A military "installation" may be a base, facility, post, camp, fort, station, yard, center, or other term. Meeting the military's mission requirements involves a network of connected facilities working together. Military installations host a component of one or more of the five branches of the United States Armed Forces or State Military Department. Bases vary in size, type, mission, command structure, and workforce. Large bases are typically self-sustaining communities with:

- Security functions.
- Training functions.
- Command leadership and administrative support functions.
- Operations (including an airfields, ports, ammunition storage, weapons ranges, etc.).
- Public works, supply, and maintenance.
- Personnel housing and community support functions.

Military operations in Washington State depend on ranges, training routes, and the airspace connects them. Testing and training ranges are areas the military uses to conduct research, development, testing, and evaluation of military munitions, explosives, and weapons systems, as well as to train military personnel in their use and handling. Washington State's largest training ranges include the Yakima Training Center (YTC) and the Hood Canal/Dabob Bay Range Complex.

Washington State Bases and Ranges

The following pages include brief profiles for military and defense sites in Washington State. Every branch of the military uses the bases, training ranges, waterways, and air routes in Washington State. Washington State's bases form a network with the rest of the nation's bases, and a mission in one place is directly affected by the success or vulnerability of military operations elsewhere. These bases, ranges, and routes have different individual missions and perform different functions, but all work together to ensure rapid response to states of emergency or deployment overseas.



Image: A KC-135 Stratotanker from Fairchild refuels a C-17 Globemaster III from JBLM during a training flight over Eastern Washington. Credit: 92nd Air Refueling Wing Public Affairs, M. Mendez, (2016), dvidshub.net

Statewide Air Routes

Special Use Airspace (SUA) is a designation for prohibited airspace that is marked on air navigation maps (aeronautical charts). Military Training Routes (MTR) are interrelated airspace corridors connecting military bases, ranges, and operating areas. The military depends on these for low-altitude training (just above surface-level) at airspeeds in excess of 250 knots. These low-level, high-speed routes allow pilots, varying in experience level, to hone the skills they need to avoid enemy detection and accurately maneuver in-flight activities.

Figure 10: Military Bases in Washington State

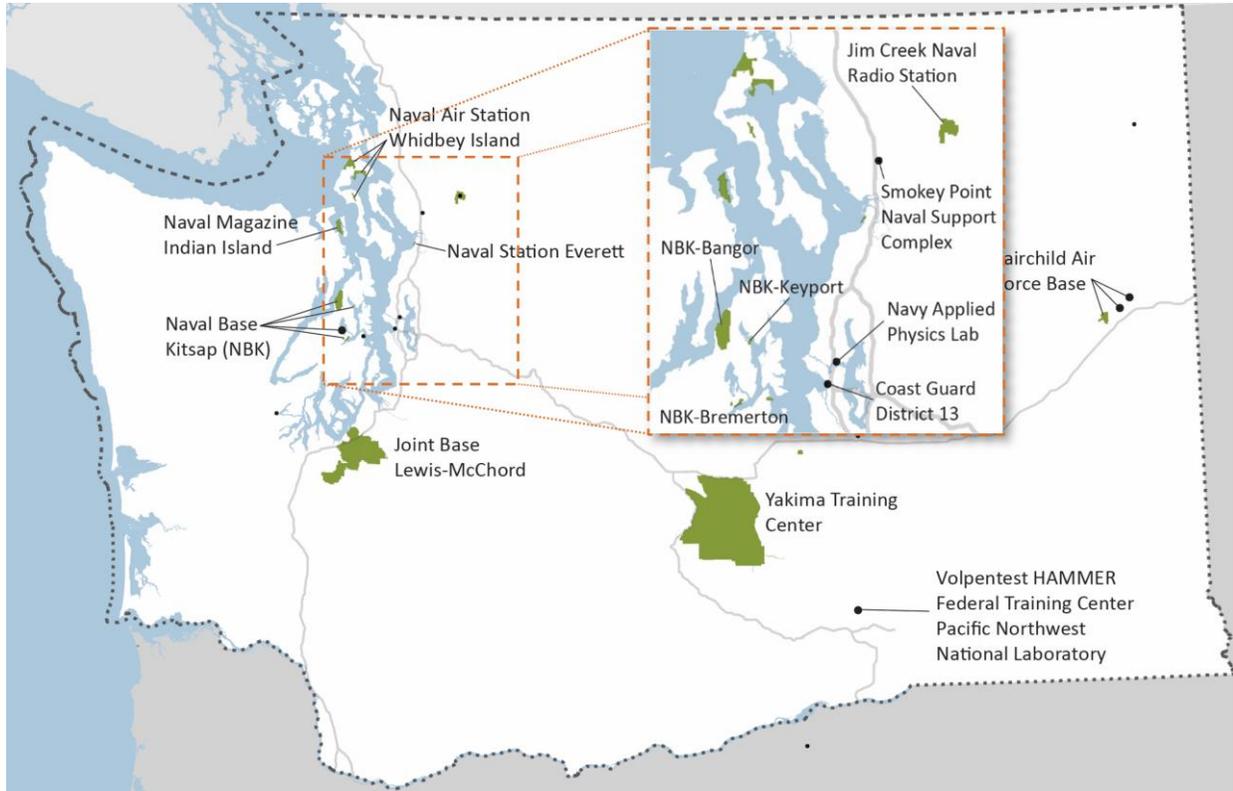
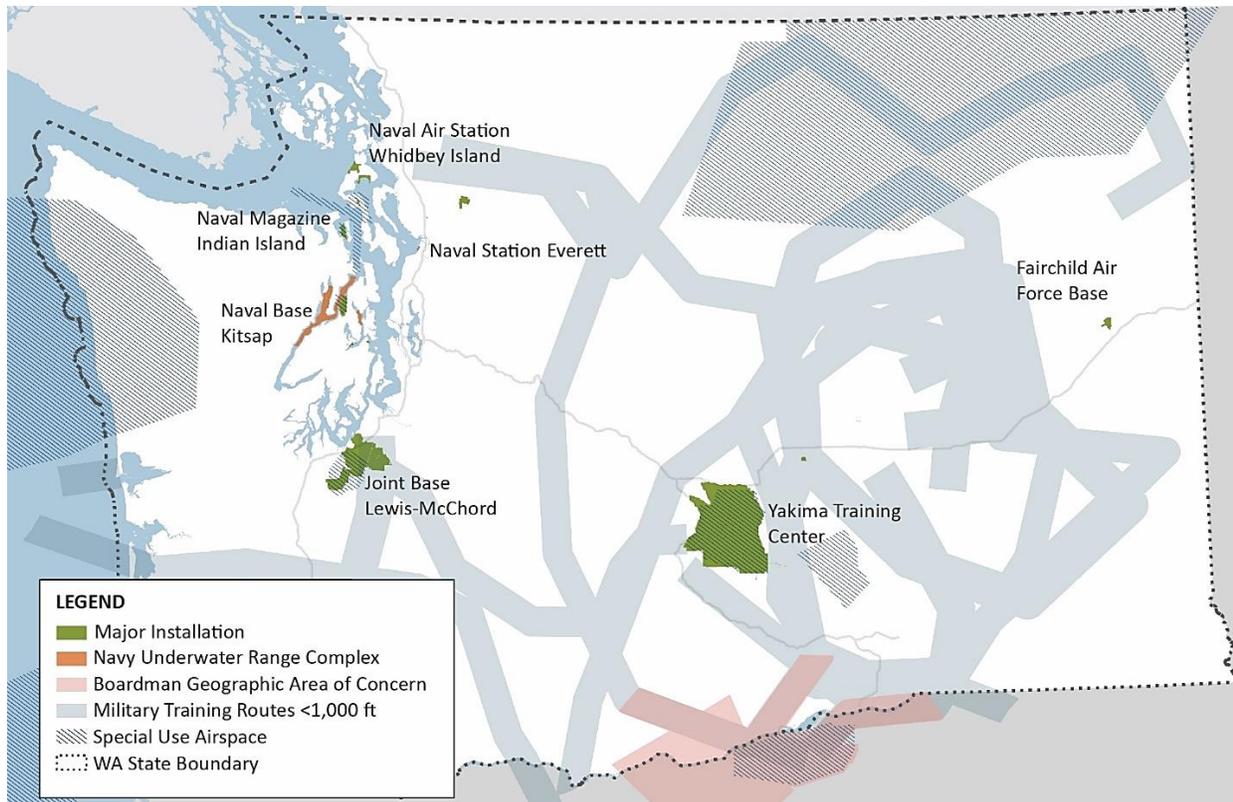


Figure 11: Military Training Routes, Ranges, and Special Use Airspace in Washington State



Fairchild Air Force Base (Fairchild)

Originally established in 1942 as the Spokane Army Air Depot, Fairchild is located just west of the City of Spokane within Spokane County and nearby Airway Heights. Its primary mission is to provide air refueling, cargo, and passenger delivery for missions in the Pacific. The base hosts the 92nd Air Refueling Wing and 15 other tenant organizations.¹⁴

Joint Base Lewis-McChord

Joint Base Lewis-McChord (JBLM) is south of Tacoma near Lacey and Lakewood. Fort Lewis was established as an army post in 1917 and McCord Air Force Base was established in 1927. Following a recommendation to improve efficiency, the two installations merged to form JBLM in 2010. JBLM covers 90,000 acres and is a strategic location near sea and aerial ports, a rail corridor, and highway networks.



Installations ★

Yakima Training Center

Yakima Training Center (YTC) is located 168 miles southeast and operated by JBLM. This 327,000 acre facility is used for joint training exercises.¹⁵



Images: (Left) A soldier from the 1st Special Forces Group (Airborne) free falls from a CH-47 Chinook helicopter. Credit: US Army photo/J. Parrish, (2018), [dvidshub.net](https://www.dvidshub.net) (Right) The KC-135 Stratotanker and members of the 92nd Air Refueling Wing Maintenance Group at FAFB. Credit: US Air Force photo/M. Mendez, (2018), [dvidshub.net](https://www.dvidshub.net).

¹⁴FAFB, (2018), www.fairchild.af.mil/About/Fact-Sheets/Display/Article/238991/fairchild-air-force-base-a-brief-history/; www.fairchild.af.mil/Portals/23/documents/Environmental/Fairchild%20EIS%202015%20Final.pdf

¹⁵ JBLM, (2018), <https://home.army.mil/lewis-mcchord/index.php/about/history>; YTC, (2018), <https://home.army.mil/yakima/index.php/about/visitor-information>

Naval Air Station Whidbey Island (NASWI)

NASWI was established in 1942 near Oak Harbor and Coupeville. It serves as the sole naval aviation asset in the Pacific Northwest and totals 55,000 acres. NASWI is a critical location for carrier landing training.¹⁶

Naval Base Kitsap (NBK)

NBK comprises a variety of installations on the Kitsap Peninsula, including bases at Bremerton, Bangor, Keyport, Manchester, and Jackson Park.¹⁷ The over 10,000-acre installation oversees ship and submarine berthing, repairs, and deconstruction in addition to fuel storage, training and deep-water research.

Naval Magazine Indian Island (NAVMAGII)

NAVMAGII covers a 2,700-acre island in Jefferson County, southeast of Port Townsend. Since 1941, this base has loaded ammunition on ships preparing for or returning from deployment or training.¹⁸



Installations ★

Naval Station Everett (NSE)

As the nation's newest naval base, NSE was established in 1994, with support facilities in Marysville, eastern Snohomish County, and along the coast. It totals 5,111 acres and is the homeport for five US Navy destroyers.¹⁹



Images: (Left) NBK sailors securing mooring line on USS Nimitz. Credit: M. Prusiecki, (2018), dvidshub.net (Right) USS Howard (DDG 83) transits Elliott Bay. Credit: J. Johndro, (2014), dvidshub.net

¹⁶ NASWI, (2018), www.denix.osd.mil/awards/2018secdef/cultural-resources-management-large-installation1/naval-air-station-whidbey-island-washington/

¹⁷ NBK, (2018), www.cnic.navy.mil/regions/cnrnw/installations/navbase_kitsap.html; <http://leg.wa.gov/JointCommittees/VMA/Documents/2014-04-30/MD%20Proposed%20Strategic%20Plan%20for%20WA%20State.pdf>;

¹⁸ NAVMAGII, (2018), www.cnic.navy.mil/regions/cnrnw/installations/naval_magazine_indian_island.html; www.cnic.navy.mil/regions/cnrnw/installations/naval_magazine_indian_island/about.html

¹⁹ NSE, (2018), www.cnic.navy.mil/regions/cnrnw/installations/ns_everett/about.html; www.cnic.navy.mil/regions/cnrnw/installations/ns_everett/about.html

US Coast Guard District 13

District 13 of the US Coast Guard (USCG-D13) is headquartered in Seattle and has multiple stations and support facilities along the Washington Coast throughout the Pacific Northwest, including some inland bodies of water²⁰. The USCG is part of the Department of Homeland Security (DHS) rather than the DOD. However, the USCG may be called upon to support the Navy in times of conflict.

Research and Federal Training Facilities²¹

University of Washington Applied Physics Lab

The Applied Physics Laboratory at the University of Washington (UW) provides research, development, and engineering support to the Navy in oceanography and underwater testing that supports its military programs.

Pacific Northwest National Laboratory

PNNL is a Department of Energy (DOE) national research laboratory located in Richland and operated by Battelle Memorial Institute. The lab conducts research primarily focused on national security as well as natural sciences, energy, and the environment.



Installations★

Federal Training Center

The Volpentest Hazardous Materials Management and Emergency Response (HAMMER) Federal Training Center is located on the Hanford Nuclear Reservation in southeastern Washington State. Opened in 1997, HAMMER is owned by the DOE with the primary mission to train the DOE's Hanford workers and emergency responders on hazardous materials handling, environmental, health and safety courses, and emergency response.



Images: (Left) US Coast Guard “Mellon,” High Endurance Cutter-717 at District 13 headquarters in Seattle. Credit: Commerce, (2016). (Right) Lighthouse at Cape Disappointment, WA. In addition to the base in Seattle, the Coast Guard operates lighthouses and several stations throughout the region. Credit: T. Lilburn, (2018), dvidshub.net.

²⁰ USCG-D13, (2019) www.jbcharleston.jb.mil/News/Commentaries/Display/Article/1345912/the-fifth-branch-of-the-armed-forces-a-historical-perspective-from-mlea/; www.pacificarea.uscg.mil/Our-Organization/District-13/,

²¹ Washington State Office of Financial Management, “Retaining and Expanding Military Missions,” (2012), www.ofm.wa.gov/sites/default/files/public/legacy/reports/mil_report.pdf

Part 2: Technical Guide to Compatibility

Introduction

Part 2 offers context and resources for civilian-military planning staff and decision-makers engaged in local compatibility efforts. It reviews federal programs, base plans, joint-planning studies, community comprehensive plans, with planning practice insights for Washington State's land use policy framework.

Finding a Mutual Planning Context

The benefits of civilian-military coordination depend upon ongoing ideas exchange to gain mutual awareness of varied responsibilities and needs. Coordination is a shared goal, but civilian and military administrative authority, structure, and processes behind these responsibilities differ. Under state law, a local government has a responsibility for reaching out to the military within the planning process. Under military planning regulation, bases have a responsibility to reach out to the community as part of mission sustainment and planning.

Objectives for local planning are to ensure comprehensive plans and development regulations reflect a robust public process that involves the many stakeholders of a community. The military installation's objective is to ensure its capacity to protect national security interests as defined by federal elected officials. Whether local planner, elected official, military command personnel, or military planner—the practitioner's role is to navigate between these paradigms, a role that is as important as it can be complex.

Local planning professional's context

Local governments plan for community needs induced by growth and change. While they cannot direct state or federal regulation, the authority is theirs to control local land use through comprehensive plans and development regulations. This is an exercise of governmental police power authority and obligation to protect public health, safety, and general welfare.

Local government officials involved in growth management planning are responsible for upholding statutory requirements while addressing a spectrum of community needs. They do this through

engagement in a public process to assess existing conditions, explore community interests and needs, envision the community's future, and adopt a plan to support that local vision. Comprehensive planning is locally-guided, resulting in actions that guide development patterns.

Awareness is key to addressing impacts and pursuing development patterns that balance dynamic interests. Just as military personnel can benefit from understanding local interests, local officials, planning staff, and others can find value in knowing the nature of military operations, mission requirements, and areas of concern between civilian-military neighbors.

Military planning professional's context

Military installations plan for efficient training and testing for personnel to be equipped to rapidly respond to conflict or catastrophe. This is an exercise of governmental police power authority that reflects decision-making from a nationwide perspective, with implications for local experience. Military bases are subject to federal regulation and must uphold mission requirements when they engage in planning, though do not have local land use authority.

The military planning professional's complex duty is to uphold federally-mandated missions, preserve opportunities for realistic training, maintain security, and support positive civilian-military relations. In contrast to a highly participatory local process that involves consensus-building for planning goals, military goal-setting is centralized at the federal level where elected leaders define national priorities.

Figure 12: Planning Process Described in Compatibility Documents

Air Installation Compatible Use Zone Studies	Joint Land Use Studies
<ol style="list-style-type: none"> 1. Gather land use and operational data for the study area. 2. Validate and analyze data. 3. Produce a noise contour map. 4. Prepare the document. 5. Publish the study. 6. Implement study recommendations. 	<ol style="list-style-type: none"> 1. Organize data, resources, stakeholders, and project partners for the study area. 2. Review past studies assess needs, conduct outreach, and form recommendations. 3. Implement recommendations. 4. Monitor effectiveness of JLUS implementation.

Source: US Department of the Air Force, “Air Force Handbook (AFH) 32-7084,” (2017), www.wbdq.org/FFC/AF/AFH/afh32_7084.pdf; US DOD Office of Economic Adjustment, *Compatible Use Technical Assistance*, (2015), www.oea.gov/how-we-do-it/compatible-use/compatible-use-technical-assistance

It is important for the military to communicate jurisdictions about mission requirements and to relay community actions and needs within military structures. Further, it is important to understand local process, community interests, residents’ future vision, and how to be part of the community and the processes that shape it.

Professional Planning Methods

In each phase of compatibility planning, the process works within existing administrative practices to organize, plan, implement, and monitor the effectiveness of planning activities.

Planners may describe the planning process differently, but it is ultimately a problem-solving approach with similar methods. Community planning involves issue identification, data gathering, analysis, brainstorming alternatives, goal-setting, implementing a selected course, and ongoing evaluation. Military planners apply the same approach to installation plans, as listed below for the AICUZ study process. Joint-planning efforts, like a JLUS, combine past community and military plans or studies, again applying the same general problem-solving approach (See Figure 12).

The process is iterative, so the data that planners first compile for their area of focus combines to become the foundation of the joint-planning efforts that follow. Existing conditions analysis, a basic part of planning, examines social and physical aspects of the shared environment. Stakeholder engagement

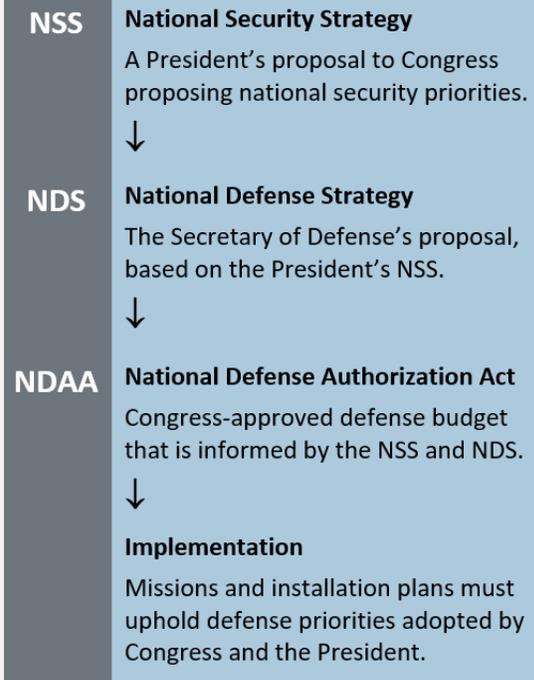
and information gathered through the planning phases outline existing conditions and areas of need. Data from base plans define the extent of military operations in an area, while local plans define conditions and expected change for the community.

National Defense and Planning

Military planning, even at the smallest geographic scope, functions under a concept of “Force structure.” Force structure is the whole organization of facilities, equipment, activities, and personnel that implements military missions in support of national security priorities. Military missions, personnel, facilities, ranges, and supplies are not stand-alone parts, but interconnect as a network of “assets.” A base or range is said to lose capacity if it alters operations in response to external pressures, with implications for the broader defense network.

Missions are located based on a nationwide assessment that considers where geographic features are uniquely suited to the type of training necessary to uphold the national security priorities as defined by federally-elected officials representing the electorate. Installation plans and military participation in joint-planning efforts implement what is funded by the National Defense Authorization Act (NDAA), which is the defense portion of the national budget. All military plans and planning activities that affect installations and communities are driven by the national security priorities set by this process.

Figure 13: Foundations of Military Planning



Title 10 US Code (USC) defines these activities and areas of responsibility for the DOD and the services. Title 50 USC (Chapter 44 §3042) defines the Annual National Security Strategy report.

Base Realignment and Closure

A base mission can expand or contract as part of various trends, but occasionally Congress conducts a process of Base Realignment and Closure (BRAC). This is a systematic, nationwide, and comprehensive review of military operational capacity. The process evaluates where operations should decrease, expand, or be consolidated. Each base is evaluated in relation to national security interests. Though military bases, supplies, and personnel distribution can change outside of the BRAC process, it is important to understand that BRAC and compatibility are connected.

The 2005 BRAC process used a point-based system to judge base capacity and future viability.²² The criteria included local land use as a measure of an installation’s long-term viability, since a base’s ability to operate is connected to areas beyond its

boundary line. Policy actions or land use decisions covered in the process include:

1. An installation’s current and future mission capacity and its impact on nationwide military readiness.
2. Availability and condition of land, facilities, and airspace across diverse terrains.
3. The ability of its operations and training to support rapid mobilization.
4. Cost of operations and personnel.
5. The potential of cost-savings as a result of a completed closure or realignment.
6. An installation’s economic impact on communities.
7. Infrastructure capacity of surrounding communities.
8. Impacts related to environmental restoration and compliance, waste management, and related costs.

A DOD request to Congress for realignment or closure includes an evaluation of the ability of a location to respond to the proposed change, including capacity of or consequences to the local economy, budget, infrastructure, transportation, environment, and the military’s strategic operations. Significant impacts, specifically to transportation, require additional analyses of impacts on local businesses, neighborhoods, and local governments, consultation with the Secretary of Transportation, and a description of remediation approaches, per 10 USC § 2687—Base closures and realignments.

Military Construction and Planning

Most military construction projects are subject to congressional review through a multi-year process alongside proposed construction at other military sites. Military construction (MILCON) resources are allocated for major planning, design, and building projects under the NDAA. The NDAA provides authorization and funding to build facilities and infrastructure to support military communities on and off a base. MILCON projects on or in the vicinity of an installation may include runways, piers,

²² DOD, “Base Realignment and Closure Summary,”(2005), www.brac.gov/docs/final/ExecutiveSummary.pdf

schools, barracks, hospitals, child development centers, or other mission-supporting projects.

Congress approves major construction on a project-by-project basis through the MILCON process.²³ Construction funding is also allocated for military access roads, bridges, and tunnels (pursuant to 23 U.S. Code § 210: Defense Access Roads). Minor construction projects, excluding new housing for military families, may be approved outside of the MILCON process.

Base Plans and Joint-Planning

Military installation plans are a critical backbone to any joint-planning endeavor. Some have information that strictly applies to federal property and some include off-installation areas. Installation plans guide land use for the population, infrastructure, and resources on-base. Installation planning programs and their products provide crucial context and data components that inform military and joint-planning.

Unlike local jurisdiction processes, portions and products associated with installation planning contain information that is withheld from publication due to the risk that certain information can pose to security and safety to military or civilian populations. Sensitive materials that could reveal or create vulnerabilities are reserved for official use only. It can be useful to consider base plans in three broad categories:

- Installation-oriented plans for on-base land use and community services include, but are not limited to, development plans, master plans, cultural or environmental resource management plans, and encroachment management plans.
- Some installation/range-oriented plans also extend off-installation to review uses of land, airspace, and waterways in the context of mission requirements.
- Joint-planning projects are conducted as a fully-coordinated joint planning effort with community partners. They use findings from the military’s preceding base planning.

Figure 14: Military Construction (MILCON)*



Source: L.M. Williams. Congressional Research Service Modified from Figure I. Military Construction Process (CRS graphic), page CRS-8, "Military Construction: Process, Outcomes, and Frequently Asked Questions,"

²³ L.M. Williams. Congressional Research Service, "Military Construction: Process, Outcomes, and Frequently Asked Questions," (2018), <https://fas.org/sgp/crs/natsec/R44710.pdf>

Example FOUO documents include Installation Development Plans (IDPs), Installation Master Plans (IMPs), and portions of Encroachment Management Action Plans (EMAPs) (See Figure 15). Installation-specific plans and studies give base planners and command personnel the baseline information they need to participate in later joint-planning efforts. Some portions of installation plans also contribute to the content of future joint-plans. Some are fully releasable to the public, like AICUZ studies, which are internally-developed for the base but use data and information gathered from nearby jurisdictions. The JLUS, which is sponsored by a state or local government partner with local and federal funding, is also publicly releasable.

Encroachment Management

The DOD and its component military branches publish guidance about land use issue areas for encroachment management programs. The US Air Force recognizes 13 sources of conflict that offer useful insight for compatibility planning. These sources, identified in Air Force Instruction 90-2001, are summarized below:²⁴

1. Airspace and land restrictions: Regulatory, internal, or external actions that compete for the same land or airspace needed for maintaining operations.

2. Noise: Real and perceived health impacts and annoyance to people, impacts to animals or structures, and other impacts that result in modification of flight patterns or departure/arrival procedures, or new avoidance areas along training routes.

3. Urban growth: Loss/conversion of agricultural, forests, or open space to higher densities, more housing, infrastructure, or commercial property.

4. Spectrum encroachment: Siting of structures that physically or electronically block line-of-sight needed for data-transmission, bandwidth loss, or electromagnetic (EM) interference.

5. Endangered species and critical habitat: Habitat loss from forms of development that displaces threatened or endangered species into areas where the military operates or manages, resulting in greater conservation responsibilities and activity constraints.

6. Air: Air pollution, dust, debris, smoke, and steam can affect air navigation. Conversely, base operations must be limited to those which avoid emissions that harm air quality.

Figure 16: Installation Planning Publications – Examples

Installation-oriented	Installation/range-oriented	Focused on joint-planning
Plans for on-base land use and community services. <i>These are for official use only (FOUO):</i>	For areas on-base and off to assess mission capacity. <i>May be either all or partially FOUO:</i>	Providing recommendations useful for local land use and <i>are not FOUO:</i>
IDP—Installation Development Plan	ICEMAP—Installation Complex Encroachment Management Action Plan	AICUZ—Air Installation Compatible Use Zone Study
ICRMP—Integrated Cultural Resources Management Plan	INRMP—Integrated Natural Resource Management Plan	JLUS—Joint Land Use Study

Aspects of these base plans contribute to future planning efforts. Portions can help delineate the study area for joint-plans and provide important data on existing conditions.

²⁴ US Department of the Air Force, “Encroachment Management Instruction 90-2001,” (2014), https://static.e-publishing.af.mil/production/1/saf_ie/publication/afi90-2001/afi90-2001.pdf

7. Water: Management of water infrastructure and supply, groundwater contamination or depletion, continued availability, and security of potable water are important areas of water quality and quantity for areas near and on-base.

8. Cultural resources: Presence of artefacts or structures with cultural or historic significance in an area may limit accessibility.

9. Unexploded ordnance and munitions: Any mission activities that provide realistic training with live-fire training and weapon systems testing that produce safety and environmental concerns due to soil or water contamination.

10. Marine resources: Activities that compete for access to waterways due wildlife demands or increased recreation and commercial uses.

11. Energy compatibility and availability: Insufficient coordination of energy siting, distribution, and transmission.

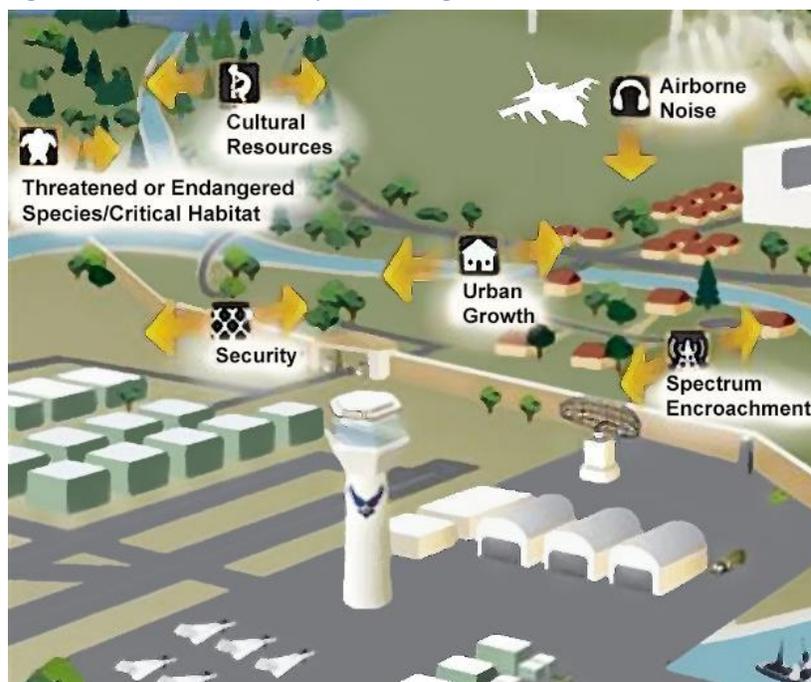
12. Security/safety: Any actions compromising security and safety within the installation complex that results in mission and community impacts, like trespass at gates boundaries.

13. Natural factors and climate effects: Any weather-related or disaster events that affect nearby communities and bases, such as storms, wildfires, earthquakes, and coastal erosion.

Encroachment Management Programs

Military service branches use encroachment management programs to address these issues, prioritizing their ability to preserve the base's capacity and access training areas. Each of the DOD's component military service branches has an encroachment management program to address various issues-areas that limit mission capacity. For example, an Air Force Installation Complex

Figure 17: US Air Force Example: Challenge Areas



This US Air Force image depicts six of the challenge areas identified by the US Air Force's Encroachment Management Program (AFI 90-2001).

Source: US Air Force Civil Engineer Center, (2015), www.afcec.af.mil/News/Photos/iqphoto/2001007076/

Encroachment Management Action Plan (ICEMAP) explores current and future encroachment and sustainment challenges related to an installation complex and the communities near where the base operates.²⁵

Fairchild Air Force Base produced an ICEMAP in 2016. The executive summary is an internal document, FOUO, intended for the base commander. The main body of the report, also FOUO, is for the base planner. The third volume is for the public, summarizing base history and modern mission activity.

Fairchild's ICEMAP explored land use and air space directly connected to the base as well as remote areas upon which the base depends for flight operations and training. The plan is concerned with the mission's on- and off-site footprint. That footprint is the "installation complex," which refers to the broader geographic extent of operational

²⁵ US Department of the Air Force, "Encroachment Management Instruction 90-2001," (2014), https://static.e-publishing.af.mil/production/1/saf_ie/publication/afi90-2001/afi90-2001.pdf

Installation Complex

“Installation complex” and “mission footprint” are terms describing the geographic area where the military trains or operates to fulfill a mission. These terms include the base and all areas (land, air, or sea) the military manages or uses to train and operate under a given mission. The complex or footprint includes areas away from the base since ability to train in diverse terrain is part of preparing personnel for active duty under any conditions. Diverse terrain is not always available strictly on base property, so the military may seek permits for use of non-military lands. Fairchild’s ICEMAP describes this scenario for the US Air Force Survival Evasion Resistance and Escape (SERE) school, which depends on off-site areas accessible through special use permits, managed by the US Forest Service (USFS).



Source: FAFB 92nd Air Refueling Wing Public Affairs, “FAFB ICEMAP Community Brochure,” (2016)

activities.²⁶ While ICEMAP involves an outreach period with neighboring jurisdictions and organizations in the community, it mainly serves base planning. However, military personnel rely

upon encroachment plans like ICEMAP to inform them as they participate in local planning.

Resource Management Plans

As a component of installation planning, the military also plans for the natural and cultural resources on DOD property. From forests to prairies and wetlands, military lands cover an estimated 25 million acres of diverse habitat lands largely protected from development. Many installations and training ranges are surrounded by urban development, they often become the last large and undeveloped areas available for endangered species habitat.²⁷ Presence of endangered or threatened species brings a greater responsibility to manage habitat and reduce access to training areas.

The Sikes Act requires the DOD to implement Integrated Natural Resource Management Plans (INRMPs) at military installations, which must be reviewed on a 5-year basis. INRMPs support conservation and management for endangered species, fisheries, invasive species, migratory birds, wetlands, and environmental contaminants. The US Fish and Wildlife Service (USFWS) coordinates with State fish and wildlife agencies and provides assistance to staff to develop an installation’s INRMP.²⁸ Under the Sikes Act, the DOD is responsible to provide public access to resource lands when possible. The INRMP provides for natural resource management as well as public access where feasible.

The INRMP reflects a collaborative effort between federal, state, and local parties that also provides for public participation. The final INRMP is not only an important tool for ecosystem management, but also “serves as a principal information source for NEPA documents.”²⁹

Consistent with federal mandates, the DOD also directs bases to manage historic and archaeological

²⁶ FAFB 92nd Air Refueling Wing Public Affairs, “ICEMAP Community Brochure,” (2016).

²⁷ US Department of the Air Force, “Encroachment Management, AFI 90-2001,” (2014), https://static.e-publishing.af.mil/production/1/saf_ie/publication/afi90-2001/afi90-2001.pdf

²⁸ US Fish and Wildlife Service, A Dynamic Partnership, (2018), www.fws.gov/fisheries/sikes_act/index.html#policy

²⁹ DOD and United States Fish and Wildlife Service, “Integrated Natural Resources Management Plan Fact Sheet,” (2004), www.fws.gov/fisheries/sikes_act/documents/INRMP%20Fact%20Sheet.pdf

resources and consult with stakeholders for preservation of cultural assets.³⁰ This directive is implemented through tools like the Integrated Cultural Resources Management Plan (ICRMP), which is a component of the installation's master plan.³¹ The ICRMP outlines compliance actions to identify and address possible conflicts between mission operations and cultural resources. Cultural resource plans are not for circulation due to the value and sensitivity of the cultural and archaeological sites they intend to protect. Documents like the ICRMP and INRMPs help implement environmental laws like NEPA, ESA, and NHPA (introduced in Part 1).

Studies for Noise and Accident Potential

The Air Installation Compatible Use Zone (AICUZ) Study is an internally-developed DOD document, but is releasable for the public. AICUZ studies do not mandate any changes to local land use, but supply recommendations for local land use that are useful for ensuring public safety around military airfields. The DOD requires military branches ensure each air installation addresses land use compatibility on and near its air installations where "aircraft operations may affect the public health, safety, or welfare."³² The AICUZ program brings a level of predictability to land use planning around military airfields by developing planning contours that reflect 5-15 years of anticipated installation activities. Planning contours are not commitments about mission stability or change, but represent "the best available, realistic long-range projections of unclassified estimates of future mission requirements."³³ In addition to the existing conditions under current missions, planning contours are based on:

- Proposed mission change actions.

- Recent decisions on (re)locating a type of aircraft pending implementation.
- Retirement of legacy aircraft.
- Newly proposed aircraft "beddown" (siting or placement at a base).
- Other actions impacting noise contours.

An AICUZ study identifies Accident Potential Zones (APZs), the areas of highest risk for accidents located at the end of a runway. The edge of the runway is known as the Clear Zone (CZ). This is the site of aircraft arrival and departure, the area with the greatest risk of accidents. Accident risk decreases for zones extending farther from the runway. Accidents are rare, but good information and land use regulations around airfields are important for protecting property and lives. AICUZ contours remain in-use:

- When reasonable estimates of future operations are unavailable.
- When few or no operational changes are expected within 5-10 years.
- If local land use authorities would not use long-range projections provided in a study.

AICUZ study production or updates are driven by cumulative change, new operational assumptions, or if an environmental analysis-related decision prompts changes to noise contours. Products of an AICUZ include a full study and summary materials that are intended for and useful to land planning agencies, elected officials, developers, real estate professionals, and the general public. The AICUZ brochure is a resource for those interested in real estate and safety or noise contours near a base.

³⁰ DOD, "Cultural Resources Management Instruction 4715.16" (2008), www.esd.whs.mil/Portals/54/Documents/DD/issuances/dodi/471516p.pdf

³¹ US Army Environmental Command, *Integrated Cultural Resources Management Plans (ICRMP)*, <https://aec.army.mil/index.php?CID=369>

³² DOD, "Air Installations Compatible Use Zones Instruction 4165.57," (2011; 2018) www.esd.whs.mil/Portals/54/Documents/DD/issuances/dodi/416557p.pdf, US Department of the Air Force, "Air Force Handbook 32-7084," (2017), www.wbdq.org/FFC/AF/AFH/afh32_7084.pdf

³³ US Department of the Air Force, "Air Force Instruction 32-7063," (2015), https://static.e-publishing.af.mil/production/1/af_a4/publication/afi32-7063/afi32-7063.pdf

Other parts of an AICUZ include information about the base, mission, history, economic impacts, flight operations, flight frequency, Noise Model Operational Data Documentation (NMODD), safety and accident zones, height and obstruction criteria, and compatible land use recommendations. If installation operations include small arms ranges, Explosive Ordnance Disposal (EOD) then an AICUZ may inform the public of different noise sources as well. This data is important for identifying the base's operational footprint and helps delineate the study area for compatibility efforts like a JLUS.

Compatibility Insight: Noise Measurement

Military activities are often noise-generating with significant implications for compatibility in terms of local quality of life, human health or safety, and vibration impacts to structures. Noise is defined as an unwanted sound that can be associated with adverse psychological and health impacts. Sources of military noise can include airplanes, helicopters, and weapons fire for testing and training.

Sound data and noise models are important components of Installation Operational Noise Management Plans (IONMP) and AICUZ studies that provide baseline information about existing conditions that are important for joint-planning and land use decisions around military airfields, routes, and training ranges. See Part 3 for example excerpts from the 2015 "Joint Base Lewis-McChord Joint Land Use Study: Existing Conditions Report (Final)," integrating these sources into planning documents and maps within its analysis.

The standard approach uses a metric for estimating noise exposure known as the Day-Night Average Sound Level (DNL), which computes an average of relative silence and an area's highest noise level. Sound levels are measured in decibels (Db) on a scale based on human hearing. The DOD has explored alternative noise measurement methods, but this remains the common approach for planning documents and development codes.

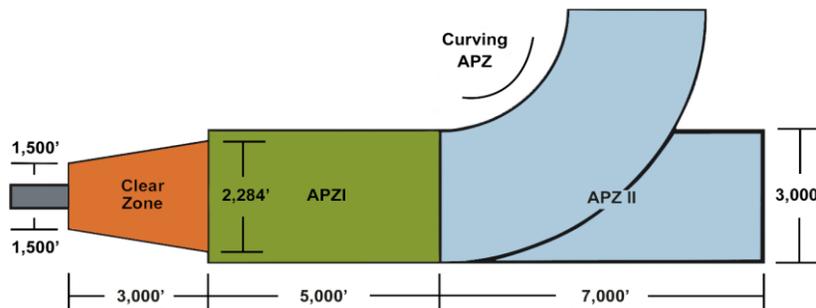
Compatibility Insight: Noise Impacts

People located near high-level noise areas are likelier to experience interrupted speech, sleep, and other interference to routine activities. The Washington State Department of Health (DOH) has associated certain levels and forms of environmental noise with sleep disturbance, learning interference, cognitive impairment, heart disease, and other potential impacts. Children, the elderly, and other vulnerable people can be especially affected noise.³⁴ Noise issues can also be a major obstacle to local civilian-military relations. In some circumstances the military might alter operations to shift location or timing of noise-producing activities, while local land use controls are key for reducing the likelihood that residents will be exposed to known noise impacts. For joint-planning, historic and current military activity and noise data is a crucial part of making informed land use decisions in affected areas.

Compatibility Insight: Noise Abatement

Noise abatement or sound attenuation measures are those which reduce noise exposure through strategic use of materials and building design. Some

Figure 1: Example of Accident Potential Zones (APZs)



Depiction of a Standard Class B Runway: Fixed-Wing APZs. Source: Adapted from Island County Planning. "What is an Accident Potential Zone?" 2018, www.islandcountywa.gov/planning/Pages/OLFCoupeville_APZ.aspx

³⁴ Washington State Department of Health, (2018), www.doh.wa.gov/CommunityandEnvironment/Noise

Aligned Goals: Weatherization and Noise

Whole-house improvements for energy efficiency also offer value as a mitigation for households living adjacent to public transit and airfields. Many weatherization measures to tighten building envelopes, increase insulation, seal gaps, and improve functioning of buildings can be a means of reducing noise impacts. The Washington Weatherization Assistance Program (WAP) is a free service for low-income (income up to 200% of federal poverty level) homeowners and renters in all counties of Washington State. WAP receives funding from both federal (Department of Energy, Low-Income Home Energy Assistance Program, Bonneville Power Administration) and State (Matchmaker capital budget) sources. Eligible homes receive a comprehensive energy audit based on state of the art building science. Measures provided for a home can include ceiling, wall, floor and duct insulation; air sealing; heating system efficiency modification; repair and rehabilitation to eliminate health and safety hazard, such as mold, lead-based paint, and asbestos. Visit: WAP online for more information: www.commerce.wa.gov/growing-the-economy/energy/weatherization-and-energy-efficiency/

communities integrate noise abatement within local building codes for noise-affected areas. For example, Spokane County codes requires building methods and materials that reach an interior 45 dB/DNL average for areas near Fairchild AFB. Structure plans in permit applications must show data for building and equipment systems, including exterior materials and other requirements to meet codified standards. See Part 3 for an extended example from Spokane County's code, which also describes accident potential zones and sound contours that implement recommendations from the FAFB JLUS.³⁵

Long-term effectiveness and assurance for noise abatement requires enforcement to ensure standards are still observed for future residents over a building's lifetime of repairs. However, even with noise attenuation strategies adopted and encouraged through local development standards, they do not address the impacts of outdoor noise on quality of life for people living, recreating, and working near the noise source. Notification to residents about impacts, purchase or relocation of properties in affected areas, or initial prevention of development in highly impacted areas through local land use controls are other approaches communities might use to address compatibility issues.

Compatibility Insight: Real Estate Disclosures

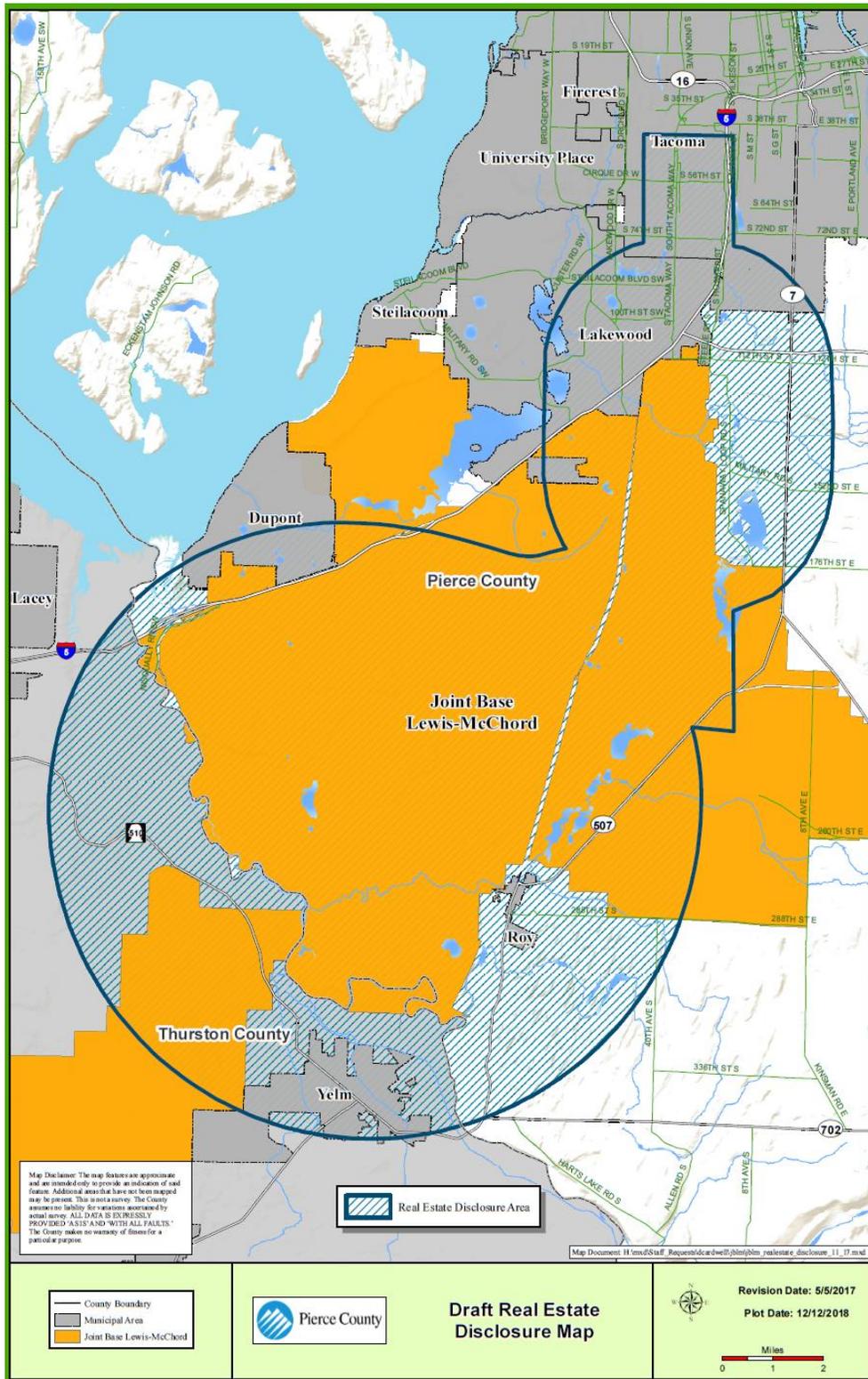
Disclosures intend to inform incoming residents about conditions within high accident potential zones and noise zones. They describe activities the military performs and potential impacts if living near an airfield, weapons range, or training area. At least five features should be considered in developing a disclosure forms to help ensure their effectiveness:

1. Address buyers and renters/lessees.
2. Be distributed within real estate transactions and lease/rental agreements.
3. Describe the military base or range and type of activities.
4. Clearly state the forms of impact related to the military activities that occur in the area.
5. Explain noise zones and/or APZs, measurements, and how contours may change if a military mission changes.

Findings in past plans and studies supply the data a jurisdiction needs to help delineate the area of impact, identify the nature of impacts, and develop applicable notification tools. In the case of noise impacts, a disclosure area is determined based on noise modeling data and mapping. See the following page for an example of a real estate disclosure area (map). See Part 3 for more example materials.

³⁵ Spokane County, FAFB JLUS (Final), (2009), <https://static.spokanecity.org/documents/bcc/boards/west-plains-area-pda/final-fairchild-joint-land-use-study.pdf>

Figure 19: Example: Draft Real Estate Disclosure Map (Pierce County 12/12/2018)



Source: Pierce County Planning and Public Works Department, Comprehensive Plan Amendment, (2019), <https://www.co.pierce.wa.us/DocumentCenter/View/75830/Staff-Report---JBLM-Noise-Disclosure-891585>

Office of Economic Adjustment

The US Department of Defense's Office of Economic Adjustment (OEA) is the key federal partner for communities planning with and around military bases or ranges. OEA provides funding to communities that are sensitive to fluctuations in defense spending, military downsizing, and for planning compatible land use near installations. OEA programs recognize that base expansion or reduction, personnel-related changes, defense spending changes, and other factors of a military mission's lifecycle affect neighboring communities.

OEA's various programs address economic and land use impacts in order to support affected communities and sustain viability of military bases and ranges. OEA promotes cooperative planning between communities and the military through the Compatible Use Program, supports compatibility planning projects like Joint Land Use Studies. Visit the OEA webpage online: <http://oea.gov/>

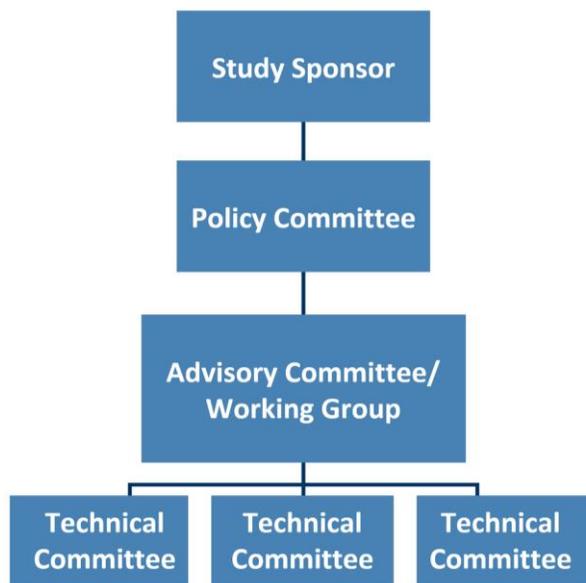
Joint Land Use Study

A JLUS is a coordinated civilian-military planning effort to identify compatibility issues and recommend ways to prevent, mitigate, or otherwise address concerns. JLUS recommendations intend to preserve the military's ability to operate effectively while minimizing exposure of resident populations to adverse impacts from military activities. The process involves representatives from the participating base and community stakeholders like counties, cities, tribes, and others who discuss mutual goals and needs for planning and communication. These stakeholders form a partnership to explore, support, and ultimately complete the JLUS planning process. The intent to conduct a JLUS forms when a military installation and jurisdiction(s) concur that:

- A JLUS would improve compatibility.
- The base and community have data and past plans needed for a JLUS.
- The parties have capacity to initiate the process.

Most project participants are civilian agencies and organizations, and community outreach is integrated within the project scope.

Figure 20: Joint Land Use Study LUS Organization



Example Participant Groups:

A Local of State Government,
Council of Government,
Airport Authority, etc.

Economic Development Entity
City/County Officials
Base Leadership
State Officials, etc.

Local and base planners
Community Staff
Business Representatives
Residents
Conservation Organizations
Home Builders Association
Board of Realtors
And others

Source: US Department of Defense, *Defense Economic Adjustment Program*, (2013), www.ncsl.org/documents/environ/CEitler-5-4-13.pdf

OEA provides grant funding, local partners provide matching funds, and the military installation participates in the process. However, the JLUS approach is structured to ensure that community participation propels the project. This is necessary to ensure outcomes are useful to the jurisdictions that plan in areas affected by military operations.

Compatibility Insight: Project Partnerships

The greatest challenge and value a joint-planning effort is to find and implement practices that balance a community's growth demands and the demands of a military mission. Planning success depends upon active involvement of military and community parties to meet these challenges.

Within the earliest phases of the JLUS planning process, participants formalize partnerships with a JLUS project committee, taskforce, or other body. This ensures coordination and support among multiple parties for the JLUS project period and future implementation. A project proposal must keep this coordination in mind and should provide a good foundation for monitoring success afterward through a partnership that outlives the JLUS process.

Figure 21: Joint Land Use Planning Process



Source: DOD, *Defense Economic Adjustment Program*, (2013), www.ncsl.org/documents/environ/CEitler-5-4-13.pdf

Phase I: Organize (Pre-Award)

To begin a JLUS, an installation recommends and supports a JLUS nomination.³⁶ OEA reviews the nomination, conducts a site visit, and starts assisting development of a project proposal. This typically

involves representatives from the military installation, all jurisdictions next to the installation, and other communities that may be affected by related compatibility issues.³⁷

Several months ahead of submitting a grant application, participating parties work with OEA project managers to identify stakeholders and define roles. This phase involves initial conversations between civilian-military stakeholders, including elected officials, tribal representatives, other civic leaders, residents, community interest groups, military command personnel, and planners.

At this time, a single entity is identified to become the community sponsor for the JLUS. The community sponsor is a state or local government, or an instrumentality of local government (i.e. an organization that a local government designates to perform certain functions on its behalf).

Proposals and Grant Applications

Prior to grant award, the community sponsor identifies key personnel to be OEA's primary point of contact, prepare the project proposal with OEA assistance, and to be responsible for grant management and reporting during the project period. OEA works with the community sponsor to prepare a project proposal based on the initial issue-areas identified by project participants in the study area. The application process has two components—a proposal, followed by an application. The community sponsor writes a proposal to explain the purpose, background, stakeholders, study area, and project scope of work. The scope of work includes:

- JLUS goals and objectives.
- Methods of public involvement.
- Approach to assess issues.
- Implementation plan.

Once a project proposal is approved, the community sponsor prepares a detailed budget with narrative justification for the personnel, outreach activities,

³⁶ US Department of Defense, *Defense Economic Adjustment Program*, (2013), www.ncsl.org/documents/environ/CEitler-5-4-13.pdf

³⁷ US Department of Defense Office of Economic Adjustment, *Compatible Use Technical Assistance*, (2015), www.oea.gov/how-we-do-it/compatible-use/compatible-use-technical-assistance

equipment, contract services, and materials estimated to achieve the scope of work within the anticipated project timeframe.

Phase II: Plan (Project Period)

The project period for the JLUS planning process begins once OEA approves a community sponsor's grant application to address known or potential compatibility issues within a study area. The study area for the JLUS is delineated to reflect where the military operates on-and off-installation. The grant schedule depends on the individual project, but a grant lifecycle of 18-24 months is common. This is from the grant start-date to publication of a final JLUS and does not count the organization to initiate the project, nor does it include time implementing recommendations. The project period begins with the grant award and closes with JLUS publication. Implementation is a follow-up effort.

The JLUS as a planning document shows the geographic relationship of a military base or range within the community setting. It offers narrative descriptions for the area, analysis, and policy recommendations for land use plans, such as:

- Establishing an implementation partnership, joint planning board, or joint zoning board.
- Adopting military overlay districts.
- Small area/subarea compatibility plans or studies (like traffic or lighting studies).
- Amendments to comprehensive plans, capital improvement plans, or other local plans.
- Adoption of new land use, zoning, subdivision, site plan, and/or building code regulations.
- Real estate disclosures for impacted areas.
- Transfer (lease/purchase) of development rights or property, or conservation easements.

Phase III: Implement

The nature of implementation projects depends upon the priorities identified in the JLUS, availability of funding, and capacity of the partnership following the initial JLUS project. Successful implementation

Figure 22: JLUS Implementation at McChord Airfield



Source: Excerpt from City of Lakewood/SSMCP, "North Clear Zone Brochure," (2016), www.cityoflakewood.us/documents/community_development/SSMCP/JBLMNCZBrochureSep2016FINAL.pdf

depends on continued partnership with participating communities and the military installation.

Following the completion of a JLUS process and publication of a final JLUS document, additional OEA funds may be available in some instances to help implement key JLUS recommendations.

JLUS recommendations are specific, often including policy statements that could be integrated into a comprehensive plan. Recommendations may also outline code language ready for a community. OEA asks that communities "make a good faith commitment" that JLUS recommendations will be

integrated into local planning and development decisions.³⁸

However, policy recommendations in the JLUS are suggestions, and a JLUS is not a replacement for a community's comprehensive plan nor does it replace or directly alter local code. Land use policy recommendations in a JLUS are subject to local public process. The community's legislative body has authority over local adoption of any recommended changes to regulation.

Compatibility Insight: Implementation Partners

Communities surrounding JBLM have sustained efforts to implement compatibility initiatives in a coordinated manner for many years through a formalized partnership. The 2010 "Joint Base Lewis McChord Growth Coordination Plan" recommended a regional partnership to enhance civilian-military coordination on issues of importance for surrounding cities, counties, tribes, and the base.¹

A successful model of formalized coordination, the South Sound Military and Communities Partnership facilitates ongoing communication, convening meetings between local governments, military installations, and state and federal agencies to discuss strategies for compatible land use projects. The SSMCP addresses issues concerning military families, military operations, local transportation, environmental protection, emergency preparedness, education, housing and economic development.

Another key role of the SSMCP's is to help keep JLUS recommendations in the forefront of the partnering communities planning efforts and help implement compatibility initiatives.

Following joint-planning efforts that identified structures located in the North Clear Zone (NCZ) at the end of McChord Airfield, SSMCP facilitated coordination between the base, Pierce County, the City of Lakewood, local businesses, and property owners within the NCZ to remove incompatible structures.

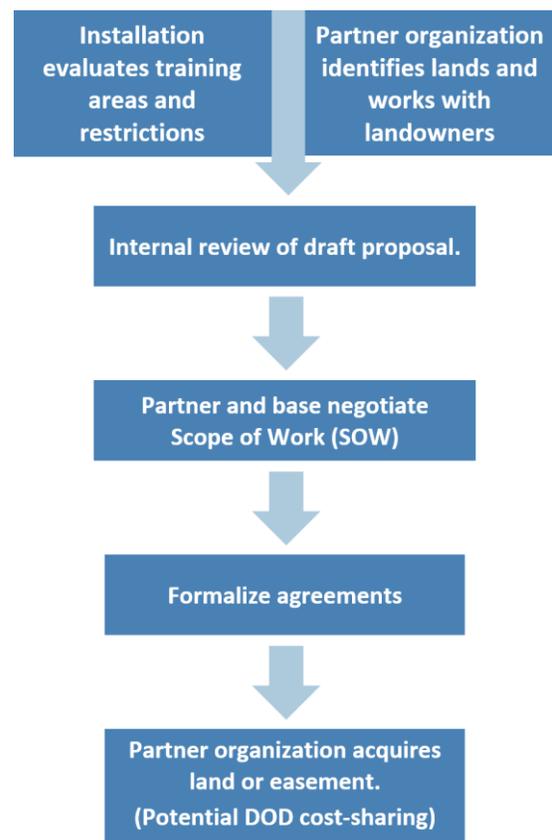
The effort involved a focused study to identify stakeholders, properties, associated values, and to develop feasible options for ultimately removing the

structures from the NCZ, the area of highest accident potential at runway edge. The support of a formal partnership, like the SSMCP, is key to supporting complex and multi-phased projects that resolve existing incompatibilities.

Conservation Programs

There are times when local goals for critical habitat, open space, working lands, and natural resources can be advanced while also upholding a base's mission requirements. Conservation programs represent a promising approach to implementing compatibility recommendations when local interests in environmental stewardship and military mission requirements align. The success of any compatibility

Figure 23: DOD Conservation Partnerships



Source: DOD, "Natural Resource Programs & INRMP Implementation: Encroachment," (2009), [www.dodworkshops.org/files/Training/SikesModules/Mod5 Encroachment FINAL july09 1 .pdf](http://www.dodworkshops.org/files/Training/SikesModules/Mod5%20Encroachment%20FINAL%20july09%201%20.pdf)

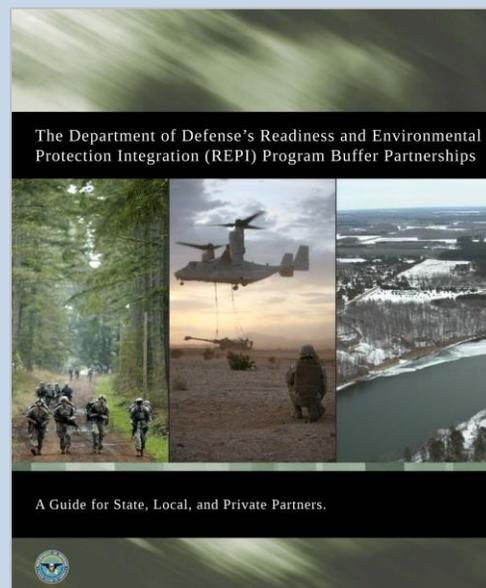
³⁸ US Department of Defense Office of Economic Adjustment, *Compatible Use Technical Assistance*, (2015) www.oea.gov/how-we-do-it/compatible-use/compatible-use-technical-assistance

initiative depends on participants engaged in a solutions-oriented process, sensitive to varied interests, and committed to efforts long-term. Not only is compatibility between military and community interest a factor for discussion, but local interests can compete within a community. That can be the case between economic development and environmental stewardship. The type of land use or activity on a given landscape that is considered “compatible” with both civilian and military interests cannot be defined universally—optimal forms of land use require collaborative identification.

Since 2003, Congress has set aside conservation funds on an annual basis, authorizing the military to work with a qualified partnering entity. Partnering entities can include a federal or state agency, a local government, or an organization like a land trust.³⁹ Each service branch can enter into conservation partnerships through their individual programs like the Army Compatible Use Buffer (ACUB) Program or Encroachment Partnering (EP) (Navy), using cooperative agreements with landowners for conservation buffers and restricted use or conservation easements. The DOD and individual service branches operate several conservation programs, all of which share commonalities in structure and methodology (See Figure3). Each program aligns military mission priorities with local goals in habitat protection, restoration, and long-term ecological health. Other land uses frequently supported in these programs include agriculture, grazing, and natural resource industries.

Federal funding goes to forming partnerships of local conservation organizations, local governments, state agencies, tribes, and private landowners. Military representatives work with these local partners to implement elements of an installation’s Integrated Natural Resource Management Plan (INRMP) by identifying where off-installation conservation would also contribute to civilian conservation priorities. Local partners acquire land, easements, or

REPI Partnerships Guide



Source: US Department of Defense, “Readiness and Environmental Protection Integration (REPI) Program Buffer Partnerships: A Guide for State, Local, and Private Partners,” (2016), www.repi.mil/Portals/44/Documents/Primers/Primer REPI Buffer Partnerships MAR2016.pdf

development rights from willing landowners who enter into voluntary conservation agreements.

Environmental Protection Initiative (REPI)

The Readiness and Environmental Protection Initiative (REPI), managed by the Office of the Secretary of Defense (OSD) is an example of a conservation partnership used across military service branches.⁴⁰ Participants can focus on local REPI buffer partnerships or work on an expanded regional scale, depending on their needs and interests. Key elements of the REPI approach include:

- Base convenes REPI project team to define areas of concern and identify partners.

³⁹ *The Trust for Public Land, Readiness and Environmental Protection Initiative (REPI)*, (2019), www.tpl.org/about/readiness-and-environmental-protection-initiative-repi#sm.000046sq7j199wfh3uy3tde3d1jtb

⁴⁰ US DOD, “Readiness and Environmental Protection Integration (REPI) Program Buffer Partnerships,” (2016), www.repi.mil/Portals/44/Documents/Primers/Primer REPI Buffer Partnerships MAR2016.pdf

- Installation executes agreements with partner on a project-by-project basis.
- Partner identifies a willing seller and matching funds.
- Partner negotiates conservation easement or fee purchase from landowner.
- Installation attorney negotiates restrictive easement purchase from partner.
- DOD service branch obligates funding to partner for closing.
- Partner closes transaction.
- Annual reports.

Compatibility Insight: Partnership Lessons

The list below outlines best practices for successful conservation partnerships, according to the DOD’s REPI guidebook for state, local, and private partners:

1. Establish stable points of contact between the military base/regional office and community stakeholders.
2. Keep communication open with regular updates.
3. Ensure partners have a common understanding of shared goals.
4. Align goals between all partners to optimize funding and target priorities.
5. Seek other funding sources that have the same land preservation goals.
6. Include a partner who can translate REPI buffer technical language for new partners.
7. Understand landowner perspectives.
8. Take time to build trust with agencies and stakeholders.
9. Choose projects that are a priority for all stakeholders involved.
10. Develop agreements with all parties contributing funds, and reach agreement on the guidelines and appraiser selected.

11. Start the process as soon as possible.
12. Build on past success and partnerships.
13. Prepare for delays, changes in procedure, and other roadblocks, but don’t get discouraged!

Sentinel Landscapes

The Sentinel Landscapes is a program founded on a Memorandum of Understanding (MOU) between the US Departments of Agriculture (USDA), Defense, and the Interior (DOI) that combines resources to advance goals shared between these departments and local-regional partners. The MOU defines Sentinel Landscapes as “places where preserving the working and rural character of our private lands is important for both national defense and conservation priorities.” Goals include preservation of rural character, working lands, agriculture, forests, watersheds, open space, habitat, biodiversity, and other conservation efforts that are geographically situated to also “protect the military mission from incompatible development.”⁴¹

As with other conservation programs, Sentinel Landscapes involve willing local partners and property owners. The funding supports landowners’ efforts to improve their land-based operations, enhance habitat, and preserve the military’s ability to fulfill mission requirements.

Areas qualifying for Sentinel Landscape designation must be a defined landscape, associated with military operations where federal, state, local, and private efforts support voluntary landowner involvement and conservation. Sentinel Landscapes have defined “goals and outcomes that promote and sustain compatible land uses for military operations” with “tangible benefits to conservation and working lands” within the are

⁴¹ *Sentinel Landscapes*, (2018), <http://sentinellandscapes.org/about/>

City and County Planning Process

This section describes Washington State’s framework for local land use processes. Incompatibility is best understood by those who experience impacts directly and can speak to current needs from different perspectives. Adverse impacts are two-way in nature: Incompatibility restricts the military’s ability to operate safely and efficiently, and for residents, incompatibility brings adverse impacts to quality of life, health, and property values. Land use planning is one tool enabling communities a means for hearing and addressing these impacts in ways that unfold through local public processes.

Local Legislative Proposal Process

Like in other states, land use in Washington is governed by laws adopted in response to various policy needs that arose over time. The first laws governing land use pre-dated statehood. The passage of the GMA in 1990 created a new framework for how the other laws are implemented interpreted.

The GMA became the primary law that sets the framework for local planning throughout Washington State. In 2004, the GMA was amended to discourage forms of development that are incompatible with military mission requirements. This is discussed further in the next section. Local development regulations operate within and implement the local comprehensive plan. The GMA sets this relationship between plan and land use regulation. However, several other state laws also have a significant effect on land use, such as those which define local public process and governmental procedures.

Participation in Local Public Process

Local planning in Washington State involves public participation throughout the process. Local plans are meant to integrate direct guidance from the community. Public participation is essential to understanding military actions that are incompatible with civilian needs.

The community’s vision informs the policy goals that are later implemented through local development regulation. Early and ongoing engagement brings depth and value to the formation of goals and policies, which can be a means of coordinating to solve problems creatively as issues arise.

The GMA includes public engagement as one of its founding goals. RCW 36.70A.020 encourages public involvement in the planning process and ensures

coordination between communities and jurisdictions to reconcile conflicts.

RCW 36.70A.140 requires city and counties to establish and disseminate a public participation program through various means, such as: postings on the city or county web site, copies of documents at local libraries or other well frequented public facilities, notice of meetings in the local newspaper, email communication to an interested parties list, and other creative outreach and engagement events and activities. Procedures of the program must communicate about opportunities for written comments, public meeting notices, open discussion, and the jurisdiction’s process for considering and responding to public comments.

Lifecycle of Amendments

Development regulations, including rezones, undergo a proposal process that includes opportunities for review and formal comment:

1. Someone recognizes a need or opportunity. The city or county allocates staff and resources, adding the task to the departmental work program.
2. Staff and decision-makers draft a proposal. The Planning Commission reviews the proposal in a public hearing.
3. The Planning Commission makes recommendations to the legislative body.
4. The legislative body’s elected members either adopt, reject, or refer the proposal back for revision.
5. The local government is required to give written notice to Commerce 60-days prior to adoption, and again within 10 days following final adoption.

Compatibility Insight: Participate Early

Military installations and local governments are encouraged to coordinate throughout local processes to understand local planning interests and military mission requirements. Local governments should include the base in public outreach and stakeholder engagement plans, and military base personnel should be encouraged to engage as stakeholders within the public process.

Amendment Cycles

A comprehensive plan, development regulation, or amendment is a legislative action that is subject to a proposal process that includes windows for review and public comment leading up to a vote by the legislative body. Communities must adhere to the Open Public Meetings Act (RCW 42.30), which outlines procedures and communication protocols in support of an open and transparent process.

In the lifecycle of a proposed amendment, a city or county gives Commerce 60 days' notice prior to adoption. Commerce recommends providing this notice at the start of the public participation process, but a jurisdiction may be far along in the process by the time state agencies (or military bases) receive formal notice. If the proposed amendment may affect a military mission or involves land near a military base (pursuant to RCW 36.70A.530), then it is advisable that a jurisdiction complete consultation with the affected base before this stage to help avoid surprises in a later phase.

Once an idea for a proposal is formed or a need identified, staff and resource allocations must support the task, and the project goes on the planning department's work program. The departmental work program defines how a community allocates the limited resource of staff time to the many different priorities in a community.

Usually guided by a local government's budget process, the work plan is instrumental in allocating the staff resources necessary to support planning and development activities for the community, including participation in compatibility planning

efforts. In smaller jurisdictions, planning staff may have current planning and long-range planning duties. Staff juggle the need to keep major projects on-track while keeping up with permit reviews. The work plan may be a formal document with explicit projects and a scope of work, but not all communities have formal work plans.

Local governments will prepare a consolidated docket of amendments, usually in the spring. All potential changes to the comprehensive plan are collected and usually submitted to a legislative body for review and approval. Depending on the county or city, the legislative body may be a county commission, county council, city commission, or city council. There are often more ideas than resources, so many proposals do not reach this stage.

Compatibility Insight: Consult Early

Early consultation between a military base and local government before proposals are placed before a legislative body for review or adoption ensures the greatest opportunity to catch and address concerns. It is useful to monitor docketed items to stay informed on proposals or emerging issues.

Property Rights

As is true for any area of land use regulation, compatibility efforts must respect property rights. The 5th Amendment to the US Constitution and Article I (§16) of the Washington State Constitution state that private property shall not be taken (or damaged) for public or private use without just compensation. Commerce guidance in materials for *A Short Course on Local Planning*⁴² remind local governments that where there is government "authority over the use of private property, they must be sensitive to the constitutional limits on their authority." Local planners consider the following questions while developing or amending local land use regulation:

- Does the regulation or action result in a permanent or temporary physical occupation of property?

⁴² Washington State Department of Commerce, "A Short Course on Local Planning for Washington State Communities, Short Course Video Study Guide," (2018), www.commerce.wa.gov/serving-communities/growth-management/short-course/

- Does the regulation or action deprive the owner of all economically viable uses of the property?
- Does the regulation or action deny or substantially diminish a fundamental attribute of property ownership?
- Does the regulatory action have a severe impact on a landowner's economic interest?

Local governments planning under the GMA must use a process to ensure that their regulatory or administrative actions to do result in an unconstitutional taking of private property. The Attorney General, who advises state agencies and local governments on these processes, developed an advisory memorandum to aid in decision making processes. If a court finds that a regulation resulted in a 'taking' of private property, it will order just compensation equal to the fair market value of the property. Additionally, government regulations can be invalidated if they are found to violate constitutional due process rights.

Comprehensive Planning Process

The comprehensive planning process under the GMA, discussed further in the next section, is comprised of several steps and key players, critical to the development of an effective and thorough comprehensive plan, all guided by the goals and requirements of the GMA. Some key players include:

- Elected officials, such as the city council or county commissioners, that have decision making authority on land use planning issues.
- Local planning staff who are largely in charge of the development of the plan, the community outreach and the presentation of recommendations to the elected official.
- The planning commission that makes recommendations to the elected officials on issues pertaining to zoning, land use regulations and comprehensive plan changes.

Planning under the GMA begins with public outreach to best inform local planners and elected officials of the interests of the community. Those interests

Implementing Plans

Development regulations, including rezones, must be consistent with and implement the comprehensive plan. The comprehensive plan establishes the overall goals, while local development regulations set the rules to achieve those goals.

Comprehensive Plan:

Community vision and policy goals.

Development Regulations:

Rules in-place to achieve plan goals.

shape the recommendations and goals and objectives that are organized in chapters or elements of the comprehensive plan.

Development Regulations

Pursuant to RCW 36.70A.040(4), counties and cities shall adopt development regulations conserving agricultural lands, forestlands, and mineral resource lands it designated, and cities and counties must adopt a comprehensive plan and development regulations that are consistent with and implement the comprehensive plan. Development regulations are reviewed by Commerce prior to adoption. Additionally, other state agencies may provide comment during the public review process.

Project permits are defined as any land use or environmental permit or license required from a local government for a project action. Some examples include: building permits, conditional uses, and site plan reviews.

RCW 36.70B.080 states that development regulations must establish and implement time periods for local government actions for each type of project permit application and provide timely and predictable procedures to determine whether a completed project permit application meets the requirements of the development regulations.

Development regulations, or municipal code, provide guidance over development projects, and how land is divided and used. Some common categories addressed in development regulations include zoning, subdivisions, critical areas, signs, landscaping, planned unit development, impact fees,

environmental protection, parks and recreation, and development standards.

The Zoning Ordinance

Zoning is a type of development regulation used to apply specific control over the use of buildings, structures, and land uses such as: agriculture, industry, business, and residences. Zoning may also set specific guidance parameters on the location, size of building and structure, the size of yards, open space, the density of population, and parking facilities among other things. See RCW 36.70.750 for a more complete list of zoning examples.

Compatibility Insight: Overlay Zones

A special kind of zoning district is an overlay zone. Overlay zones apply special requirements that apply to projects within the overlay zone. These requirements apply in addition to the rules in the underlying zone. When standards conflict or overlap, the most restrictive applies. Overlay zones such as a military influence overlay zone, accident potential zone, or noise protection zones defined in sources like AICUZ studies or a JLUS can offer protection for residents from military impacts and preserve military capacity. Overlay zones are integrated within local zoning maps, corresponding with the underlying land use designations and general zoning requirements. However, more stringent zoning criteria can be applied within overlay zones or within designated special use districts.

Criteria or standards might address structure height, building design and orientation, or indoor sound requirements. Real estate disclosures within these areas for incoming residents can support their

informed decision making. Overlays can also be useful for focused planning efforts and subarea plans to address localized needs. A community may find that overlay zones offer added ability to avoid adverse impacts on either residents or military personnel, and still offer viable use of properties within the area. Part 3 provides sample language and examples from Washington State communities.

Critical Areas Ordinance

Jurisdictions are required to designate and protect the functions and values of critical areas in their development regulations, using the best available scientific information available. The GMA identifies five critical areas: wetlands, critical recharge areas, frequently flooded areas, geologically hazardous area, and fish and wildlife habitat conservation areas. In addition to state requirements for critical areas, there are several federal laws that address critical areas, including the Endangered Species Act, the Clean Water Act and the National Environmental Policy Act.

The Subdivision Ordinance

Subdividing is the process of taking a piece of land, defined as a parcel or a tract, and dividing into smaller parcels for sale. These assure that the subdivision does not create illegal lots, lots without legal access, or lots nonconforming uses. Subdivisions must also make adequate provisions for the protection of the public interest as well as protect future buyers.

These laws assure that the subdivision process creates lots that are suitable for the uses envisioned in the zoning ordinance. The subdivision ordinance



Image: The GMA defines critical areas as wetlands, aquifer recharge areas, fish and wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas (RCW 3670A.030[5]). Credit: J. Alvarez, (2017), dvidshub.net.

contains a relatively streamlined procedure, called a short plat for smaller subdivisions; and a long plat for larger subdivisions. Subdivision rules typically define procedures for subdivisions and establish design standards for lots that apply in all zones. The zoning ordinance also contains standards particular to each zone that apply during the subdivision process. Subdivision planning occurs in two phases. Preliminary plat approval is approval of the plan, showing how the proposed subdivision meets all the requirements in the development regulations. After preliminary plat approval, the applicant constructs the improvements needed to support the subdivision.

Compatibility Insight: Cluster Subdivisions

Cluster subdivisions are an innovative development tool in compatibility planning due to the flexibility they provide in lot size and orientation, design standards, layout, and variety of housing types. A cluster development also provides large areas of open space, offering developers the creativity they may need to promote compatible uses in their community.

Planned Unit Developments (PUD) also offer more flexible development standards, allowing for different amenities and a mix of housing styles and types suited to meet the unique needs of a community. Subdivision regulations coupled with zoning standards provide extra tools for the compatibility planner to employ to protect residents and support military activities.

Local Project Review and Permitting

With numerous environmental laws and regulations, each with its own permit application and approval process, permitting can be a lot for local governments to manage. To minimize duplication and inefficiency, and to keep the process as simple as possible for public participation in comment and review periods, the Legislature adopted the Local Project Review Act (RCW 36.70B.010), which requires counties and cities to adopt procedures for fair and timely review of project permits. This includes permitting for buildings, subdivisions, binding site plans, planned unit developments, rezones, permits required by critical area ordinances, conditional uses and other land uses.

Further, the GMA brings attention to the same concern by including permit processing as one of its thirteen goals, similarly addressing the need for efficient processes for permit application and review. RCW 36.70A.020(7) states that as a goal of the GMA, applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.

Permitting procedures can include disclosures of installation proximity, noise or light emission, or other issues common to nearby bases to ensure consumer protection and development that is compatible with installation needs.

Building and Construction Permits

Local governments issue permits for building and construction projects. The permitting process is intended to ensure that proposed projects conform to the forms of development allowable under the community's comprehensive plan and development regulations. Local permit review processes vary according to project type and other factors, some of which are summarized here.

Construction activity of any kind typically requires a local permit. Permit approval assures that buildings are consistent with the local zoning ordinance and with the building code. Local governments usually refer to codes such as the International Building Code for the specific standards of construction. Permit approval also assures that the construction activity itself does not create impacts on adjacent property, such as runoff or dust. Clearing and grading permits are often required for any land disturbance or land clearing to prevent activities that create erosion or other impacts during preliminary site preparation.

Compatibility Insight: Codes to Reduce Impacts

Construction standards and building codes provide an area of opportunity to address common concerns in certain impacted areas. Standards that support compatibility might involve limiting structure heights in low-altitude flight paths and building codes for sound attenuation can help address noise impacts.

Design codes and construction standards can also help reduce light pollution. Urbanization produces light pollution that brightens the night sky, with potential impacts on wildlife, recreational stargazing,

air traffic navigation, and military training activities that rely on night vision. Ordinances and practices to preserve dark skies can support military training capacity while fulfilling local goals to promote energy efficiency, preserve views and protect wildlife.

Compatibility Insight: Avigation Easements

Avigation easements provide overflight rights to the airspace above a property, allowing aircraft to fly at lower levels above private property. The easement also prevents structures from being constructed or erected in the easement area that might interfere with aircraft activities.

Communities may require avigation easements in applicable development applications to ensure compatibility with neighboring military airfield activities. See Part 3 for a sample avigation easement form and an example of zoning code language on avigation easements.

Permit Review

A project permit decision is a decision to approve a specific application. It is a quasi-judicial rather than a legislative process, even when the legislative body takes final action. This means that the local government is applying its development regulations to a specific project permit application in its decision and is bound by its existing regulations. Public notice and review procedures vary widely depending on the type of project and the rules for the permits needed for the project.

Washington law requires local governments to develop a unified project review process that consolidates local review, hearings and appeals into a single process for all local government permits. Although the GMA and procedures governing comprehensive planning heavily favors a deliberative process, the permitting process heavily favors a quick and predictable process with defined timelines for review and limited opportunities for large-scale public debates on projects. If a project is consistent with applicable development regulations, it will usually be approved quickly.

The development regulations usually specify the notice and review procedures for different types of project applications based on their size, complexity and the type of permit needed for the project. Some

project applications can be approved by the planning staff, others may require formal approval by the legislative body.

Local governments are not responsible for advising applicants of what other permits may be needed for a project. Depending on the project, state or federal permits may also be required. For example, state highway access will require a permit, and industrial processes may require special state permits. Work occurring in waterways will also typically require a hydraulic permit and work in the shoreline area may require a shoreline permit.

Compatibility Insight: Development Review

To best address issues of compatibility, it is important for both the community planner and military personnel to recognize the value of early and ongoing communication during the planning process. Military staff may participate in planning commission meetings, public hearings, and other public processes associated with the approval and review of development regulations, the comprehensive plan, and zoning amendments.

Further, some jurisdictions may find it useful to have a formal practice of sending certain development applications to a military neighbor for review in advance of a scheduled public hearing. It is advisable that a local government work with the installation to identify which types of actions or projects would apply as compatibility concerns vary by location.

Community planning liaisons from the Navy regularly attend local and regional planning meetings and have worked with cities like Bremerton to identify communication practices around potential development. These relationships help early communication around development activity, which helps avoid late-phase discovery of potential conflict at a time when greater investment has been made.

Environmental Review

One of the most powerful tools for preventing environmental harm associated with development activity is the State Environmental Policy Act (SEPA). This law requires state and local governments to evaluate the effects of their decisions on the environment and to mitigate those impacts. SEPA requirements apply to projects state and local

Figure 24: Internal Steps for Environmental Review

1. Decide if SEPA is Required
2. Decide who is the lead agency
3. Evaluate the proposal using the environmental checklist.
4. Distribute the checklist for comment.
5. Assess the significance and issue a threshold determination.
6. Use the SEPA evaluation in the decision making process.
7. Approve, Deny, Approve with Mitigating Conditions.
8. Types of SEPA Determinations
9. Determination of Non-Significance (DNS) – Impacts are not significant.
10. Determination of Significance (DS) – Significant impacts are probable - EIS is required.
11. Mitigated Determination of Non-Significance (MDNS) – Impacts are not significant if conditions are met.

governments either build themselves or authorize. SEPA requirements also apply to nonproject proposals such as changes in development regulations, rezones or comprehensive plans. SEPA analysis on comprehensive plans and rezones should evaluate the impacts of future development that will be allowed by the rezone.

Although SEPA is a powerful tool, Washington law places significant emphasis on speedy and predictable project review. Environmental review under SEPA places a heavy emphasis on thorough evaluation of nonproject actions accompanied by

more streamlined review of projects that are consistent with underlying rules. Some activities, including local development activity, are categorically exempt from SEPA (per WAC 197-11 Part Nine). Local governments have the authority to increase the exemption levels, especially within an urban growth area. SEPA rules also strongly discourage using the SEPA process to revisit fundamental land use decisions such as appropriate densities and appropriate uses at the project level (per WAC 1978-11-800). SEPA implementation instead encourages review of comprehensive planning and zoning decisions (per WAC 365-197). Project level review should be limited to more point-specific impacts and mitigation measures. SEPA mitigation also strongly emphasizes application of existing regulations as mitigation strategies instead of evaluating and developing mitigation strategies independently for each project.

The most common form of SEPA analysis is the environmental checklist. A lead agency is responsible for conducting the SEPA process and ensuring SEPA compliance (the Department of Ecology provides guidance on SEPA roles and process).⁴³ The lead agency may complete the checklist, or may require an applicant to fill out the checklist. However, when the applicant completes the checklist, the lead agency is still responsible for the completeness and thoroughness of the application. The lead agency may also circulate the checklist to other agencies with expertise on particular topics to assess potential impacts or appropriate mitigation measures.

Compatibility Insight: SEPA and Compatibility

It is easy to think of impacts only in terms of environmental values, but SEPA takes a broad and multidisciplinary approach to evaluating impacts. SEPA requires examination of the proposal's effect on land uses adjacent and nearby; including nearby military bases. The environmental checklist evaluates impacts associated with land and shoreline use and an examination of light and glare. Projects in areas important for low light training should examine effects on training in the SEPA checklist.

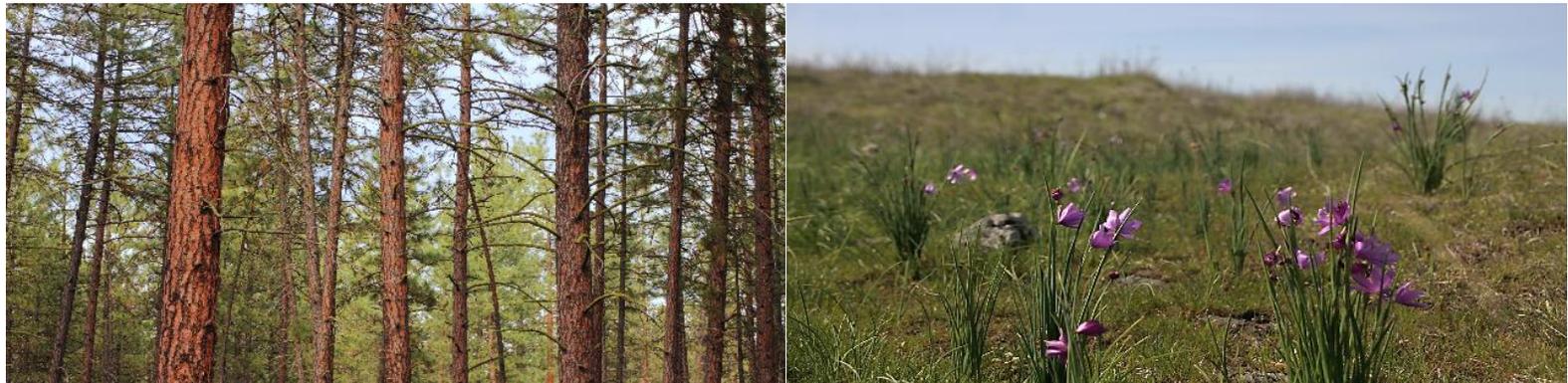
⁴³ Washington State Department of Ecology, *SEPA Guidance*, <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance>

Again, these impacts are not obvious to most applicants, especially if the training routes are not in the immediate vicinity of the base. Clear policies, effective outreach, and consistent and timely comments are critical to achieving mitigation needs.

Local governments can encourage military base commanders, planners, or other designated personnel to supply comments within the environmental review process as a means of supporting compatibility and communication. Likewise, base personnel should also do what they can to be sure they receive notifications for SEPA determinations. The notice includes a comment period, usually 14 days. If there is a potential impact to the mission, it is critical to comment in writing during that comment period. Comments should

clearly identify the impact and cite supporting policies. Include supporting documentation, such as JLUS, that shows the facts supporting the assertion that there is an impact. Where possible, identify potential mitigation measures.

Do not wait for a development project to look for impacts. Washington law places heavy emphasis on project evaluation of comprehensive plans and zoning decisions. Even though these are examples of non-project actions, the SEPA process can be significantly streamlined or even exempt at the project stage. Carefully consider whether the actions that a change to the plans or regulations will authorize could allow an incompatible land use, even if the SEPA checklist does not disclose the final use contemplated by the applicant.



Images: Washington State's diverse landscape. Credit: Commerce, (2018)

Growth Management Requirements and Compatibility

This section reviews the central features of the Growth Management Act (GMA). The background on the GMA intends to define statewide planning goals and required elements as a basis for discussing local compatibility efforts. In addition to establishing the approach and structure for comprehensive plans, the GMA contains a provision for civilian-military compatibility that is also discussed in this section.

Planning Communities

The GMA, includes goals meant to further guide formation of comprehensive plans and development regulations. Jurisdictions fully planning under the GMA must reflect the goals in their comprehensive plans, which must also comply with county-wide planning policies. These goals support and inform the preparation of comprehensive plans and development regulations:

1. Sprawl reduction
2. Urban growth
3. Housing
4. Economic development
5. Open space and recreation
6. Transportation
7. Environment
8. Property rights
9. Natural resource industries
10. Historic preservation
11. Permits
12. Public facilities and services
13. Public participation and coordination
14. Compliance with the Shoreline Management Act (SMA) (RCW 90.58.020)

The GMA outlines the first thirteen goals in RCW 36.70A.020, and adds compliance with the SMA as a fourteenth goal in RCW 36.70A.480. The Washington State Department of Ecology serves provides review for Shoreline Master Programs (SMPs) under the SMA.⁴⁴

Military Compatibility Provision

While not included within the list of goals, the GMA requires that comprehensive plans and development regulations prevent development that is incompatible with the mission requirements of the base. Understanding that a military installation operates in service under a national defense mission, the GMA also cites statewide economic interests within the rationale for considering missions within local land use planning.

A military installation's command and planning personnel have the expertise on mission requirements, installation capacity, and vulnerability to various forms of development. Local planning staff have expertise on local land use plans, regulations, and pending projects. Consultation between the base and local government is essential to working through current or potential conflicts that can build between these neighbors. The GMA's compatibility provision stresses communication around land use actions. It presents an intent to discourage conditions that diminish the functionality of a base or impair its viability. The GMA military provision intends to avoid these conditions by establishing a requirement for two-way communication between the base and local governments.

Consultation Requirement

When a city or county has the intent to amend its comprehensive plan or development regulations for lands adjacent to military installations, it must:

- Notify the installation commander of the intent to amend the comprehensive plan or development regulations for lands adjacent to military installations.

⁴⁴ Washington State Department of Ecology, "Shoreline Master Programs Handbook," (2009), <https://ecology.wa.gov/Regulations-Permits/Guidance-technical-assistance/Shoreline-Master-Plan-handbook>

- Request the installation commander provide a written recommendation and supporting facts relating to land use in the area addressed by the proposed adoption or amendment.
- Provide sixty days for response to the requesting government.

If the commander does not submit a response within sixty days, then the local government may presume implementation of the proposal will not adversely affect the installation. These notification protocols apply to cities and counties planning under the GMA that have a military installation, other than a reserve center, which:

- Is located within or adjacent to the jurisdiction's border.
- Is operated by the US DOD.
- Employs one hundred or more personnel.

The city or county's notification should be addressed from the jurisdiction to the installation commander. However, it is important that local government staff also establish and maintain contact with permanent base personnel who are authorized to provide information or assistance during the notification process. Depending on the installation, this may be a community planner, chief of staff, public affairs officer, or another staff position directly supporting the commander. This can be a highly valuable connection for ongoing and productive relations that survive changes in base command or planning staff.

Compatibility Insight: Communications

The GMA's notification requirement supplies a procedure, but this is not a substitute for maintaining a good working relationship. Civilian and military officials and planning personnel have key roles in fostering constructive intergovernmental relations beyond the notification protocols outlined by the GMA.

Military base planners and involved personnel are encouraged to subscribe to receive local government notices, routinely reach-out to build and maintain ongoing relationships, attend local meetings, or exchange tours for civilian-military areas to foster mutual awareness. Whether civilian or military, it is also wise to make in-person introductions for new

staff or leadership a routine part of succession planning. Maintaining long-term coordination can be challenging, especially when conflicts arise. However, established and well-supported lines of communication are indispensable to conflict resolution when it is needed within compatibility planning.

Growth Management Hearings Board

The Growth Management Hearings Board (GMHB) ruled on a case involving the GMA's military provision, finding that a local land use amendment would have allowed development identified as "incompatible with the installation's ability to carry out its mission requirements," in violation of RCW 36.70A.530.

In 2009, the JLUS completed by jurisdictions around (and with) Fairchild AFB stated that non-residential uses shall not be redesignated for residential purposes and that current residential designated land shall not be modified for higher density on the property proposed for development. The City of Airway Heights, Spokane County, and the City of Spokane entered into a local annexation agreement after conducting the JLUS. The agreement defined 'incompatible development' as permitted land uses that are inconsistent with the JLUS.

In 2013, the City of Airway Heights amended maps and development regulations (Ordinance Nos. C-797 and C-798) authorizing the City's hearing examiner to approve conditional use permits for multi-family development on 29 acres of commercially zoned land near FAFB and Spokane International Airport (SIA). Spokane County, the City of Spokane, and SIA filed a petition to review the regulations for violation of the GMA's military base provision that protect military bases and airports from incompatible forms of development.

Upon appeal, the GMHB determined the ordinances allowed incompatible development, contrary to the GMA. The board concluded that high density development is incompatible with mission operations for Fairchild and the nearby airport, weakening protections for the airport, and the flying public, and future residents. Incompatible uses near

areas of influence have a higher proportion of risk to aircraft approach and departure operations. The board also found that by adopting the ordinances, JLUS planning and interlocal annexation agreements were abandoned, which undermined cooperative planning efforts between communities.

Plan Elements and Compatibility

The GMA requires several elements (chapters) within a comprehensive plan, some of which correspond directly with the goals of the GMA. Communities near military bases or ranges are encouraged to consider compatibility within goals and sections of the comprehensive plan. Mutual interests for civilian-military compatibility can be supported through the GMA's goals and comprehensive plan elements.

The following is a list of comprehensive plan elements required by the GMA:

1. Land Use Element
2. Housing Element
3. Capital Facilities Element
4. Utilities Element
5. Rural Element (Counties)
6. Transportation Element
7. Economic Development
8. Parks and Recreation
9. Ports

In addition to these required elements, a community may choose to adopt optional elements in response to local interests. Optional elements must be consistent with all other plan elements.

1. Land Use Element

The land use element connects a community's physical landscape to the activities and growth of the area population. Using maps and text, it outlines the area and distribution of land uses, including resource lands, housing, commerce, industry, recreation, open space, civilian airports, utilities, public facilities, and other land uses. It includes

Growth Management Resources

The Growth Management Services unit at Commerce is responsible for supporting cities, towns and counties across Washington with education, training, and technical assistance in areas related to comprehensive planning and development regulations, infrastructure needs, community services, economic development, and housing, to name a few.

Some of the tools and resources necessary for completing or updating comprehensive plans and development regulations, include a checklist and guidebook, along with additional information on the many programs and resources are available on the Commerce website:

www.commerce.wa.gov/serving-communities/growth-management/

population projections, population densities, and building intensities. The land use element addresses issues of groundwater quantity, water quality, drainage, storm water run-off, flooding, and, where applicable, includes guidance to mitigate or cleanse polluted waters.

Compatibility insight: Emerging Issues for Water

Since the 1950s consumer products have used stain/water-resistant and non-stick coatings that contain a class of chemicals, Perfluoroalkyl and Polyfluoroalkyl (PFAS). PFAS also appear in certain legacy firefighting foams the military has used for fire response and training. The Environmental Protection Agency recently reviewed impacts and lifetime exposure limits for this family of chemicals, prompting the DOD to test the quality of its base and neighboring community water sources.

Use of legacy PFAS-based firefighting foam was identified as the leading source of drinking water contamination above the EPA's health advisory level of 70 parts per million at JBLM, areas around NAS-WI, and in Airway Heights near FAFB.⁴⁵ PFAS

⁴⁵ PFCs. City of Issaquah Washington. 2018. www.issaquahwa.gov/PFCs

chemicals are persistent—they do not easily break down in the environment. People and animals exposed to higher PFAS concentrations over time can accumulate unhealthy levels.⁴⁶

This is an emerging issue for which the DOD, EPA, local governments, the Washington State Department of Health (DOH), the Department of Ecology, and others are working to examine and address. Most public health actions to-date involve supplying bottled water, treating contaminated groundwater at the wellhead, and some cleanup of contaminated soil or upstream sources to lower PFAS concentrations. Efforts are underway to identify sources, health impacts, environmental affects, and methods to reduce or eliminate contamination.⁴⁷

Urban Growth Area (UGA)

Municipal boundaries are contained within an Urban Growth Area (UGA) that is defined through the comprehensive planning process. The UGA outlines all county areas identified for future annexation into a municipality. UGAs are determined based on population projections over a 20-year period, which are estimated by the Office of Financial Management (OFM). The UGA is an essential part of the land use element in the comprehensive plan.

Designation of the UGA occurs within the comprehensive planning process and annexation outside of the UGA is prohibited. It is most appropriate that urban services not be extended to rural areas unless it is shown necessary to protect basic public health and safety and the environment, and so long as they can be financially supported and do not allow for urban development. UGAs must also include greenbelts and open space areas, which can simultaneously support compatibility interests. Preserved natural areas, open space, and resources are areas of great compatibility potential. Planning for concentrated urban growth can serve stewardship of habitat and working lands can help prevent incompatible uses from occurring.

⁴⁶ PFAS. Washington State Department of Health. 2018.

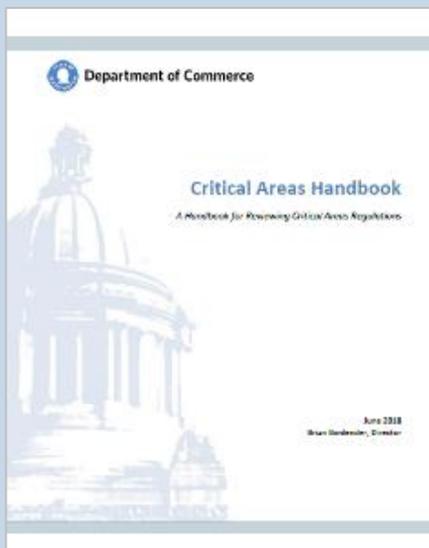
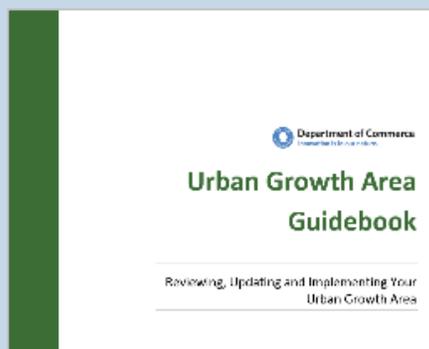
www.doh.wa.gov/CommunityandEnvironment/Contaminants/PFAS#HealthConcerns

⁴⁷ Focus on: PFAS Chemical Action Plan. Hazardous Waste and Toxics Reduction Program. Washington State Department of Health/Department of Ecology. 2018.

<https://fortress.wa.gov/ecy/publications/documents/1804002.pdf>

Washington State Resource Materials

Guidebooks and webinars for various planning subjects are available online through Growth Management Services on the Commerce webpage: www.commerce.wa.gov/serving-communities/growth-management/guidebooks-and-resources/



Sprawl Reduction and Concentrated Growth

One of the GMA's primary goals is to limit low-density, sprawling development patterns and encourage fiscally responsible infrastructure decisions through the implementation of urban

growth areas. Counties collaborate with cities on the designation of urban growth areas to encourage higher densities that should be supported by cost-effective urban services. Directing growth into urban areas achieves other GMA goals by protecting critical areas, conserving natural resource lands, such as farms and forests, and maintaining rural character in unincorporated areas. Urban growth areas also provide local communities and developers with some certainty about how and where development will occur over the twenty-year planning period.

2. Housing Element

The GMA promotes availability of affordable housing to all economic segments of the population through a variety of residential densities, housing types, and preservation of existing housing stock (RCW 36.70A.020). Housing element goals and policies should be consistent with the goals and policies found in the land use and economic development elements of the comprehensive plan, and consistent with county-wide and multi-county planning policies, as they all address housing-related topics.

Comprehensive plans and development regulations pursue variety in housing stock based on community demographics and a review of regional supply. An inventory and analysis of existing and projected housing needs determines the number of housing units required and is used to generate recommendations and a statement of goals and policies to preserve, improve, and develop housing.

The inventory identifies sufficient land for all types of housing needs, including low-income housing, multifamily housing, group homes and foster care facilities, and projects needs for residents from all economic backgrounds. Communities typically use surveys and reports on housing conditions, along with a housing needs assessment to set priorities.

Communities must be certain to treat classes of housing and residents equally, as stated in the GMA. It is important that military personnel and their dependents be included in standard assessments for data on housing tenure, median home prices, rental

and owner occupancy figures, vacancy rates, and other essential statistics for the development of long-range housing goals.

Compatibility Insight: Military Housing

Military housing considerations are an important factor to examine within local plans. Housing stock analyses need to consider past and potential fluctuations in housing demand associated with mission expansions or contraction. Analysis must also examine the choices military households make, how their choices influence the local housing market, and what unique needs they may have relative to other residents in the community.

Military personnel must be able to report to their duty location on short notice. Basic Allowance for Housing (BAH) recipients choose whether to live within the community of their duty station or to commute to work from elsewhere. When base housing or privatized government housing is unavailable at their duty location, military personnel and dependents reside in nearby communities.

Since government-provided housing is limited, the DOD provides service members with a BAH to cover monthly housing costs. In some markets, the BAH may not keep pace with local housing trends. However, the DOD does periodically adjust the BAH to reflect cost of living and market changes. In-turn, this may influence landlord pricing decisions. These are dynamic variables factoring into a plan's demographic, economic, and housing analyses, with implications for other plan elements.

The BAH rates are based on an analysis of median rental rates and average utility prices reflected in current rental market conditions. The allowance applies toward rent or mortgage costs. Total monthly allowance reflects the recipient's rank, plus a flat amount if they have one or more dependents.

The DOD Defense Travel Management Office manages the BAH for military personnel and provides information online including a BAH calculator and informational resources.⁴⁸ The DOD

⁴⁸ Access the BAH calculator to explore rate changes according to zip code and find more resources online: Defense Travel Management Office, Basic Allowance for Housing (BAH). 2019. www.defensetravel.dod.mil/site/bah.cfm

publishes data and a BAH Primer to explain the program purpose and data analysis approach.⁴⁹

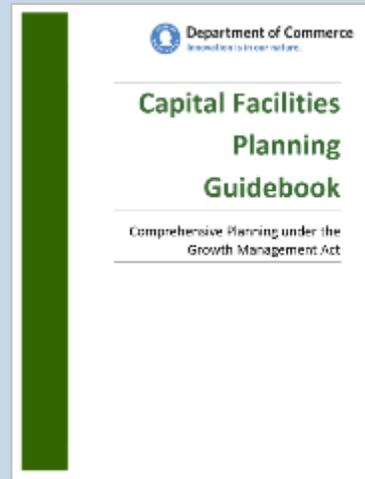
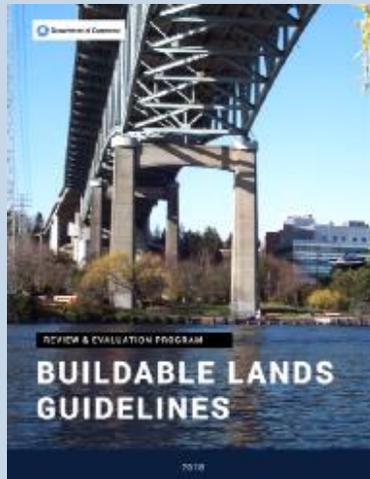
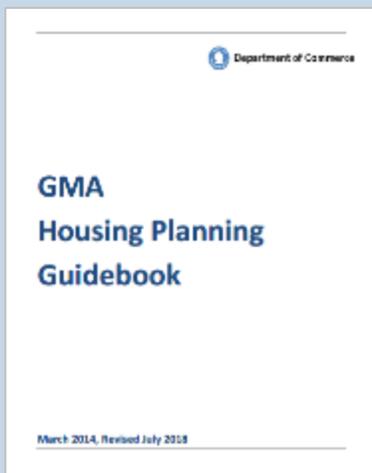
Compatibility Insight: School Impact Aid

School location and educational quality are important factors when military families make housing choices. Certain school districts with high military dependent enrollment are eligible to receive impact aid from the DOD's Defense Education Activity (DODEA). School impact aid also intends to offset enrollment significantly increased or decreased due to major base closures or changes and reimburse for services schools provide to military dependent children with severe disabilities.⁵⁰ DODEA administers DOD Impact Aid through three main programs:

- DOD Impact Aid Supplemental funding for local schools impacted by a large proportion of military dependent students.
- DOD Impact Aid for Children with Severe Disabilities to reimburse school systems for money spent on military dependent children with severe disabilities.
- DOD Impact Aid for Large Scale Rebasing (BRAC) Program where an action under a BRAC process significantly increased or decreased military dependent student enrollment.

The DOD coordinates these programs through School Liaison Officer programs under each service branch. School liaisons are the main contacts for

Growth Management Services Guidebooks and Resources:



Source: Washington State Department of Commerce, "GMA Housing Planning Guidebook," (2018), Washington State Department of Commerce, "Buildable Lands Guidelines," (2018), Washington State Department of Commerce, "Capital Facilities Planning Guidebook," (2014). Guidebooks and webinars for various planning subjects are available online through Growth Management Services on the Commerce webpage: www.commerce.wa.gov/serving-communities/growth-management/guidebooks-and-resources/

⁴⁹ DOD, Personnel and Readiness. A Primer on the Basic Allowance for Housing (BAH). 2019.

www.defensetravel.dod.mil/Docs/perdiem/BAH-Primer.pdf

⁵⁰ DODEA Administrative Instruction 1325.01. Department of Defense Impact Aid Program for Local Educational Agencies. 2018. (pursuant Title 20 § 7703 and 7703b USC)

www.dodea.edu/Offices/PolicyAndLegislation/loader.cfm?csModule=security/getfile&pageid=760982&CFID=9952776&CFTOKEN=1a110ba1e3f6ad0c-E3711EC5-5056-890C-9D1F19263A0D909F

DOD Impact Aid for Military Connected School Districts. DODEA. 2018. www.dodea.edu/Partnership/impact.cfm

school-related matters. They coordinate with families, military command, and local school systems to help address student needs and the impacts on a community that are associated with high military dependent student enrollment. Access information and School Liaison directories on the DODEA webpage:

- Reports, references, and guides: www.dodea.edu/Partnership/referencesAndGuides.cfm
- Liaison Officer Programs: www.dodea.edu/Partnership/schoolLiaisonOfficers.cfm

3. Capital Facilities Element

The capital facilities element helps communities plan for public facilities to meet the needs of existing and projected development, ensuring jurisdictions' funding is spent most efficiently, and allows for the prioritization of projects and organized information for the successful application of loans and grants.

Public facilities are defined as streets, roads, and their lighting systems, highways, sidewalks, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools. Essential public facilities may also include: airports, educational facilities, transportation facilities, and correctional facilities.

Capital facilities plans should include: an inventory of existing publicly owned capital facilities (including parks and recreation facilities) with location and capacities listed, a forecast of future needs for those facilities, a description including location and capacity planning for new or expanded facilities, a six-year plan identifying financing and funding for the maintenance and development of capital facilities (updated annually), and a requirement to reassess the land use element if funding cannot meet the existing needs and to ensure the plan is coordinated and consistent. A capital facilities plan implements the land use element, and they must be consistent and well-coordinated.

The current or planned location of capital facilities identified in local plans can be an indicator for the direction of future growth, since developers often look at the availability of utilities when determining where to build. Consequently, jurisdictions

concerned about long-term compatibility should consider whether capital facilities siting is contributing toward a trend of higher development pressures near a base or range.

Compatibility Insight: Capital Facilities

Capital facilities elements and Capital Improvement Plans (CIPs) can be good sources of information about a community's timeline for capital investments and the direction of future development. Capital facilities and infrastructure are recognized as attractors for or precursors to development, so communities concerned about compatibility should consider this early on and communicate plans with a neighboring base.

Likewise, to better understand a community's vision for public facilities, a military planner may participate in comprehensive planning stakeholder engagement opportunities. Early participation in the planning process allows for open dialogue on compatibility as the capital facilities plan evolves.

Compatibility Insight: Shared Services

It is not uncommon for jurisdictions and military bases to share a variety of community services, public facilities, and utilities that serve their communities.

Community services are not exclusive to the people living in town or at a military installation. Facilities and services needed for military families, dependents, and military retirees are the same services that benefit local community members. The process of co-planning identifies shared services unique to the needs and wants of the people who live in the area and fosters a sense of community and cohesion between residents living on and off base. While local governments and military bases might operate under different protocols and seem independent from one another, the people who live and work on either side of the fence, want and need access to the same resources. Partnerships between cities and installations have resulted in shared use of recreational facilities, parks, libraries, swimming pools, churches, child services, higher education, health care, social services, and housing.

A common example of shared resources and compatibility opportunities is within the field of emergency services. Shared resources and access to

skilled personnel both from the community to the installation and from the military to the community, results in a stronger response effort and more capacity for addressing emergency issues and safety needs. Access to specialized equipment improves services and enhances the overall relief effort. Interlocal agreements, mutual aid agreements or cost-sharing for shared facilities, infrastructure, and utilities, allow neighboring communities and the military to share resources through a formal process.

Emergency Management Plans (EMPs)

The Washington State Comprehensive Emergency Management Plan (CEMP) is the framework for statewide emergency prevention, preparedness, mitigation, response and recovery.⁵¹ The CEMP's scope applies to state agencies, offices, departments, institutions of higher education, commissions, boards, and councils. The CEMP reviews state hazards and response procedures in order to coordinate a broad range of local, state, and federal resources and services most needed during a state of emergency. The CEMP outlines the state's police power authority, participation in interstate mutual aid agreements under RCW 38.10, the Emergency Management Assistance Compact (EMAC), and prerequisites for access to federal disaster recovery programs. The CEMP incorporates mutual aid agreements that jurisdictions or

participating tribes hold to provide emergency aid (pursuant to RCW 38.56.020: Intrastate Mutual Aid System).

Shared services and planning between a base and community represent a critical area of coordination that can help save lives and property in times of emergency. The 2015 NBK JLUS notes and describes this relationship:

Emergency service coordination: *The Navy and local service providers have a history of working together to provide emergency services. NAVMAGII and NBK have mutual aid agreements with surrounding jurisdictions to reinforce capabilities and share resources. In addition, NAVMAGII is incorporated in the Jefferson County Emergency Planning documents and conducts training and emergency response with mutual aid agencies regularly (p. 85).*⁵²

4. Utilities Element

The comprehensive plan utilities element must include the general location, proposed location, and capacity of all existing and proposed utilities, including transmission lines, telecommunication lines, and natural gas lines, among others. The element may also include goals and policies

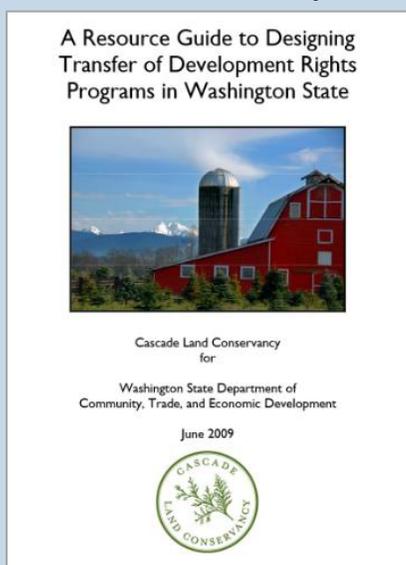


Images: (Left) An oil sheen photographed by a US Coast Guard member during a disaster response overflight to monitor an incident on the Columbia River. Credit: US Coast Guard District 13, (2018), dvidshub.net (Right) Nearly 60 Guardsmen from the 141st Air Refueling Wing (ARW) mobilized to support firefighting efforts in Northport, WA and throughout the region in August 2018. Credit: Staff Sgt. R. M. Lust, (2018), dvidshub.net

⁵¹ Washington State Comprehensive Emergency Management Plan, (2016), <https://mil.wa.gov/uploads/pdf/PLANS/final-wacemp-basic-plan-june2016-signed.pdf>

⁵² City of Bremerton, Naval Base Kitsap Joint Land Use Study, 2015, http://compplan.kitsapgov.com/Documents/KIILJLUS_DRAFT_FullAppendices_2015%2007%2028.pdf

Resource on Transfer Development Rights



“A Resource Guide to Designing Transfer of Development Rights Programs in Washington State,” (2009). Guidebooks and webinars for various planning subjects are available online through Growth Management Services on the Commerce webpage:

www.commerce.wa.gov/serving-communities/growth-management/guidebooks-and-resources/

regarding water and sewer facilities, stormwater, solid waste, electricity natural gas, and telecommunications. Goals typically address capacity, rates and fees, extension of services, sufficient land availability for siting/expansion of facilities, levels of service standards, and other cost strategies and efficiency plans.

Compatibility Insight: Energy Siting

Certain energy projects may pose risks for pilot safety, navigation, and communications in some areas of Washington State. Tall structures may breach low-altitude flight paths, reflective materials like solar arrays can produce glint/glare, and wind

turbines produce electromagnetic interference that disrupts navigation. The DOD has an ongoing process of identifying areas of potential concern related to power generation sites and transmission lines.

Though many projects pose no compatibility risk, early consultation with the DOD is highly recommended for communities or developers considering new energy development, including traditional and renewable energy development or new transmission lines. In Washington State, energy projects have dual tracks for siting—through local/county review or through the State of Washington Energy Facility Site Evaluation Council (EFSEC). The EFSEC website provides energy siting information, including contacts for regional DOD representatives who can provide preliminary consultation for energy developers or others with an interest in an energy project.⁵³

In addition to a preliminary consultation with regional representatives, the DOD Siting Clearinghouse has established a Mission Compatibility Evaluation Process.⁵⁴ Evaluations through the Clearinghouse intend to improve coordination for energy siting as early in a project as possible. Early consultation gives energy proponents the best opportunity to plan around constraints in advance. See Part 3 for more consultation guidance.

5. Rural Element (Counties)

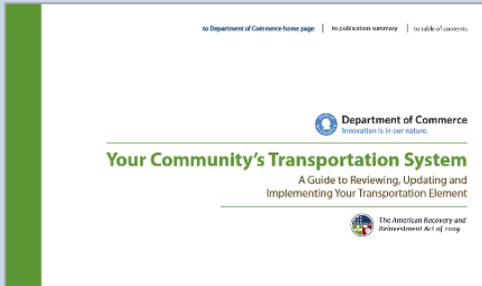
The rural element applies to county lands outside of UGAs that are not designated for urban growth. The rural element is concerned with agriculture, forest or mineral resources. The rural element may allow for limited areas of more intensive rural development, including necessary public facilities and public services.⁵⁵ The rural element preserves working lands, open space, critical areas, surface water, and groundwater resources. While the rural element focuses on protecting against conflicts with agricultural, forest, and mineral resource lands, the objectives may align with compatibility interests.

⁵³ State of Washington Energy Facility Site Evaluation Council. EFSEC. 2019. <http://www.efsec.wa.gov/>

⁵⁴ DOD Siting Clearinghouse Reviews. DOD Siting Clearinghouse. 2019. www.acq.osd.mil/dodsc/contact/dod-review-process.html

⁵⁵ Washington State Legislature, “RCW 36.70a.070(5)(d),” (2018), DVIDsHub.net ID 3899866

Transportation Guidebooks



Your Community's Transportation System: A Guide to Reviewing, Updating, and Implementing Your Transportation Element (2009). Various planning resources are available online through Growth Management Services on the Commerce webpage: www.commerce.wa.gov/serving-communities/growth-management/guidebooks-and-resources/

Compatibility Insight Transfer of Development Rights

Transfer of development rights (TDR) are used to protect agricultural and natural resource lands and historic or cultural resources from adverse impacts related to development by redirecting development from portions of a private landowner's property to another more suitable area. This compatibility tool may be used to serve the needs of a community to protect working lands and rural areas, while also preserving forms of land use that are generally non-interfering to military activities.

Environmental and Resource Industries Goals

The list of thirteen GMA planning goals includes both an environmental and a natural resource industries protection goal. These goals are often addressed in the land use, open space and recreation, and rural elements of the comprehensive plan and critical areas development regulations. Due to the overlapping nature of comprehensive plan topics, consistency of policies and strategies across goals and regulations is important. Plans and local ordinances should maintain and enhance natural resource-based industries, including productive timber, agricultural, and fishery industries. The land use map identifies the location of the designated critical areas and natural resource lands.

Communities utilize the open space and recreation element of their plan to also plan for the

conservation of open spaces as a means to provide environmental services to their communities in the form of clean air and water and wildlife habitat. Economic development in the rural element can support natural resource industries by implementing policies and goals that sustain natural resource-based businesses and the rural lifestyle residents desire. The protection of natural resource lands is of mutual benefit and interest to many military service branches for training purposes, and can be a common interest to explore when conducting compatibility planning.

6. Transportation Element

The transportation element requirements in the GMA contain the most lengthy and detailed requirements specified for any of the elements. The principles for capital facilities generally also apply to transportation. In addition to those, the transportation element includes some of the most detailed coordination requirements.

The basic components of a transportation element are the same as for other capital facilities:

- Goals and Policies
- Inventory of the existing system
- Forecast of future need (ten-year travel forecast)
- Adopted levels-of-service
- Identification of system needs
- Multi-year financing plan

The transportation system functions as a single system that people expect to function as one. However, responsibility for planning and operating the system is spread across state, county, regional and federal governments. The transportation element requirements contain detailed requirements governing how the transportation element is integrated with state and regional transportation planning. The GMA requires local governments to coordinate with the Washington State Department of Transportation (WSDOT). Local plans must be consistent with the state and regional transportation plans. Regional Transportation Planning Organizations (RTPOs) must certify that

local transportation plans are consistent with the regional transportation plans.

A critical step in transportation planning is setting levels-of-service, a standard adopted that defines adequate performance for the transportation system. Jurisdictions adopt levels-of-service for the local transportation network. WSDOT adopts levels-of-service for highways of statewide significance.

Transportation Goal

Regional transportation is one of the several goals included in the GMA, which is stated in RCW 36.70A.020 with the purpose to encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

Example: Joint Traffic Planning

In 2013, the Washington State Department of Transportation (WSDOT), The Federal Highway Administration, Joint Base Lewis-McChord (JBLM), and local jurisdictions conducted a joint study to address traffic congestion on the I-5 corridor, resulting in a plan to address capacity needs in the area near JBLM. Then, in 2017, WSDOT released an environmental assessment for the I-5 JBLM Vicinity Congestion Relief Project.



Source: Washington State Department of Transportation, “I-5 JBLM Vicinity Congestion Relief Project,” (2017), <https://www.wsdot.wa.gov/Projects/I5/JBLM/Improvements/FuturePlans.htm>

Adopting compatibility as a regional priority and incorporating installations and the traffic they generate into regional and local transportation plans will help local governments plan for the traffic generated by bases.

Transportation planning plays a huge role in a city’s development pattern, making this element of particular importance for regional coordination as it has the potential to influence parking, access to essential public facilities, and the way the city integrates with the larger regional transportation system. Transportation systems are expensive community investments and therefore deserve the attention and diligence offered through a coordinated long-range plan to ensure safety and efficiency for local and regional transportation needs and goals.

Compatibility Insight: Traffic Impacts

Military installations generate a significant amount of traffic and must maintain travel times to and from base for mission readiness. These requirements impact local and even regional travel times. Traffic generated by installations located next to urbanized areas and major roads or freeways can severely impact travel on important economic and commute routes, as well as local travel routes. Installations must also guarantee off base personnel maintain consistent and rapid travel times to base. Coordination with local communities and regional transportation planning agencies is critical to maintaining good access to the base from the gate to a service member’s destination.

This coordination should start with forecasting and modeling. Military bases should maintain an ongoing dialogue with local and regional planners so that they know what the military plans for the future of the base. Base populations necessarily ebb and flow unpredictably as missions change in response to emerging threats and commitments. Helping planners anticipate current and future impacts helps define the base, clarifying its place and role among neighbors. The more accurate planners’ traffic forecasts, the better a local network can integrate community and military transportation uses.

The base should also pay close attention to the level-of-service adopted for transportation facilities the base depends on for access. Increased traffic and a

declining level-of-service on key roads serving a base can steadily reduce the size of the commutershed available to base employees given the recall and response time requirements related to base housing.

Mitigating traffic impacts requires early communication, collaboration, and joint planning. Identifying installations as traffic generators in local and regional transportation planning efforts can help establish mechanisms to record and understand traffic impacts and build relationships between installation personnel and local governments to conduct meaningful planning. State, regional, and local transportation planning bodies can also dedicate funding to conduct joint fact-finding and planning. Maps, parcel data, and modeling can also help local jurisdictions understand the impact of installation generated traffic and work with installations from a platform of shared information to address local issues and plan for future needs.

Example: Regional Transportation

Puget Sound Regional Council's (PSRC) VISION 2040 update recognizes the relationship between military installations and regional planning concerns including economic development and transportation. The plan establishes designation criteria whereby installations can be classified as Major Military Installations within the plan. The recognition is expected to produce:

- Ongoing coordination between the military installation, county-wide planning forum, and neighboring jurisdictions regarding planned growth, regional impacts, and implementation of multimodal transportation options.
- Support for multimodal commute planning and mode split goals for installation.
- Completed Joint Land Use Study or similar coordinated planning effort.

Military installations are not subject to local regulation and are not eligible to receive PSRC planning funds. However, inclusion of military installations in the regional planning document enables PSRC and its members to coordinate planning efforts with installations. PSRC's recent

update to acknowledge military installations' impact on regional planning efforts is an example of the kinds of opportunities local governments and regional planning bodies have to work with neighboring installations toward shared goals.⁵⁶

7. Economic Development Element

The economic development element defines local priorities to grow economic prosperity, community vitality, quality of life, and long-term fiscal sustainability. The element may include an economic analysis that explores the community's local economy and its connection with regional and state economies. The element typically contains a summary of community strengths, challenges, and ways to support diversified economic opportunities. This chapter examines income, employment and the workforce, as well as service demands and taxation for residential and commercial lands. Population projections, demographic studies, and housing needs can also be used to determine potential costs and forecast revenues.

Economic Development Goal

RCW 36.70A.020 encourages economic development throughout the State that is consistent with adopted comprehensive plans, promotes economic opportunity for all community members, especially for unemployed and for disadvantaged persons, promotes the retention and expansion of existing businesses and recruitment of new businesses, recognizes regional differences impacting economic development opportunities and growth in areas experiencing insufficient economic growth. Economic growth within these areas must occur within the capacities of the state's natural resources, public services, and public facilities.

Economic development goals can support the timely implementation of infrastructure that supports economic vitality. Comprehensive plan goals can be structured to pursue strategies for diverse local economies through a variety and mix of development types. Other approaches to promote economic development can be addressed through policies regarding infrastructure improvements, urban centers, downtown development, parking and

⁵⁶ Puget Sound Regional Council, "Vision 2040", (2018), www.psrc.org/vision-2040-documents

land use regulations, and zoning for industrial uses, manufacturing and commercial districts. This is another area of opportunity for collaboration with neighboring military installations as access to thriving economic centers serves both our military personnel, families, and county and city residents.

Compatibility Insight: Economic Analysis

An important compatibility goal within an economic development element is to understand the community's sensitivity to mission change and fluctuations in defense spending. This element is an opportunity to perform a thorough and objective cost/benefits analysis of positive and negative economic impacts associated with hosting a military installation and its population. Working together for joint needs saves time and money. Joint coordination can result in fiscal savings when local government officials and military personnel co-plan for projects and share resources. Transportation planning, building and infrastructure maintenance, and construction costs are all examples of work that enhance quality of life for community residents and benefit mission operations and base viability.

8. Parks and Recreation Element

Pursuant to RCW 36.70a.070, the parks and recreation element must implement and be consistent with the park and recreation facilities listed in the capital facilities plan. The element must estimate park and recreation demand for at least a ten-year period. It also must evaluate facilities and service needs and evaluate intergovernmental coordination opportunities to help meet regional parks and recreation demand. With the support of a parks and recreation committee and community input, jurisdictions often use the park and recreation element as an opportunity to develop a comprehensive parks, recreation and open space plan to meet the requirements of the Recreation and Conservation Office (RCO) and become eligible for grant opportunities.

RCO compliant plans must include goals and objectives, an inventory with maps, including a description of the physical setting and conditions,

relevant demographic, program and resource information, a list of proposed capital projects, the supply and condition of existing recreational facilities or opportunities, a public involvement strategy, and the projected annual maintenance and operational costs for each recreational site in the inventory.⁵⁷

Open Space and Recreation Goal

RCW 36.70A.020 defines the open space and recreation goal as retaining open space, enhancing recreational opportunities, conserving fish and wildlife habitat, increasing access to natural resource lands and water, and developing parks and recreation facilities. Parks and recreation are considered a public facility and communities must show they are making appropriate provisions, including the identification of land to serve the public with recreation opportunities. However, the GMA does not specify how the open space and recreation goal should look in a community, so there is variability in approaching open space and recreation planning. It may be in the form of passive recreation and conservation opportunities, or more developed facilities with amenities and infrastructure to support active recreation. It is important for cities and counties to take the time to adequately preserve open space areas and to plan for recreation facilities to meet residents' needs.

Compatibility Insight: Conservation

Conservation programs have potential for aligning open space and recreation goals with compatibility interests. As described in earlier sections, the military may form partnerships under certain federal conservation programs.

9. Port Element

The port element describes the local port's features and future development. The port element is required for cities with maritime port revenues exceeding \$60 million, such as the City of Everett which describes Naval Station Everett (NSE) within their comprehensive plan. Everett's port element describes the Port and activities in proximity to

⁵⁷ See also: *Recreation and Conservation Office manual 2 for a complete list of plan requirements and guidelines.* www.rco.wa.gov/documents/manuals&forms/Manual_2.pdf

NSE.⁵⁸ The element promotes coordination with the Port of Everett and NSE when considering boundary adjustments as part of a comprehensive review of port-related needs. It also cites relevant local, state, and federal regulations relevant to the area, such as US Code (USC) 18, section 1382, which outlaws entry onto a military base without permission from the commanding officer. The element explains:

The adjoining East Waterway is a restricted waterway per Code of Federal Regulations, part 334.1215, including prohibiting recreational uses without the base commander's authorization. (p. 12)

Optional Elements

Communities may choose to include additional elements in their comprehensive plan other than those specifically required by the GMA. All additional elements must remain consistent with the comprehensive plan.

Optional chapters may include special studies, or deal with subjects related to the jurisdiction's physical development, such as conservation, solar energy, recreation, or other local interests. Optional elements can include subarea plans or studies for neighborhoods, rural villages, UGAs, commercial centers, tribal areas, overlay zones, special districts, military benefit zones, or other areas.

A community may decide to prepare an optional element for areas or topics associated with military activities. In addition to addressing civilian-military topics within other elements, the City of Oak Harbor's plan includes a Community Coordination Element that supports coordinated planning between the community and Naval Air Station Whidbey Island (NASWI). The chapter describes the base mission, its role in the area, and acknowledges that Oak Harbor and NASWI "are interconnected by planning issues." The chapter contains policy statements on civilian-military coordination, land use goals, design standards within areas potentially

impacted by Navy activities, and other statements directly related to the other elements of a plan.⁵⁹

Shoreline Management Act

All Washington counties and numerous towns and cities in the State are required to apply the Shoreline Management Act priorities to protect marine waters, wetlands, shorelands, and many lakes, streams and rivers from pollution and uses that could cause harm to shorelines. Jurisdictions are required to develop and implement a Shoreline Master Program (SMP) to generate policies and regulations relating to buffers, setbacks, aquaculture, public access, and other priorities to offer adequate protection from harmful uses. Shoreline management plans are administered by local governments and the program is overseen by the State Department of Ecology. Permits for allowable uses and development will only be issued if they are consistent with the SMP. Pursuant to RCW 90.58.080, SMPs must be updated every eight years to ensure consistency with the SMP guidelines, any changes in laws or rules, and the jurisdictions' comprehensive plan and development regulations.

Periodic Review

The GMA requires local governments to review and update their comprehensive plans and development regulations on a rolling eight-year cycle. Although local governments make changes very year, this periodic update process is a time where they are required to review and update for consistency with state law. Every eight years, local governments start this process by examining their plans and regulations to determine if any changes are needed to maintain consistency with state law. They then make the needed changes.

The periodic review should begin approximately two years before the deadline. This is the best time to reach out to talk about steps they could take as part of the update. Although the periodic update is a good time to reach out, it is not the only time. During the development of a JLUS, identifying steps

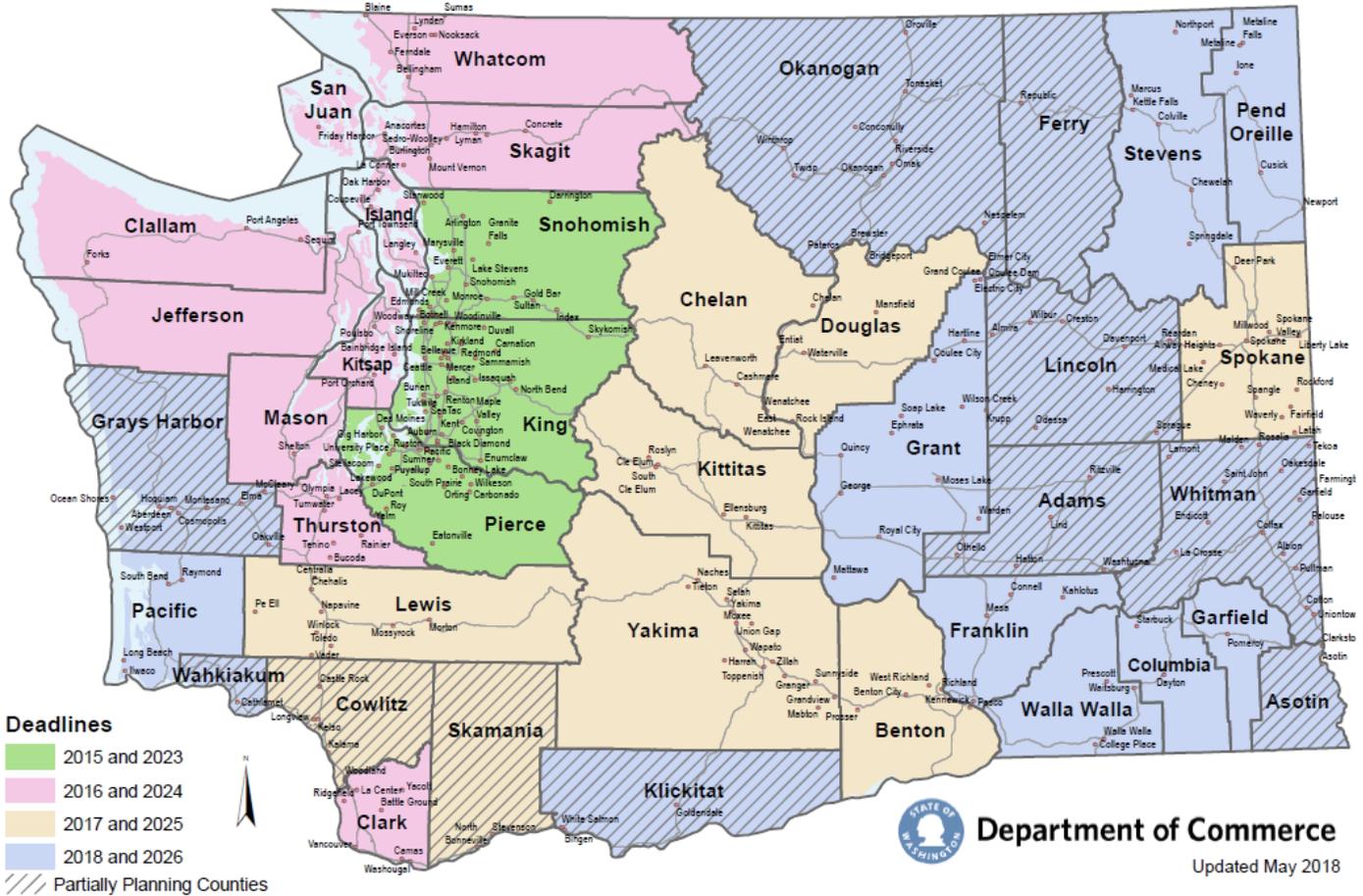
⁵⁸ City of Everett, *Everett Comprehensive Plan, Marine Port Element, 2017*

<https://everettwa.gov/DocumentCenter/View/4866/Chapter-11-Marine-Port-Element>

⁵⁹ City of Oak Harbor. *City of Oak Harbor Comprehensive Plan, Oak Harbor →2036: A Vision for the Future. 2017.*

<http://www.oakharbor.org/page.cfm?pagelid=59>

Figure 25: Growth Management Act Update Schedule: RCW 36.70A.130 (5)



and a timeline for implementation is an important conversation.

Local governments update their plans to implement any changes to the GMA. They also update it to include new data and information. In particular, local governments use the most recent population forecast information from the Office of Financial Management (OFM) to assure that their plans can accommodate the growth forecast for the next 20 years. This includes any changes to land use and zoning, transportation, housing or capital facilities that are needed to provide additional development capacity. Local governments also review and update their critical areas ordinance if new scientific information is available.

Commerce recommends that jurisdictions begin the periodic update two years in advance of the statutory due date. The process usually starts with a review of the plan and development regulations to identify the scope of the update. The jurisdiction will

then use the next two years to work through the identified revisions. If there are changes to local plans that would improve compatibility, especially if there are recommendations from a JLUS that have not been implemented, this scoping process is a good time to raise the issue with the local government and get those changes included in the scope of work for the periodic update.

One preliminary step in the update process sets the 20-year growth target for each jurisdiction in the county. At a county-wide level, local governments come together and agree on a total county-wide

Compatibility Study Implementation

If a jurisdiction has not implemented results from the most recent Joint Land Use Study (JLUS) or other compatibility planning document, the periodic update is a good time to open a dialogue about how to incorporate the findings of the JLUS into the comprehensive plan and development regulations.

Cooperation with Affected Agencies

During the comprehensive planning process, the Planning Enabling Act (RCW 36.70.360) encourages local governments to cooperate with other authorities, departments, and agencies that may also have jurisdiction over the territories or facilities affected by a community's comprehensive plan.

growth forecast and how that forecast is allocated to individual jurisdictions to establish jurisdiction-level growth targets for use during the update. During the development of these targets, military base planners can consider plans for the base and potentially identify if there are changes in progress on the base that communities should consider when developing the regional growth forecast.

Consistency

The GMA requires that the comprehensive plan be internally consistent and all elements of the plan must be consistent with the county or city future land use map. Local jurisdictions shall also ensure that the goals and policies of the comprehensive plan are consistent with their development regulations and effectively implement the vision of the plan. This also applies to critical areas ordinances, which must be reviewed to ensure their consistency with both the development regulations and the comprehensive plan.

Comprehensive plans must be consistent with the plans of neighboring cities and counties, including county-wide planning policies, and in some cases, regional planning organizations and entities plans. The capital facilities plan and its budget must conform to the projects, goals, and policies of the comprehensive plan as well. Local governments must ensure the comprehensive plan is consistent with their other suite of plans and policies, including the emergency management plan, shoreline management plan, level-of-service standards, and proposed locations and public facilities capacity.

Compatibility Insight: Subarea Plans (Example)

Subarea plans focus on smaller areas within a jurisdiction and must be consistent with the comprehensive plan. When subareas involve military and community coordination to identify concerns and recommendations, such plans can provide benefits that are similar to more formal compatibility plans like a JLUS. Some jurisdictions have incorporated nearby military bases within subarea plans or project studies. An example from the City of Everett Central Waterfront Redevelopment Plan (2013) offers several points regarding compatibility with Naval Station Everett.⁶⁰ Following consultation between the city and base, the points reflect input from the commander.⁶¹ The plan's concerns and suggestions include:

- Facilities that manufactures/store flammables or supports aircraft presence, like helipads, would be incompatible in the area.
- [The Port of Everett and NSE share] concern about public access and ability to use the harbor for recreation. They also share concerns about increased opportunities for terrorist threats resulting from higher accessibility.
- Public access and restrictions should maintain a minimum separation from facilities located on base to protect security.
- To protect perimeter security, windows facing Navy property should be opaque, preventing observation of Navy activities.
- Standards should be considered to address noise, glare, and late night operations to prevent impact to Navy facilities.

The plan described a Navy request for security setbacks from their existing buildings and parking areas, consistent with DOD Anti-Terrorism Force Protection policies. Section 5 of the Everett Municipal Code (19.26.020) prohibits "new facilities, including buildings, parking, storage areas and public access trails" from within fifty feet of NSE, though

⁶⁰ City of Everett, *Central Waterfront Redevelopment Plan, 2013 (Ordinance No. 3311-13)*, <https://everettwa.gov/DocumentCenter/View/2880/Central-Waterfront-Redevelopment-Plan>

⁶¹ Department of the Navy, *Letter from Naval Station Everett (Captain M.J. Coury) to the City of Everett, 8/14/2012*, <https://everettwa.gov/DocumentCenter/View/1242/Written-Comments-PDF?bidId=>

roads are allowed.⁶² The plan also recommends certain forms of development proposals be required to provide operations and/or security plans for city and Naval review if they would add marine traffic, increase accessibility to sensitive areas, or emit electromagnetic frequencies. For example, the Everett Municipal Code implements this as a requirement of development approval for new businesses in the Central Waterfront Planning area, providing NSE a minimum review window of fifteen days to comment on the plan.⁶³

Concurrency

Concurrency is a goal of the GMA, and is in place to ensure that adequate public facilities are developed at pace with the needs of a growing population and development demands. The GMA is most specific on level-of-service concurrency and land development as it relates to transportation planning, although some jurisdictions also adopt concurrency standards for public facilities outside of transportation, such as: parks, recreational facilities, waste water treatment, storm water, and schools. The level-of-service standard is typically addressed in the transportation, parks, and capital facilities elements of the comprehensive plan.

Counties and cities should also develop a regulation that is responsible for procedures and processes used to govern concurrency standards. The process is used to determine if public facilities have enough capacity to meet the needs of a proposed development. Some examples of a concurrency management system may include: capacity monitoring, capacity allocation procedures, capacity calculations for proposed and existing developments, consideration of mitigation methods, and a regulatory response for development that would cause concurrency standards to fall below the adopted levels. Concurrency implies that the improvements necessary, or a financial commitment to complete the improvements for the necessary development, are in place within six years.

Concurrency in Transportation

After adoption of the comprehensive plan, local governments must prohibit development that would cause the transportation system to drop below this adopted performance standard. This requirement is referred to as “concurrency” because it required system improvements to proceed concurrent with development. However, concurrency is not required for highways of statewide significance because local governments do not set the level-of-service.

A concurrency management system manages this process and contains the following components. The first step is adopting performance measures and performance targets called level-of-service. This is the benchmark for system performance. Local governments have considerable flexibility in both how they construct the performance measure, and what standard they set for components of the system. Once those targets are set in the plan, the development review process cannot allow conditions to fall below the adopted target. The second, capacity monitoring, tracks and reports the performance and capacity of the systems so that new applications can be tracked against currently available capacity. The third, capacity allocation, allots available capacity to individual project applications and provides applicants with assurance they the needed capacity has been allocated to their project application (RCW 36.70A.070 (6)).



Image: Unity Bridge near JBLM.

Credit: J. Jimnez, DvidsHub.net ID 2024256, (2015).

⁶² City of Everett, *Everett Municipal Code, 19.26.020(5) Setbacks*, (2018) www.codepublishing.com/WA/Everett/html/Everett19/Everett1926.html

⁶³ City of Everett, *Everett Municipal Code, 19.26.020(17) Compatibility with Naval Station Everett*, (2018) www.codepublishing.com/WA/Everett/html/Everett19/Everett1926.html

Conclusion

Compatibility efforts find their greatest success through early and ongoing civilian-military consultation and strong partnerships that underlie the compatibility programs and strategies described in previous sections.

Compatibility Relies on Coordination

Joint planning and conflict resolution depend upon understanding the different roles, limitations, and sources of authority under which military planning and community planning occur. Long-term compatibility and working relationships are not achieved through regulation alone. Mutual commitment and succession planning is central to successful long-term compatibility and partnerships.

Compatibility Issues are Cumulative

Most incompatibility arises over time, through cumulative decisions that introduce greater activity and greater development pressure around a base or within training routes. Adverse impacts are two-way in nature. Incompatibility restricts the military's ability to operate safely and efficiently. For residents, incompatibility brings adverse impacts to quality of life, health, and property values. Incompatibility is also best understood by those who experience impacts directly and can speak to current needs from their perspectives. Land use planning and regulation is one tool available to communities that offers an avenue for addressing these impacts in a participatory way that unfolds through local process.

Mutual Awareness is Essential

Mutual awareness demands early and ongoing civilian-military dialogue and partnership. Compatibility planning takes place at the crossroads of state-local and federal-military planning regulatory frameworks, requiring mutual awareness of where they align and differ. At its best, joint-planning is proactive and can realize benefits for both a community goals and military missions. There is opportunity to find and pursue shared goals in innovative ways through coordinated civilian-military planning.

A general awareness of the sources and limitations of authority for the community's local land use and the military's mission requirements is the basis for communicating through complex compatibility

issues. This means familiarity with Washington State comprehensive plan components, update cycles, development regulations, local zoning, permitting, environmental protections, shoreline management, and public process. It also means familiarity with military decision-making for bases and ranges, mission assignments or changes, installation management, project planning, and communication protocols.

Early and Ongoing Communication

Compatibility planning works best with early and ongoing communication between community and base planners. For instance, with regular back and forth consultation, community planners will become familiar with local base flight operations, details related to the flight mission, the uses and types of aircraft used for training, and what that means in terms of sound, accident potential zones, and other safety or public health concerns. Likewise, the base planner can be informed of capital facilities or land use projects with ample time to communicate and address any concerns.

Communication at different levels is paramount for finding solutions to shared issues and pursuing compatibility in the long-term. Residents and military base personnel are encouraged to engage as stakeholders within the local government processes that shape area land use, and to communicate about developments affecting their shared environment.

Partnership is the Foundation for Success

Community and military partnership is critical for identifying what military actions conflict with civilian interests, and military participation is vital for communicating mission requirements, and what local actions pose risks to ongoing personnel training and base viability.

Intergovernmental partnerships and public process are vital to knowing and addressing mutual needs. Intergovernmental partnerships are the formalized

means to ensuring compatibility issues can be addressed over time, especially in the face of changing conditions. Intergovernmental partnerships also provide the authority and shared resourcing necessary to examine existing conditions, engage in joint-planning, and implement compatibility practices appropriate to each unique setting.

Regional partnerships can address multi-jurisdictional compatibility issues, like traffic, transportation infrastructure, investment, and long-range regional planning. Conservation partnerships involving local governments, tribes, local conservation groups, and private property partners can be highly valuable when they can align mutual interests in local interests in habitat protection, working lands preservation, and mission sustainment.

Formalized Communication is Valuable

Communication models can be formalized through mechanisms such as memorandums of understanding and intergovernmental agreements. Longstanding partnerships with staff and leaders committed to effective communication protocols can ensure the success of informal or formal agreements, leading to a positive experience through sharing information and resources. Over time, close working relationships establish trust and build rapport that, with commitment to partnership, can be sustained in the face of turnover and changing dynamics in the community and installation operations.

Joint-Planning can bring Opportunity

Ongoing coordination is key to identifying problems and finding innovative opportunities. Often, projects may be out of reach if one partner were to attempt it independently, but with shared decision making and accountability, risk can be lessened, efficiencies are made, and compatible goals are attained. There are many examples of shared services where cost savings can be made including, transportation systems, sanitary and water treatment, waste and disposal services, utilities, and infrastructure maintenance.

Joint planning streamlines project planning and implementation processes saving time and money for both sides. Mutual goals offer opportunities for civilian and military facilities and infrastructure needs to be budgeted with clear strategies to address shared risks and costs.

Civilian-military coordination can improve local emergency response through shared equipment, training, and planning efforts. Civilian-military communication and commitment can mean addressing emerging issues important to community health, such as water quality and long-term water availability. Shared resources and access to skilled personnel—both from the community to the installation and from the military to the community—can mean greater local capacity to provide for health, safety, and general welfare of civilian and military community members.



Images: (Left) A volunteer from Central Washington Mountain Rescue watches a US Army Air Ambulance Detachment during a joint-training exercise at Yakima Training Center. Credit: B. Harris, (2016), dvidshub.net (Right) Sailors of the USS John C. Stennis overlooking Puget Sound waters. Credit: A. Akre, (2017), dvidshub.net

Part 3: Implementation Toolkit

Introduction

Part 3 serves as a toolkit to assist with compatibility planning and implementation, with informational resources to be used by community members, local planners, and military planners.

Resources and Reference Content

Local Examples and Sample Policies

Local examples in this section show how some communities have integrated compatibility within comprehensive plans and land use regulations. This section also provides sample policies and materials for general reference.

Checklists and Worksheets

This section contains checklists and worksheets to support early and ongoing communication in military and community compatibility planning.

Consultation Guide

This section is organized by the major installation and provides contact information for the installation and surrounding local governments. It also includes contact information for other major defense

organizations or groups working on compatibility mentioned in this Guidebook. This guide intends to point people toward helpful resources. Appendix A is a glossary of commonly-used acronyms in compatibility planning. This will help explain terms used in this Guidebook and in common planning documents.

Appendix A: Glossary

Appendix A is an index of terms and acronyms related to compatibility planning.

Appendix B: Quick-Reference Policy Guide

Appendix B is an index of Washington State and federal-level laws and regulations related to various compatibility planning topics.

Local Examples and Sample Policies

The following examples feature how some communities integrate compatibility into their local land use context. Case examples and sample language in this section offer information for general reference purposes only and do not represent universally-applicable models. Policy language should always be specifically drafted for the individual community with respect to local needs in the public process.

Compatibility in Comprehensive Plans

Several Washington State communities coordinate planning with the military service branches that operate nearby. The following examples show how some communities in the area include compatibility within comprehensive plans.

Communities in Pierce County

Pierce County jurisdictions integrate goals for compatibility throughout their comprehensive plan elements.⁶⁴ Examples from the “County-wide

⁶⁴ Pierce County, Washington, “County-wide Comprehensive Plan with all Community Plans,” (2016), www.co.pierce.wa.us/950/Comprehensive-Plan

Comprehensive Plan with all Community Plans” includes:

- A community profile listing the military among county industries (p. 1-4).
- Description for civilian and military airports as features of local aviation (p. 2-76; p. 12-12).
- A compatibility subsection in Pierce County’s Land Use Element (p. 2-78).
- Inclusion of military and veterans as part of local households, incomes, industry, and workforce (p.p. 6-3—6-7; F-165; G-106—G-107).
- An “Economic Vitality” goal to “Support work to enhance the military value of Joint Base Lewis-McChord” (p. 6-13).
- Military base inclusion in multi-modal transportation systems and inventories (p. 12-6; 12-96; 12-101)

Pierce County’s comprehensive plan acknowledges the military among local industries within the community profile portion of the introduction and includes a section of compatibility-related land use goals and policies.⁶⁵ The language below is from the Land Use Element, pages 2-78—2-80.

Excerpt: Pierce County Land Use Element

Military Land Designation and Compatibility

Pierce County is engaged in a collaborative planning effort involving Joint Base Lewis McChord and local governments surrounding this military installation. The goal of this effort is to encourage compatible development and redevelopment in surrounding areas. The effort is designed to balance the sustaining the local military mission with long term community land use needs. The policies represent Pierce County’s commitment in support of this effort.

Two land use designations have been established to recognize federal and state military installations within unincorporated Pierce County. These designations are not intended as an

attempt to govern land use activities, rather as a mechanism to recognize the presence of military lands within unincorporated Pierce County.

GOAL LU-105 Recognize the unique character of land uses associated with military operations and support structures.

LU-105.1 Designate the portions of Joint Base Lewis-McChord and Camp Murray that contain urban level of services and characteristics as Urban Military Lands.

LU-105.2 Designate the portions of Joint Base Lewis-McChord that lie outside the UGA as Rural Military Lands.

LU-105.3 The application of the Military Lands designations shall be consistent with official federal and state military installation master plans.

GOAL LU-106 Provide the military installations with opportunities to participate in the review and development of land use programs, policies, and decisions that affect them.

LU-106.1 Consider the military installations as an affected agency for land use planning decisions.

LU-106.2 Invite the military to participate as members on growth management committees.

LU-106.3 Provide opportunities for the military to participate in local and regional planning issues and programs.

LU-106.4 Establish periodic meetings of elected local, state, and federal officials and military commanders on growth management issues of mutual concern.

LU-106.5 Environmental policies adopted by the military should continue to reinforce the environmental policies of surrounding jurisdictions.

LU-106.6 Comprehensive Plan policies pertaining to environmental issues should agree with and not degrade the environmental policies of the military installations.

LU-106.7 Consider amendments necessary to provide consistency and compatibility between the County’s Comprehensive Plan, Development

⁶⁵ *Pierce County, Washington, “Pierce County Comprehensive Plan,”*(2016), www.co.pierce.wa.us/950/Comprehensive-Plan

Regulations, and the Joint Base Lewis-McChord (JBLM) Joint Land Use Study (JLUS) upon completion of the JLUS which is anticipated to occur in October 2015.

GOAL LU-107 Recognize the possibility of military lands reverting back to Pierce County.

LU-107.1 If military lands revert back to Pierce County, the County should adopt interim regulations that restrict development of the reverted property until such time a sub-area plan is adopted.

LU-107.2 The County should coordinate with adjacent cities and towns to identify the desired character of the reverted property.

GOAL LU-108 Recognize aircraft noise as a health impact and an environmental constraint when developing land use classifications and regulations.

GOAL LU-109 Recognize safety issues associated with training, artillery, and small-arms activities on Joint Base Lewis-McChord.

LU-109.1 Future construction adjacent to the installation should provide for fire protection at Fort Lewis boundaries.

LU-109.2 Incorporate the Installation Compatible Use Zone Study (ICUZ) noise contour maps and the "Recommended Land Uses for Installation Compatible Use Zone (ICUZ)

Program Noise Zones" for Noise Zone II.

LU-109.3 Prohibit the following land uses within Noise Zone II:

LU-109.3.1 New residential uses, unless the design of the structure and general site plan incorporate noise-reduction measures to meet the Department of Housing and Urban Development (HUD) standards;

LU-109.3.2 Public services and quasi-public services such as hospitals, public meeting rooms, and libraries, and cultural, recreational, and entertainment land uses, unless the design of the structure and general site plan incorporate noise reduction measures to meet HUD standards; and

LU-109.3.3 Schools, daycare facilities, and other facilities which incorporate outside activities.

LU-109.4 Direct the following land uses away from property abutting the installation boundary:

LU-109.4.1 High density residential;

LU-109.4.2 Public buildings (such as schools, medical facilities, public meeting facilities, and churches); and

LU-109.4.3 Cultural facilities.

LU-109.5 Cooperate with Joint Base Lewis-McChord and Camp Murray in developing plans for circulation improvements in and around the installations.

LU-109.5.1 The viability of cross-base corridors (arterial or highway) should be determined on the basis of detailed studies of population projections, military mission, land availability, land use projections, and environmental analysis of alternative routes and corridors.

LU-109.5.2 Plan public services, transportation, land use, and other decisions on the ability of the public transportation network to meet access needs without depending on military roads.

LU-109.5.3 Cooperate in the development of mitigation plans for military road closures that affect public use.

Example: Thurston County

Thurston County has included compatibility in Land Use Element within the process of updating the comprehensive plan.⁶⁶ The draft land use element:

- Inventories military lands ("Military Reserves") alongside other land use categories (p. 2-12).
- Includes the military base within the description of public land designations (p. 2-23).
- Recognizes the presence of the base and defines the bounded area designated as "Military Reservation" (p. 2-24).
- Describes the base's location, background, acreage, training activities, and noise

⁶⁶ Thurston County, Washington, "The Comprehensive Plan," 2018. www.thurstoncountywa.gov/planning/Pages/comp-plan.aspx

- exposure “that may be incompatible with some land uses” (p. 2-37).
- Describes low-density uses that are “generally compatible” with operations, stating “Open space, agriculture, and low-density uses adjacent to military activities can provide a buffer that protects surrounding areas from the nuisance and safety risks of military operations” (p. 2-37).
- Describes that “In 2015, the South Sound Military and Communities Partnership (SSMCP) conducted a JBLM Joint Land Use Study” and discusses recommendation for compatibility, communication, habitat preservation, and noise concerns (p. 2-37)

Excerpts: Thurston County Comprehensive Plan—September 2018 Public Draft
(Land Use Element)

MILITARY RESERVATION	
Purpose	To recognize the Joint Base Lewis-McChord (JBLM) military base and its military mission of training and national defense.
Definition and Characteristics	This designation comprises that portion of the JBLM military base located in Thurston County. These lands are owned by the federal government for the purpose of military training and national defense. Secondary uses are timber production and open space.
Locational Guidelines	This designation should include only those lands within the boundaries of the JBLM military base.

(p. 2-24)

Land Use

THURSTON COUNTY COMPREHENSIVE PLAN

September 2018 Public Draft

C. JOINT BASE LEWIS-MCCHORD

Joint Base Lewis-McChord (JBLM), the largest military installation on the west coast, is located east of Lacey and north of Yelm, straddling the Thurston and Pierce County boundary. JBLM was established in 2010, with the combination of Fort Lewis and McChord Air Force Base into a single unit. The base encompasses over 90,000 acres, approximately one-fifth of which is located within Thurston County. While most of JBLM’s infrastructure, including the McChord Airfield, is located in Pierce County, areas of the base within Thurston County are used for training operations, including at night. Some land within the county near JBLM is regularly exposed to noise levels that may be incompatible to some land uses (see Map L-3).

Noise Zone ²¹	Decibel Level (dBA)	Land Use Recommendation
I	< 65	Generally acceptable with any residential or noise sensitive uses.
II	65-75	Normally not recommended with residential or noise-sensitive uses.
III	> 75	Not recommended for residential or noise-sensitive uses. No areas of Zone III in Thurston County.

Most of the land adjacent to JBLM in Thurston County is in the unincorporated rural county, and is designated for low density residential or resource use, which is generally compatible with these operations. Open space, agriculture, and low-density uses adjacent to military activities can provide a buffer that protects surrounding areas from the nuisance and safety risks of military operations.

In 2015, the South Sound Military and Communities Partnership (SSMCP) conducted a JBLM Joint Land Use Study; one of the goals of that effort is protecting public health, safety, and welfare of the civilian and military communities by promoting safe and compatible growth. Recommendations from the JLUS study include encouraging land uses that are compatible, acceptable, and feasible in the vicinity of the military airfield ranges, increasing communication between military and jurisdictional planners, seeking creative solutions to preserve habitat for threatened and endangered species, as well as addressing noise concerns from aircraft and training operations.

(p. 2-37)

Example: City of Tacoma

The City of Tacoma discusses Joint Base Lewis McChord and its personnel within Chapter Six: Economic Development.⁶⁷ The Economic Development Element:

- Lists JBLM among its diverse industry sectors (p. 6-3).
- Adopts Policy EC-3.7 to facilitate programs supporting “small businesses and

entrepreneurs, particularly minority-women-owned businesses and military personnel” (p. 6-11).

- Citing the 2015 JLUS, it identifies JBLM as “the largest employer in Pierce County and the second largest employer in the state, as of 2012” and notes military contract spending (p. 6-22)

Excerpts: City of Tacoma Economic Development Element



Representatives from JBLM’s four military services tossed simultaneous first pitches during the Tacoma Rainiers’ annual military appreciation at Cheney Stadium

two Manufacturing Industrial Centers. Understanding where industries are concentrated within the City has implications on how to plan for their needs and future growth. Examples include transportation infrastructure needs and impacts, the ability for people to live and work within their neighborhoods and residents’ access to basic needs and services.

The areas surrounding Tacoma also heavily influence the City and its industries. A significant employment center of note is Joint Base Lewis-McChord (JBLM). Though outside of Tacoma city limits, according to the recent JBLM Joint Land Use Study, it was the largest employer in Pierce County and the second largest employer in the state, as of 2012. JBLM employed around 75,000 military and civilian workers in 2013 and, in 2014, had contracts totaling over \$228 million with private firms located within Pierce County, primarily for construction services.

(p. 6-22)

The goals and policies in this chapter convey the City’s intent to:

- Diversify and expand Tacoma’s economic base to create a robust economy that offers Tacomans a wide range of employment opportunities, goods and services; leverage Tacoma’s industry sector strengths such as medical, educational, and maritime operations and assets such as the Port of Tacoma, Joint Base Lewis McChord, streamlined permitting in downtown and excellent quality of life to position Tacoma as a leader and innovator in the local, regional and state economy.

(P. 6-3)

⁶⁷ City of Tacoma, Washington, “One Tacoma Plan: Economic Development,” (2017), www.cityoftacoma.org/government/city_departments/planning_and_development_services/planning_services/one_tacoma_comprehensive_plan

Integrating Military Training Routes

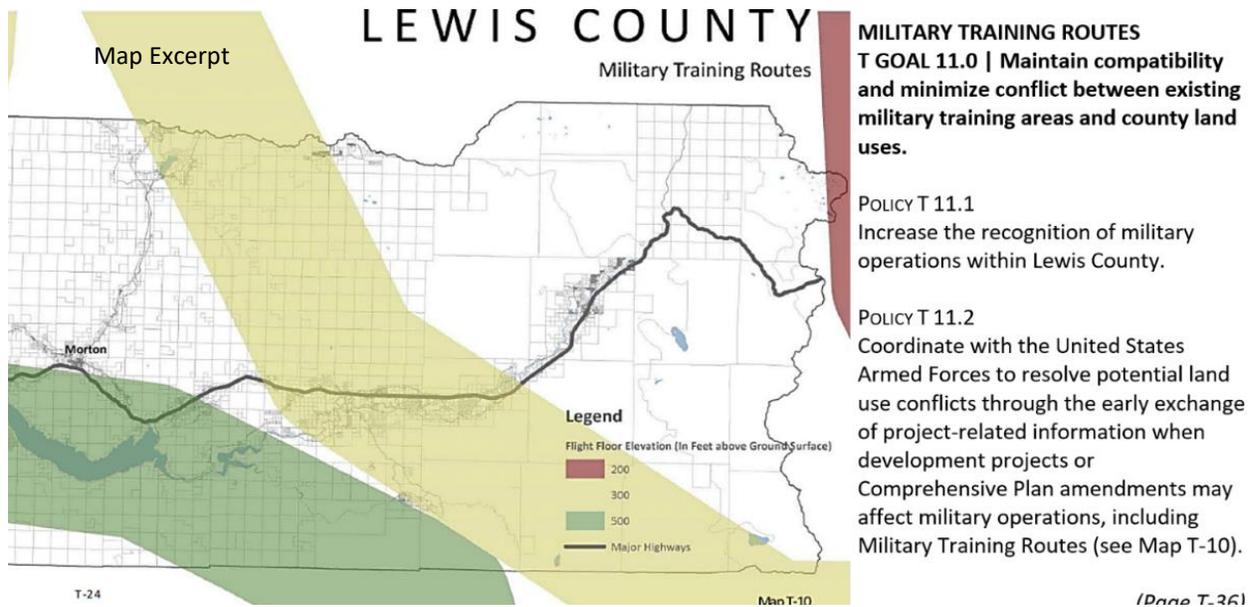
Integration of MTRs in local plans—including policy text with maps—represents a best practice in Washington State that preserves flight safety and offers clarity for planning or development projects.

Example: Lewis County Airspace

Lewis County does not host a military base, but has low-altitude airspace important to military operations and training. Lewis County integrated MTRs within the Transportation Element of the comprehensive plan,⁶⁸ including maps from data provided by Navy Region Northwest (NRNW). Lewis County's example:

- Adopts policies to recognize military operating areas in the jurisdiction and to coordinate with the military for early and ongoing information exchange regarding
- development projects and changes to comprehensive plans or codes within military operating areas.
- Adopts compatibility with military operating areas as a planning goal with related policies, and uses maps to show and describe forms of military activities occurring within the jurisdiction.
- Discusses military compatibility alongside other relevant land use subjects, in this case, airport facilities and transportation. It also discusses the connection between compatibility and safety for residents and military personnel.
- Identifies land use policies that align with FAA regulations and discourages development in approach zones or high noise areas near (civilian and military) airfields.

Excerpt: Lewis County Comprehensive Plan Transportation Element



⁶⁸ Lewis County, Washington, "Lewis County Comprehensive Plan," (2018), <https://lewiscountywa.gov/communitydevelopment/comprehensive-plan>

Example: Benton County Comprehensive Plan

Benton County’s comprehensive plan defines compatibility in the context of planning.⁶⁹ Benton County does not host a major DOD base, but is home to the Department of Energy (DOE) facility at Hanford and contains airspace the Navy uses to train pilots in low-altitude maneuvers. Benton County’s example:

- Adopts compatibility with military training routes as a planning goal, with a brief example of industrial zone incompatibility impacts to residential areas to explain military compatibility.

- Describes the value of having buffers or transition areas between incompatible uses, and explains in plain terms what activities the military must perform in the operating area, and why.
- Describes incompatibility as development or activity hindering military training route function.
- References the GMA statement of significance for military compatibility and provisions on military consultation and compatibility.

Excerpt: Benton County Land Use Element

Compatibility is based on the intensity of land uses. Generally speaking, the most intense use is industrial due its operational impacts (e.g., noise, light, dust), supporting facility needs, and overall land impact. Natural areas are considered the least intense as there are no developments or improvements on such areas. Therefore, a low density residential area next to a heavy industrial land use would be considered incompatible because of the negative impacts industrial uses may have on the residential areas. Appropriately designed buffers, landscaping, and transition areas between uses should be considered between incompatible land uses.

3.2.1.1 Military Training Routes

When planning for new development within Benton County, it is important to consider the critical role of military training areas in support of national defense. Within Benton County there are several military training routes that function as ‘highways in the sky’ used by military aircraft to practice high- and low-altitude training exercises and to traverse between military installations. Any development or new construction that seriously impacts or hinders the military training routes’ function and viability is considered incompatible land use. Future land use compatibility planning must be an overarching goal of the Comprehensive Plan.

The GMA requires the County to provide notice to the military when it intends to amend its “comprehensive plan or development regulations to address lands adjacent to military installations to ensure those lands are protected from incompatible development.” Per the RCW 36.70A.530:

1. Military installations are of particular importance to the economic health of the state of Washington. It is a priority of the state to protect the land surrounding military installations from incompatible development.
2. A comprehensive plan, amendment to a comprehensive 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.

(p. 33)

⁶⁹ Benton County, Washington, “Benton County Comprehensive Plan,”(2018), <https://bentoncounty.municipalcms.com/files/documents/2017CompPlanUpdate-Feb2018MainDocApxA129020130020718PM.pdf>

Compatibility in Local Code

The following examples highlights development regulations and zoning code language that implement JLUS and AICUZ recommendations and maintain consistency with comprehensive plan goals and policies to ensure compatibility with nearby military installations.

Example: Everett Municipal Code

The City of Everett integrated compatibility within the Everett Municipal Code, in section 19.26.020 Regulations for M-2 zoned properties locate4d in the Central Waterfront Planning Area.⁷⁰ The code addresses security concerns and port activity in the vicinity of the base.

Excerpt: Everett Municipal Code— Compatibility with Naval Station Everett

17. Compatibility with Naval Station Everett.

- a. Any development that is on a lot within two hundred feet of Naval Station Everett or has frontage on the shoreline shall coordinate with Naval Station Everett on security and public safety issues. A comprehensive security and public safety plan must be submitted to the city at time of land use permit review. Naval Station Everett shall be provided at least fifteen days to review and comment on the plan. The planning director is authorized to establish conditions that address potential security impacts upon Naval Station Everett.
- b. Any business in the M-2 zoned portion of the Central Waterfront Planning area that generates electromagnetic radiation (EMR) shall coordinate with Naval Station Everett. An EMR frequency spectrum plan must be submitted to the city at time of land use permit review. Naval Station Everett shall be provided at least fifteen days to review and comment on the plan. The planning director is

authorized to establish conditions that address potential EMR impacts to Naval Station Everett.

c. Any development that generates marine traffic must coordinate with Naval Station Everett. A port operations plan must be submitted to the city at time of land use permit review. Naval Station Everett shall be provided at least fifteen days to review and comment on the plan. The planning director is authorized to establish conditions that address potential impacts from marine traffic on Naval Station Everett.

d. All windows on north facing facades within one hundred feet of Naval Station Everett shall be translucent (does not allow views to Naval Station Everett).

Example: City of Airway Heights Code

The City of Airway Heights used their 2009 JLUS study with Fairchild Air Force Base to develop a chapter of their development regulations that specifically address compatibility planning issues concerning nearby FAFB. Airway Heights Development Code, Chapter 17.16⁷¹ regulates to “prevent incompatible uses,” aviation hazards, “optimize the mission profile,” and protect area residents’ health and safety. The following is a summary of various components in the code:

Definitions: FAFB Military Influence Areas (MIA), refer to the area under influence of FAFB’s current and future (potential) mission profile. The City defines three MIAs. MIA 3/4 is shown on the zoning map and based on the 2009 JLUS and sound contours based on the 1995 AICUZ.

Purpose and intent, and applicability: The regulations are to effectively implement RCW 36.70A.530 and encourage compatible land uses near FAFB (17.16.010). The chapter applies to properties under the influence of FAFB with

⁷⁰ City of Everett, *Everett Municipal Code*, November 7, 2018

www.codepublishing.com/WA/Everett/html/Everett19/Everett1926.html

⁷¹ City of Airway Heights, *Airway Heights Municipal Code*, (2012),

www.codepublishing.com/WA/AirwayHeights/#!/AirwayHeights17/AirwayHeights1716.html#17.16

additional land use standards on development than those found in underlying zones of the City code (17.16.020).

Adoption of Spokane County JLUS Regulations, FAFB Overlay Zone: Adoption by reference of the Spokane County “FAFB Overlay Zone” (FAFBOZ) (17.16.030).

Airspace and land use safety areas: Establishing the following airspace and land use safety areas: primary surface, approach-departure clearance surface, transitional surfaces, inner horizontal surface, conical surface, outer horizontal surface, clear zone, accident potential zone I & II, and military impact area(s), (17.16.040).

General use, Height, and approach-departure clearance surface restrictions: Prohibits use of land in the airspace and safety areas under certain circumstances (listed in 17.16.050); Prohibits structures and vegetation from being constructed, altered, maintained or allowed to grow in any air space, with a list of items that are exempt. Example: structures necessary to military operations (17.16.060). Authority for planning director to grant height exceptions after the review of a development proposal, if the application meets certain criteria (17.16.070). Building permits will not be issued until final site development plans are approved (17.16.080).

JLUS accident potential zone I & II and clear zone restrictions: Acceptable uses and density restrictions for residential, manufacturing, trade, services, cultural, entertainment, and recreational, resource production and extraction, and other use categories (Chapters 17.16.090, 17.16.100, 17.16.110).

Land use restrictions in accident potential zone table notes on compatibility and energy siting: “Development of renewable energy resources, including solar and geothermal facilities and wind turbines, may impact military operations through hazards to flight or electromagnetic interference. Each new development should to be analyzed for compatibility issues on a case-by-case basis that considers both the proposal and potentially affected mission” (17.16.110).

Military impact areas: A table of land use regulations in noise zones, with land use

Figure 26: Table featured in the City of Airway Heights Development Code (17.16)

17.16.110 Table 1. Land Use Restrictions in APZs					
SLUCM NO.	LAND USE NAME	CLEAR ZONE	APZ-I	APZ-II	DENSITY
10, 11	Residential, household units				
11.11	Single units: detached	N	N		N
11.12	Single units: semi-detached	N	N		N
11.13	Single units: attached row	N	N		N
11.21	Two units: side-by-side	N	N		N
11.22	Two units: one above the other	N	N		N
11.31	Apartments: walk-up	N	N		N
11.32	Apartment: elevator	N	N		N
12	Group quarters	N	N		N
13	Residential hotels	N	N		N
14	Mobile home parks or courts	N	N		N
15	Transient lodgings	N	N		N
16	Other residential	N	N		N

compatibility day-night average sound level and community noise equivalent levels (17.16.120).

Use determinations: Any uses not listed will be administratively classified by comparison with other uses in the Land Use Compatibility Table (17.16.130).

Compatible uses and densities: Specifies additional requirements and density maximums for uses allowed in military influence areas, including the following use and activity categories: residential densities, high-intensity nonresidential uses, low-intensity nonresidential uses, vulnerable occupant uses, critical community infrastructure, hazardous uses, and accessory uses (17.16.140).

Day-night sound level (LdN): Specifies maximums and permitted uses for sound contours for vulnerable occupant uses, where the majority of occupants are children, elderly or disabled or have reduced mobility, such as daycares, schools, hospitals, adult care facilities, retirement homes, nursing homes, convalescent homes, and assisted living care residences. Conditional use permits are required for any use proposed in a sound contour exceeding 64 LdN (17.16.140).

Review of permitted uses and conditional use permits locating in Military Influence Area 3/4: The director may require a detailed site development plan for the department or hearing examiner to determine if the proposal is compatible with current and future operations of FAFB and the requirements of the chapter. The Director or Hearing Examiner will seek comment and recommendations from the FAFB installation commander (17.16.150).

Reasonable conditions may be required with the conditional use permit to assure compatibility with FAFB. Some examples include: the establishment of buffers, structural designs, birdlife suppression, vegetation removal and limitations on vegetation heights, sound attenuation, and air emissions abatement.

Exemptions in Military Influence Area 3/4, Chapter: Facilities, devices, and aviation industry related maintenance approved by the FAA and DOD may be exempt from the provisions of the Fairchild Overlay Zone, when permitted in the underlying zone, and meet other safety and compatibility requirements (17.16.160).

Conflict with underlying zone requirements: When a requirement from this chapter overlaps or is in conflict with underlying zone requirements, the most restrictive requirement applies (17.16.170).

Example: Military Overlay - Code Language, City of Spokane

The City of Spokane's Municipal Code, Chapter 17.C.182⁷² includes elements in their code related to compatibility planning within Fairchild Overlay Zones. A few sections have been highlighted below with some text provided. The code covers topics including but not limited to:

- Applicability and appropriate protections.
- Military airspace, established influence areas, and height restrictions and exceptions.
- General use restrictions and exemptions.
- Compatible uses and densities, including residential, non-residential, hazardous,

critical communities, high and low intensity use.

- Permitted and prohibited uses in Accident Potential Zones and Clear Zone special considerations.
- Noise Impact Areas and noise reduction features and plans.
- Birds/aircraft strike hazard requirements
- Notification requirements.

Excerpt: Military Overlay Code - Language, City of Spokane (continued)

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. *(continued)*

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. *(Continued)*

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

⁷² City of Spokane, Spokane Municipal Code, (2012), <https://my.spokanecity.org/smc/?Chapter=17C.182>

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. *(Continued)*

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). *(explained)*

B) Limited Uses (L). *(explained)*

C) Conditional Uses (CU). *(explained)*

D) Uses Not Permitted (N). *(explained)*

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.

TABLE 17C.182-1 ACCIDENT POTENTIAL PERMITTED USES			
Use is: P - Permitted N - Not Permitted L - Allowed, but with Special Limitations CU - Conditional Use Review Required	Accident Potential Zones (APZ)		
	Clear Zone	APZ-I	APZ-II
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]

Example: Zoning Code, Spokane County

Spokane County Zoning Code, Chapter 14.702A,⁷³ discourages incompatible land uses near FAFB. The code implements an AICUZ Study, JLUS, and the comprehensive plan. Here is a summary of Spokane County's FAFB Overlay Zone Code:

- 14.702A.710 Fairchild AFB Required Review: The County Building and Planning Department shall request comment from FAFB officials and may apply reasonable conditions of development based on written recommendations from FAFB. For more details see County Zoning Code.
- 14.702A.810 Avigation Easement Required: Prior to a building permit being issued within a Military Influence Area, an avigation easement with approval by the Department and in consultation with FAFB and the property owners is required, and must be recorded with the Spokane County Auditor's Office prior to finalization.
- 14.702A.910 Notification of Military Aircraft Activity Required – Land Use Actions: Requirements for language to be used on title notices recorded with the Spokane County Auditor and subdivision site plans.
- Required title notice language: "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."
- 14.702A.920 Real Estate Transaction and Lease Notice Required: Owners of residential rental or lease housing in Military Influence Areas must provide written notice (Aviation Activity Notice) disclosing the close proximity of the property to FAFB and acknowledge routine overflights by military aircraft and the experiences associated with them. The notice must be signed by the renter or lessee prior to signing a lease.

Excerpt: Zoning Code, Spokane County

14.702A.100 Purpose and Intent

It is the purpose of this chapter to discourage incompatible land uses in the vicinity of Fairchild AFB consistent with the recommendations of the Fairchild AFB 2010 Joint Land Use Study, Air Installation Compatible Use Zone Study (AICUZ) and the Goals and Policies of the Comprehensive Plan.

Fairchild Air Force Base (FAFB) 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, periodic visits by aircraft from other military air installations.

It is recognized that FAFB 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 Spokane County's economy, while enhancing the security of the United States.

The Fairchild Air Force Base Overlay Zone (FOZ) regulations herein are intended to discourage incompatible land uses in the vicinity of Fairchild AFB based on the findings:

- a. It is necessary to discourage new development and activities near Fairchild AFB which could create significant airport 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 impair the utility of Fairchild AFB and the public investment therein.

(Continued on next page)

⁷³ Spokane County Department of Building and Planning, "Spokane County Zoning Code," (2016), www.spokanecounty.org/DocumentCenter/View/1216/Spokane-County-Zoning-Code-PDF?bidId

Figure 27: Zoning Code, Spokane (image modified from Chapter 14.70A.320 Height Restrictions)

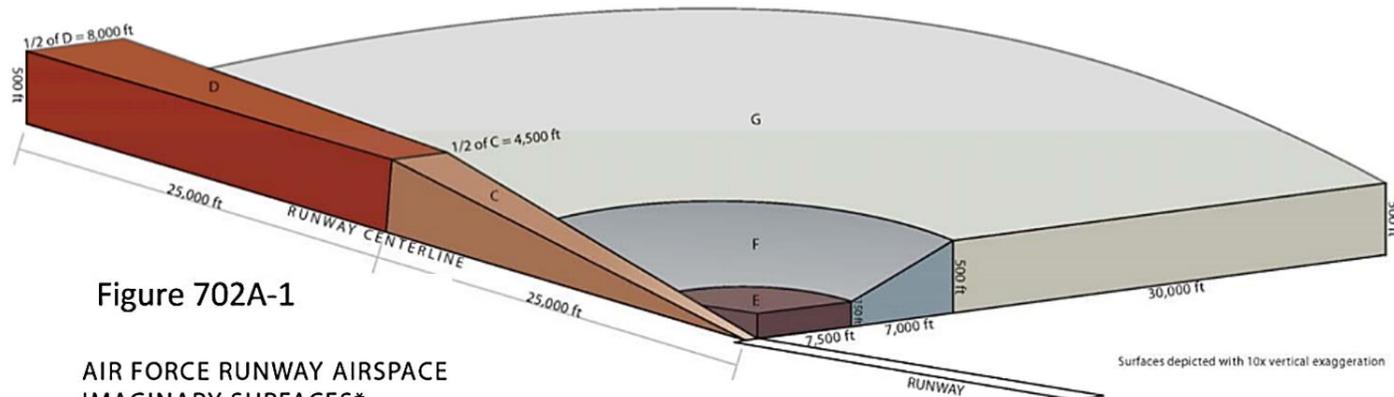


Figure 702A-1

**AIR FORCE RUNWAY AIRSPACE
IMAGINARY SURFACES***

- | | | | | | |
|---|--|---|--|---|---|
| A | Primary Surface (not shown) | E | Inner Horizontal Surface
(150 ft Elevation) | H | Transitional Surface (not shown) |
| B | Clear Zone Surface (not shown) | F | Conical Surface
(20:1 Slope Ratio) | I | Not used |
| C | Approach-Departure Clearance Surface
(50:1 Slope Ratio) | G | Outer Horizontal Surface
(500 ft Elevation) | J | Accident Potential Zone (APZ) (not shown) |
| D | Approach-Departure Clearance Surface
(Horizontal) | | | | |

*Reference: Department of Defense (DoD) Unified Facilities Criteria (UFC) 3-260-01, Table 3-7, portion of Table related to a Class B Runway

- b. It is recognized that Fairchild Air Force Base is a key element of a strong economic base for Spokane County and that it is essential that it be protected from incompatible land uses and hazardous encroachments that would cause curtailment of the Base mission or even closure.
- c. Pursuant to the Base Realignment and Closure Commission (BRAC) process.
- d. It is recognized that it is essential to protect public and private investments in US Air Force military facilities for which there may be no feasible future replacement.
- e. The regulations herein are necessary to effectively implement the Air Transportation Goals and Policies of the Comprehensive Plan.
- f. 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 Air Force Base.
- g. 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; to restrict incompatible land uses within designated military influence areas as described in this Section.
 - h. The purpose of the regulations herein is to safeguard the public health, safety and welfare by establishing minimum requirements regulating the design and construction standards of certain buildings for human occupancy in the sound sensitive vicinity of Fairchild AFB.
- Chapter 14.702A.320 Height Restrictions:** The Planning Director may require a development application to provide such technical documents and illustrations as necessary to demonstrate that the proposed development will not penetrate an imaginary surface. *(See image below)*

Sample Policy Language

The following sample language is for reference purposes only and does not represent a universally-applicable model. Policy language should be drafted for a community to reflect local needs. Each community must determine how best to consider compatibility within local comprehensive plans and

development regulations through meaningful public process. The *language shown in italics* in the following sample excerpts is a starting point that jurisdictions can amend to meet local objectives and fit their plan's format.

Sample 1: Comprehensive Plan Language

The first sample (below) is a product of the 2015 NBK JLUS (Appendix C).⁷⁴ This sample:

1. Provides a general structure for a comprehensive plan update addressing compatibility around military installations.
2. Uses maps and narrative text to describe the local base, its operating areas, and jurisdiction boundaries.
3. Summarizes the process that led to the update.
4. Suggests an ongoing committee structure to continue to coordinate around compatibility issues over time.
5. Includes a goal and policies that support continuing work around military compatibility in the area.

Sample 1: Plan Language Template

Provide Background

Include a statement about the military installation and operating areas that drive this plan update. Summarize any compatibility studies, collaboration efforts, and community engagement that influenced the update.

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, Dabob Bay Training 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). (Insert a map of the area)

Provide Compatibility Context.

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

Historically, local government 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 and Ongoing

Coordination: *The JLUS recommended that an implementation committee be assembled to develop the tools recommended in the 2015 JLUS. Local government and military would be represented on the committee and oversee development of the JLUS implementation tools.*

Include Compatibility Goal and Policy Statements

Include a goal(s) that support military compatibility, and create policies that support military compatibility goals.

Sample 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.*

⁷⁴ City of Bremerton, Naval Base Kitsap Joint Land Use Study, 2015, http://compplan.kitsapgov.com/Documents/KIJJLUS_DRAFT_FullAppendices_2015%2007%2028.pdf

Sample policy: Identify local government officials and staff to participate on steering committees and in the development of JLUS implementation tools.

Sample policy: Upon the conclusion of the JLUS Implementation Phase, identify those tools recommended by the JLUS Implementation Committee, which are applicable and appropriate, and undertake reasonable efforts to implement those tools in a timely manner.

Sample 2: Overlay Zoning Code Language

The second sample features a zoning code to apply to Military Training Area (MTA) overlay zones for cities and counties in Washington State. These code provisions are structured as an Overlay Zone. As overlay zone provisions are treated differently in every municipality, it is assumed the provisions would be tailored to fit into the code format and unique conditions of the city/county. The following sample for zoning language:

1. Suggests coordination with Navy officials is essential to balance community needs with public safety.
2. Covers the background, purpose, and applicability of the overlay zone.
3. Establishes compatible uses and densities under military training routes and the coordinated review process.
4. Includes example overlay zone provision integration and allowed use tables.
5. Suggests a real estate transaction disclosure might help increase awareness of military operations and includes sample language.

Sample 2: Code Language Template

Chapter XX.XX Subsections

XX.XXX.XXX Military Training Routes - Background

XX.XXX.020 Military Training Route Overlay Zone (MTA) - Purpose

XX.XXX.030 Applicability

XX.XXX.040 Compatible Uses and Densities in the MTA Overlay Zone

XX.XXX.050 General Use Restrictions – MTA Overlay Zones

XX.XXX.060 Review Process and Standards for Permits and Conditional Use Permits within an MTA Overlay Zone – Application of Reasonable Conditions

Appendix 1 Example Use Chart Integrating MTA Overlay Zone Provisions

Appendix 2 Discussion of Additional Permitted, Conditional, and Prohibited Non-Residential Uses in Model MTA Overlay Zone

Appendix 3 Real Estate Transaction Disclosure

XX.XXX.010 Military Training Areas - Background

Military Training Areas (MTA's) are airspace designations assigned by the FAA specifically for the training of military aircraft and crews. Many of these areas provide for high-speed, military training activities, down to as low as 200 feet above ground level. Because of the nature of these flight activities, there is a need to consider the compatibility of land uses under MTA airspace, from the standpoint of public safety, noise impacts, and vertical obstructions to low-level flight.

XX.XXX.020 Military Training Area Overlay Zone (MTA) - Purpose

The Military Training Area (MTA) Overlay zone is hereby established to:

- A) Minimize the risk to public safety by conflicts between military airspace and underlying land uses;
- B) Ensure the protection of unique and irreplaceable national defense training mission and designated military training areas;
- C) Promote early engagement between property owners and military officials prior to significant investment in incompatible land uses; and
- D) Raise awareness for the need for compatibility between military airspace and underlying land uses.

XX.XXX.030 Applicability

The MTA Overlay zone shall apply to all lands depicted on the official zoning map. The

requirements herein shall apply in addition to those specified for the underlying zone.

XX.XXX.040 Compatible Uses and Densities in the MTA Overlay Zone

A) Residential uses.

- 1) Residential uses are allowed where permitted by underlying zoning. Exceptions:
 - a) High density housing types are subject to conditional use permit approval per XX.XXX.060(C). See [SEE APPENDIX 1 FOR AN EXAMPLE OF CONDITIONAL USES] for applicable uses; and
 - b) Residential uses are not permitted where the underlying zone is industrial, commercial or other non-residential zone.
- 2) Existing residential zones shall not be geographically expanded. New residential zones are prohibited.
- 3) Maximum residential density shall not exceed that allowed at the time of adoption of this chapter.

B) Non-residential uses. Non-residential uses are allowed where permitted by underlying zoning [SEE APPENDIX 1 FOR AN EXAMPLE USE MATRIX]. Exceptions:

- 1) Certain non-residential land uses that concentrate a large number of people in a small area are prohibited in the MTA Overlay zone [SEE APPENDIX 1 FOR AN EXAMPLE OF PROHIBITED USES];
- 2) Certain non-residential uses with the capability of concentrating a large number of people in a small area are conditionally permitted [SEE APPENDIX 1 FOR AN EXAMPLE OF CONDITIONAL USES], provided they meet the criteria set forth in XX.XXX.060(C);
- 3) Certain uses that have potential to create hazardous conditions for low altitude military aircraft operations are conditionally permitted [SEE APPENDIX 1 FOR AN EXAMPLE OF CONDITIONAL USES], provided they meet the criteria set forth in XX.XXX.050 - .060;

- 4) Vulnerable occupant uses, which include uses where 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 are conditionally permitted [SEE APPENDIX 1 FOR AN EXAMPLE OF CONDITIONAL USES], provided they meet the criteria set forth in XX.XXX.060(C);
- 5) Critical community infrastructure uses, which include facilities whereby damage or destruction of such uses would cause significant adverse effects to public health and welfare within or beyond the immediate vicinity or the facility are conditionally permitted [SEE APPENDIX 1 FOR AN EXAMPLE OF CONDITIONAL USES], provided they meet the criteria set forth in XX.XXX.060;

XX.XXX.050 General Use Restrictions – MTA Overlay Zones

Notwithstanding the provisions of [CROSS REFERENCE TO USE MATRIX], no use shall be constructed or installed in the MTA Overlay zone that would cause any one of the following circumstances:

- A) The use creates or causes interference with the operations of military communications or electronic facilities;
- B) The use makes it difficult for pilots to distinguish between airport lights and other lights;
- C) The use results in glare which impairs pilot vision;
- D) The use impairs pilot visibility;
- E) The use endangers the maneuvering of aircraft;
- F) The use creates a wildlife attractant that, in the opinion of (ADD NAVY REFERENCE), could interfere with military operations;
- G) The use would create a fire accelerant or secondary explosion resulting from an aircraft crash in an accident potential zone; and
- H) Permitted uses shall not create large areas of standing water which would be attractive to

bird life or other wildlife which would conflict with MTR operations.

XX.XXX.060 Review Process and Standards for Permits and Conditional Use Permits within an MTA Overlay Zone – Application of Reasonable Conditions

- A) For uses permitted in the MTA Overlay zone, the planning department shall review permit applications for consistency with the applicable requirements of this chapter. The planning 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 determine whether or not the proposal is consistent with all requirements of this chapter.
- B) Notwithstanding the structure height standards of the underlying zone, proposed structures within the MTA Overlay zone exceeding 100 feet in height shall require approval of a conditional use permit in accordance with the provisions herein and the requirements of (ADD CROSS-REFERENCE TO GENERAL CUP PROVISIONS).
- C) Certain uses in the MTA Overlay zone require conditional use permit approval per (ADD CROSS-REFERENCE TO USE MATRIX). Such uses shall retain a density not more than 180 persons per individual acre. This shall be 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.
In consultation with (APPLICABLE NAVY) officials, alternatives to this calculation may be acceptable if compatible with the military mission. For the purpose of this section, “consultation” shall mean written concurrence by (APPLICABLE NAVY) officials of a project proponent’s proposed alternative calculations.
- D) All conditional use permit applications in the MTA Overlay zone shall include written evidence of consultation with Commanding

Officer, Northwest Training Range Complex or his designee. In addition to the criteria contained in [CROSS REFERENCE TO GENERAL CUP PROVISIONS], no conditional use permit in the MTA Overlay zone shall be approved unless the following can be demonstrated:

- 1) The siting and design of a proposed structure or structures are consistent with the purposes defined in Section XX.XXX.010 above;
- 2) The safety of military flight crews and the general public is protected; and
- 3) The military flight training mission is protected.

Conformance with the above criteria shall be confirmed by written concurrence from the (APPLICABLE NAVY) official.

- E) For all permits and conditional use permits, the approving authority may attach reasonable conditions to the approval as necessary to assure consistency with this chapter. Conditions may include 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 military training capabilities consistent with comprehensive plan goals and policies; and
 - 13) Sound attenuation.

(Continued on next page)

Sample Military Overlay Code Language (continued)

Appendix 1: Example Use Chart Integrating MTA Overlay Zone Provisions

Legend: P = Permitted use C = Conditionally permitted M = Permitted if allowed in underlying district No symbol = Prohibited Use # = See conditions below chart	Zoning Districts				
	SF Res	MR Res	Com	Ind	MTA Overlay
RESIDENTIAL USES					
Dwelling, single family	P				M
Dwelling, two family (Duplex)	C	P			M
Dwelling, three family (Triplex)		P			M
Cottage housing	P	P			M
Townhouse		P	P		M,C ¹
Dwelling, multifamily		P	P		M,C ¹
Senior assisted living facility or nursing home		P	P		
Day care centers	C	P	P		
Bed and breakfast	C	P	P		M,C ¹
COMMERCIAL USES					
Retail, small scale (< 2,000sf building footprint)			P	C	M,C ¹
Retail, medium scale (2,000- 20,000sf building footprint)			P		M,C ¹
Retail, large scale (20,001-50,000 sf building footprint)			P		M,C ¹
Retail, regional (>50,000sf floor area)			P		
Restaurants, bars, and brewpubs ₃			P		M,C ¹
Professional office			P		M,C ¹
Banks			P		M,C ¹
Hotel/motel, condotel, and other transient accommodations			P		M,C ¹
Personal service establishments			P		M,C ¹
General services establishments			P		M,C ¹
Gasoline station and auto service ₃			P	P	M,C ¹
Mini-storage and warehouse facility			P		M,C ¹
General industrial			C	P	M,C ^{1,2}
Heavy industrial				P	M,C ^{1,2}
SPECIAL USES					
Parks and playgrounds including park buildings	P	P	P		M,C ¹
Community recreational facility	P	P	P		
Conference center			P		

(Continued on next page)

Sample Military Overlay Code Language (continued)

Legend: P = Permitted use C = Conditionally permitted M = Permitted if allowed in underlying district No symbol = Prohibited Use # = See conditions below chart	Zoning Districts				
	SF Res	MR Res	Com	Ind	MTA Overlay
Mortuary			P		
Veterinary clinic or hospital			P		M,C ¹
Church	C	C	P		
Places of public or private assembly (including theatres)		C	P		
School	C	C	C		
Museum			P		M,C ¹
Public utility facility	C	C	C	C	C

Table development conditions:

- 1) Subject use is conditionally permitted provided it meets density restrictions set forth in XX.XXX.060(C).
- 2) Subject use is conditionally permitted provided the proposed use will not create a hazard for military aircraft operations and the underlying zone allows the use. This include 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, mining and any uses that have open water associated with the use. Reasonable conditions may be added to the conditional use to assure that the hazardous use is compatible with the applicable Military Training Area.

Appendix 2: Discussion of Additional Permitted, Conditional, and Prohibited Non-Residential Uses in Model MTA Overlay Zone

- Permitted/Conditional Uses.
- Low intensity non-residential uses - which 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. Such uses are permitted only when allowed by underlying zoning at a net density not exceeding 180 persons per individual acre calculated per XX.XXX.060(C): 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; and

- Hazardous uses may be allowed as a conditional use permit, provided the proposed use will not create a hazard for military aircraft operations and the underlying zone allows the use. This include 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, mining and any uses that have open water associated with the use. Reasonable conditions may be added to the conditional use to assure that the hazardous use is compatible with the applicable Military Training Area.

- Prohibited uses.
- High intensity uses: 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).
- Other high intensity uses - if net density exceeds 180 persons per individual acre, calculated per XX.XXX.060(C): 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.
- Vulnerable occupant uses: Retirement homes, nursing homes, convalescent facilities, assisted living residences, community treatment facilities, child day care and preschools, hospitals and schools (grades K-12).
- Critical community infrastructure. Such uses 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.

Appendix 3: Real Estate Transaction Disclosure

- A) As soon as practicable during the listing, advertisement, or other posting of information

pertaining to the sale or lease of real property located within the MTA Overlay zone, but no later than the execution of the contract for sale or lease, the owner (MIGHT NEED DEFINITION/CLARIFICATION?) shall provide the buyer or lessee with written notice that the real property is within an established Military Training Area. As proof of compliance with this disclosure requirement, the owner and the buyer or lessee shall execute the disclosure form attached to Ordinance No. _____ as Exhibit "A", incorporated by reference and made a part hereof; provided, however that a "blanket disclosure", i.e., a copy of the lessor's execution of the form may be utilized in subsequent lease transactions so long as each subsequent lessee signs a disclosure form.

- B) The determination as to whether the real property lies within the MTA Overlay zone shall be made by the planning department based upon the official zoning map upon the written request of the property owner. The request must include the street address as to the leased property and both the street address and the legal description contained in the deed for such real property in the event of a sale. The city/county shall provide the requested information to such owner in writing within five business days.
- C) After closing, a copy of the fully executed disclosure form shall be filed with the deed in the official records of _____ County, Washington. For real property located within the MTA Overlay zone, a copy of the executed disclosure form shall also be provided by the owner to:
ADD APPLICABLE NAVY CONTACT HERE.
- D) In the event the property is leased and within the MTA Overlay zone, the original fully executed disclosure form shall be attached to the originally executed lease, and a copy of the disclosure form shall be provided by owner to:
ADD APPLICABLE NAVY CONTACT HERE.
- E) Penalties. Any owner who shall fail, neglect or refuse to comply with the disclosure provisions of this section shall, upon conviction, be punished by a fine not exceeding _____.

Notifications and Disclosures

Sample: Aviation Activity Notice

This example notification form is published in the 2011/2017 Washington State Department of Transportation (WSDOT) Airport Compatible Land-Use Program Guidebook (Appendix I).⁷⁵

Intended for use near general aviation airports, it may be adaptable for civilian-military compatibility application:

Aviation Activity Notice

WHEREAS, (full name of property owner(s)), are the owners in fee of that certain parcel of land situated in the County of _____, State of _____, more particularly described as follows:

(Insert legal description of property)

NOW, THEREFORE, notice is given to all future property owners that: "The subject property is located adjacent to and within close proximity and flight paths of (*airport name*) and may impact the property from a variety of aviation activities. Such activities may include but are not limited to noise, vibration, chemical, odors, hours of operation, low overhead flights and other associated activities."

AND, current and future property owners are also notified that the Federal Aviation Administration (FAA) establishes standards and notification requirements for potential height hazards that may be caused by structures, building, trees and other objects affecting navigable air space through 14 CFR Federal Aviation Regulations (FAR) Part 77 Civil Aviation Imaginary Surfaces. Any questions on establishing on height hazards or obstructions should be directed to (*local jurisdiction name*)(*airport sponsor name*) or the FAA.

Signed _____ day of _____, 20__.

Legal Property Owner(s)

BE IT REMEMBERED, that on this _____ day of _____, 200 ____, before me, the undersigned, a Notary Public in and for the County and State aforesaid, came _____, who are personally known to me to be the same persons who executed the within instrument of writing and such persons duly acknowledged the execution of the same.

ACKNOWLEDGMENT

STATE OF _____,)
) ss.

COUNTY OF _____)

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my seal, the day and year last above written.

Notary Public

My commission expires _____

⁷⁵ Washington State Department of Transportation, "Airport Compatible Land-Use Program Guidebook: Appendix I. WSDOT," (2011/2017), www.wsdot.wa.gov/aviation/Planning/ACLUguide.htm

Sample: Noise Disclosure for Military Installation and Aircraft

This is an example noise disclosure proposed for areas surrounding JBLM.⁷⁶

[Jurisdiction Name]

Military installation and aircraft operations noise disclosure

The following is part of the Purchase and Sale Agreement dated: _____

between _____ (“Buyer”)
Buyer Buyer

and _____ (“Seller”)
Seller Seller

concerning _____ (the “Property”).
Address City State Zip

[Insert jurisdiction here]: Noise Disclosure Statement

This property may be located within the Joint Base Lewis McChord (JBLM) noise impact and flight pattern area (“area”), which is likely to be affected by periodic aircraft flights and artillery training. The area is identified on maps available from the [insert jurisdiction and/or electronic application information here].

Practice sessions are routinely scheduled during day and night periods. Aircraft noise is not confined to the boundaries of the area. The noise generated by the single flyover of military aircraft may exceed the average noise level depicted by the airport noise zones and may exceed 100 (one-hundred) dba.

More specific information regarding military installation operations and aircraft noise can be obtained by contacting the JBLM Public Affairs Office or by visiting the JBLM website.

[Insert jurisdiction here]: Construction Disclosure Statement

The Property may be located within the Joint Base Lewis McChord (JBLM) noise impact and flight pattern area (“area”.) [Insert jurisdiction here] has placed certain restrictions on construction within the area. Before purchasing or leasing property in the area, you should consult the [Insert jurisdiction here] Noise Level Reduction Ordinance ([Insert code reference here]) to determine if any restrictions have been placed on the property.

⁷⁶ Pierce County Planning and Public Works Department, *Comprehensive Plan Amendment, (2019)*, <https://www.co.pierce.wa.us/DocumentCenter/View/75830/Staff-Report---JBLM-Noise-Disclosure-891585>

Sample: Avigation Easement

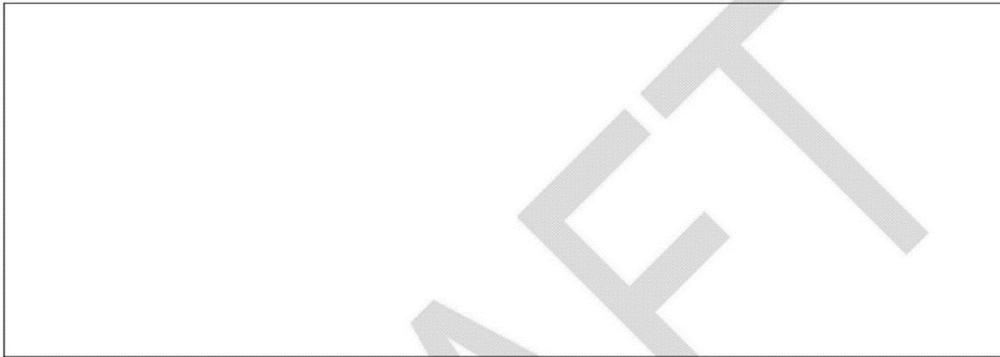
This avigation Easement sample is from Spokane County Zoning Code, Chapter 17.702A (2016)

Reviewed and accepted by JTAG 7-14-2011

APPENDIX VII

AVIGATION EASEMENT

WHEREAS, _____, hereinafter called the "Grantor(s)", are the owners in fee of that certain parcel of land situated at _____, in the County of Spokane, State of Washington, more particularly described as follows:



NOW, THEREFORE, the Grantor(s), for themselves, their heirs, administrators, executors, successors and assigns, do hereby grant and convey unto Fairchild Air Force Base, County of Spokane, and to the United States of America as tenants in common, hereinafter called the "Grantees", its successors and assigns, for the use and benefit of the public, an easement and right-of-way, appurtenant to Fairchild Air Force Base for the unobstructed passage of all Base aircraft ("aircraft" being defined for the purpose of this instrument as any contrivance now known or hereafter invented, used or designed for navigation of or flight in the airspace above the property described herein in the vicinity of said Base) and in consideration of such noise, vibrations, fumes, dust, fuel particles and all other effects that may be caused by the operation of military aircraft in the process of landing at or taking off from or operating at or on Fairchild Air Force Base, and the Grantor(s), for themselves, their successors and assigns, do hereby fully waive, remise and release any right or cause of action which they now may have, or which they may have in the future, against the Grantees, their successors and assigns, due to such noise, vibrations, fumes, dust, fuel particles and all other effects that may be caused by the current or future operation of military aircraft in the process of landing at or taking off from, or operating at or on said Fairchild Air Force Base.

It is further understood and acknowledged that it is reasonable to expect that future military missions and Base improvements will cause aircraft impacts to change, potentially increasing flight frequencies, flight noise and vibration, alteration of flight paths and changing of aircraft types.

THE GRANTOR(S) further covenants and agrees to not create or cause interference with or utilize the above described land in any way contrary to the (municipality's) Fairchild Air Force Base Overlay Zone Regulations (Municipal Code Chapter _____), to include height limits and general use restrictions and agree to not erect, construct or alter any building, antenna, structure which will penetrate designated military airspaces overlying property, said airspaces specifically described in the United States Department of Defense (DoD) Unified Facilities Criteria, DoD publication UFC 3-260-01, as amended.

TO HAVE AND TO HOLD said easement and right-of-way, and all rights pertaining thereto, upon the Grantees, their successors and assigns, until Fairchild Air Force Base, as existing or as expanded, is

Checklists and Worksheets

This section contains checklists and worksheets to aid civilian-military planning processes and support early and ongoing civilian-military consultation.

Sample Compatibility Project Process

The following checklist addresses some of the general considerations, steps, data, and documents that are applicable to beginning a civilian-military compatibility project. This checklist for civilian-military compatibility planning is modified from extended checklists and resources published by WSDOT for aviation compatibility planning. The WSDOT Airport Compatible Land-Use Program

Preparing for a project:

- Conduct **preliminary consultation** between governmental parties. Example: Unit of local/regional/tribal government and an authorized military representative.
- Delineate the intended study area.
- Identify community, military, business, governmental, and other **stakeholders**.
- Identify the **purpose** for considering (or initiating) joint-planning effort.
- Review the military mission**, role, features, activities, and area(s) of influence on land, sea, air, and other resources or systems (such as telecommunications, navigation systems, transportation systems, etc.)
- Identify and review releasable installation **plans and studies** relevant to compatibility planning. Also review applicable land use planning documents and regulations.
- Review relevant state/federal regulations.
- Inventory land uses** near the base or range.
- Identify impacts** and set preliminary goals.

Formal project initiation:

- Prepare a **memorandum of agreement** and/or **charter** for units of government or others with roles of formal contribution and responsibility in the compatibility project.

Guidebook contains additional worksheets and information that can be suitably adapted to support civilian-military compatibility efforts. Visit the WSDOT webpage to access the aviation guidebook for more ideas and resources:

<https://www.wsdot.wa.gov/aviation/Planning/ACLUguide.htm>

- Prepare a communication and public participation plan (See RCW 36.70A.035).
- Set a **timeline and identify funding** for staff, outreach, and planning activities.
- Prepare a **project proposal** and **project work plan** for the compatibility study.

Example data products:

- Map(s)** showing administrative boundaries, military base or range features, and indicated compatibility interest-areas.
- Map(s) and/or model(s)** showing applicable traffic patterns (land, airspace, and/or waterways).
- Map(s) and/or model(s) of noise impacts.
- Map(s) and/or model(s) of impacts.

Example project deliverables:

- Policy recommendations** (in study or plan) to reduce impact/improved compatibility.
- Implementation plan** to review, select, and adopt policy recommendations in the comprehensive plan and development regulations as part of the update process.
- Evaluation and update plan or strategy** to monitor/update compatibility initiatives.
- Other tools** as required by the project.

Growth Management Act Military Compatibility Provision Checklists

Periodic Update Checklist(s)

The Washington State Department of Commerce has checklists to help cities and counties fully planning under the Growth Management Act (GMA) to conduct the periodic review and update of comprehensive plans and development regulations required by RCW 36.70A.130(4). Cities and counties can use the checklists to identify portions of their plans and development regulations which they may need update to reflect local needs or to comply with changes to the GMA. The complete checklists offer

instructions for components of comprehensive plans and development regulations specifically required by the GMA. The example below is based on content in the complete Periodic Update Checklists.

Commerce strongly recommends cities and counties use the complete checklists, which are available on the Commerce webpage:

<https://www.commerce.wa.gov/serving-communities/growth-management/periodic-update/>

Continuing Review and Evaluation Pursuant to RCW 36.70A.130

<p>1. The Land Use Element should be consistent with county-wide planning policies (CWPPs) and RCW 36.70A.070(1).</p>		
<p>If a US Department of Defense (DOD) military base employing 100 or more personnel is within or adjacent to the jurisdiction, the plan must include policies, land use designations, and consistent zoning to discourage the siting of incompatible uses adjacent to military base. If applicable, inform the commander of the base regarding amendments to the comprehensive plan and development regulations on lands adjacent to the base.</p>	<input type="checkbox"/> No incompatible uses near US DOD bases <input type="checkbox"/> Base commander notified Notes:	
<p>2. Inclusion within the Land Use Element:</p>		
<p>If there is a Military Base within or adjacent to the jurisdiction employing 100 or more personnel: policies, land use designations, (and consistent zoning) to discourage the siting of incompatible uses adjacent to military bases. RCW 36.70A.530(3), New in 2004. See WAC 365-196-475</p>	Addressed in current plan and regulations? <input type="checkbox"/> Yes <input type="checkbox"/> No Location(s):	Changes needed to meet current statute? <input type="checkbox"/> Yes <input type="checkbox"/> No Notes:
<p>3. The Zoning Code should contain the following provisions:</p>		
<p>If there is a Military Base within or adjacent to the jurisdiction employing 100 or more personnel: zoning that discourages the siting of incompatible uses adjacent to military bases. RCW 36.70A.530(3), New in 2004. See WAC 365-196-475</p>	Addressed in current plan and regulations? <input type="checkbox"/> Yes <input type="checkbox"/> No Location(s):	Changes needed to meet current statute? <input type="checkbox"/> Yes <input type="checkbox"/> No Notes:

Source: Adapted from Washington State Department of Commerce, "Periodic Update Checklists for Cities and Counties," (2016), <https://www.commerce.wa.gov/serving-communities/growth-management/periodic-update/>

Consultation Guidance Part 1: Notification to Commander

Requirement Pursuant to RCW 36.70A.530

The GMA requires that the comprehensive plan and development regulations not allow development that is incompatible with the mission requirements of the base (RCW 36.70A.530). Local planning staff have expertise on local land use plans, community changes, local regulations, and pending projects. A military installation’s command and planning personnel have the expertise on mission

requirements, potential mission changes, installation capacity, and military vulnerability to various forms of development. Notification protocols in the GMA reflect the importance of two-way communication in avoiding conditions that diminish the functionality of a base and which may introduce more people into areas where they are likelier to experience impacts.

Notification of Intent to Amend Comprehensive Plan or Development Regulation:

1. Determine Applicability of RCW 36.70A.530	
<p>This notification protocol applies to cities and counties planning under the GMA that have a military installation, other than a reserve center, which are:</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Located within or adjacent to the jurisdiction’s border. <input type="checkbox"/> Operated by the US Department of Defense. <input type="checkbox"/> Employing one hundred or more personnel.
2. Notification to Amend Comprehensive Plan or Development Regulations	
<p>When a city or county intends to amend its comprehensive plan or development regulations, or building codes for lands adjacent to military installations, it must:</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Notify the installation commander of the intent to amend the comprehensive plan, development regulations, or building codes for lands adjacent to military installations. <input type="checkbox"/> Request the installation commander provide a written recommendation and supporting facts relating to land use in the area addressed by the proposed adoption or amendment. <input type="checkbox"/> Provide sixty days for response to the requesting government. <input type="checkbox"/> If the commander does not submit a response within sixty days, then the local government may presume implementation of the proposal will not adversely affect the installation.
3. Communication Protocols	
<p>Note: It is advisable for local government staff to maintain contact with permanent base personnel who are authorized to provide information or assistance with notification.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Required: Address formal notifications to the base commander with a sixty-day response window. <input type="checkbox"/> Advisable: Determine base personnel authorized to assist with notification protocols in advance of initiating amendments.

Consultation Guidance Part 2: Determining Policy or Development Consultation

Is the inquiry from a developer or unit of government and related to energy siting for power generation or transmission lines? If yes: See Consultation Guidance on Energy Projects in this chapter.

Is the inquiry's subject of interest located on or directly adjacent to a military installation?

Yes: Direct inquiries related to operations at (or headquartered at) a base to the installation's public affairs office or a contact designated to represent the base for the specific subject. Offices and points of contact may be listed on the base webpage. Also see the Consultation Guide in this chapter for area maps and basic contact information.

Note: If considering a development project in the vicinity of a military installation, it is advisable to contact the base early in the project. The Navy advises contacting the commanding officer or base planner to ensure compatibility, pointing to further guidance on energy siting.⁷⁷ (refer to energy siting guidance.)

If no, then is the area of interest:

- A. **Off-installation, within a county (unincorporated area)? If yes:** Direct inquiries about non-military lands in unincorporated areas to the county planning or development office (See the Consultation Guide for area maps and basic contact information).
- B. Off-installation, within a city (incorporated area)? **If yes:** Direct inquiries to the city planning or development office for issues related to policies for non-military lands within city boundaries.
- C. Off-installation, on state, federal (non-military), or tribal-owned lands? **If yes:** Determine the state/federal agency or tribe responsible for management of the lands in the area of interest for inquiries related to military operations in these areas.

Note: The military is subject to federal regulations and permitting processes for activities on federal/public or tribal lands.

Is the inquiry from a unit of government and related to updating plans or regulations?

Yes: Units of government are encouraged to consult with base planners and/or command to coordinate planning-related efforts, including but not limited to comprehensive plans. **Note:** Consultation is **required** when updating comprehensive plans and development regulations for cities and counties planning under the Growth Management Act (GMA) near a DOD base employing 100 or more personnel (other than a reserve center). (See checklist, Notification to Commander: Requirement Pursuant to RCW 36.70A.530.)

Is the inquiry related to airfield compatibility or military use of a general aviation airport?

Yes: Civilian airports and military airfields operate under similar aviation principles and common challenges related to airspace, land use, aircraft operations, noise, accidents/safety, and other compatibility issues. For more information and consultation insights, the Washington State Department of Transportation (WSDOT) Airport Compatible Land-Use Program provides information, compatibility assessment worksheets, and consultation checklists that may be useful for inquiries related to aircraft operations.⁷⁸ Visit WSDOT Aviation online to access the Airport Compatible Land-Use Program Guidebook, updated in 2017:

<https://www.wsdot.wa.gov/aviation/Planning/ACLUguide.htm>

⁷⁷ US Navy Energy, Environment and Climate Change, *Readiness Sustainment and Compatibility*, (2019), <http://navysustainability.dodlive.mil/rsc/>

⁷⁸ Washington State Department of Transportation, "Airport Compatible Land-Use Program Guidebook," (2011/2017), www.wsdot.wa.gov/aviation/Planning/ACLUguide.htm

Consultation Guidance Part 2

Notification Checklist (Pursuant to RCW 36.70A.530)

The GMA requires that the comprehensive plan and development regulations not allow development that is incompatible with the mission requirements of the base. Local planning staff have expertise on local land use plans, regulations, and pending projects. A military installation’s command and planning personnel have the expertise on mission requirements, installation capacity, and vulnerability to various forms of development. Notification protocols in the GMA emphasize the importance of two-way communication in preventing avoiding conditions that diminish the functionality of a base and which may bring people into areas where they are likelier to experience impacts.

Intent to Amend Comprehensive Plan or Development Regulation

<p>4. This checklist is intended to help community planners working in jurisdictions near military installations and military base personnel work with local government staff during the planning process. The following list includes a series of suggestions to ensure effective communication protocols are established to best support compatible land use and development, as required in RCW 36.70A.530. Determine Applicability</p>	
<p>These notification protocols apply to cities and counties planning under the GMA that have a military installation, other than a reserve center, which are:</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Located within or adjacent to the jurisdiction’s border. <input type="checkbox"/> Operated by the US Department of Defense. <input type="checkbox"/> Employing one hundred or more personnel.
<p>5. Notification to amend Comprehensive Plan or Development Regulations</p>	
<p>When a city or county has the intent to amend its comprehensive plan or development regulations, or building codes for lands adjacent to military installations, it must:</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Notify the installation commander of the intent to amend the comprehensive plan, development regulations, or building codes for lands adjacent to military installations. <input type="checkbox"/> Request the installation commander provide a written recommendation and supporting facts relating to land use in the area addressed by the proposed adoption or amendment. <input type="checkbox"/> Provide sixty days for response to the requesting government. <input type="checkbox"/> If the commander does not submit a response within sixty days, then the local government may presume implementation of the proposal will not adversely affect the installation.
<p>6. Communication Protocols</p>	
<p>Note: It is advisable for local government staff to maintain contact with permanent base personnel who are authorized to provide information or assistance with notification.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Required: Address all formal notifications to the base commander. <input type="checkbox"/> Advisable: Determine base personnel authorized to assist with notification protocols at the base.

(3) Consultation Guidance: Energy Projects

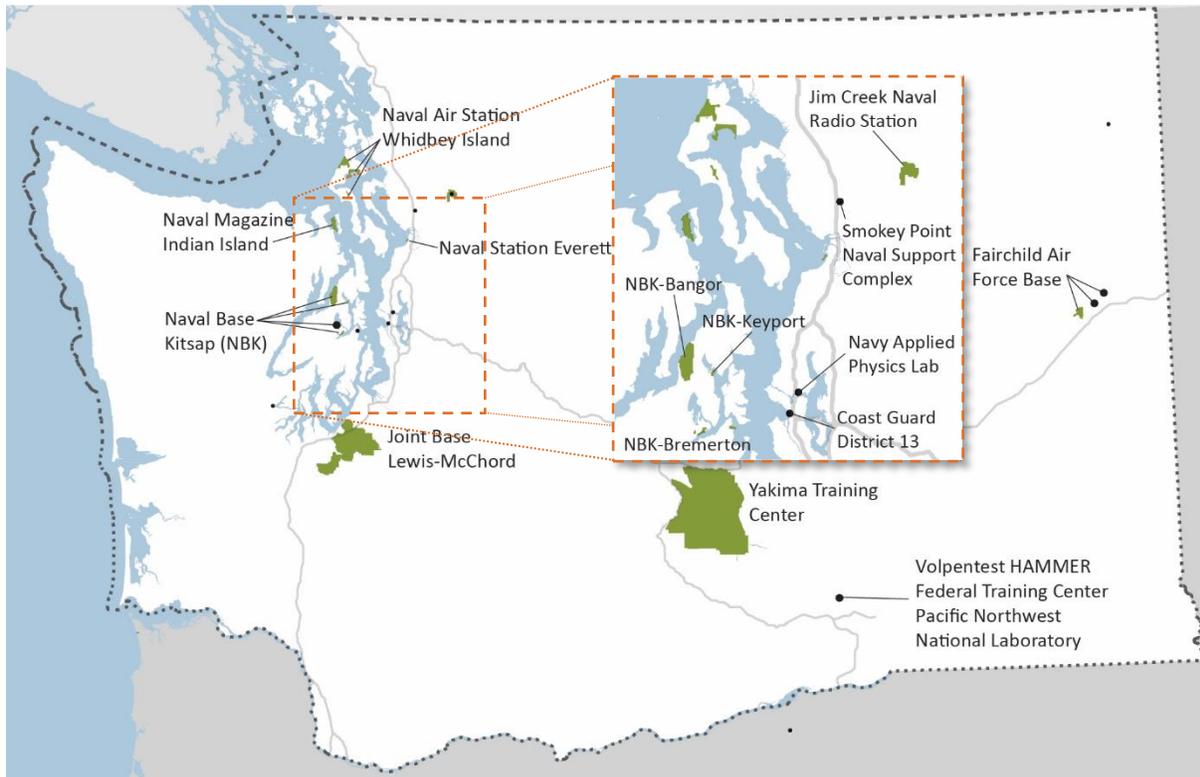
The State of Washington Energy Facility Site Evaluation Council (EFSEC) publishes DOD contact information for regional military contacts online at www.efsec.wa.gov. Early consultation is strongly recommended for energy siting and should start with these regional contacts. Various energy projects may pose risks for pilot safety, navigation, and communications in some areas of Washington State. The DOD has an ongoing process of identifying areas of potential concern related to power generation sites and energy transmission lines.⁷⁹

Who should consult? Developers or proponents may include, but are not limited to private developers, landowners, public officials, energy/utility organizations, units of local/regional/state government, Indian tribes, or federal agencies.	When should this consultation occur? Early consultation is advised prior to the permitting stage, even as early as an initial project concept is under consideration.
Is early consultation required? No, early consultation is strongly advised. Ideally, preliminary consultation with regional DOD representatives occurs prior to significant financial or political investment in a proposed project.	Why consult so early? Early consultation provides the greatest opportunity to identify and plan around the possibility of late-stage findings of siting decisions that pose civilian or military safety risks.
What are the steps for DOD consultation? <ol style="list-style-type: none">1. Preliminary consultation: Start with an initial inquiry to DOD regional representatives.2. Informal Review: Following a preliminary consultation with DOD regional staff, the DOD encourages energy proponents or developers to request Informal Review from the DOD Siting Clearinghouse.3. Formal Review: This applies to projects filed with the Federal Aviation Administration's obstruction evaluation process.	How does preliminary consultation start? Visit www.efsec.wa.gov to identify current regional DOD contacts and call or email to discuss a project concept or proposal. The DOD regional representative will work with the project proponent to understand the proposal and provide information about the area. The representative can also help prepare the energy project for next-phase Informal or Formal Review with the DOD Siting Clearinghouse.
Is consultation confidential? Indicate that a request for consultation or review is "Proprietary" or "Business Sensitive" if a project is proprietary or competition-sensitive.	What details are important to start with? Start with the specific site(s) under consideration for development and describe project size and type (transmission lines, wind, solar, etc.).

⁷⁹ US Navy Energy, Environment and Climate Change, Readiness Sustainment and Compatibility, (2019), <http://navysustainability.dodlive.mil/rsc/>

Consultation Guide

This section is organized by major military installations in Washington State. Contact information for both the base and local governments follows area maps, including a statewide airspace map and contacts. Other defense-related facilities and compatibility planning resources by topic follow from page 118.



Major Military Installations in the Guide:

- Fairchild Air Force Base (FAFB)
- Joint Base Lewis-McChord (JBLM) and Camp Murray
- Naval Air Station Whidbey Island (NASWI)
- Naval Base Kitsap (NBK)
- Naval Magazine Indian Island (NAVMAGII)
- Naval Station Everett (NSE)
- Yakima Training Center (YTC)
- Special Use Airspace (SUA) or a Military Training Route (MTR)
- Additional Defense Facilities and Other Resources by Topic

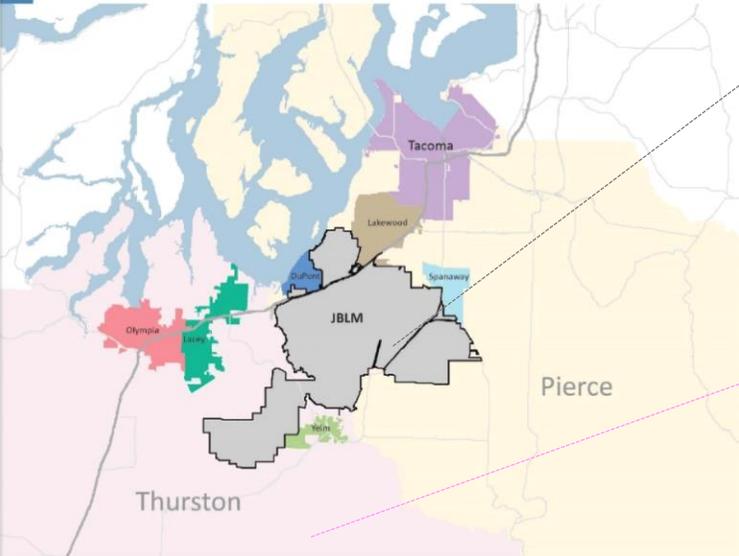
Installations and Surrounding Jurisdictions

Who to Call

If you have a question about a military base or compatibility issue and don't know who to contact, start by calling or emailing their Public Affairs Office. These departments routinely take calls from the public and can answer questions or put you in touch with someone who can.

If you have a question about land use outside the base, start by contacting your local government's planning or community development office. If it's not a land use or permitting question, call the main line, explain what you need, and they will transfer you to the appropriate resource.

Joint Base Lewis-McChord
Primary Military Branch: Army and Air Force



Mission
Provide training and infrastructure, responsive quality of life programs, and mobilization and deployment operations for Army, Navy, Air Force, and Marines. Manage resources to support mission readiness and execution.

Collocated Installations: Fort Lewis, McChord Air Force Base, Camp Murray

Compatibility Planning
JLUS –
<https://www.cityoflakewood.us/south-sound-military-and-communities-partnership/our-work?showall=&start=3>

JBLM	
https://home.army.mil/lewis-mchord/	
Headquarters Address Bldg 1010 Liggett Ave, Joint Base Lewis-McChord, WA 98433	
Phone Numbers	
Noise Complaint Line	253-967-0852
Police/Fire	253-967-7112
Environmental Division	253-967-5337
Public Affairs Office	253-968-0148
Pierce County	
https://www.co.pierce.wa.us/	
Address 930 Tacoma Ave S, Tacoma, WA 98402	
Phone Numbers	
Assessor/Treasurer	253-798-6111
Council	253-798-7777
Economic Development	253-798-6150
Executive	253-798-7477
Facilities Management	253-798-7223
Planning/Public Works	253-798-7210
Thurston County	
https://www.thurstoncountywa.gov	
Address 2000 Lakeridge Dr SW, Olympia, WA 98502-1045	
Phone Numbers	
Directory	360-754-3800
Assessor	360-867-2200
Commissioners	360-786-5440
Planning	360-786-5490
Public Works	360-867-2300
Stormwater Utility	360-754-4681
Tacoma	
https://www.cityoftacoma.org/	
Address 747 Market St, Tacoma, WA 98402	
Phone Numbers	
Main Line	253-591-5000
City Manager	253-591-5818
Community/Economic Development	253-591-5624
Environmental Services	253-591-5525
Planning/Development Services	253-591-5030
Public Works	253-591-5525
Lacey	
http://www.ci.lacey.wa.us/	
Address 420 College Street SE, Lacey, WA 98503	
Phone Numbers	
Main Line	360-491-3214
City Manager	360-486-2620
Community Development	360-491-5642
Economic Development	360-412-3199
Public Works	360-491-5600
DuPont	
http://www.ci.dupont.wa.us/	
Address 1700 Civic Dr, DuPont, WA 98327	
Phone Numbers	
Main Line	253-964-8121
Mayor	253-912-5218
City Administrator	253-912-5388
Building Division	253-912-5216
Planning Division	253-912-5393
Public Works	253-921-5380
Lakewood	
https://www.cityoflakewood.us/	
Address 6000 Main Street SW, Lakewood, WA 98499-5027	
Phone Numbers	
Main Line	253-589-2489
City Manager	253-983-7703
Economic Development	253-983-7895
Planning/Community Development	253-512-2261
Public Works Engineering	253-983-7737
Yelm	
http://www.ci.yelm.wa.us/	
Address 105 Yelm Ave W, Yelm, WA 98597	
Phone Numbers	
Mayor	360-458-8401
City Council	360-458-3244
Community Development	360-458-8408
Public Works	360-458-8412

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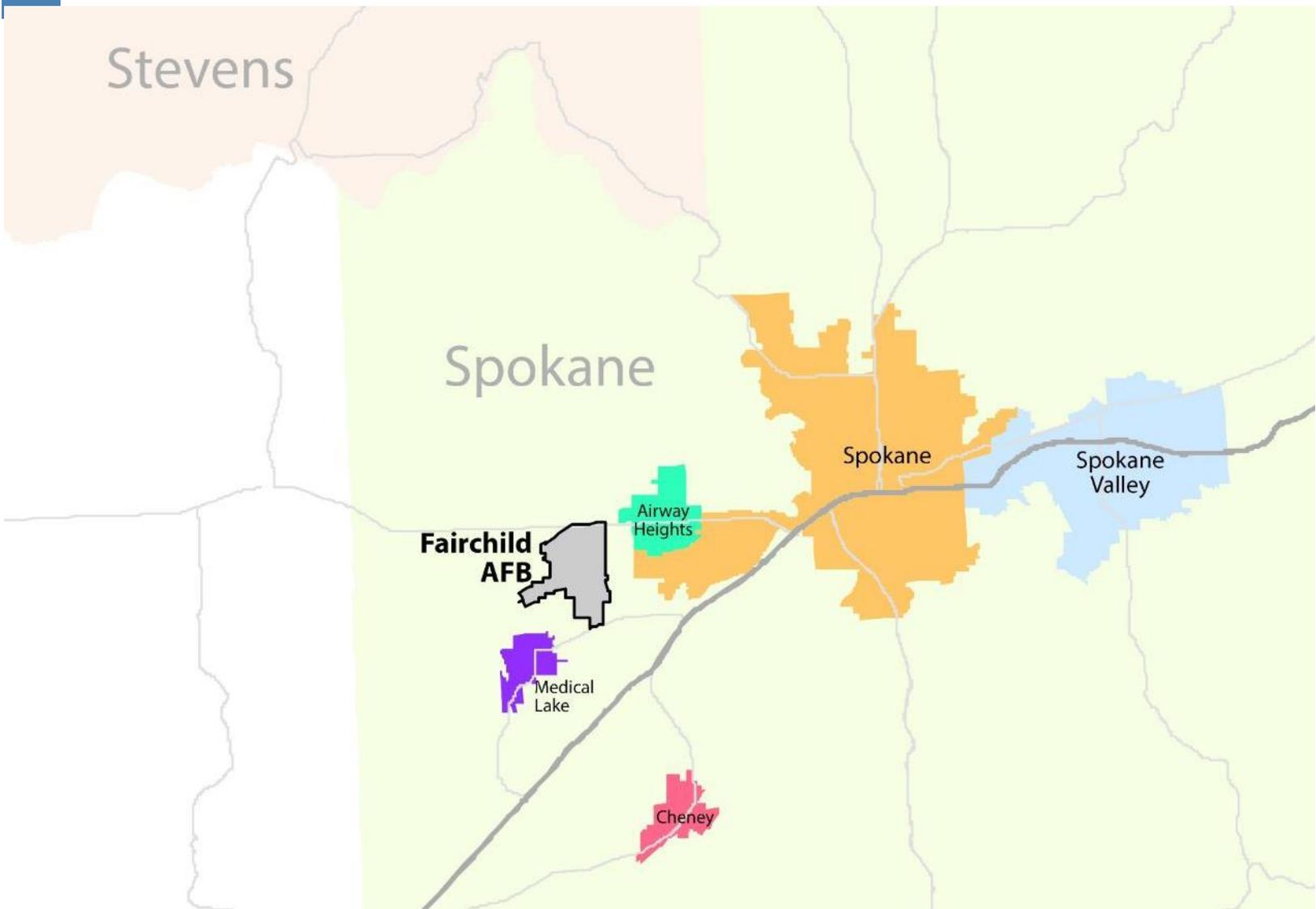
Chapter 3: Implementation Toolkit | 156

Installation Guide Orientation

Each installation guide includes a map of the installation and surrounding jurisdictions. Contact information for the installation, county, or town is listed, including the main website (if available), address, and phone number. Other phone numbers are listed for departments of interest to general community concerns and planning questions. For unincorporated towns, all available information has been provided. This section also include brief descriptions of installations and their missions. If available, a link to relevant compatibility planning documents is provided.

Fairchild Air Force Base

Primary Military Branch: Air Force



Mission

Provide responsive, precise air refueling and operational support for the full range of military operations. In addition, Fairchild hosts the 336th Training Group responsible for the Survival Evasion, Resistance, Escape (SERE) school.⁸⁰

Joint Land Use Study Materials:

<https://static.spokanecity.org/documents/bcc/boards/west-plains-area-pda/final-fairchild-joint-land-use-study.pdf>

⁸⁰ Fairchild Air Force Base, (2018), <https://www.fairchild.af.mil/>, <https://www.fairchild.af.mil/About/Units/336th-Training-Group/>

Fairchild

<https://www.fairchild.af.mil/>

Headquarters Address

4 W Castle St, Fairchild AFB, WA 99011

Phone Numbers

Base Operator	509-247-1212
Crime Stop Line	509-247-5555
Public Affairs Office	509-247-5705

Spokane County

<https://www.spokanecounty.org/>

Address

1116 W Broadway Ave, Spokane, WA 99260

Phone Numbers

Assessor	509-477-3698
Board of County Commissioners	509-477-2265
Chief Executive Officer	509-477-2600
Building and Planning	509-477-3675

Stevens County

<http://www.co.stevens.wa.us/>

Address

215 S Oak St, Colville, WA 99114

Phone Numbers

Assessor	509-684-6161
Commissioners	509-684-3751
Land Services, Planning Division	509-684-2401
Public Works	509-684-4548

Spokane

<https://my.spokanecity.org/>

Address

808 Spokane Falls Blvd, Spokane, WA 99201

Phone Numbers

Main Line	509-755-2489
Mayor	509-625-6250
City Council	509-625-6255
Community Development	509-625-6325
Planning Services	509-625-6300
Public Works	509-625-6270

Spokane Valley

<http://www.spokanevalley.org/>

Address

10210 E Sprague Ave, Spokane Valley, WA 99206

Phone Numbers

Main Line	509-720-5000
City Council	509-720-5102
City Manager	509-720-5100
Planning and Zoning	509-720-5240

Airway Heights

<http://www.cawh.org/>

Address

1208 S Lundstrom, Airway Heights, WA 99001

Phone Numbers

Main Line	509-244-5578
Planning Department	509-244-2552
Fire Department	509-244-3322
Public Works	509-244-5429

Medical Lake

<https://medical-lake.org/>

Address

PO Box 369, Medical Lake, WA 99022-0369

Phone Numbers

City Hall	509-565-5000
Fire Department	509-565-5022
Parks and Recreation	509-565-5007
Public Works	509-299-7715

Cheney

<https://www.cityofcheney.org/>

Address

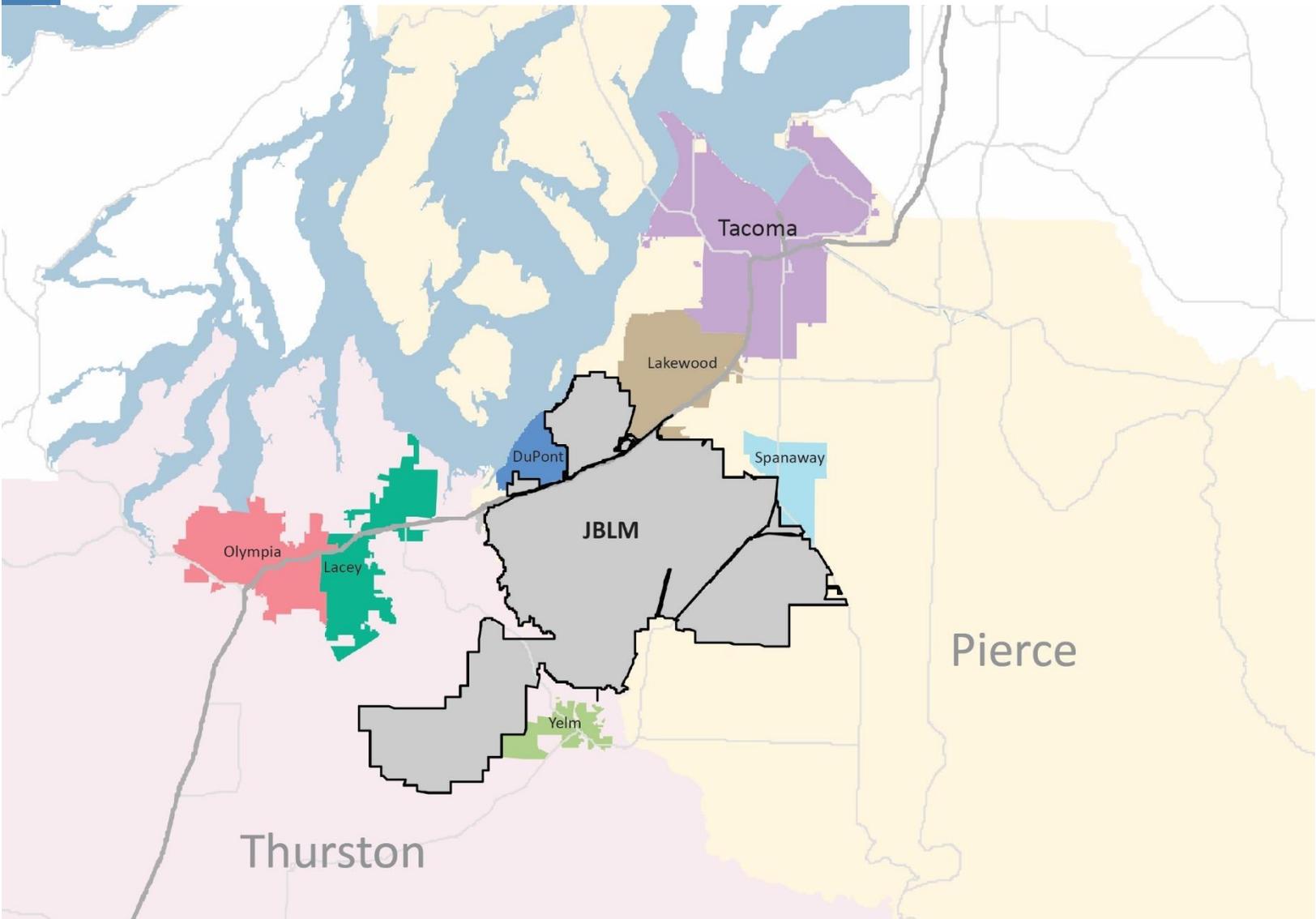
609 2nd St, Cheney, WA 99004

Phone Numbers

Mayor	509-498-9200
Fire Department	509-498-9291
Planning	509-498-9240
Public Works	509-498-9293

Joint Base Lewis-McChord

Primary Military Branch: Army and Air Force



Mission

Provide training and infrastructure, responsive quality of life programs, and mobilization and deployment operations for Army, Navy, Air Force, and Marines. Manage resources to support mission readiness and execution.⁸¹

Collocated Installations: Fort Lewis, McChord Air Force Base, Camp Murray

Joint Land Use Study Materials:

www.cityoflakewood.us/south-sound-military-and-communities-partnership/our-work?showall=&start=3

⁸¹ Joint Base Lewis-McChord, (2018), <https://home.army.mil/lewis-mcchord/index.php/about/mission>

JBLM

<https://home.army.mil/lewis-mcchord/>

Headquarters Address

Bldg 1010 Liggett Ave, Joint Base Lewis-McChord,
WA 98433

Phone Numbers

Noise Complaint Line	253-967-0852
Police/Fire	253-967-7112
Environmental Division	253-967-5337
Public Affairs Office	253-968-0148

Pierce County

<https://www.co.pierce.wa.us/>

Address

930 Tacoma Ave S, Tacoma, WA 98402

Phone Numbers

Assessor/Treasurer	253-798-6111
Council	253-798-7777
Economic Development	253-798-6150
Executive	253-798-7477
Facilities Management	253-798-7223
Planning/Public Works	253-798-7210

Thurston County

<https://www.thurstoncountywa.gov>

Address

2000 Lakeridge Dr SW, Olympia, WA 98502-1045

Phone Numbers

Directory	360-754-3800
Assessor	360-867-2200
Commissioners	360-786-5440
Planning	360-786-5490
Public Works	360-867-2300
Stormwater Utility	360-754-4681

Tacoma

<https://www.cityoftacoma.org/>

Address

747 Market St, Tacoma, WA 98402

Phone Numbers

Main Line	253-591-5000
City Manager	253-591-5818
Community/Economic Development	253-591-5624
Environmental Services:	253-591-5525
Planning/Development Services	253-591-5030

Public Works 253-591-5525

Lacey

<http://www.ci.lacey.wa.us/>

Address

420 College Street SE, Lacey, WA 98503

Phone Numbers

Main Line	360-491-3214
City Manager	360-486-2620
Community Development	360-491-5642
Economic Development	360-412-3199
Public Works	360-491-5600

DuPont

<http://www.ci.dupont.wa.us/>

Address

1700 Civic Dr, DuPont, WA 98327

Phone Numbers

Main Line	253-964-8121
Mayor	253-912-5218
City Administrator	253-912-5388
Building Division	253-912-5216
Planning Division	253-912-5393
Public Works	253-921-5380

Lakewood

<https://www.cityoflakewood.us/>

Address

6000 Main Street SW, Lakewood, WA 98499-5027

Phone Numbers

Main Line	253-589-2489
City Manager	253-983-7703
Economic Development	253-983-7895
Planning/Community Development	253-512-2261
Public Works Engineering	253-983-7737

Yelm

<http://www.ci.yelm.wa.us/>

Address

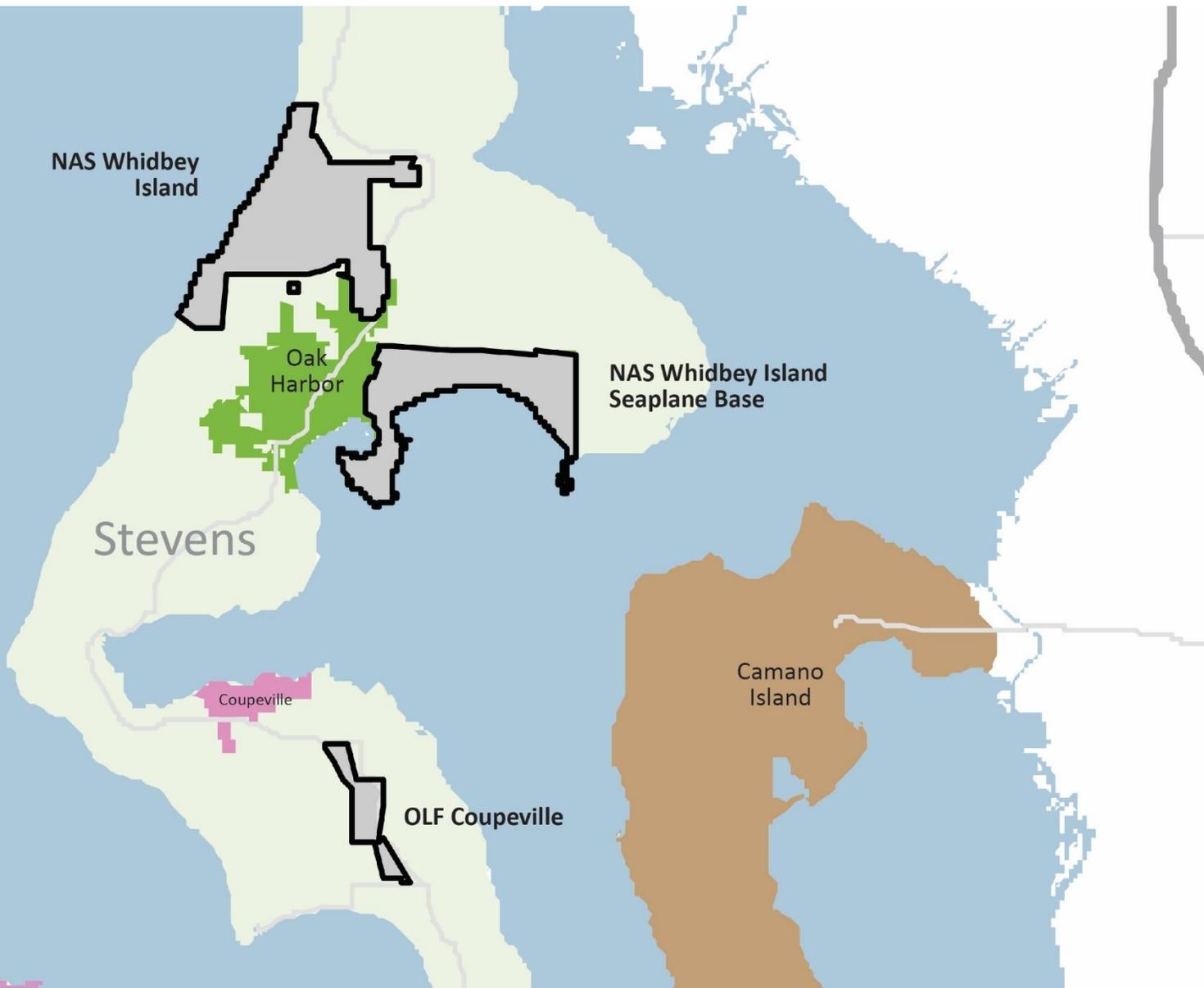
105 Yelm Ave W, Yelm, WA 98597

Phone Numbers

Mayor	360-458-8401
City Council	360-458-3244
Community Development	360-458-8408
Public Works	360-458-8412

Naval Air Station Whidbey Island

Primary Military Branch: Navy



Mission

As the sole naval aviation support in the Pacific Northwest, we provide the highest quality facilities, services and products to the naval aviation community and all organizations utilizing Naval Air Station Whidbey Island.⁸²

Additional Installations: Seaplane Base, Outlying Field Coupeville

⁸² *Naval Air Station Whidbey Island, (2018),*
https://www.cnrc.navy.mil/regions/cnrnw/installations/nas_whidbey_island/about/mission_and_vision.html

NAS Whidbey Island

https://www.cnic.navy.mil/regions/cnrnw/installations/nas_whidbey_island.html

Headquarters Address

Bldg 1010 Liggett Ave, Joint Base Lewis-McChord,
WA 98433

Phone Numbers

Noise Complaint Line	360-257-6665
Information	360-257-1080
Fire Department	360-257-2532
Environmental Affairs	360-257-1009
Housing Services	360-257-3331
Public Affairs	360-257-2286
Public Works	360-257-3348

Island County

www.islandcountywa.gov

Address

Whidbey Office

1 NE 7th St, Coupeville, WA 98239

Camano Office

121 N East Camano Dr, Camano Island, WA 98282

Phone Numbers

Main Line	360-678-5111
County Commissioners	360-679-7354
Assessor	360-679-7303
Environmental Health	360-678-8261
General Services Administration	360-679-7378
Planning & Community Development	360-679-7339
Public Works	360-679-7331

Oak Harbor

www.oakharbor.org/

Address

865 SE Barrington Dr, Oak Harbor, WA 98277

Phone Numbers

Main Line	360-279-4500
Mayor	360-279-4503
City Administrator	360-279-4501
Development Services	360-279-4511
Public Works	360-279-4750

Coupeville

townofcoupeville.org/

Address

P.O. Box 725, 4 7th St NE, Coupeville, WA 98239

Phone Numbers

Main Line	360-678-4461
Mayor	360-678-4461
Planning Director	360-678-4461 ext. 3
Public Works Superintendent	360-914-1154

Camano Island (unincorporated)

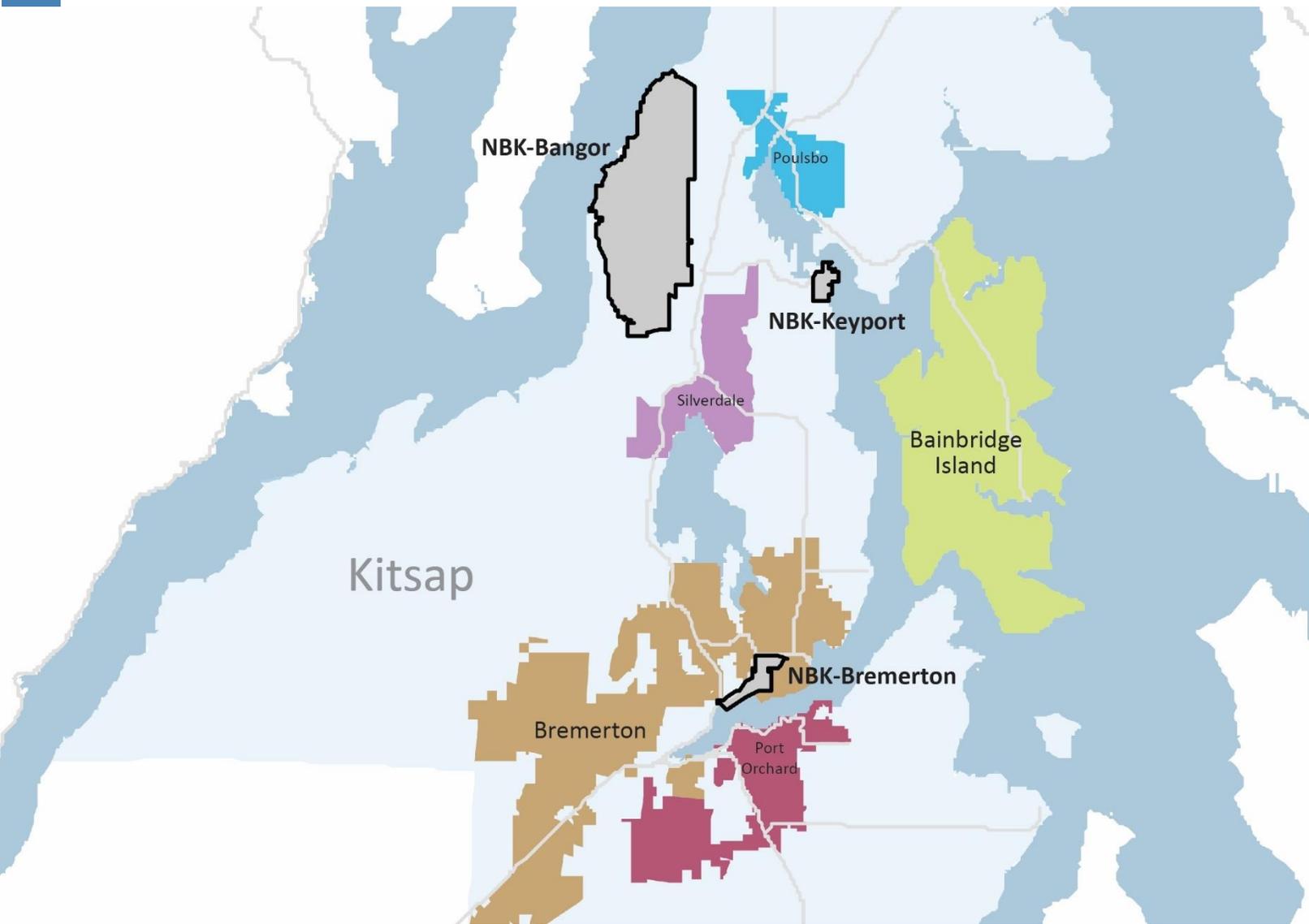
<https://camanoisland.org/>

Phone Numbers

Chamber of Commerce	360-629-7136
Camano Island Library	360-387-5150

Naval Base Kitsap

Primary Military Branch: Navy



Mission

To support the Navy by providing operating services, programs, and facilities for our ships, submarines, and shore commands that meet the needs of hosted war-fighting commands and installation employees.⁸³

Other Installations: Bremerton, Bangor, Keyport, Manchester Fuel Depot, and Jackson Park

Joint Land Use Study Materials:

http://compplan.kitsapgov.com/Documents/KIILUS_Full.pdf

⁸³ *Naval Base Kitsap, (2018),*
https://www.cnic.navy.mil/regions/cnrnw/installations/navbase_kitsap/about/mission_and_vision.html

Naval Base Kitsap

www.cnrc.navy.mil/regions/cnrnw/installations/navbase_kitsap.html

Headquarters Address

120 S Dewey Street, Bldg 443 Bremerton, WA 98314

Phone Numbers

Base Information	360-396-6111
Customer Service Desk	360-627-4024
NBK Bangor	360-396-6505
NBK Keyport	360-340-5335
Naval Hospital Bremerton	360-475-4232
Recycling	360-396-7005
Public Works	360-396-4640

Kitsap County

www.kitsapgov.com

Address

619 Division St, Port Orchard, WA 98366

Phone Numbers

Main Line	360-337-5777
Assessor	360-337-7160
County Commissioners	360-337-7080
Community Development	360-337-5777
Public Works	360-337-5777

Bremerton

www.ci.bremerton.wa.us

Address

345 6th Street, Suite 100, Bremerton, WA 98337

Phone Numbers

Main Line	360-473-5290
Mayor	360-473-5266
City Council	360-473-5280
City Attorney	360-473-2345
Community Development	360-473-5275
Public Works & Utilities	360-473-5920

Port Orchard

www.cityofportorchard.us

Address

216 Prospect Street, Port Orchard, WA 98366

Phone Numbers

Main Line	360-876-4407
Mayor	360-876-4407
City Council	360-876-4407
Community Development	360-874-5533
Public Works	360-876-4980

Silverdale (unincorporated)

Phone Numbers

Chamber of Commerce	360-692-6800
School District	360-662-1610
Water District	360-447-3500

Bainbridge Island

www.ci.bainbridge.-isl.wa.us

Address

280 Madison Avenue North, Bainbridge Island, WA 98110

Phone Numbers

Main Line	206-842-7633
City Manager	360-780-8620
Planning & Community Development	206-780-3750
Engineering & Water Resources	206-842-2016
Operations & Maintenance	206-842-1212

Poulsbo

<https://cityofpoulsbo.com/>

Address

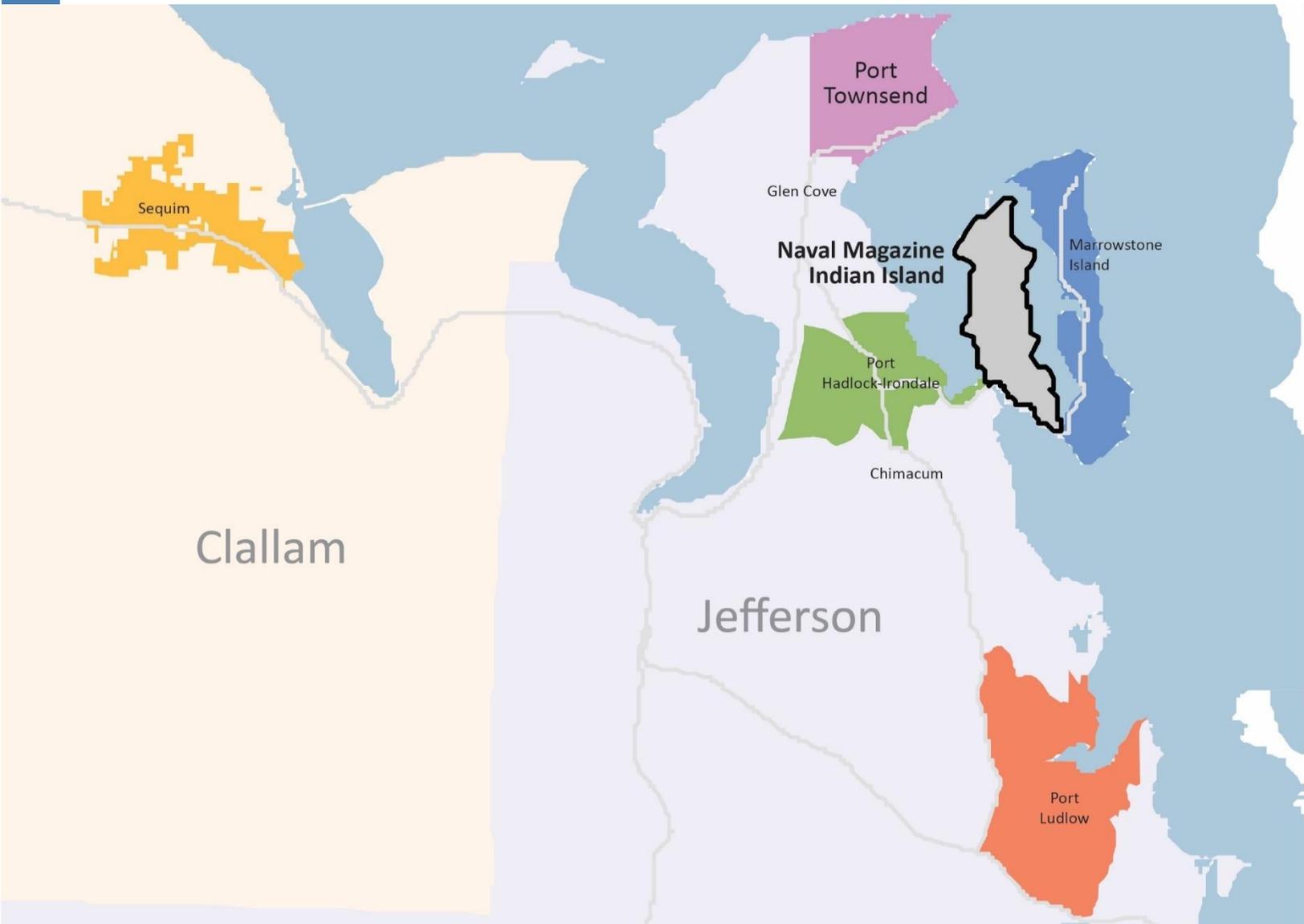
200 NE Moe Street, Poulsbo, WA 98370

Phone Numbers

Mayor	360-394-9700
City Council	360-779-3901
Planning & Economic Development	360-394-9748
Engineering	360-394-9882
Public Works	360-779-4078

Naval Magazine Indian Island

Primary Military Branch: Navy



Mission

NAVMAG functions as the ordnance (weapons) management center for fleet and shore stations in the Pacific Northwest Region. As the only breakbulk and containerized ordnance transshipment port in support of the Pacific command, they provide technical support of ordnance and ordnance-related

equipment and processes, and logistics management.⁸⁴

Joint Land Use Study Materials:

http://compplan.kitsapgov.com/Documents/KIILUS_Full.pdf

⁸⁴ *Naval Magazine Indian Island, (2018),*

www.cnrc.navy.mil/regions/cnrnw/installations/naval_magazine_indian_island/about/mission_and_vision.html

NAVMAGII

https://www.cnic.navy.mil/regions/cnrnw/installations/naval_magazine_indian_island.html

Headquarters Address

100 Indian Island Road, Port Hadlock, WA 98339

Phone Numbers

Administration	360-396-5227
Information Hotline	360-396-5375
Emergency Management Officer	360-396-7404
Environmental	360-396-5353
Facilities	360-396-5268
Fire & Emergency Services	360-396-4444
Public Affairs	360-396-1630
Safety	360-396-5224
Security	360-396-4444

Jefferson County

www.co.jefferson.wa.us/

Address

P.O. Box 1220, 1820 Jefferson St, Port Townsend, WA 98368

Phone Numbers

Main Line	360-385-9100
Assessor	360-385-9105
Board of Commissioners	360-385-9100
County Administrator	360-385-9100
Community Development	360-379-4450
Economic Development	360-379-4693
Public Works	360-385-9234

Port Townsend

<http://cityofpt.us/>

Address

250 Madison Street. Port Townsend WA 98368

Phone Numbers

Main Line	360-385-3000
City Administration	360-379-5047
City Council	360-379-2980
Development Services	360-385-2294
Fire District	360-385-2626
Public Works	360-379-5096

Port Hallock-Irondale (unincorporated)

Phone Numbers

East Jefferson Fire District	360-385-2626
Chimacum School District	360-302-5890
Jefferson Co. Chamber of Commerce	360-385-7869
Jefferson County Library	360-385-6544

Port Ludlow (unincorporated)

Phone Numbers

Port Ludlow Fire & Rescue	360-437-2236
Chimacum School District	360-302-5890
Jefferson Co. Chamber of Commerce	360-385-7869

Clallam County

www.clallam.net

Address

223 E 4th St, Port Angeles, WA 98362

Phone Numbers

Assessor	360-417-2400
Board of Commissioners	360-417-2233
Community Development	360-417-2277
Emergency Management	360-417-2483
Public Works	360-417-2319
Clallam County Fire District 3	360-683-4242

Sequim

<https://www.sequimwa.gov/>

Address

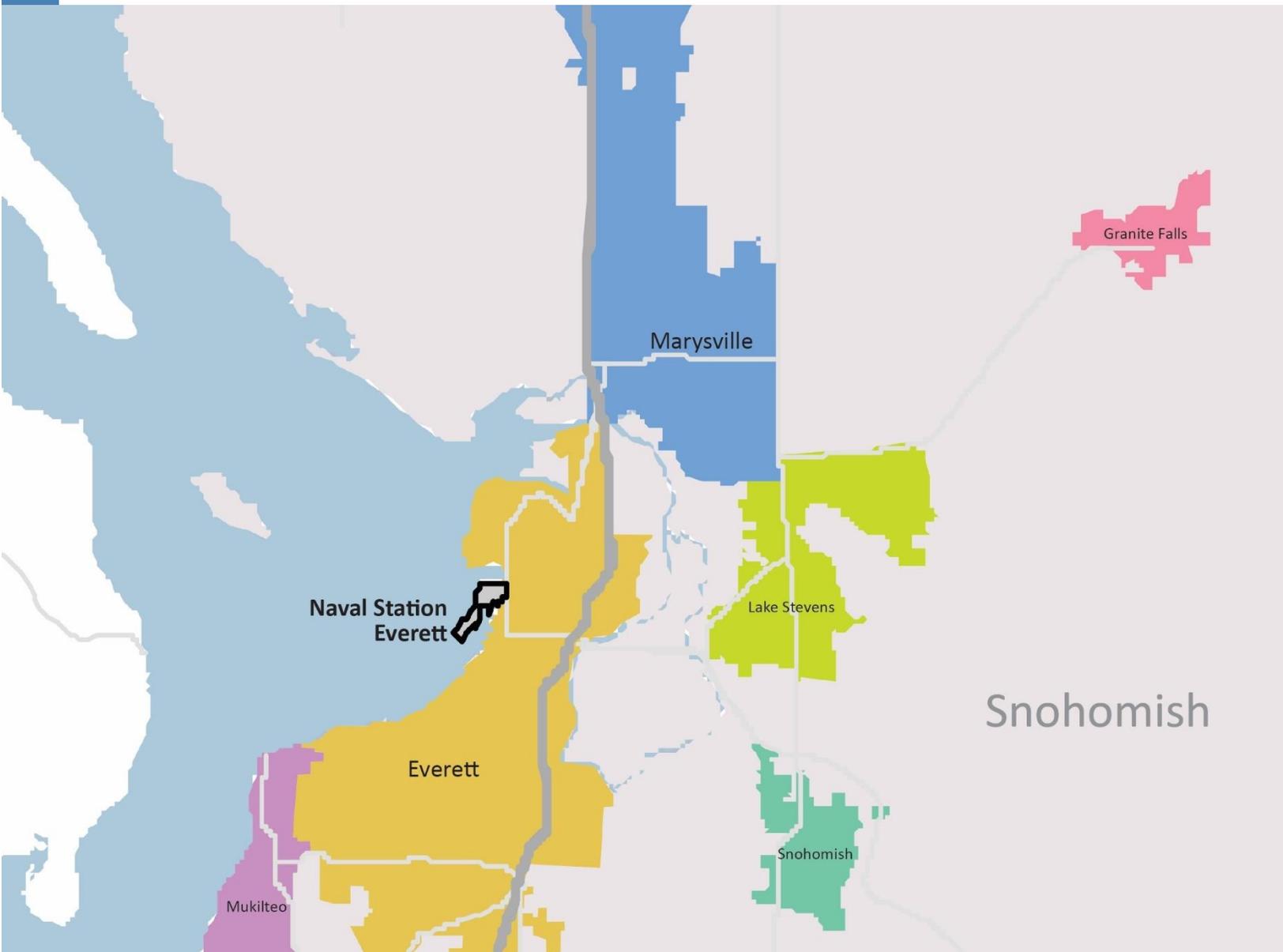
152 W Cedar St, Sequim WA, 98382

Phone Numbers

Main Line	360-683-4139
City Manager	360-681-3440
Community Development	360-681-3435
Public Works	360-681-3439

Naval Station Everett

Primary Military Branch: Navy



Mission

Provide superior shore station support to U.S. Navy and Coast Guard Forces, while ensuring quality of life for Sailors, Civilians, and their families⁸⁵

Other NSE Installations: Pacific Beach, Jim Creek Naval Radio Station, Smokey Point Naval Support Complex

⁸⁵ *Naval Station Everett, (2018),*
https://www.cnic.navy.mil/regions/cnrnw/installations/ns_everett/about/mission_and_vision.html

Naval Station Everett

https://www.cnic.navy.mil/regions/cnrnw/installations/ns_everett.html

Headquarters Address

2000 West Marine View Drive, Everett WA, 98207

Phone Numbers

Mainline	425-304-3305
Base Operations	425-304-3187
Environmental Department	425-304-3470
Fire Department	425-304-3081
Public Affairs	425-304-3429
Public Works	425-304-3534
Security	425-304-3262

Snohomish County

<https://snohomishcountywa.gov/>

Address

3000 Rockefeller Ave, Everett, WA 98201

Phone Numbers

Main Line	425-388-3411
Assessor	425-388-3433
County Council	425-388-3494
Emergency Management	425-388-5060
Executive	425-388-3312
Planning & Development Services	425-388-3377
Public Works	425-388-3488

Everett

<https://everettwa.gov/>

Address

2930 Wetmore Ave, Everett, WA 98201

Phone Numbers

Main Line	425-257-8700
Mayor	425-257-7115
City Council	425-257-8703
Com. Planning & Econ. Development	425-257-8731
Police	425-257-8400
Fire	425-257-8100
Public Works	425-257-8800

Marysville

<https://marysvillewa.gov/>

Address

1049 State Ave, Marysville, WA98270

Phone Numbers

Main Line	360-363-8000
Community Development	360-363-8100
Emergency Management	360-363-8096

Fire District	360-363-8500
Police	360-363-8300
Public Works	360-363-8100

Mukilteo

<https://mukilteowa.gov/>

Address

11930 Cyrus Wy Mukilteo, WA 98275

Phone Numbers

Main Line	425-263-8000
Mayor	425-263-8018
Fire	425-263-8150
Police	425-407-3999
Planning & Community Development	425-263-8000
Public Works	425-290-1009

Lake Stevens

www.lakestevenswa.gov

Address

1812 Main Street, Lake Stevens, WA 98258

Phone Numbers

Main Line	425-334-1012
City Administrator	425-377-3230
Economic Development	425-377-3223
Fire	425-334-3034
Police	425-407-3999
Public Works	425-622-9444

Snohomish

<http://ci.snohomish.wa.us/>

Address

PO Box 1589, 116 Union Ave, Snohomish, WA 98291

Phone Numbers

Main Line	360-568-3115
Mayor	360-282-3154
Planning & Development Services	360-282-3173
Police	360-568-0888
Public Works Engineering	360-282-3161

Granite Falls

<http://ci.granite-falls.wa.us/>

Address

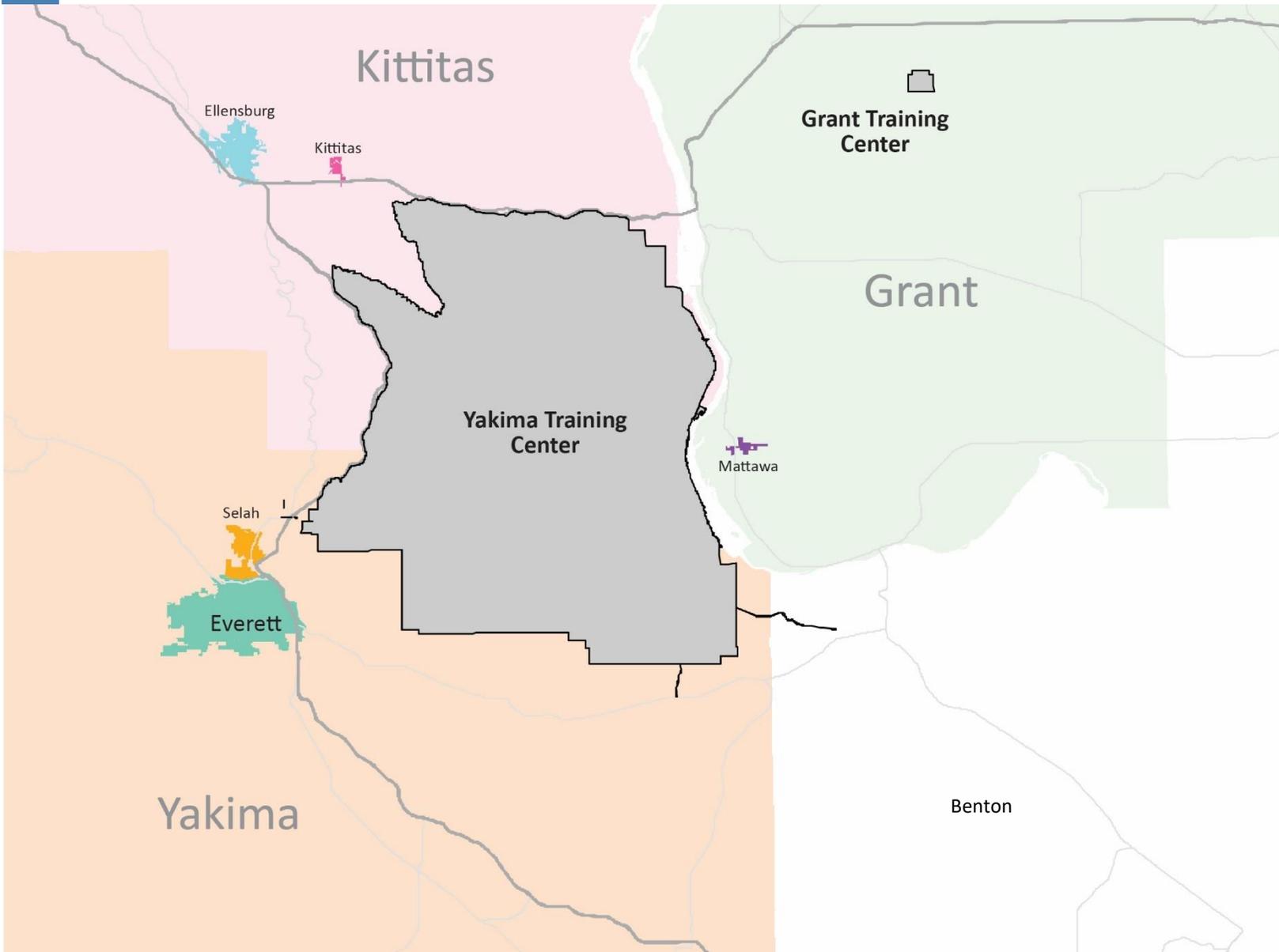
PO Box 1440, 206 S Granite Ave, Granite Falls, WA 985252

Phone Numbers

Main Line	360-691-6441
Police	360-691-6611

Yakima Training Center

Primary Military Branch: Army



Mission

Provide training and infrastructure, responsive quality of life programs, and mobilization and deployment operations for Army, Navy, Air Force, and Marines. Manage resources to support mission readiness and execution.⁸⁶

Management: YTC is managed by JBLM

Joint Land Use Study Materials:

<https://www.cityoflakewood.us/south-sound-military-and-communities-partnership/our-work?showall=&start=3>

⁸⁶ Yakima Training Center, (2018), <https://home.army.mil/yakima/index.php/about/mission>

Yakima Training Center

<https://home.army.mil/yakima/index.php/my-fort>

Headquarters Address

Building 140, 970 Firing Center Road, Yakima, WA 98901

Phone Numbers

Main Line	509-577-3205
Fire	509-577-3250
Firing Range Operations	509-225-8100
Morale, Welfare & Recreation	509-577-3208
Police	509-577-3236
Public Affairs	253-967-0148
Public Works	509-577-3730

Yakima County

www.yakimacounty.us

Address

182 N 2nd St, Yakima, WA 98901

Phone Numbers

Assessor	509-574-1100
Board of Commissioners	509-574-1500
Emergency Management	509-574-1900
Planning	509-574-2300
Sherriff	509-574-2500

Kittitas County

www.co.kittitas.wa.us

Address

Suite 101, 205 W 5th Ave, Ellensburg, WA 98926

Phone Numbers

Assessor	509-692-7501
Board of Commissioners	509-962-7508
Community Development Services	509-962-7506
Public Works	509-962-7527
Sherriff	509-962-7525

Grant County

<https://www.co.pierce.wa.us/>

Address

930 Tacoma Ave S, Tacoma, WA 98402

Phone Numbers

Main Line	509-754-2011
Assessor	ext. 2683
Board of Commissioners	ext. 2928
Development Services	ext. 2501
Public Works	509-754-6082
Sherriff	ext. 2001

Yakima

www.yakimawa.gov

Address

129 North 2nd St, Yakima, WA 98901

Phone Numbers

Main Line	509-575-6000
City Manager	509-575-6000
Community Development	509-576-6417
Fire	509-575-6060
Public Works	509-575-6005

Selah

<https://selahwa.gov/>

Address

115 W Naches Ave, Selah, WA 98942

Phone Numbers

City Hall/Mayor/Council	509-698-7328
Community Development & Planning	509-698-7365
Fire Department	509-698-7310
Public Works	509-698-7365

Ellensburg

<https://www.ci.ellensburg.wa.us/>

Address

509 N Anderson St, Ellensburg, WA 98926

Phone Numbers

Main Line	509-962-7204
City Council/Manager	509-962-7221
Community Development	509-962-7231
Public Works	509-962-7230

Kittitas

<http://www.cityofkittitas.com/index.html>

Address

207 N Main St, Ellensburg, WA 98926

Phone Numbers

Main Line	509-968-0220
Mayor	509-968-0221
Public Works	509-968-0224

Mattawa

<http://www.cityofmattawa.com/default.htm>

Address

PO Box 965, Mattawa, WA 99349

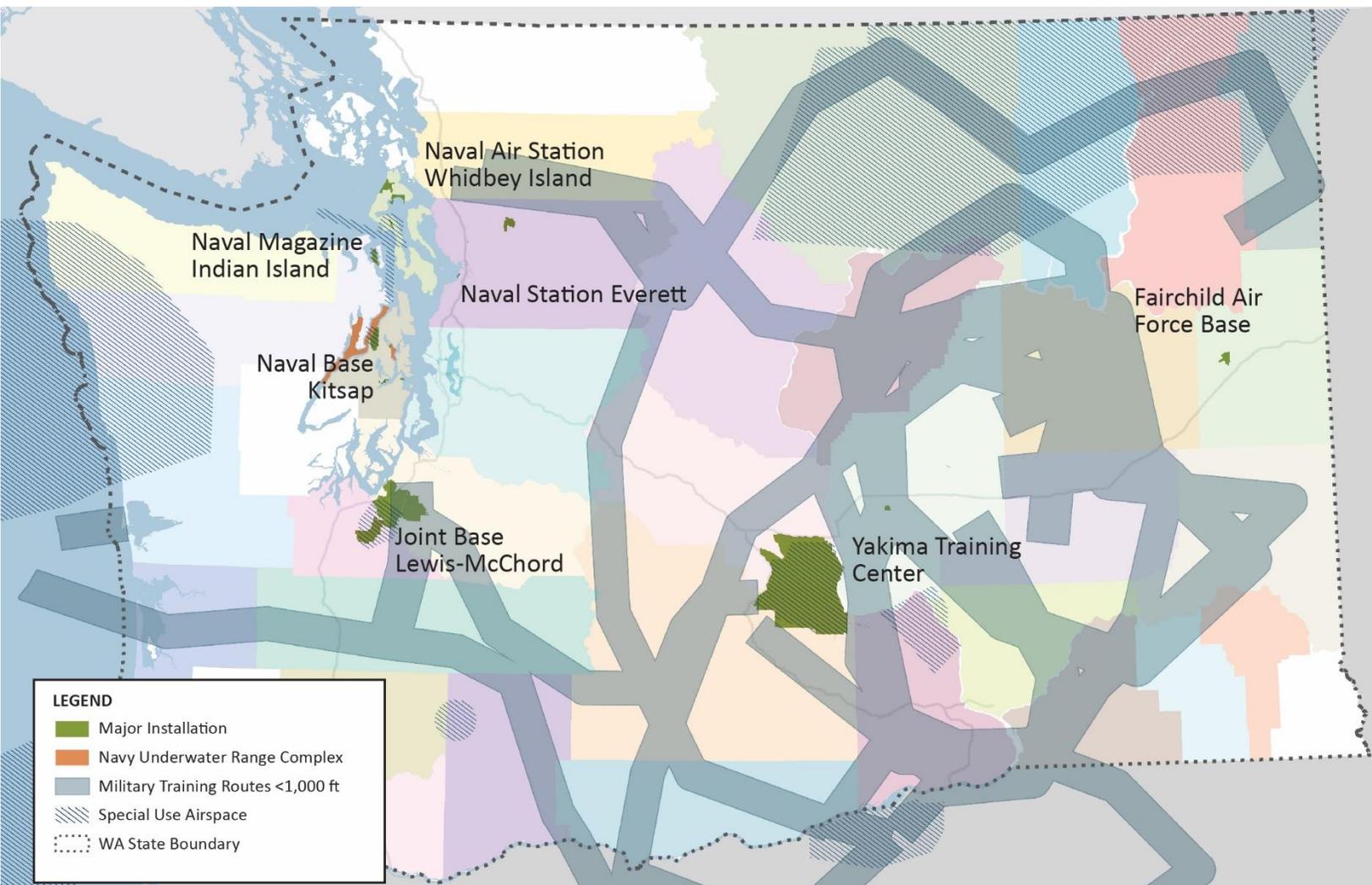
Phone Numbers

Mayor/City Council	509-932-4037
All Departments	509-932-4037

Special Use Airspace (SUA) or a Military Training Route (MTR)

Most counties in Washington have some airspace that is either classified Special Use Airspace (SUA) or a Military Training Route (MTR) with flying heights of 1,000 feet or below. Planners reviewing energy siting projects (e.g., wind turbines) in these restricted areas should note these restrictions and coordinate with the military planning liaison responsible for these operating areas.

Contact information for military offices and jurisdictions are listed on the following page. Jurisdictions or developers working on energy projects or proposals can contact the Community Plans Liaison Officer (CPL) for the Northwest Training Range Complex at (360) 930-4085 or visit www.efsec.wa.gov (See also the preceding section's Consultation Guidance: Energy Projects).



Adams County

<http://www.co.adams.wa.us/>

Address: 210 W Broadway, Ritzville, WA 99169

Phone Number 509-659-3240

Benton County

<https://www.co.benton.wa.us/>

Address: 620 Market St, Prosser, WA 99350

Phone Number 509-783-1310

Chelan County

<https://www.co.chelan.wa.us/>

Address: Building 140, 970 Firing Center Road,
Yakima, WA 98901

Community Development 509-667-6225

Clallam County

<http://www.clallam.net/>

Address: 223 E 4th St, Port Angeles, WA 98362

Phone Number 360-417-2000

Clark County

<https://www.clark.wa.gov/>

Address: 1300 Franklin St, Vancouver, WA 98660

Phone Number 360-397-2000

Columbia County

<http://www.columbiaco.com/>

Address: 341 E Main St, Dayton, WA 99328

Planning Department 509-382-4676

Cowlitz County

<http://www.co.cowlitz.wa.us/>

Address: 207 4th Ave N, Kelso, WA 9626

Planning Department 360-577-3052

Douglas County

<http://www.douglascountywa.net/>

Address: 203 S Rainier St, Waterville, WA 98858

Land Services 509-884-7173

Ferry County

<https://www.ferry-county.com/>

Address: 147 N Clark, Republic, WA 99166

Phone Number 509-775-5225

Franklin County

<http://www.co.franklin.wa.us/>

Address: 1016 N 4th Ave, Pasco, WA 99301

Planning Department 509-509-545-3521

Garfield County

<https://co.garfield.wa.us/>

Address: 789 W Main St, Pomeroy, WA 99347

Planning Department 509-843-1301

Grant County

<http://www.grantcountywa.gov/>

Address: PO Box 37, Ephrata, WA 98823

Phone Number 509-754-2011

Grays Harbor County

<http://www.co.grays-harbor.wa.us/>

Address: 100 W Broadway, Montesano, WA 98563

Planning Department 360249-4222

Island County

www.islandcountywa.gov

Address: 1 NE 7th St, Coupeville, WA 98239

Phone Numbers 360-678-5111

Jefferson County

www.co.jefferson.wa.us/

Address: P.O. Box 1220, 1820 Jefferson St, Port
Townsend, WA 98368

Phone Number 360-385-9100

King County

<https://www.kingcounty.gov/>

Address: 516 3rd Ave, Seattle, WA 98104

Phone Number 206-296-0100 Kitsap County

www.kitsapgov.com

Address: 619 Division St, Port Orchard, WA 98366

Phone Number 360-337-5777

Kittitas County

www.co.kittitas.wa.us

Address: Suite 101, 205 W 5th Ave, Ellensburg, WA
98926

Phone Number

Klickitat County

<https://www.klickitatcounty.org/>

Address: 205 S Columbus Ave, Goldendale, WA
98620

Planning Department 509-773-5703

Lewis County

<https://lewiscountywa.gov/>

Address: 351 NE North St, Chehalis, WA 98532

Community Development 360-740-1146

Lincoln County

<https://www.co.lincoln.wa.us/>

Address: 450 Logan St, Davenport, WA 99122

Planning Department 509-725-7911

Okanogan County

<https://www.okanogancounty.org/>

Address: 123 5th Ave N, Okanogan, WA 98840

Phone Number 509-422-7245

Pacific County

<https://www.co.pacific.wa.us/>

Address: 300 Memorial Dr, South Bend, WA 98586

Phone Number 360-85-9334

Pierce County

<https://www.co.pierce.wa.us/>

Address: 930 Tacoma Ave S, Tacoma, WA 98402

Phone Number

Pend Oreille County

<http://www.whitmancounty.org/>

Address: 625 W 4th St, Newport, WA 99156

Planning Department 509-447-4821

Skagit County

<https://www.skagitcounty.net/Departments/Home>

Address: 1800 Continental Pl, Mount Vernon, WA.

98273

Planning Services 360-416-1320

Skamania County

<http://www.skamaniacounty.org/>

Address: 240 NW Vancouver Ave, Stevenson, WA

98648

Community Development 509-427-3900

Snohomish County

<https://snohomishcountywa.gov/>

Address: 3000 Rockefeller Ave, Everett, WA 98201

Phone Number 425-388-3411

Spokane County

<https://www.spokanecounty.org/>

Address: 1116 W Broadway Ave, Spokane, WA

99260

Phone Number

Stevens County

<http://www.co.stevens.wa.us/>

Address: 215 S Oak St, Colville, WA 99114

Phone Number

Thurston County

<https://www.thurstoncountywa.gov>

Address: 2000 Lakeridge Dr SW, Olympia, WA

98502-1045

Phone Number 360-754-3800

Walla Walla County

<https://www.co.walla-walla.wa.us/>

Address: PO Box 1506, Walla Walla, WA 99362

Main Number 509-524-2505

Whitman County

<http://www.whitmancounty.org/>

Address: 400 N Colfax, WA 99111

Main Number 509-397-4622

Yakima County

www.yakimacounty.us

Address: 128 N 2nd St, Yakima, WA 98901

Planning Department 509-574-2300

Additional Defense Facilities and Other Resources by Topic

This section contains governmental research resources, statewide governmental entities, and associations that may be useful for various policy and planning interests, including:

- Additional Defense Facilities (see also: *Consultation Guide*)
- Agriculture
- Boards and Commissions
- Economic Development and Commerce
- Emergency Management
- Energy and Public Utilities
- Environment, Lands, Water, and Shorelines
- Governmental Research and Planning
- Housing
- Infrastructure
- Regional/Councils of Government
- Transportation
- Tribal Government
- Washington State Legislative Resource

Additional Defense Facilities

US Coast Guard District 13 (USCG-D13)
915 2nd Ave, Seattle, WA 98174
206-220-7237 | www.pacificarea.uscg.mil/Our-Organization/District-13/

Pacific Northwest National Laboratory (PNNL)
902 Battelle Blvd, Richland, WA 9935
888-375-7665 | www.pnnl.gov/

University of Washington Applied Physics Lab (UW APL)
1013 NE 40th St, Box 355640, Seattle, WA 98105
206-543-1300 | www.apl.washington.edu/

Volpentest HAMMER Federal Training Center
2890 Horn Rapids Rd, Richland, WA 98354
509-372-3143 | <https://hammer.hanford.gov/>

Agriculture

American Farmland Trust (AFT)
1200 18th St. NW, Washington, DC 20036
202-331-7300 | www.farmland.org

United States Department of Agriculture (USDA)
Headquarters, 1400 Independence Ave. SW,
Washington, DC 20250
202-720-2791 | www.usda.gov/

Boards and Commissions

The Governor's Office provides a list of profiles and links for the Boards and Commissions responsible for areas of community development and governance, such as transportation, land use, health, human services, education, parks, and natural resources: www.governor.wa.gov/boards-commissions/board-and-commissions/board-commission-profiles

The Growth Management Hearings Board (GMHB) is a quasi-judicial body that makes determinations on appeals to local actions implementing the GMA. The GMHB publishes information online for notices, appeals cases, and contact information for three regional GMHB offices: www.gmhb.wa.gov/Information/Contact

Civilian-Military Planning Partnerships

South Sound Military and Communities Partnership
253-983-7772 | www.cityoflakewood.us/south-sound-military-and-communities-partnership

Washington Military Alliance
2001 6th Ave #2600, Seattle, WA 98121
206-256-6105 | <http://wamilitaryalliance.org>

Economic Development and Commerce

DOD Office of Economic Adjustment (OEA)
Contact the OEA through the main webpage and “Contact Us” form at www.oea.gov. The OEA webpage offers information on funding for military-hosting communities and partnership organizations.

Association of Washington Business (AWB)
1414 Cherry St. SE, Olympia, WA 98501
360-943-1600 | www.awb.org/

Export Finance Assistance Center of Washington (EFACW)
Westin Building Exchange, 2001 6th Ave., Ste. 2600, Seattle, WA 98121
206-256-6115 | <http://efacw.org/>

Washington Economic Development Association (WEDA)
3213 W. Wheeler St. #424, Seattle, WA 98199
800-718-1960 | infor@wedaonline.org
www.wedaonline.org/

Notes: WEDA publishes a Resource Directory that includes member organizations, listed consultants, EDCs, and other contacts online: www.wedaonline.org/resource_directory/default.html

Washington State Department of Commerce – Economic Partners & Associate Economic Development (ADO)
www.commerce.wa.gov/growing-the-economy/local-economic-partnerships/

Washington State Department of Commerce
PO Box 42525, Olympia, WA 98504-2525
360-725-4000 | www.commerce.wa.gov/

Washington State Governor’s Office for Regulatory Innovation and Assistance (ORIA)
1011 Plum St. SE, Building 4, Olympia, Washington 98504
360-725-0628 | www.oria.wa.gov

Education

DOD Education Activity (DODEA) Partnership Educational Partnership Branch, Department of Defense Education Activity, 4800 Mark Center Drive, Alexandria, VA 22350-1400
571-372-6026 | www.dodea.edu/Partnership/

State of Washington Office of Superintendent of Public Instruction
600 Washington St. SE, Olympia, WA 98504-7200
360-725-6000 | www.k12.wa.us

Emergency Management

Washington Military Department - Emergency Management Division
Building 1, Militia Drive, Camp Murray, WA 98430-5000
253-512-8000 | <https://mil.wa.gov/>
Washington Military Department Phone Directory:
https://mil.wa.gov/uploads/pdf/about-us/wa_mil_telephone_directory.pdf

Washington State Emergency Management Association
<https://wsema.com>

Energy and Public Utilities

Department of Defense Siting Clearinghouse (Energy Siting)
3400 Defense Pentagon, Room 5C646, Washington, DC 20301-3400
www.acq.osd.mil/dodsc/ | osd.dod-siting-clearinghouse@mail.mil

State of Washington Energy Facility Site Evaluation Council (EFSEC)
1300 S. Evergreen Park Dr. SW, Olympia, WA 98504-7250 | 360-664-1345 |
www.efsec.wa.gov/

Washington Association of Sewer & Water Districts (WASWD)
Provides a list of its member districts by county online: www.waswd.org/district-members

Washington Public Utility Districts Association (WPUDA)

12720 Gateway DR #204, Seattle, WA 98168
206-246-1299 | www.waswd.org/

Notes: WPUDA Publishes information on Public Utility Districts (PUDs) for water, sewer, electricity, and telecommunications across the state. WPUDA provides links to PUDs by county online:
www.wpuda.org/about-puds

Environment, Lands, Water, and Shorelines

U.S. Department of the Interior Bureau of Land Management

1849 C St. NW, RM 5665, Washington DC, 20240
202-208-3801 | www.blm.gov/

The Conservation Fund (TCF)

1655 N. Fort Myer Drive, Ste. 1300, Arlington, Virginia 22209
703-525-6300 | www.conservationfund.org

Land Trust Alliance (LTA)

1331 H St., NW, Ste. 400, Washington, DC 20005
202-638-4725 | www.lta.org

Recreation and Conservation Office

1111 Washington St. SE, Olympia, WA 98501
360-902-3000 | www.rco.wa.gov/

The Nature Conservancy (TNC)

4245 N. Fairfax Drive, Ste. 100, Arlington, VA 22203
703-841-4850 | www.nature.org

The Trust for Public Land (TPL)

901 5th Ave. Ste. 1520, Seattle, WA 98164
206-587-2447 | www.tpl.org

U.S. National Park Service

1849 C St., NW, Washington, DC 20240
202-208-6843 | www.nps.gov/index.htm

Washington State Department of Ecology (Ecology)

300 Desmond Drive SE, Lacey, WA 98503

360-407-6000 | ecology.wa.gov

Notes: Ecology also manages Washington State's Shoreline Management Program. Ecology provides technical assistance and resources for shoreline planning and permitting: <https://ecology.wa.gov/Water-Shorelines/Shoreline-coastal-management/Shoreline-coastal-planning/Contacts>

Additional contacts are available online:
<https://ecology.wa.gov/About-us/Get-to-know-us/Contact-us>

Washington State Department of Natural Resources (DNR)

1111 Washington St. SE, Olympia, WA 98501
360-902-1000 | dnr.wa.gov

Washington State Department of Fish and Wildlife (WDFW)

1111 Washington St. SE, Olympia, WA 98501
360-902-2200 | wdfw.wa.gov

Washington State Parks and Recreation Commission

1111 Israel Rd. SW, Tumwater, WA 98501-6512
360-902-8844 | <https://parks.state.wa.us/>

Governmental Research and Planning

American Planning Association (APA)

1776 Massachusetts Ave., NW, Washington, DC 20036
202-872-0611 | www.planning.org

Association of Washington Cities (AWC)

1076 Franklin St. SE, Olympia, WA 98501-1346
800-562-8981 | awc@awcnet.org | <https://wacities.org/>

Municipal Research and Services Center (MRSC)

2601 4th Ave., Ste. 800, Seattle, WA 98121
800-933-6772 | www.mrsc.org

Council of State Governments (CSG)

Hall of States, 444 N. Capitol St., NW, Ste. 401, Washington, DC 20001
202-624-5460 | www.csg.org

International City/County Management Association (ICMA)
777 N. Capitol St., NE, Ste. 500, Washington, DC 20002
202-289-4262 | www.icma.org

National Association of Counties (NACo)
440 First St., NW, Washington, DC 20001
202-303-6226 | www.naco.org

National Conference of State Legislatures (NCSL)
444 N. Capitol St., Washington DC 20001
202-624-5400 | www.ncsl.org

National Governors Association
Hall of States, 444 N. Capitol St., Washington DC 20001
202-624-5300 | www.nga.org

National League of Cities (NLC)
1301 Pennsylvania Ave., NW, Ste. 550, Washington, DC 20004
202-626-3000 | www.nlc.org

Planning Association of Washington (PAW)
5727 Baker Way NW, Ste. 200, Gig Harbor, WA 98332
1-877-460-5880 | www.planningassociationofwa.org/contact-paw/

U.S. Conference of Mayors
1620 Eye St., NW, Washington, DC 20006
202-293-7330 | www.usmayors.org

Washington State Association of Counties (WSAC)
206 Tenth Ave. SE, Olympia, WA 98501
360-753-1886 | <http://wsac.org/>

Washington State Association of County and Regional Planning Directors
360-489-3024 | wsac.org/affiliates/wcaa

Washington State Association of County Commission/Council Clerks
360-489-3020 | wsac.org/affiliates/wcaa

Housing

Association of Washington Housing Authorities
www.awha.org/
www.awha.org/find-a-housing-authority.html

Building Industry Association of Washington
21st Ave. SW, Olympia, WA 98501
360-352-7800 | www.biaw.com

U.S. Department of Housing and Urban Development (HUD) - Seattle Regional Office
Seattle Federal Office Building, 909 First Ave., Ste. 200, Seattle, WA 98104-1000
206-220-5101 | www.hud.gov/states/washington/offices#seattle

Washington State Housing Finance Commission
1000 Second Ave., Ste. 2700, Seattle, WA 98104
Main Phone: 206-464-7139 | www.wshfc.org

Washington State Department of Commerce and Washington State Affordable Housing Board (AHAB)
Housing Needs Assessment and Buildable Lands Guidance: www.commerce.wa.gov/housing-needs-assessment/ and www.commerce.wa.gov/serving-communities/growth-management/growth-management-topics/buildable-lands/

Infrastructure

Infrastructure Assistance Coordinating Council (IACC)
IACC provides links to member organizations online:
www.infracfunding.wa.gov/members.html

The US Army Corps of Engineers
Centers of Expertise listed online:
www.usace.army.mil/About/Centers-of-Expertise/
Contact Numbers and a Contact Form are also available online:
www.usace.army.mil/About/Centers-of-Expertise/

Regional/Councils of Government

Benton-Franklin Council of Governments
PO Box 217, Richland, WA 99354
509-943-9185 | <http://bfcog.us/>

Cowlitz/Wahkiakum Council of Governments
207 4th Ave N, Kelso, WA 98626
360-577-3041 | www.cwcog.org/

Grays Harbor Council of Governments
115 S Wooding St, Aberdeen, WA 98520
360-537-4386 | www.ghcog.org/

Pierce County Regional Council
1011 Western Ave Ste. 500, Seattle, WA 98104
206-464-7090 | www.psrc.org/

Puget Sound Regional Council
1011 Western Ave Ste. 500, Seattle, WA 98104
206-464-7090 | www.psrc.org/

Thurston Regional Planning Council
2424 Heritage Ct SW Ste. A, Olympia, WA 98502
360-956-7575 | www.trpc.org/

Whatcom Council of Governments
314 E Champion St, Bellingham, WA 98225
360-676-6974 | wcom.org/

Transportation

Federal Aviation Administration - Airport
Environmental Programs
800 Independence Ave. SW, Washington, DC
20591
866-835-5322 | www.faa.gov/airports/environmental

Washington Public Ports Association
1501 Capitol Way S. Ste. 304, Olympia, WA
98501
360-943-0760 | www.washingtonports.org/
WPPA maintains an online Port Directory:
www.washingtonports.org/ourports-directory

Washington State Department of
Transportation (WSDOT)
Olympia Headquarters, 310 Maple Park Ave. SE,
Olympia, WA 98504-7300
360-705-7000 | www.wsdot.wa.gov/

*Notes: WSDOT provides resources for
Regional Transportation Planning
Organizations (RTPOs) and Metropolitan
Planning Organizations (MPOs). Resources
include a statewide map of RTPOs and a
Contact Directory for RTPOs, MPOs, and
WSDOT:*

www.wsdot.wa.gov/sites/default/files/2018/01/24/WSDOT-Directory-MPO-RTPO.pdf
*Map: Regional Transportation Planning
Organizations (RTPOs) of Washington*
www.wsdot.wa.gov/planning/Regional/Default.htm

Tribal Government

The Governor's Office of Indian Affairs
General Administration Building, 1110 Capitol
Way S. Ste. 225, Olympia, WA 98501
360-902-8826 | <https://goia.wa.gov/>

*Notes: Governor's Office of Indian Affairs
publishes contact information for tribes,
tribal officials, state liaisons, tribal casinos,
colleges, courts, museums, media, and
more. The complete Washington State
Tribal Directory is available online:*
<https://goia.wa.gov/tribal-directory>

Washington State Legislative Resources

The Washington State Legislature website
provides current information for legislators,
committee hearings, floor activities, proposed
bills, laws, and rules for Washington statutes:
www.leg.wa.gov

State Legislative Information and Contacts
AWC maintains a Legislator Directory that is
searchable by city/town, last name, and district:
[https://wacities.org/advocacy/legislator-
directory](https://wacities.org/advocacy/legislator-directory)

Appendix A: Glossary

This glossary primarily includes military terms and acronyms. Many sources available for military terms and acronyms are written with a military-oriented audience in mind. This glossary intends to support a broader audience that includes those who are unaffiliated with the military.

Military terms vary across individual service branches. Useful resources include:

- DOD Dictionary of Military and Associated Terms (November 2018)
<https://www.jcs.mil/Portals/36/Documents/Doctrine/pubs/dictionary.pdf>
- Air Force Glossary: <https://www.doctrine.af.mil/Doctrine-Annexes/Air-Force-Glossary/>
- US Army Knowledge Management Glossary: <https://usacac.army.mil/cac2/AOKM/KMGlossary.htm>
- Naval Facilities Command (NAVFAC) Acronym Glossary: <https://www.doctrine.af.mil/Doctrine-Annexes/Air-Force-Glossary/>
- Joint Chiefs of Staff, Joint Electronic Library, DOD Terminology Program:
<https://www.jcs.mil/Doctrine/DOD-Terminology-Program/>

Planning terms vary by topic and specialty area. Useful resources include:

- The Municipal Research and Services Center (MRSC) online resource page links to glossaries on various planning topics: <http://mrsc.org/Home/Explore-Topics/Planning/Information-Resources-and-Tools-for-Planners/Planner-s-Pocket-Reference.aspx>
- Statutes and rules provide “Definitions” sections. The Washington State Legislative webpage provides search functions for statutes and rules: <http://search.leg.wa.gov/search.aspx#results>

Terms

Abatement—To eliminate, reduce or lessen impacts from military activities on civilians, e.g. noise abatement.

Adopt—Refers to enacting a policy or law.

Aeronautical charts—Airspace navigation maps.

Agricultural land—Defined in RCW 36.70A.030 as having long-term commercial significance for agricultural production, primarily devoted to the commercial crops and livestock.

Armed forces—Defined in 10 U.S. Code § 101 as the Army, Navy, Air Force, Marine Corps, and Coast Guard.

Applicant—Individual, organization, or governmental body proposing a project or land use action.

Avigation—Aerial navigation.

Attenuation—Sound attenuation strategies are implemented both by the military and through local development regulations.

Beddown—To place a mission or to base equipment (such as a type of aircraft) at a designated site.

Cabinet—A cabinet consists of members of the military, including cabinet-level departments and advisory cabinets. For example, the Secretary of Defense is a cabinet-level head, reporting to the President.

Capital facility—See *public facilities*.

Ceiling—See imaginary surfaces.

Charrette—An early-phase planning workshop involving participation of people from a study area or proposed project site.

Command post—A military unit’s headquarters.

Command—A requirement of duty, or a reference to the head office within the military authority structure.

Commander—(For an installation) the officer responsible for personnel, operations, infrastructure, and planning necessary to uphold a mission.

Commander-in-Chief—The lead authority figure for military service branches. The president fills this role for federal military departments and governors fill this role for state military departments.

Compatibility – the multi-directional relationship in civilian-military planning.

Compatible use—Military and civilian uses of land, water, and airspace that can co-exist with minimal adverse effects.

Components—Collective term of reference for military service branches under the DOD.

Comprehensive plan—Defined in RCW 36.70A.030 as “a generalized coordinated land use policy statement of the governing body of a county or city.”

Commutershed—A transportation planning term in reference to a geographic area from or within which commuters travel.

Community vision—What guides local land use decision-making and planning.

Conservation buffers—A reference to areas set aside for the purpose of preserving existing conditions or habitat restoration.

Critical areas—Defined in RCW 36.70A.030 to include “(a) Wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas.

Deployment—Military movement of personnel to areas of active war, conflict, or disaster.

Development regulation— Defined in RCW 36.70A.030 as “the controls placed on development or land use activities by a county or city, including, but not limited to, zoning ordinances, critical areas ordinances, shoreline master programs, official controls, planned unit development ordinances,

subdivision ordinances, and binding site plan ordinances, including amendments.

Docketing – Process required by the GMA where the community considers all proposed amendments at the same time for local governments to collectively consider impacts.

Encroachment management—Defined in AFI 90-2001 as “any deliberate action by any governmental or non-governmental entity or individual that does, or is likely to, inhibit, curtail, or impede current or future military activities or deliberate military activity that is, or is likely to be, incompatible with the community’s use of its resources.”

Energy resilience—The “ability to avoid, prepare for, minimize, adapt to, and recover from” energy disruptions, ensuring reliable energy availability sufficient to maintain military operations and/or rapid reestablishment of operations, per 10 U.S. Code § 101.

Environmental Impact Statement—Document product of an environmental review process which assesses environmental impacts, considers alternative project actions, and determines mitigation needs.

Environmental review—Process to identify, avoid, and/or mitigate potential adverse environmental impacts resulting from proposed development projects or other actions.

Fiscal years – Year defined for accounting purposes, typically running from October 1 of the budget’s prior year through September 30 of the year being described.

Floor—See imaginary surfaces.

Forestland—Defined in RCW 36.70A.030 as “land primarily devoted to growing trees for long-term commercial timber production on land that can be economically and practically managed for such production,” where “the following factors shall be considered: (a) The proximity of the land to urban, suburban, and rural settlements; (b) surrounding parcel size and the compatibility and intensity of adjacent and nearby land uses; (c) long-term local economic conditions that affect the ability to manage for timber production; and (d) the

availability of public facilities and services conducive to conversion of forestland to other uses.”

Homeport—Either to place a mission/locate a marine vessel at a designated port, or a reference to a marine vessel’s docking location when not deployed.

Imaginary surfaces—Three-dimensional partitions of airspace defined by altitudes and which represent areas of flight navigation. The top-level boundary of an imaginary surface is called a ceiling, the bottom-level is a floor.

Installation complex—“Installation complex” and “mission footprint” are terms describing the geographic area (land, air, or sea) where the military trains or operates to fulfill a given mission.

Instrumentality of local government—An organization granted authority to fulfill specific, delegated functions on behalf of an authorizing governmental body.

Joint-basing—Merging two separate bases into one that is administered by a single service branch.

Long-term commercial significance—Defined in RCW 36.70A.030 as referring to “the growing capacity, productivity, and soil composition of the land for long-term commercial production, in consideration with the land’s proximity to population areas, and the possibility of more intense uses of the land.”

Military departments—Defined in 10 U.S. Code § 101 as the Departments of the Army, Navy, and Air Force.

Military Influence Area/Military Operating Area—Geographic locations where base command and personnel perform operations or training.

Military installation—Defined in 10 USC § 2687 as “a base, camp, post, station, yard, center, homeport facility for any ship, or other activity under the jurisdiction of the Department of Defense, including any leased facility” located within US territory.

Mission footprint—The land, facilities, airspace, and ranges that directly support mission requirements, including what is owned, managed, or controlled by the installation (AFH 32-7084).

Mission sustainment—A term to describe the military’s efforts to have and maintain a high level of flexibility for training and operations on a base and within its installation complex.

Mission—The duty or set of duties assigned by higher-commands to a military base and military personnel as a primary motivation that underlies all duty obligations.

Mitigation measures—Actions to offset adverse impacts, often in reference to environmental impact.

National Guard—Defined in 10 U.S. Code § 101 to include the Army National Guard and the Air National Guard, both of which represent reserve components (active and inactive) of the armed forces that are part of the organized militia of a state or territory, and being federally funded and recognized.

Noise contour—Noise zones and noise contours refer to areas around a source of noise, like an airfield or firing range, which is delineated according to average levels of noise exposure.

Noise zone—Noise zones and noise contours refer to areas around a source of noise, like an airfield or firing range, which is delineated according to average levels of noise exposure.

Optimal land uses—In general, land uses that offer benefit to local needs and planning goals while preserving a level of long-term flexibility to mission changes that respond to geopolitical conditions and technological advancements. However, optimal land uses should be identified locally since communities and military missions are the ultimate determinants of compatibility.

Ordinance—A local regulation.

Ordnance—Military weapons and ammunition.

Planning commission—Defined in RCW 58.17.020 as a group “designated by the legislative body to perform a planning function or that body assigned such duties and responsibilities under a city or county charter.”

Plat—Defined in RCW 58.17.020 as “a map or representation of a subdivision, showing thereon the division of a tract or parcel of land into lots, blocks,

streets and alleys, or other divisions and dedications.”

Population projection—The level of estimated population change (increase or decrease) for a community. In Washington State, the Office of Financial Management (OFM) provides county-level population projections for use in local comprehensive planning.

Power projection platform—A term for a geographic location that is strategically critical for dispatching equipment and people to any destination where the US military is or could become actively deployed for war or national emergencies.

Public facilities—Defined in RCW 36.70A.030 as “Public streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools.”

Public services—Defined in RCW 36.70A.030 as “fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services.”

Projection—“Power” or “force” projection is the military term for the ability to immediately propel operations, or to dispatch personnel, in response to incidents of war or national emergencies.

Range—Defined in 10 U.S. Code § 101 in a geographic sense as designated area of land or water that is set aside, managed, and used by the DOD for research, development, testing, and personnel training.

Realignment—Defined in 10 USC § 2687 as any action that reduces or relocates functions and personnel positions, but excludes a reductions due to workload adjustments, reduced personnel or funding levels, skill imbalances, etc.

Region of influence—the geopolitical area in which an installation operates, including facilities, airspace, and training areas within and outside of military

Acronyms

ACUB—Army Compatible Use Buffer (Program)
ADNL—A-weighted Day-Night (sound) Levels
ADP—Area Development Plan
AF—Air Force
AFB—Air Force Base

jurisdiction (AFH 32-7084). Force structure—A reference to the full network of military resources and capabilities.

Rural character—Refers to land use patterns and development established in the rural element of a county comprehensive plan in accordance with descriptions provided by RCW 36.70A.030 (16).

Standards—Elements that govern the range of allowed uses, density or intensity of development, and building or structure dimensions.

Subdivision—Defined in RCW 58.17.020 as “the division or redivision of land into five or more lots, tracts, parcels, sites, or divisions for the purpose of sale, lease, or transfer of ownership.”

Tenant—A military term for occupants using an installation that is managed by a different service branch, like a State or National Guard unit authorized to operate at a US Army base.

Unit—A military unit typically from a single arm of service and its functions are self-contained.

Urban growth area—areas a county designates for future urban development, pursuant to RCW 36.70A.110.

Wetlands—Defined in RCW 36.70A.030 as natural areas “inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.”

Vision—In a comprehensive plan, the vision is a community’s statement about its desired future image, and sets the framework for the land use policy objectives contained in the plan.

Zoning—Local land use ordinances a community adopts to, according to RCW 36.105.020, “implement a community comprehensive plan.”

AFH—Air Force Handbook
AFI—Air Force Instruction
AGO—Army General Order
ACHP—Advisory Council on Historic Preservation
AICUZ—Air Installation Compatible Use Zone

ALUCP—Airport Land Use Compatibility Plans
 APL-UW—Applied Physics Laboratory of the University of Washington
 APZ—Accident Potential Zone
 AR—Army Regulation
 Army DIR—Army Directive
 ARW—Air Refueling Wing
 BAH—Basic Allowance for Housing
 BASH—Bird/Wildlife Strike Hazard Program
 BLM—US Bureau of Land Management
 CAO—(Washington) Critical Areas Ordinance
 CEQ—Council on Environmental Quality
 CFR—Code of Federal Regulations
 CZ—Clear Zone
 Db—Decibels
 dBA—A-weighted decibel
 dBC—C-weighted decibel
 dBP—Decibel Peak (sound level)
 DNR—Department of Natural Resources
 DNS—Determination of Non-Significance
 DOD—Department of Defense
 DODD—DOD Directive
 DODEA—DOD Education Activity
 DODI—DOD Instruction
 DOH—Department of Health
 DOI—Department of the Interior
 DS—Determination of Significance
 EAP—Encroachment Action Plan
 EFSEC—(Washington) Energy Facility Site Evaluation Council
 EIAP—Environmental Impact Analysis Process
 EIS—Environmental Impact Statement
 EMAP—Encroachment Management Action Plan
 EM—Electromagnetic
 EMAC—(Washington) Emergency Management Assistance Compact
 EMD—Emergency Management Division
 EMP—Emergency Management Plan
 EMP—Encroachment Management Program
 EOC—Emergency Operations Center
 EOD—Explosive Ordnance Disposal
 EO—Executive Order
 EPA—Environmental Protection Agency
 ESA—Endangered Species Act
 ESC—Energy Siting Clearinghouse
 FAA—Federal Aviation Administration
 FAFB—Fairchild Air Force Base
 FFO—Federal Funding Opportunity
 FOUO—For Official Use Only
 FWS—Fish and Wildlife Service
 GIS—Geographic Information System
 GMA—Growth Management Act
 GMHB—Growth Management Hearings Board
 ICEMAP—Installation Complex Encroachment Management Action Plan
 IDP—Installation Development Plan
 IF/MF—Installation Complex/Mission Footprint
 INRMP—Integrated Natural Resources Management Plan
 IONMP—Installation Operational Noise Management Plan
 JBLM—Joint Base Lewis-McChord
 JFHQ-WA—Joint Forces Headquarters of the Washington National Guard
 JLUS—Joint Land Use Study
 LBCS—Land Based Classification Standards
 MDNS—Mitigated Determination of Non-Significance
 MF—Mission Footprint
 MIA—Military Influence Area
 MILCON—Military Construction
 MIL-STD—Military Standard
 MOA—Military Operating Area, or Memorandum of Agreement
 MOU—Memoranda of Understanding
 MPO—Metropolitan Planning Organization
 MTR—Military Training Route
 NAS—Naval Air Station
 NAS-WI—Naval Air Station Whidbey Island
 NAVFAC—Naval Facilities Engineering Command
 NBK—Naval Base Kitsap
 NB—Naval Base
 NDAA—National Defense Authorization Act
 NDS—National Defense Strategy
 NEPA—National Environmental Policy Act
 NHPA—National Historic Preservation Act
 NMODD—Noise Model Operational Data Documentation
 NOA—Notice of Availability (NEPA process)
 NOI—Notice of Intent (NEPA process)
 NSE—Naval Station Everett
 NSF—Naval Support Facility
 NSN—Native Sovereign Nation
 NSS—National Security Strategy
 NZ—Noise Zone

OEA—Department of Defense Office of Economic Adjustment
OFM—Washington State Office of Financial Management
ONMP—Operational Noise Management Plan
OPMA—(Washington) Open Public Meetings Act
OPNAV—Office of the Chief of Naval Operation
OPNAVINST—Office of the Chief of Naval Operations Navy Instruction
OSD—Office of the Secretary of Defense
PL—Public Law
PNNL—Pacific Northwest National Laboratory
PSNBA—Puget Sound Naval Base Association
PSRC—Puget Sound Regional Council
RAICUZ—Range Air Installations Compatible Use Zone Program
REPI—Readiness and Environmental Initiative
RCW—Revised Code of Washington
ROI—Region of Influence
RTPO—Regional Transportation Planning Organization

SEPA—(Washington) State Environmental Protection Act
SLUCM—Standard Land use Coding Manual
SRI—Sustainable Ranges Initiative
SSMCP—South Sound Military & Communities Partnership
T&SA—Threatened and Endangered Species
TDR—Transfer Development Rights
UFC—Unified Facilities Criteria
UGA—Urban Growth Area
US—United States
USACE—US Army Corps of Engineers
USAF—United States Air Force
USCG—United States Coast Guard
USFS—US Forest Service
USFWS—US Fish and Wildlife Service
WA—Washington State
WAC—Washington Administrative
WAFWO—Washington Fish and Wildlife Office
WMD—Washington Military Department
WSDOT—Washington State Department of Transportation

Appendix B: Quick-Reference Policy Guide

Appendix B is an index of Washington State and federal-level laws and regulations related to various compatibility planning topics. This guide lists some of the legal sources for various federal and Washington State planning subjects. The guide is not intended to be an exhaustive review of regulations but offers a set of policies to support those engaged in planning and civilian-military compatibility in Washington State. More information and in-depth policy research, including Washington State and United States constitutions, visit:

- Washington State Policy Resource:
<http://leg.wa.gov/LawsAndAgencyRules/Pages/default.aspx>
- Federal Policy Resources:
www.senate.gov/civics/constitution_item/constitution.htm and
<http://uscode.house.gov/browse.xhtml>

Washington State Policy

Annexation (Procedural)

Annexation of Territory, RCW 57.24
Cities and Towns—Annexation of Unincorporated Areas, RCW 35.10 & 35.13
Optional Municipal Code—Annexation by code cities, RCW 35A.14

Boundaries and Plats

Boundaries and Plats, RCW 35A.58
Boundaries and Plats, Title 58

Cities and Towns

Cities and Towns, Title 35
Optional Municipal Code, Title 35A

Citations under the Washington State Policy section primarily refer to the Revised Code of Washington (RCW). Policies under the Federal Policy section primarily reference Public Law (PL) or Code of Federal Regulations (CFR), in addition to other forms of regulation, as listed below:

CFR—Code of Federal Regulations

Const.—Constitution

DOD—Department of Defense

DODD—DOD Directive

DODI—DOD Instructions

EO—Executive Order

MIL-STD—Military Standard

PL—Public Law

RCW—Revised Code of Washington

UFC—Unified Facilities Criteria

USC—United States Code

WAC—Washington Administrative Code

Climate

(See also: Environmental)
Energy Freedom Program, RCW 43.325
Integrated Climate Change Response Strategy, RCW 43.21M
Limiting Greenhouse Gas Emissions, RCW 70.235

Consistency/Concurrency

Comprehensive Plans—Mandatory Elements, RCW 36.70A.070
Development Regulations—Consistency with Comprehensive Plan, RCW 35A.63.260

Cultural/Historic Preservation

Abandoned and Historic Cemeteries and Historic Graves, RCW 68.60

Archeological and Cultural Resources, EO 05-05
Department of Archaeology and Historic
Preservation, RCW 43.334
Heritage Barn Program, RCW 27.34.400
State Historical Societies –Historic Preservation,
RCW 27.34
Washington State Historic Building Code, RCW
19.27.120

Development Regulations

(See also: Planning and Local Governments)

Agricultural Lands–Innovative Zoning
Techniques–Accessory Uses, RCW
36.70A.177
Airport Zoning Act, RCW 14.12
Comprehensive Plans and Development
Regulations, RCW 36.70A.115
Comprehensive Plans–Development Regulations,
RCW 36.70A.106
Comprehensive Plans–Review Procedures and
Schedules–Amendments, RCW 36.70A.130
Development Agreements–Authorized, RCW
36.70B.170
Development Regulations–Consistency with
Comprehensive Plan, RCW 35A.63.105;
35.63.125
Development Regulations–Jurisdictions
Specified–Electric Vehicle Infrastructure,
RCW 35A.63.107
Development Regulations–Requirements, RCW
36.70B.080
Interim Zoning, RCW 36.70.790
Natural Resource Lands and Critical Areas–
Development Regulations, RCW 36.70A.060
Ordinances or Resolutions of City Applying to
Land, Buildings or Structures within
Corporation, Effectiveness, RCW 35.14.040
Planning and Zoning in Code Cities, RCW 35a.63
Prerequisite for Zoning, RCW 36.70.720
Procedural Amendments–Zoning Ordinance,
RCW 36.70.800
Zoning Map, RCW 36.70.740
Zoning–Types of Regulations, RCW 36.70.750

Economic Development

Economic Development Programs, RCW
35.21.703

Moratoria, Interim Zoning Controls- Public
hearing-Limitation on Length–Exceptions,
RCW 36.70A.390
Economic Development–Public Facilities Loans
and Grants, RCW 43.160
Community and Economic Development
Responsibilities, RCW 43.330.050
Coordination of Community and Economic
Development Services, RCW 43.330.080

Emergency Management

(See also: Militia and Military Affairs)

Emergency Management Assistance Compact,
RCW 38.10.010
Emergency Management, RCW 38.52
Military Department (Emergency Management),
Title 118 WAC
State Military Department to Administer
Emergency Management Program, RCW
38.52.005

Energy

Application or a Permit to Site an Energy Plant or
Alternative Energy Source–Written Notice to
US DOD, RCW 35.63.270; RCW 35A.63.290;
RCW 36.01.320
Energy Facilities—Site Locations, RCW 80.50
Energy Freedom Program, RCW 43.325
State Energy Office, RCW 43.21F

Environmental

Department of Ecology, RCW 43.21A
Department of Fish and Wildlife (WDFW), RCW
43.300
Department of Natural Resources (DNR), RCW
43.30
Environmental and Forest Restoration Projects,
RCW 43.21J
Environmental and Land Use Hearings Office–
Pollution Control Hearings Board, RCW
43.21B
Environmental Excellence Program Agreements,
RCW 43.21K
Fish and Wildlife, Title 77
Flood Control, Title 86
Forests and Forest Products, Title 76

Integrated Climate Change Response Strategy, RCW 43.21M
Irrigation, Title 87
Military Department State Environmental Policy Act Procedures, WAC 323-12
Open Space, Agricultural, Timberlands—Current Use—Conservation Futures, RCW 84.34
Reclamation, Soil Conservation, and Land Settlement, Title 89
Shoreline Management Act of 1971, RCW 90.58
State Environmental Policy, RCW 43.21C
Water Rights—Environment, Title 90
Waterways, Title 91

Fire Protection

Fire Protection Districts, Title 52
State Fire Protection, RCW 43.44

Growth Management Act (GMA)

(See also: Planning and Local Governments)
Growth Management—Planning by Selected Counties and Cities, RCW 36.70A
Urban Growth Areas, RCW 36.70A.110

Housing

Affordable Housing Incentives Programs—Low-income Housing Units, RCW 36.70A.540
Affordable Housing Program, RCW 43.185A
Housing Assistance Program, RCW 43.185
Housing Authorities Law, RCW 35.82
Housing Finance Commission, RCW 43.180
Washington Housing Policy Act, RCW 43.185B

Judicial Review—Land Use

Appeal of Land Use Decisions—Fees and Costs, RCW 4.84.370
Court of Appeals, RCW 2.06
Environmental and Land Use Hearings Office—Pollution Control Hearings Board, RCW 43.21B
Growth Management Hearings Board, RCW 36.70A.295, 36.70A.310, 36.70A.3201
Judicial Review of Land Use Decisions, RCW 36.70C
Land Use Petition—Required Elements, RCW 36.70C.070

Local Governmental Organization—Boundaries—Review Boards, RCW 36.93
Local Land Use Decisions, RCW 42.36.010,
Superior Courts, RCW 2.08
Supreme Court, RCW 2.04

Military and Veterans

(See also: Washington Military Department)
Armories and Rifle Ranges, RCW 38.20
Department of Veterans Affairs, RCW 43.60A
Emergency Management Assistance Compact, RCW 38.10
Emergency Management, RCW 38.52
Intrastate Mutual Aid System, RCW 38.56
Military Department (Emergency Management), Title 118 WAC
Military Power—Limitation of, WA State Const. Article I,
Militia and Military Affairs, Title 38
State and National Defense—Acceptance of National Defense Facilities Act, RCW 38.48
(See also: 10 USC §18231/formerly §2231),
Veterans and Veterans Affairs, Title 73
Veterans' Rehabilitation Council, RCW 43.61
WAC Military Department, Title 323
Washington State Guard, RCW 38.14

Mines and Minerals

Minerals, and Petroleum, Title 78 Mines,
Surface Mining, RCW 76.10

Planning and Local Governments

(See also: Development Regulations)
Boundaries and Plats, Title 58
Cities and Towns, Title 35
Counties, Title 36
County-wide Planning Policy, RCW 43.17.250
County-wide planning policies, 36.70A.210
Eminent Domain by Counties, RCW 8.08
Local Project Review, RCW 36.70B
Planning by Selected Counties and Cities, RCW 36.70A
Planning Commissions, RCW 35A.63, RCW 36.70
Planning Enabling Act, RCW 36.70
Urban Growth Areas, RCW 36.70A.110

Port Districts

Port Districts, Title 53
Public Lands
(See also: Environmental)
Commissioner of Public Lands, RCW 43.12
Public Lands, Title 79
Public Recreational Lands, Title 80

Public Facilities and Public Utilities

Common School Provisions, Title 28A
Economic Development Account—Eligibility for Assistance, RCW 43.160.200
Eligibility, Priority, Limitations, and Exceptions (Public Works Trust Fund), RCW 43.17.250
Grants or Loans for Water Pollution Control Facilities—Considerations, RCW 70.146.070
Libraries, Museums, and Historical Activities, Title 27
Loans and Grants to Political Subdivisions for Public Facilities Authorized, RCW 43.160.060
Public Utilities, Title 80
Siting of Essential Public Facilities, RCW 36.70A.200

Public Health and Safety

Department of Health, RCW 43.70
Inspection of Property where Marine Species Located, RCW 43.70.185
Noise Control, RCW 70.107
Public Health and Safety, Title 70
State Board of Health, RCW 43.20
Washington Industrial Safety and Health Act, RCW 49.17

Public Participation

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