

## **APPENDIX C**

**Case Study Summary Reports - Bremerton National and Pierce County Airport /Thun Field**

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## Summary of Bremerton National Airport Land Use Compatibility Meetings

### Consulted Parties Include:

#### Kitsap County

Larry M. Keeton	Director, Department of Community Development
Jeff Smith	County Planner

#### Port of Bremerton

Fred Salisbury	Director, Airport/Industrial Operations
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#### City of Bremerton

Andrea Spencer	Director of Community Development
Phil Williams	Director of Public Works and Utilities
Lindsey Sehmel	Long Range Planner

#### City of Port Orchard

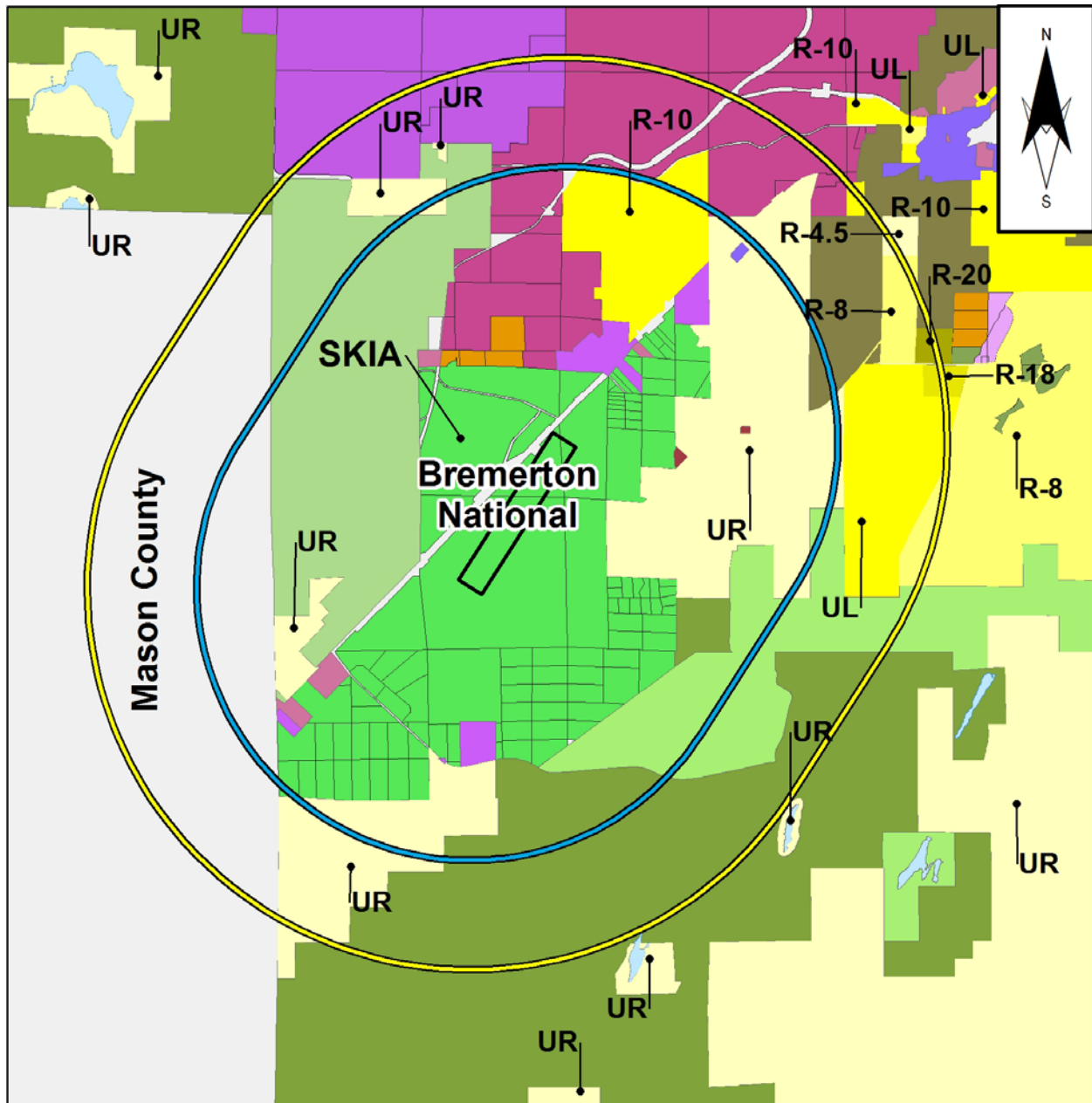
James Weaver	City Development Director
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### Introduction and Overview

Bremerton National Airport is part of the South Kitsap Industrial Area (SKIA) that was recently annexed by the City of Bremerton from Kitsap County. The area surrounding the Airport is largely undeveloped, with exception of an industrial park to the north. Parcels within the SKIA were zoned as general industrial upon their annexation by the City of Bremerton. The intent is to complete a sub-area plan which will address intended development of the SKIA in the near future and include land use concerns noted by the Airport such as density, light, dust, and glare. The general consensus among interested parties at this point is that future of the SKIA revolves around it being an employment center for the region.

Under Kitsap County management, the Airport received the support it needed to grow as demand increased. It appears the Port of Bremerton and the City of Bremerton have created a relationship that will allow the Airport to continue to grow. Port Orchard (a bedroom community), Bremerton, and Kitsap County all see the Airport as an economic development tool and a regional asset. The city of Port Orchard and the City of Bremerton coordinate their planning efforts, with help from the Kitsap Regional Coordinating Council, to protect the valuable economic resource. Officials from these governments report the Airport is a good neighbor and is perceived well by the public. The Airport enjoys some anonymity in light of the noise and activity generated by the naval facilities in Bremerton and Bangor to the northwest. It is the opinion of the consulted officials that residents of this area see aircraft activity as a way of life.



- Residential 20 (R-20): 20 Dwelling Units/ Acre Maximum**
- Urban Medium Residential (UM): 18 Dwelling Units/Acre Maximum**
- Low Density Residential (R-10): 10 Dwelling Units/Acre Maximum**
- Urban Low Residential (UL): 9 Dwelling Units/ Acre Maximum**
- Residential 8 (R-8): 8 Dwelling Units/Acre Maximum**
- Residential 4.5 (R-4.5): 4.5 Dwelling Units/Acre Maximum**
- Urban Restricted (UR): 1 Dwelling Unit/ 5 Acres Maximum**

Source: City of Bremerton: Title 20, Land Use, passed December 2, 2009  
 City of Port Orchard: Title 16, Land Use Regulatory Code  
 Kitsap County: Title 18, Zoning Ordinance, passed October 21, 2009

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**Future Development and Compatibility Strategies**

All parties involved have different strategies about ensuring airport land use compatibility. While airport activities such as noise or over-flight may impact some areas more than others, local planning agencies recognize the importance of protecting and promoting the Airport in regards to the economic success of the region.

For communities less impacted by day to day activities at the Airport, some planning strategies include:

- Incorporating the airport's location into transportation plans. This action recognizes the employment potential that the airport currently has, and will continue to have with development of the SKIA.
- Collaborating planning efforts with other communities in the region to ensure communities grow in support of the region rather than competing against one another which could jeopardize the Airport's future development.

Communities more directly impacted by the Airport have to undertake additional steps to ensure land use compatibility. Some of the steps that these communities have undertaken include:

- Including avigation easements in land titles for properties within the airport's approach corridors to prevent property owners from building in such a way that would jeopardize safe operations in and out of the Airport.
- Initiating a public outreach program during the most recent airport master plan update to involve and inform the public about the Airport's future development.
- Limiting density on land near the Airport that has residential zoning to one unit over several acres.
- Imposing height restrictions on rural land which will prevent structures from penetrating the airport's surfaces and becoming hazards to navigation (such as the 35 foot height restriction on County land).
- Using the FAA's 7460 obstruction analysis for structures such as water towers and antennas.
- Using the height of a proposed construction project as a trigger for analyzing whether it would impact the Airport.
- Modifying real estate laws to include notices in the titles of houses to notify potential buyers of the existence of the Airport, and possible effects.

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**Potential Strategies that May Help Protect Airports**

Consulted governments had several ideas about tools and strategies that could help make their jobs easier. These ideas ranged from public and inter-governmental outreach and education to creation and distribution of airport related data. All members consulted agreed an online GIS system that could analyze the relationship between a proposed building or structure and the Airport's critical surfaces at a known location would be of tremendous value.

Overall, the governments that surround the Airport are able to act proactively about land use as the Airport is in a largely undeveloped area. At this time, the sub-area plan for the SKIA has not been completed so it is unknown to what extent land use will be regulated. What is known is that there is dialogue between the communities in the area and that they all understand the economic benefit that the Airport brings to the region, thus they will be more likely to protect it from incompatible development.

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## Summary of Thun Field Land Use Compatibility Meetings

### Consulted Parties Include:

#### Pierce County

Dan Cardwell	Planner 3, Advance Planning Division
Deidre Wilson	Planner 3, Current Planning Selection
Michael Esher	Airport and Ferry Administrator

#### City of Puyallup

Tom Utterback	Planning Director/ Assistant Development Director
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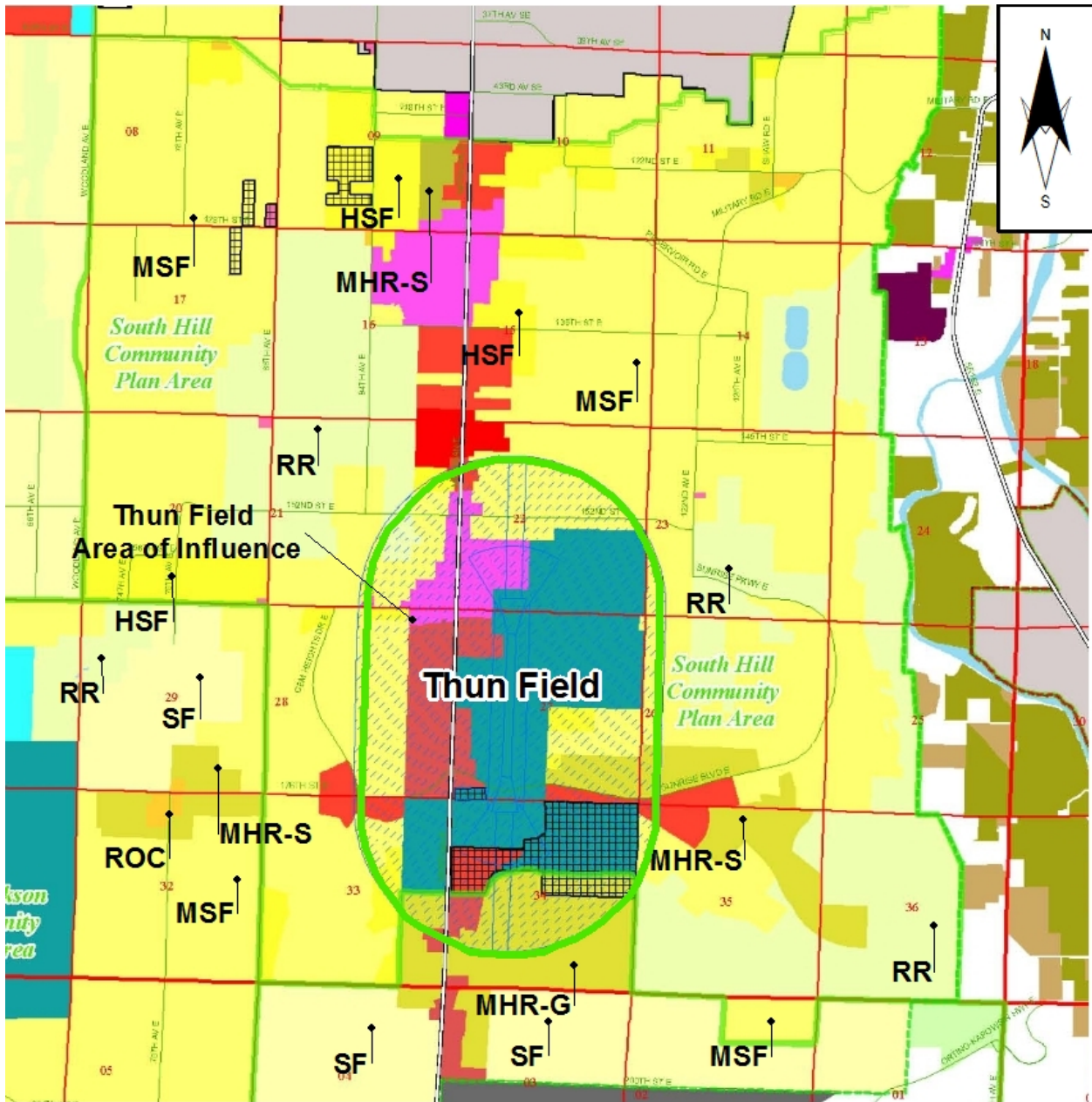
### Introduction and Overview

Thun Field is owned and managed by Pierce County. The Airport is landlocked by development on all sides and has limited property to expand. Tension exists between the Airport and the surrounding community due to the presence of extensive residential development in the vicinity; however relations have been improving lately. The county has regulations in place to protect the airport, yet despite these regulations, historical development has still placed incompatible land uses around the airport.

Existing regulations pertaining to land use compatibility focus on reducing density, being more conducive to single family residential than multifamily residential, for example. Additional regulations pertain to the amount of open space required on a property or the number of parking spaces allowed, which are used to control the density of a given parcel. As a result, developers have been able to tailor their developments to the regulations, which while limiting density, has not protected the Airport from incompatible development. Evidence of this can be seen by the scale of single family housing development that surrounds the Airport.

Additional protections in place include height restrictions within the different zones. Local governments believe that these height restrictions keep development out of the Airport's Part 77 surfaces, and that the FAA's 7460 process, which is a hazard evaluation for tall structures, has protected the Airport from incompatibly tall land uses.

In turn with protection from local agencies, the airport has taken steps to be a good neighbor. The Thun Field Advisory Commission (TFAC) has been created as a liaison between the airport and the county. It consists of members from aviation and non-aviation backgrounds, and leaders of local communities. The TFAC reviews land use permits on and near the Airport (within 1,000 feet), while also working towards minimizing the Airport's impact on the surrounding area, such as publishing noise abatement procedures



**Moderate High Density Residential (MHR-S): 20 Dwelling Units/Acre Maximum**  
**Moderate High Density Residential (MHR-G): 15 Dwelling Units/Acre Maximum**  
**High Density Single Family (HSF): 12 Dwelling Units/Acre Maximum**  
**Residential Office Civic Zone (ROC) 12 Dwelling Units/Acre Maximum**  
**Moderate Density Single Family (MSF): 6 Dwelling Units/Acre Maximum**  
**Single Family Residential (SF): 4 Dwelling Units/ Acre Maximum**  
**Residential Resource: 3 Dwelling Units/Acre Maximum**

Source: Title 18A, Pierce County Development Regulations - Zoning  
 Pierce County Zoning Map, Effective June 1, 2009

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**Future Development and Compatibility Strategies**

The majority of future compatibility plans stem around maintaining the Airport's image as a good neighbor and minimizing the impacts that future development will have on the airport. The Airport is seen as an economic engine for the region and has recently undergone a land use study on its property. This study provided a dollar amount that the Airport adds to the region's economy, as well as highlighting how it serves as a search and rescue base and its potential to be utilized in the event of an emergency. Local regulatory agencies have the following strategies to protect the Airport:

- Improve communication and coordination between county planning and aviation departments.
- Expanding the 1,000 foot buffer around the airport, within which the TFAC reviews land use permits to allow the airport to have a greater voice in local development.
- Reinforce the development objectives found in the South Hill community plan and ensure that these development objectives are followed during development review.
- Educating members of development boards and advisory committees about the importance of the Airport and also about land use compatibility.
- Incorporating the airport master plan into the South Hill master plan, which opens the Airport's planning process to greater public exposure.

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**Potential Strategies that May Help Protect Airports**

Local governments agree that better education of their staff is vital to both the protection of the Airport and the acceptance of the Airport within the community. It was stated that local planners understand there are rules and regulations pertaining to development near the Airport, but many lack the experience that provides them with why these regulations exist. Also discussed was the need to educate real estate agents and land developers on building and living near airports, along with updating development practices to be more sensitive to the type of land use versus the density at which the use is occurring.

Review of the policies surrounding disclosure notices for property owners may have a positive impact on the type of development that occurs around the Airport. All developers receive these notices but they are not obligated to pass them on to their customers unless the property is within the 65 DNL noise contour, which mostly occurs on Airport property. During the single family residential boom of the 1980's and 1990's, the area saw a surge in residential development which has since created tension between the Airport and the community.

Not all of the issues surround local land use can be solved at the local level. Comprehensive planning at a regional level must occur to ensure long term viability of airports. Furthermore, local governments hope that solutions to these problems can be facilitated through a point of contact at the FAA that can consult and educate government staff. A major concern about reaching out to the FAA at this point in time is that the response is often not quick enough to meet the County's deadlines with developers. The individuals that participated in this discussion believed that a point of contact with the FAA would be beneficial in developing and modifying regulations, as well as consultation during development proceedings.

One potential tool that generated interest amongst the parties consulted was an online geographical information system (GIS) that placed airport Part 77 surfaces on a map. Consulted parties agreed that a GIS system would speed up their work and allow them to make more informed decisions about land use. This system would enable planners to plot a point and height, then run a report which revealed the possible extent of a structures impact on the Airport. Although several governments have the Part 77 surfaces outlines on their maps, they are not three dimensional. Planners are looking for a tool that will enable them to see how much space is available between the ground and the surface so they get a more accurate sense of the scale of Part 77. Up to this point, the common practice has been for developers to use the 7460 form to run this analysis, but the local governments would also like the ability to do so.