

**BOARD OF ISLAND COUNTY COMMISSIONERS MINUTES OF MEETING
FEBRUARY 26, 2007 SPECIAL SESSION**

The Board of Island County Commissioners met in Special Session on February 26, 2007, at 6:00 p.m. for the purpose of a joint workshop with the Oak Harbor Mayor and City Council, as well as representatives of Naval Air Station Whidbey Island, to discuss land use and other GMA issues affecting areas surrounding Oak Harbor. The special session was held in Council Chambers, Oak Harbor City Hall, 865 SE Barrington Drive, Oak Harbor, WA. Mike Shelton, Chairman, Wm. L. McDowell, Member, and John Dean, Member, were present.

Also in attendance:

City of Oak Harbor

Patricia A. Cohen, Mayor

Council Members

Paul Brewer
Jim Campbell
Sheilah Crider
Sue Karahalios
Danny Paggao

Paul Schmidt, City Administrator

Steve Powers, Dev. Services Dir.

Cac Kamak, Senior . Planner

Stephen Almon, Chief of Police

Renee Recker, Mayor's Executive Assistant

Connie Wheeler, City Clerk

Island County

Phil Bakke, Director, Planning &
Community Development

Elaine Marlow, Budget Director/Clerk
of the Board

Bill Oakes, Public Works Director

Jeff Tate, Assistant Director, Planning &
Community Development

NAS Whidbey Island

Captain Syd Abernethy
Rich Melaas, Community
Liaison [Regional]
Joyce Meyer, Community
Liaison [local]

Public: approximately 10 to 12 members of the public attended

Mayor Cohen, acting as the facilitator for the meeting, called the meeting to order under RCW 36.70A.530, outlining the global purpose to improve communication between Oak Harbor, Island County and NASWI; continue to foster a positive working relationship, evaluate areas which can be improved upon, and strategize how the County and City may work collectively in ways mutually beneficial. Captain Abernethy has done a wonderful job setting up some quarterly meetings between NAS, City, School Districts and other entities that do strategic planning as it relates to NASWI 2025 plan and this joint session plays on that concept and goal.

1. Communication between the County, City and NAS Whidbey Island (NASWI)

Emphasized importance of communication. Discussed ways for City and County staffs to better communicate with each other, particularly about urban growth area (UGA) issues that occur within 300 to 500 feet of the City's urban growth boundary and joint planning area (JPA). Comments and suggestions included:

- little more formal way for City and County planning departments to communicate with each other and the Navy on land use issues [as opposed to seeing a legal ad in the newspapers]
- review each others' agendas for any up-coming UGA issues
- consider earlier agenda exchange, and send the information via e-mail with "read receipt", or a phone call
- invite each agency's participation and comments and make sure each agency is aware of issues that could potentially impact NASWI

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- County apprise the City of next year's GMA docket *[reviewed at the BOCC Annual joint meeting with the Island County Planning commission and Hearing Examiner usually held during February]*

Future GMA issues will involve the Oak Harbor City Limit interface. GMA directs the City to plan for growth and includes specific numbers and percentages. Noted Oak Harbor's growth and burden to carry growth, and what other municipalities are doing regarding growth management issues.

2. Land Use: Goldie Road/Military Issues/Future Planning

Commissioner McDowell distributed two maps dated February 23, 2007 prepared by Island County Planning & Community Development Department:

1. Accident Potential Zones (APZ) – existing *[GMA record # 9167]*
2. Proposed Accident Potential Zones (APZ) modifications map *[GMA record # 9168]*

These particular maps do not depict any of the high noise zone areas. He addressed encroachment issues and BRAC history of NAS Oceana, Lemoore and NASWI. APZs are principally determined by the number of airplane operations, a mechanical thing NAS figures out; the Navy can only do what they know is fact. Local government can be proactive in planning and try to guide development that is in the long term interest of the City and County and that is not harmful to the Navy's mission. The Navy is the economic engine on North Whidbey; actually 88% of Whidbey's economy comes about as a result of NASWI. Hopefully the Navy will be here a long time and the way to ensure that is through correct zoning. Light industrial brings an economic benefit by providing family wage jobs.

Commissioner McDowell's suggestion was to consider the modified accident potential zone as shown on the map entitled "Proposed APZ Modifications". The map could become the official map of both the City and County as it relates to uses within the APZ's. The proposed map still provides the same amount of growth for the commercial district but would limit expansion to the north. There would be no reduction of land use to the property owners as all of the property is currently zoned light industrial. For a portion of those property owners that were not under the revised accident potential zones there would be the increased opportunity to use their property for commercial. Uses allowed in the County are uses compatible with APZ, and this year the County will do some "tweaking" to make it more compatible, though he did not think it would change any zoning. County zoning does not allow incompatible use as defined in the Navy's Air Installation Compatible Use Zone (AICUZ) Plan.

Council members generally agreed with Commissioner McDowell's APZ proposed modifications map, and commented on various aspects, for instance:

- how to address a commercial line; economic diversity
- concerns with commercial vs. light industrial/manufacturing
- transportation needs for ingress and egress for the Navy, with only one main road to the Main NAS gate
- understand "cautions" with regard to commercial activities and needing the specific line Commissioner McDowell proposes – sort of a "racetrack" around all runways
- acknowledge importance of NASWI and the proposal a good one in order to protect the area surrounding NASWI, while at the same time recognizing the need to maintain light industrial businesses; recognize the need for private jobs and not rely so heavily on the Navy as far as economy.
- Oak Harbor's resolution which precludes residential growth north of Crosby Road and 16th to ensure compatibility and avoid anything that would encroach on the air space of NASWI.

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Mayor Cohen pointed out that NASWI is one of three major jet bases in the Country for the Navy, an asset to Oak Harbor as the host community. The training that occurs at NASWI is world class and need to recognize this premier installation and allow them to train in an environment where they can be the best of the best.

Captain Abernethy noted that encroachment is synonymous with current and future readiness, and it is very important to be clear, understanding give and take is involved. Need to avoid the Oceana situation. There is a need to be very clear about where commercial activities stop, clearly articulated and well understood. As long as usage is compatible they are not as concerned. When talking about commercial getting closer and closer there needs to be a better understanding of the distinction between light industrial and commercial – better clarified – should come back and revisit that. He thought it a good idea to use this forum to establish priorities – most people deal in sets of five in terms of priorities, incumbent to seek out what those are and make them visible to the public and move ahead.

Based upon tonight's comments Chairman Shelton noted the importance of drawing the APZ modified line as Commissioner McDowell proposed; it is significant for County and City land use maps. He commented about the need to define why the line has been drawn and the need for where commercial activities should be located. Hopefully light industrial would continue on into the future. The Island is geographically challenged as far as the I-5 corridor which makes it more difficult to attract desired businesses to the County. The line needs to be established and not transcended.

3. Transportation Issues: Washington State – Island County – City of Oak Harbor

City representatives discussed Oak Harbor's removal of the waterline and transportation problems and the need to be talking to the State. The City has faced substantial costs with moving the waterline. There are concurrency requirements under GMA for local governments and Senator Haugen has done a great job in allocating funds for this County. Traffic congestion problems on SR-20 do not compete well with the overwhelming problems along I-5, but SR-20 problems are safety issues. There is a need for legislation to keep Oak Harbor's population threshold below the number that would require shifting maintenance of the State highway portion through the City from the State to the City. For example, the Seaplane Base property adds about 5,000 to the population figures counted in Oak Harbor population figures, and some legislation should provide an exemption. Some comments with respect to the City potentially leasing the Seaplane Base property from the Navy. City bypass options – usefulness/viability, were briefly discussed.

The Captain addressed the Navy's work on high risk behaviors by junior sailors, the exceptional quality of life enjoyed in Oak Harbor and Whidbey Island, and commented on Base needs for transportation, especially important to those junior sailors without vehicles. There was some discussion about how to seek use of surplus vans from Island Transit for potential Base use.

4. State Funding Issues

Discussion included:

State funding for transportation needs; County/City working collaboratively on transportation and what that mechanism would be. Governor's initiative on Puget Sound Clean-up; funding toward that

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effort, committee representation, understanding the legislature's timelines, what might be mandated of Puget Sound cities and NPDES requirements.

Closing Comments and Summary

Captain Abernethy was congratulated for NASWI again being recognized with the Installation of Excellence Award.

General agreement from tonight's joint session:

- productive joint meeting that should be regularly convened every six months or so
- each agency should be prepared to present their needs to the legislature when various issues are brought forth in Olympia
- important to continue the healthy relationship between the City, County and Navy.
- issues should be prioritized, and consideration given to the APZ map modifications as presented by Commissioner McDowell.

Joint Workshop adjourned at 8:10 p.m.

BOARD OF COUNTY COMMISSIONERS
ISLAND COUNTY, WASHINGTON

Mike Shelton, Chairman

Wm. L. McDowell, Member

John Dean, Member

ATTEST:

Elaine Marlow, Clerk of the Board