

# City of Bremerton South Kitsap Industrial Area (SKIA) Subarea Plan

## Public Workshop Summary

Wednesday, October 13, 2010

Norm Dicks Government Center, Bremerton

5-7 p.m.

### Introduction

The workshop format included an open house, presentation, question and answer session and additional time for one-on-one discussion with City of Bremerton staff and consultants. The open house included the following stations, in addition to the sign-in table, where meeting agendas and comment cards were distributed:

1. Project Overview
2. Existing Conditions
3. Market & Employment
4. Planned Action EIS
5. Vision Wall

### Presentation

Facilitator Melinda Posner welcomed everyone to the meeting, outlined the purpose of the workshops, which was to begin the SKIA Subarea Plan process by sharing information and collecting input about the area's desired future. Melinda shared the discussion ground rules and introduced the city's Project Manager Lindsey Sehmel. Lindsey thanked everyone for coming and introduced key city and regional staff introducing Deborah Munkberg, the consultant project manager from Blumen Consulting. Deborah discussed the two key components of the project – the Subarea Plan and the Planned Action EIS, which will provide a more detailed level of analysis of the selected plan alternative in order to provide a more streamlined review and permit process in the future.

Deborah summarized the project overview and goals, and briefly described the key existing conditions that will influence the planning of SKIA. She then turned it back to Melinda to discuss the public process. Melinda outlined the three key milestones for broad public input, including the kickoff meeting, Draft Subarea Plan and Planned Action EIS scheduled for summer of next year, and at the Final Subarea Plan stage, scheduled for late 2011. She identified multiple methods for individuals to participate including the Website, direct contact with staff and participation through public meetings, technical working group and executive committee. The Technical Working Group (TWG) will include senior technical staff from jurisdictions within Kitsap County, the Port of Bremerton and representatives from stakeholder groups such as the development community, economic development council, Suquamish Tribe,

Sustainable SKIA, KRCC, the Navy and others. They will review products and provide input for plan and EIS development. The Executive Committee (EC) will be comprised of elected officials from each of the county and city jurisdictions, the Port of Bremerton and Suquamish Tribe. This group will meet two or three times throughout the process, will review the work of the TWG, and provide further input and guidance, prior to final action by the city of Bremerton.

Melinda turned it back to Deborah who summarized the remaining boards including information about employment, greenhouse gases and different types of clean tech and “green” jobs. Deborah noted that this is the beginning of the Subarea planning process and scoping for the Planned Action EIS. She noted the topics that will be considered in the Planned Action EIS and reminded the group that this was the first opportunity for the public and other interested parties to share their input, ideas, feedback and concerns. All of the input will be taken into account as the project gets started.

## Comments & Questions

Participants shared the following comments during the open question and answer session:

**Question 1.** What is the current vision for this project, or two years out?

**Response 1.** The future vision of this project is to be determined through this process – through initial comments at this public workshop and over the next 18 months throughout additional public forums, stakeholder input, coordination with the TWG and EC and final approval by the city of Bremerton.

**Question 2.** Does community involvement include outreach with other groups? How should they participate?

**Response 2.** Community involvement will be encouraged through multiple methods including the project Website at [www.sustainableskia.com](http://www.sustainableskia.com). Participants are encouraged to visit the Website, contact city Project Manager Lindsey Sehmel, (360) 473-5845, and watch mailboxes, newspapers and email for future updates. In addition, stakeholders are encouraged to promote awareness about this project by forwarding information to other interested contacts.

**Question 3.** Will existing weatherization and sustainability training programs with Olympic College be considered in this project?

**Response 3.** The project team will look into this and other coordination with the college.

**Comment 4.** It was recommended that the team re-examine the numbers from the Puget Sound Regional Council (PSRC) that are used as a basis for future employment. They may not be accurate.

**Response 4.** The project team agreed that this is a good idea. The city is interested in developing a plan that is realistic and feasible and that includes having realistic goals and expectations about how many and what type of jobs can be attracted.

**Comment 5.** It was recommended that the team consider the return on investment for the public, as well as past investments by entities in the region, especially as the project considers the sharing of revenue and or costs.

**Question 6.** Is there public access to SKIA presently?

**Response 6.** There is public access to SKIA. SKIA includes both private and public property. The airport, restaurant and port officers are all open to the public as are public roads through Olympic View Industrial Park. There is also a new connector road – Cross SKIA Connector – being constructed, that eventually will connect north access to SKIA with Old Clifton Road. The public will need permission to access private properties.

**Comment 7.** It was suggested that perhaps an airplane “tour” could be conducted of the site.

**Question 8.** How will the airport be considered in the plan?

**Response 8.** The Bremerton National Airport is located within the SKIA boundaries. This is an important component of the plan and will be considered from the perspective of future airport expansion, compatible land uses and business attraction.

**Comment 9.** There are many utility and infrastructure constraints that will make development very expensive in this area. There are several projects that have not proceeded due to the development restrictions and conditions of approval required by the city, including requirements for curb, gutter and sidewalks. Perhaps these are not necessary in SKIA.

**Comment 10.** Ingress/egress and access will be challenging with Washington State Department of Transportation (WSDOT) access restrictions.

**Response 10.** The project team will be coordinating with WSDOT to address access.

**Question 11.** Is there a specific project that the government is currently planning to build or is this just the plan that will lay out the rules and guidelines?

**Response 11.** There is not a specific project that the city, county or other public entity is currently planning to construct. The Subarea Plan and Planned Action EIS will identify the appropriate uses, intensity of uses, and development standards so that future projects can be constructed.

**Question 12.** Will “non-Clean Tech” or “non-green” employers be turned away?

**Response 12.** The type of uses will be identified as the plan is developed. The project team can’t say at this time what these will be. However, the project goals, as required with the city’s grant, include reduction of greenhouse gases and other sustainability goals, in addition to economic development.

## Vision Wall

Participants were encouraged to share their comments on the “SKIA Vision Wall.” They responded to the following vision questions:

**What is your vision for SKIA in 20 years? What will it look like? What is it known for?**

- Regional airport
- Industrial linked to Aberdeen
- Railroad to Grays Harbor
- Just build it!
- \$

**What do you most want to see happen?**

- Jobs & Taxes (increase city income)
- Completion of road to Lake Flora
- Utility infrastructure
- LID (low impact development) required

**What are you most concerned about?**

- What about jobs and people and our kids?
- Work for my children so they can stay here
- If Boeing wanted to come here, would you turn them down because they aren't green!
- No, we'll work with them and make something agreeable happen.
- Protecting the airport!
- Public opinions imposing on private property rights

**What else should the project team be thinking about?**

- Jobs!
- Taxes! (income)
- Utilities (sewer & water)
- Progress!
- Relocating the Gorst wells, downstream from the Bremerton Auto landfill and SKIA

**Comment Cards**

One comment card was submitted:

Paul Schmidt, PO Box 400, Quilcene, WA 98376	The purpose of SKIA was to set aside property for industry. Now you are emphasizing green. This is not what the purpose was of setting aside the property. What if a non-green industry wanted to employ 3000 people?
Richard Brocksmith Hood Canal Coordinating Council <a href="mailto:rbrocksmith@hccc.wa.gov">rbrocksmith@hccc.wa.gov</a>	A place of productivity and activity that adds to our economy while not coming at the expense of habitat loss. Forests are conserved at some minimum level. Streams and slopes are conserved. Wetlands are conserved. Summer chum salmon in the Union River (ESA protected) need us to maintain "normative" watershed processes. Please include me on your email contact list for advisory meetings and relevant

	materials. We would appreciate an opportunity to explore site conditions and how to meet the vision above.
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