

Anna C. Borer
Department of the Navy
Naval Facilities Engineering Systems Command Northwest

RE: Kitsap Economic Development Alliance ("KEDA") Commentary on Naval Base Kitsap Request For Information ("RFI") for Leases Associated with the Shipyard Infrastructure Optimization Program ("SIOP")

Ms. Borer:

Thank you for your thoughtful and proactive outreach in support of the Navy's SIOP project. As I'm sure you are aware, it will take significant public and private engagement and communication to facilitate the best outcomes for both the Navy and the community when it comes to SIOP. As Kitsap's economic developer of record, we have reached out to key stakeholders, developers, and landowners across the county for feedback as they evaluate the RFI and shape their own proposals. From them and our own experience working here, we offer the following critical feedback to help inform the Navy's efforts.

First, the "annual lease terms of up to ten years" requirement might pose challenges for potential new developments. While at times a government requirement, shorter-term leases create uncertainties and financial risks for new developments. To encourage more substantial participation from developers and stakeholders, I strongly suggest reconsidering these terms to offer longer minimum lease guarantees, such as seven years. This adjustment would likely attract a broader range of proposals and facilitate more substantial and sustainable developments aligned with Naval Base Kitsap's objectives.

Second, the parking requirements outlined in the RFI inadvertently eliminate otherwise suitable properties in Downtown Bremerton from consideration. Taking into account the nature of metro parking and considering alternative parking solutions or flexible requirements could broaden the scope of eligible properties near Puget Sound Naval Shipyard, enhancing the potential for viable proposals.

Finally, a crucial factor we strongly advise the Navy to consider: The nearby Gorst SR3/SR16 Corridor. Gorst represents a near-constant and significant traffic issue at peak times. In order to maintain SIOP mission efficiency and avoid exacerbating existing traffic pressures, Gorst should be taken into account both under this RFI and all related SIOP supply chain, transportation and activity planning.

By reevaluating aspects of the RFI discussed above, the Navy can obtain the broadest array of proposals while mitigating risks of operational and community disruption during SIOP. Our goal is mutual: To see SIOP successfully executed in our community. KEDA and its stakeholders are highly supportive of the asset that is Naval Base Kitsap and Puget Sound Naval Shipyard and are supportive of its modernization.

For best results, I urge the Department of the Navy to consider our commentary above. If our organization can be of any service to the Department of the Navy in these matters, or we can answer any questions, please do not hesitate to contact me directly.

Sincerely,

A handwritten signature in black ink, appearing to read "Joe Morrison", with a large, sweeping flourish extending to the right.

Joe Morrison
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Kitsap Economic Development Alliance