

# Board of County Commissioners

## SNOHOMISH COUNTY, WASHINGTON

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### ROLE FOR DEVELOPMENT OF PAINE FIELD SELECTED

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WHEREAS, Findings and Recommendation of the Snohomish County PLANNING COMMISSION have been filed with the Board of Snohomish County Commissioners in the matter of the SELECTION OF AN AIRPORT ROLE FOR PAINE FIELD, and,

WHEREAS, the Board did on the 29<sup>th</sup> day of March, 1978, set this 11<sup>th</sup> day of April, 1978, at the hour of 10:00 o'clock a.m., as the time for considering the Findings of fact and the Recommendations of the Planning Commission concerning the role for Paine Field, and,

WHEREAS, at such public meeting held this date, the Board of County Commissioners carefully considered the recommendations of the Planning Commission, the Airport Commission and all written material received thus far, and,

WHEREAS, the Planning Commission, after two public hearings at which several hours of citizen input and testimony were received, recommended to this Board that the Commissioners adopt a role for Paine Field to be entitled "General Aviation" (combination of Revised general Aviation and Do Nothing role), and,

WHEREAS, after having received and considered all documents and testimony submitted to this Board by the Planning Commission, Airport Commission and others, it appears to this Board that the recommendation of the Planning Commission should be followed with two modifications and two additional conditions being made by this Board of Commissioners:

1. There is widespread and well founded public concern in the Paine Field Study Area about the possible expansion of airport operations and/or facilities at Paine Field.
2. The Environmental Analysis Summary, supplemental technical evidence, and statements from the public indicate that any expansion of Paine Field, if not strictly controlled, could impose substantially increased adverse environmental impacts on a large number of existing and future Paine Field area residents.
3. There is a demand for improved and expanded light aircraft general aviation facilities in the Seattle - Tacoma-Everett region.
4. There is no clear justification for providing additional large transport air carrier or air cargo facilities at Paine Field, or at any airport in the region other than SEA-TAC, during the foreseeable future.
5. The Paine Field Study Area has been designated by elected officials of Snohomish County and affected cities as a major urban growth center. Major public and private investment, including development of an extensive system of public utilities and educational facilities, has already occurred to implement this growth policy. Furthermore, urbanization of the study area is continuing.

6. Failure to reduce the adverse impacts of airport operations on the community and control negative residential growth impact on aircraft activities will result in unnecessary social, environmental and economic hardship for the community, while jeopardizing legally and financially the County's substantial investment in airport facilities at Paine Field.
7. Future use and development of Paine Field must recognize and protect the rights of the Boeing Company to use these facilities as provided for in their long-term contract with the County.
8. The needs and interests of the municipalities surrounding Paine Field, including Everett, Mukilteo, Lynnwood and Edmonds, must be given full consideration by the County in determining the future use of this facility.
9. A wide assortment of noise abatement measures are available which can and should be effectively used at Paine Field to substantially reduce the adverse impact of present and future aircraft noise on the surrounding community.
10. Testimony by pilots based at Paine Field and affected residents of the community has raised serious doubt about the accuracy of the airport noise contour forecasts generated for this study and hence supports enactment of a major continuous noise monitoring program at Paine Field.
11. Citizen confidence in the commitment of the Airport staff, Airport Commission, and elected County officials to aggressively pursue programs to make the airport and surrounding community compatible must be created to avoid long-term major confrontations that will poorly serve the airport, County and community.
12. Serious unanswered questions have been raised by professional aviators based at Paine Field regarding location of a proposed new 3,100 foot light aircraft, general aviation, runway on the Bomarc site. Substantial doubts exist concerning:
  - A. development of a safe flight pattern to avoid a potentially dangerous intersection of aircraft using the new runway and those using runway 11-29;
  - B. The provision of adequate fixed based operator flight services to aircraft using the Bomarc runway;
  - C. provision of eventual taxiway access to the Bomarc runway from the main airport;
  - D. The acceptability of this runway for student pilot training stemming from such factors as
    - (1) The increased crosswind conditions caused by the 6° Canting of this runway away from the prevailing winds;
    - (2) The need for a second air traffic control radio frequency; and
    - (3) ...

In light of these findings and our knowledge gained from many hours of testimony and review of evidence, we recommend that a redefined aviation role for Paine Field be selected which would achieve some of the primary objectives of the Revised general Aviation role, while also protecting the interests of the Paine Field residential community, the airport, and the County by incorporating key elements of the Do Nothing role. We entitle this new role "General Aviation."

The principal aviation objectives of the General Aviation role would be to retain and enhance light aircraft general aviation as the dominant aeronautical activity at Paine Field. This role would provide for a reasonable amount of airport facility expansion and modernization to accommodate the expected growth of this activity. Future aircraft operations would be keyed to the substantial growth rate projected in the Do Nothing role. This approach would impose strict control on any aviation activity with potential for adverse environmental impact.

In the event further analysis justifies its need, the principal new aviation facility provided under the general Aviation role could be a new light aircraft utility runway 3,100 feet in length. This new runway would be located west of Airport Road, rather than on the Bomarc property. The preferred site would be located approximately 3,300 feet east of the existing main north/south runway 16-34.

Expansion or improvements of other airport facilities primarily for light aircraft general aviation use would also be permitted under this role, subject to adequate mitigation of adverse environmental impacts. New or improved facilities would include new T-hangers, tie-down space, taxiways, navigational aids, and other necessary ground support facilities for light aircraft aviation. This role does not propose extension of the main north/south runway 16-34 or other existing runways.

Other aviation activities which would be encouraged to continue operation and expansion at Paine Field include: aircraft related industries, business and corporate aviation, public service aviation and air taxi service. Reasonable expansion of these activities would be permitted.

Existing aviation activities at Paine Field which would be strongly discouraged from expanding because of their inconsistency with the airport's primary aviation role, as well as their unavoidable adverse impact on the surrounding community, include supplemental/charter air passenger service, large transport crew training, air cargo aviation, and military aviation.

A vigorous noise abatement program embodying the elements described in the Planning Department's position statement should be included as an integral part of this redefined general Aviation role. We earnestly recommend to the Board of County Commissioners that steps be taken to begin implementation of this program before the next phase of the study is permitted to begin. It is our firm belief that all affected sectors of the airport community should be directly involved in developing and, as possible, implementing the detailed elements of a noise abatement program. The program should include at least the following:

1. Staffing of an Airport Noise Mitigation Program
  - A. The county should engage the services of a professional mediator when needed to work directly with the Paine Field Area community to resolve any differences that may arise between the operation of Paine Field and the citizenry.
  - B. The County should form a permanent Paine Field Advisory Council composed of local residents and airport users to provide advice to the County on important airport related issues.
  
4. Land Use Controls and Land Acquisitions **[Per the Mediation Panel, the “Land Use Controls and Land Acquisitions” section is to be amended according to the Snohomish County Planning Commission recommendations dated November 14, 1978]**
  - A. All noise impacted land inside Zone C Noise Exposure Forecast (NEF) 40+ should be converted to an airport-compatible, non-residential land use either by private development or through purchase by the County with a staged acquisition program following FAA guidelines.
  - B. Based upon the results of the noise monitoring system, the most severely impacted portions of noise impacted land inside Zone B (NEF 30-40) should be converted to airport-compatible, non-residential land uses whenever consistent with accepted land use planning principles.
  - C. The County should require or purchase appropriate aviation easements when granting approval of residential property requests inside Zone B (NEF 30-40).
  - D. The County should require that special noise insulation be added to all new residences constructed inside Zone B (NEF 30-40).
  - E. The County should pursue efforts to require that disclosure of airport noise impact be included on title reports for all property located in Zone B or Zone C when development or subdivision is proposed.
  
5. Community Assistance Program
  - A. Existing Residences located in noise impacted areas with aircraft noise levels of NEF 35-40 should be provided with a guarantee of purchase by the County if so desired by the affected owner.
  - B. A County sponsored cost sharing program to purchase noise insulation materials should be offered to the owners of all existing residences in Zone B (NEF 30-40).
  
6. Control of Military Aircraft Activities at Paine Field **[The “Control of Military Aircraft Activities at Paine Field” section is replaced with the Paine Field Noise Abatement Procedures developed by airport users and adopted by the Snohomish County Airport Commission on September 13, 1978]**

The County should attempt to renegotiate the lease with the U.S. Army Reserve Helicopter unit dated March 22, 1978 for a period of time shorter than the 20 years specified.

In conclusion, we present our findings, which expressly support the selection of the new redefined General Aviation role:

1. The General Aviation role will permit reasonable airport expansion to continue at Paine Field
2. The General Aviation role will impose a minimum amount of adverse environmental impact on the Paine Field area community.

3. The General Aviation role will cause the least disruption to existing land use patterns around Paine Field.
4. The General Aviation role will provide the best opportunity to both preserve and expand the existing airport industrial park.
5. The General Aviation role will provide the greatest economic benefits to the County with the least economic and environmental costs.
6. The General Aviation role will best serve the future needs of light aircraft general aviation. The principal aeronautical activity at Paine Field.
7. The General Aviation role will ensure that light aircraft general aviation will remain the dominant aeronautical activity at Paine Field for the foreseeable future.
8. The General Aviation role will limit the expansion of aviation activities at Paine Field which are least compatible with its dominant aviation role and which would impose the most severe adverse environmental impacts on the surrounding community.
9. The General Aviation role will provide the County with the best opportunity to successfully implement an aggressive, long-term noise abatement program at Paine Field.
10. The General Aviation role will protect the rights of the Boeing Company to use the airport facilities at Paine Field as outlined in their long-term contract with Snohomish County.

It is further recommended by the Planning Commission that the Paine Field Annual Air Show and other such community sponsored events continue to be permitted at the Snohomish County Airport at Paine Field.

On a motion duly made, seconded and UNANIMOUSLY approved, the Planning Commission further recommends to the Board of County Commissioners of Snohomish County that should at any future date further study be done relative to the Paine Field Community Plan, the body studying said Plan be constituted in such a manner as to involve local citizens, airport users, qualified technical staff and an advisory committee; and be patterned along the lines of the Citizens' Advisory Committee which drafted the Snohomish County Shoreline Master Program.

Board of County Commissioners Conditions:

1. Two additional members are to be added to the Airport Commission - one to represent the residents in the immediate area of the airport and the other to represent the Airport pilots.
2. This Paine Field Community Plan shall be subject to periodic review, so once noise levels and patterns are set at an acceptable level, Paine Field may take advantage of technological and operational improvements.

W H E R E A S, it further appears to this Board that:

1. There were no irregularities in the action taken on this matter, and the Hearings by the Planning Commission were conducted fairly and in good faith.
2. The Findings of the Planning Commission are in the best interests of the general welfare of the people of Snohomish County.

N O W T H E R E F O R E, B E I T R E S O L V E D, that pursuant to the Findings of fact as set out above, this Board hereby ADOPTS the "GENERAL AVIATION" role for the PAINE FIELD COMMUNITY PLAN.

COPY RECEIVED:

PLANNING\_\_\_\_\_

AIRPORT\_\_\_\_\_

EVERETT PLANNING DEPARTMENT\_\_\_\_\_
(Gary Doughty)

Done in regular Session this 11th day of April, 19 78

ATTEST:

HENRY B. WHALEN
County Auditor and Ex-Officio Clerk of the Board

Chairman

Commissioner

By: \_\_\_\_\_

Commissioner

Constituting the Board of County Commissioners
of Snohomish County, Washington