

## **SEPA ENVIRONMENTAL CHECKLIST**

### ***Purpose of checklist:***

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

### ***Instructions for applicants:***

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional SEPA studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

### ***Instructions for Lead Agencies:***

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

The help links in this checklist are intended to assist users in accessing guidance on the checklist questions. Links are provided to the specific sections of the guidance applicable to the questions. However, the links may not work correctly on all devices. If the links do not work on your device, open the guidance at [www.ecy.wa.gov/programs/sea/sepa/apguide/EnvChecklistGuidance.html](http://www.ecy.wa.gov/programs/sea/sepa/apguide/EnvChecklistGuidance.html) and navigate to the appropriate section.

### ***Use of checklist for nonproject proposals:*** [\[help\]](#)

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the [SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS \(part D\)](#). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

## A. Background [\[help\]](#)

1. Name of proposed project, if applicable: [\[help\]](#)

Propeller Airports Paine Field Passenger Terminal

2. Name of applicant: [\[help\]](#)

Propeller Airports Paine Field, LLC

3. Address and phone number of applicant and contact person: [\[help\]](#)

Mark Reichin  
Propeller Airports Paine Field LLC  
9724 32nd Drive West  
Everett, WA 98204

Tel: 425-216-3010

4. Date checklist prepared: [\[help\]](#)

May 26, 2016

5. Agency requesting checklist: [\[help\]](#)

Snohomish County Planning & Development Services

6. Proposed timing or schedule (including phasing, if applicable): [\[help\]](#)

Construction would commence upon issuance of necessary permits, scheduled for summer 2016. The terminal building will be shelled (enclosed) in approximately 5 months. The associated construction would involve the delivery of materials, minimal site grading and preparation, and connection to the existing utilities and infrastructure.

Following the construction and enclosure of the terminal, interior fit-out and furnishings will occur. Automobile parking lot improvements will take place concurrently with terminal construction and subsequent interior fit-out.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. [\[help\]](#)

There are no plans for future additions or expansions related to this proposal at this time. Passenger ramps may be upgraded to enclosed passenger boarding bridges.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. [\[help\]](#)

Previously prepared environmental information related to this proposal includes:  
Snohomish County Airport Environmental Assessment (September 2012)

Federal Aviation Administration (FAA) Finding of No Significant Impact and Record of Decision (FONSI/ROD) (December 2012)  
Paine Field Airport Master Plan Update 2002-2021  
Paine Field Passenger Terminal Traffic Impact Analysis (March 2016) – Gibson Traffic Engineers  
Mukilteo Water and Wastewater District Certificate of Sewer and Water Availability (April 2016)  
Stormwater Site Plan Paine Field Passenger Terminal – Snohomish County Airport (March 2016)

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. [\[help\]](#)

There are no other applications pending. A previously prepared NEPA Environmental Assessment for the property was approved by FAA with a FONSI/ROD.

10. List any government approvals or permits that will be needed for your proposal, if known. [\[help\]](#)

Snohomish County Land Disturbing Activity and Building permits for passenger terminal and parking facilities  
FAA 7460-1 Notice of Proposed Construction and Alteration  
Stormwater site plan including Stormwater Pollution Prevention Plans for construction (by the contractor) and for facilities (by the owner)  
Washington State Construction Stormwater Permit (NPDES)

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.) [\[help\]](#)

Propeller Airports Paine Field, LLC proposes to construct new passenger facilities at Snohomish County Airport-Paine Field consisting of a terminal building and associated parking on a developed site currently occupied by existing aviation support functions. See Figure 1 for the site vicinity, Figures 2a and 2b for project site boundary, and Figures 3a, 3b and 4 for site plan and terminal floor plan. Snohomish County Airport-Paine Field currently has no scheduled commercial air service, and the existing terminal building cannot accommodate commercial airline service. The proposal would construct a new terminal between the existing terminal building and the control tower. The proposed terminal building would total approximately 29,300 square feet of interior space in compliance with FAA Advisory Circular 150/5360-13 Planning and Design Guidelines for Airport Terminal Facilities. The main components of the building would include the entrance and check-in, Transportation Security Administration (TSA) security screening, passenger waiting, boarding area, concessions, baggage handling and claim.

Existing parking areas described in the leasehold will be reconfigured into new parking facility areas to support the proposed new passenger terminal. This would include four surface lots totaling approximately 600 parking stalls of automobile parking for airline passengers, waiting, rental cars and terminal employees. One parking area would be configured northeast of the proposed terminal on land currently used by the airport as an aircraft parking apron area and adjacent grass.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist. [\[help\]](#)

The project site for the proposal is approximately 12 acres within the boundaries of Snohomish County Airport-Paine Field. Snohomish County Airport-Paine Field is located in unincorporated Snohomish County south of State Route 526 and east of State Route 525 at 3220 100<sup>th</sup> Street SW. See Figure 1 for the site vicinity and Figures 2a and 2b for project site boundary. The site is just north of 100<sup>th</sup> Street SW near the existing terminal building on tax parcel 28041500400100. The proposal is located in Township 28N Range 4E, Section 15.

## **B. ENVIRONMENTAL ELEMENTS** [\[help\]](#)

### **1. Earth** [\[help\]](#)

a. General description of the site: [\[help\]](#)

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other \_\_\_\_\_

b. What is the steepest slope on the site (approximate percent slope)? [\[help\]](#)

The site is generally flat with slopes less than 2 percent.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils. [\[help\]](#)

The site is classified by NRCS as Urban land. Currently, the majority of the site is paved with a combination of asphalt and concrete paving consistent with other sites at the airport.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. [\[help\]](#)

The site is located in an area with low liquefaction susceptibility, and there is no known history of unstable soils in the immediate vicinity.

- e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill. [\[help\]](#)

There would be earthwork for utilities and the building site preparation. Approximately 15,000 cubic yards of cut and 5,000 cubic yards of fill. Imported gravel/crushed aggregate from permitted sites would be used to backfill utility trenches and prepare approximately 31,000 square feet of grass/shrub area for landscaped asphalt pavement and limited areas of small concrete slabs.

- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. [\[help\]](#)

Temporary erosion would occur during clearing and construction that would be controlled by Best Management Practices.

- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? [\[help\]](#)

The project would increase the net impervious coverage on the site by about ½ acre. This would increase impervious surfaces from approximately 91 to 96 percent.

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: [\[help\]](#)

Best Management Practices during construction to reduce or control erosion may include silt fences, storm drain inlet protection, straw wattles and high visibility plastic fencing. Temporary erosion sedimentation control plans as well as permanent measures such as stormwater vaults consistent with the facility's Stormwater Pollution Prevention Plan would be approved by Snohomish County Planning and Development Services. A Certified Erosion and Sediment Control Lead (CESCL) will monitor the site for compliance with approved plans.

## 2. Air [\[help\]](#)

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known. [\[help\]](#)

Temporary emissions would generally be consistent with other types of typical construction projects, including those from construction equipment, vehicles and trucks. Emissions from construction would primarily occur during the approximately five month construction period, including vehicles in use at the airport for material delivery, site preparation, utilities connections and terminal construction. The interior fit-out and furnishing will result in minimal external equipment activity.

The proposal would enable commercial air service and increase ground support, but increases in emissions during operation would be a minimal indirect impact and therefore not addressed in this analysis. Changes in surface traffic patterns and vehicle miles traveled for air travelers are anticipated to result in a minor increase in emissions with the proposal.

A General Conformity Applicability Analysis was conducted in accordance with the requirements of the Clean Air Act Amendments, and project-related emissions would be below the defined de-Minimis threshold. A conformity determination would not be required for the proposal (Snohomish County Airport Environmental Assessment 2012).

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. [\[help\]](#)

No.

c. Proposed measures to reduce or control emissions or other impacts to air, if any: [\[help\]](#)

Best Management Practices during construction would include muffler systems on vehicles, use of a water truck to control dust, compliance with Puget Sound Clean Air Agency industry standards, and minimizing idling of trucks and equipment. Use of some electric vehicles and equipment including tugs, carts and belt loaders would reduce the long-term emission potential of terminal and ramp operations. Conditioned air and ground power will be provided for aircraft to minimize auxiliary power unit use (APU).

### 3. Water [\[help\]](#)

a. Surface Water:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into. [\[help\]](#)

No. The proposal is located in the Japanese Gulch drainage, which drains north to the Japanese Gulch Creek and Puget Sound.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans. [\[help\]](#)

No work would occur near creeks or wetlands.

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material. [\[help\]](#)

None.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. [\[help\]](#)

No.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. [\[help\]](#)

No.

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge. [\[help\]](#)

No.

b. Ground Water:

- 1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known. [\[help\]](#)

No.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve. [\[help\]](#)

None. The proposal would use the Mukilteo Water and Waste Water district's municipal sanitary wastewater treatment system.

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe. [\[help\]](#)

Stormwater from the landside including parking areas, roadways and roofs will be collected in catch basins and conveyed to new detention and water quality facilities meeting the 2016 Snohomish County Stormwater Management Code. Stormwater from airside including ramps will be collected through trench drains and catch basins then conveyed to a new oil water separator. Downstream of the oil water separator, this water will be combined with landside runoff, then flow through the new detention and water quality facilities. There are no water disposal systems (such as infiltration or irrigation) planned as part of this proposal. The quantity of water leaving the site is approximately equal to the amount of rainfall less losses through evaporation or other natural means. The rate of flow leaving the site will comply with the 2016 Snohomish County Management Code considered as previously forested which is a significantly lower rate of flow than current conditions on the existing developed site. Stormwater having passed through the detention and water quality facilities will be conveyed in pipes into the existing Paine Field drainage system which flows north through the Boeing property, then west discharging into Paine Field Airport's Alpha Pond. Alpha Pond drains north to the Japanese Creek drainage, ultimately flowing into the waters of Puget Sound.

See Figure 5 for the drainage site plan.

2) Could waste materials enter ground or surface waters? If so, generally describe. [\[help\]](#)

There is the potential for waste from the site to enter surface or groundwater. However, the site is being designed with a Stormwater Site Plan to comply with the county's stormwater regulations. Potential contamination (or spills) from the paved areas must all flow across the surface of the pavements (non-permeable), into trench drains or catch basins, through both an oil/water separator and a water quality vault prior to entering the airport's water quality system that discharges into the Japanese Gulch.

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe. [\[help\]](#)

No. Stormwater from the proposal would be treated and detained in Alpha Pond before being released into Japanese Gulch Creek at predevelopment flow rates.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any: [\[help\]](#)

All construction activities would occur under the Stormwater Construction General Permit. A Notice of Intent would be sent to the Washington State Department of Ecology and advertised in a local business journal or newspaper prior to construction. Best Management Practices including erosion and sediment controls and spill prevention would occur during construction to prevent water pollution. Construction equipment maintenance would be performed in a designated area and include spill control measures. Guidance in the county's Capital Facilities Plan (Snohomish County 2015) would be followed for the proposal.

The proposal would be consistent with the Stormwater Industrial Permit. As explained below, the redeveloped site would include numerous provisions to protect water quality compliant with Snohomish County's 2016 Drainage Manual (See: <http://snohomishcountywa.gov/1130/Drainage-Manual>). A water quality vault will be installed to detain runoff from disturbed areas to discharge into Japanese Gulch in conjunction with the Snohomish County Drainage Manual. Shutoff valves would be installed to prevent accidental discharges in the event of a spill, and Snohomish County Airport-Paine Field operates a spill response program. The site would also include an oil/water separator with coalescing plates sized for fueling operations for the aircraft fueling outside the building. Impervious ground surfaces would drain through the proposed water quality facility and canisters with storm filters pre-approved by Ecology would be used to filter contaminants. De-icing will occur on the existing de-icing pad. New roofs will be non-pollution generating by excluding the use of materials such as zinc or copper that could pollute water.

The proposal would comply with all applicable laws for stormwater control and management, including Snohomish County Code, Chapter 30.63A.

4. **Plants** [\[help\]](#)



- a. Check the types of vegetation found on the site: [\[help\]](#)

deciduous tree: alder, maple, aspen, other  
 evergreen tree: fir, cedar, pine, other  
 shrubs  
 grass  
 pasture  
 crop or grain  
 Orchards, vineyards or other permanent crops.  
 wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other  
 water plants: water lily, eelgrass, milfoil, other  
 other types of vegetation

- b. What kind and amount of vegetation will be removed or altered? [\[help\]](#)

The new terminal building would be located on an existing paved apron area. Approximately 31,000 square feet of grass-covered infield would be removed and replaced with a landscaped parking area.

- c. List threatened and endangered species known to be on or near the site. [\[help\]](#)

There are no known threatened or endangered species known to occur near the site.

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: [\[help\]](#)

Since the site is within the perimeter of an operating airport, the FAA Circular AC 150/5200-33, *Hazardous Wildlife Attractants on or Near Airports*, precludes the use of plants that animals and birds find attractive. Landscape areas within and adjacent to the new parking area and terminal would meet county code requirements which permit deviations through landscape modification pursuant to SCC 30.25.040 to accommodate the airport's unique needs. The airport's USDA wildlife biologist will review and approve landscape plans to ensure compliance with the Paine Field Wildlife Hazard Management Plan. (See: <http://www.paineairport.com/205/Wildlife-Management>).

- e. List all noxious weeds and invasive species known to be on or near the site. [\[help\]](#)

There are no known noxious weeds near the site. Himalayan Blackberry (*Rubus armeniacus*) and Reed-Canary grass (*Phalaris arundinacea*) exist along roadways and surface waters in surrounding areas.

## 5. Animals [\[help\]](#)

- a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site. [\[help\]](#)

Examples include:

birds: hawk, heron, eagle, songbirds, other:

mammals: deer, bear, elk, beaver, other:  
fish: bass, salmon, trout, herring, shellfish, other \_\_\_\_\_

- b. List any threatened and endangered species known to be on or near the site. [\[help\]](#)

There are no known threatened or endangered species or critical habitat near the site. There is a designated Washington Department of Fish and Wildlife (WDFW) Priority Habitats and Species (PHS) habitat approximately 1,200 feet north of the site known as Paine Field Open Space.

- c. Is the site part of a migration route? If so, explain. [\[help\]](#)

The area is part of the Pacific Flyway.

- d. Proposed measures to preserve or enhance wildlife, if any: [\[help\]](#)

There are no proposed measures to enhance wildlife. Wildlife in general is considered to be a safety risk to the activities that take place at the airport. Snohomish County Airport-Paine Field developed a Wildlife Hazard Management Plan to address this issue (See: <http://www.paineairport.com/205/Wildlife-Management>).

- e. List any invasive animal species known to be on or near the site. [\[help\]](#)

The airport monitors potential wildlife hazards on and around the airport. Enhancing safe aircraft operations by monitoring potential wildlife hazards is a primary objective at Snohomish County Airport-Paine Field. Pursuant to CFR Title 14 Federal Aviation Regulations (FAR) part 139.337(3), Snohomish County Airport-Paine Field developed a Wildlife Hazard Management Plan (See: <http://www.paineairport.com/205/Wildlife-Management>) in cooperation with the U.S. Department of Agriculture's Wildlife Services program to comply with regulations set forth by the FAA. Habitat on and around the airfield is managed in a manner that is non-conductive to hazardous wildlife.

## 6. Energy and Natural Resources [\[help\]](#)

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc. [\[help\]](#)

There would be temporary uses of fuels during construction from trucks and equipment. The proposed terminal would use natural gas and electricity for heating/cooling the building and for lighting. Fuels would be used during operation of commercial aircraft. Most ramp vehicles and equipment including tugs, carts and belt loaders would be electrically powered.

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. [\[help\]](#)

No, the height of the proposed passenger terminal would be consistent with the heights of adjacent facilities.

- c. What kinds of energy conservation features are included in the plans of this proposal?  
List other proposed measures to reduce or control energy impacts, if any: [\[help\]](#)

The design for the proposed terminal will meet or exceed energy requirements in the Washington State Energy Code.

The project is currently in design phase on all building systems and applicable energy conservation features, and possible LEED certifications are being evaluated.

## 7. Environmental Health [\[help\]](#)

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe. [\[help\]](#)

- 1) Describe any known or possible contamination at the site from present or past uses.  
[\[help\]](#)

Multiple Phase 1 assessments have been conducted at Snohomish County Airport-Paine Field and other environmental investigations throughout airport property. No known hazardous material sites are located on or within close proximity to the site of the proposed terminal.

- 2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity. [\[help\]](#)

There are no hazardous conditions that would affect construction of the proposal. Any underground pipelines or utilities would be identified and secured prior to any ground-disturbing activities.

- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project. [\[help\]](#)

During construction and operation of the proposed passenger terminal, fuels, paints, adhesives, and other toxic or hazardous chemicals would be securely stored on site. There would be an increase in aircraft fueling during terminal operation using existing aircraft fueling procedures.

- 4) Describe special emergency services that might be required. [\[help\]](#)

None.

- 5) Proposed measures to reduce or control environmental health hazards, if any: [\[help\]](#)

Any use of hazardous materials during construction or operation would be performed according to applicable regulations, including spill prevention measures. If an accident were to occur, immediate corrective actions would occur including notifying the National Response Center. Shut-off valves and other measures in the Stormwater

Industrial Permit would minimize spill impacts. Snohomish County Airport-Paine Field's spill response plan outlines procedures for rapid response, containment and disposal of hazardous materials.

b. Noise [\[help\]](#)

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)? [\[help\]](#)

Existing noise includes aircraft operations and airport equipment and on-site and off-site traffic. These typical noise sources would not affect construction or operation of the proposal.

- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site. [\[help\]](#)

Noise contours were prepared and reviewed as part of the 2012 Environmental Assessment and subject to public process. Noise would be created by construction activity in the short term, and by vehicle traffic and aircraft operations in the long term. Construction noise would be temporary and at the highest level during exterior construction.

The proposal would allow for commercial air service, which would increase aircraft operations at the airport slightly. According to the 2012 Environmental Assessment, there would be a 2% or 17.6 acre increase in the 65 Day-Night Average Sound Level (DNL) noise contour (713.6 acres from 696 acres) that would extend off of airport property, but the commercial/industrial land uses surrounding the airport would be compatible with this level of aircraft noise. The 65 DNL is used as the FAA's threshold of significance when determining noise impacts. There would be no residential or other noise sensitive receptors within the future 65 DNL contour.

- 3) Proposed measures to reduce or control noise impacts, if any: [\[help\]](#)

Construction and operation would comply with the Snohomish County Noise Ordinance. The airport also has an active noise abatement program to reduce the noise impacts of approaches and departures from multiple aircraft types including those associated with this proposal (See: <http://www.paineairport.com/159/Noise-Abatement-Procedures>).

**8. Land and Shoreline Use** [\[help\]](#)

- a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe. [\[help\]](#)

The project site for the proposal is approximately 12 acres within the boundaries of Snohomish County Airport-Paine Field. . The airport's administrative offices, aviation businesses, an aviation-related technical school and the airport's control tower surround the project site.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use? [\[help\]](#)

No.

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how: [\[help\]](#)

No.

c. Describe any structures on the site. [\[help\]](#)

The site is currently occupied by surface parking, vegetated infield, and a small metal pole barn-style shed used for vehicle storage.

d. Will any structures be demolished? If so, what? [\[help\]](#)

A small metal pole barn-style vehicle storage shed would be disassembled. This structure is less than 50 years old and ineligible for listing as a historic resource. No other structures would be demolished.

e. What is the current zoning classification of the site? [\[help\]](#)

The airport is zoned as Light Industrial in unincorporated Snohomish County.

f. What is the current comprehensive plan designation of the site? [\[help\]](#)

Snohomish County Airport-Paine Field and the immediate surrounding area are designated as the Paine Field Area *Manufacturing Industrial (MIC) Overlay* (Snohomish County 2015).

g. If applicable, what is the current shoreline master program designation of the site? [\[help\]](#)

Not applicable.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify. [\[help\]](#)

No.

i. Approximately how many people would reside or work in the completed project? [\[help\]](#)

An estimated 30-50 permanent employees would work at the proposed terminal once commercial airline service begins.

j. Approximately how many people would the completed project displace? [\[help\]](#)

None.

- k. Proposed measures to avoid or reduce displacement impacts, if any: [\[help\]](#)

No measures are required or proposed.

- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: [\[help\]](#)

The proposed project will be compliant with the Paine Field Airport Master Plan, the Snohomish County Code and appropriate Snohomish Comprehensive Plan land use designation. No measures are required or proposed.

- m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any: [\[help\]](#)

No measures are required or proposed.

**9. Housing** [\[help\]](#)

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. [\[help\]](#)

None.

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. [\[help\]](#)

None.

- c. Proposed measures to reduce or control housing impacts, if any: [\[help\]](#)

No measures are proposed.

**10. Aesthetics** [\[help\]](#)

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? [\[help\]](#)

The proposed passenger terminal would be approximately 30 feet tall with siding containing a mix of glass, wood, metal and aggregate.

- b. What views in the immediate vicinity would be altered or obstructed? [\[help\]](#)

The proposed terminal and parking facilities would be compatible with the existing airport, and no views would be altered or obstructed. See Figures 6a and 6b for overall and enlarged exterior elevations.

- c. Proposed measures to reduce or control aesthetic impacts, if any: [\[help\]](#)

The proposed passenger terminal would be constructed with a Northwest Lodge character, high-quality materials, well-proportioned forms, appropriately scaled massing, an articulated façade and context-sensitive landscaping. No other measures are required or proposed.

**11. Light and Glare** [\[help\]](#)

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur? [\[help\]](#)

There would be a slight change to the light environment around the airport due to increased lighting at night for the proposed terminal and for the commercial airport parking facilities.

- b. Could light or glare from the finished project be a safety hazard or interfere with views? [\[help\]](#)

The main lights at the airport are the FAA-required lighting for runways, taxiways and navigation. The proposal would not substantially change the existing airport lighting. New lighting would have downward directed fixtures to reduce glare beyond the perimeter of the site. The airport is surrounded by mostly industrial areas, and lighting improvements are not anticipated to be a safety hazard or interfere with views.

- c. What existing off-site sources of light or glare may affect your proposal? [\[help\]](#)

Surrounding industrial areas would not affect construction or operation of the proposal.

- d. Proposed measures to reduce or control light and glare impacts, if any: [\[help\]](#)

Light and glare from the proposed action would be designed to not interfere with ongoing operations at the airport, adjacent roadways or other adjacent facilities. Aircraft lighting is governed by FAA. The proposal will be reviewed by FAA to ensure it does not result in light, glare or visibility impacts to air traffic.

**12. Recreation** [\[help\]](#)

- a. What designated and informal recreational opportunities are in the immediate vicinity? [\[help\]](#)

The City of Everett's Kasch Park is located about ¾ mile to the east, and the Paine Field Community Park is located about 1 mile to the south of the proposal.

- b. Would the proposed project displace any existing recreational uses? If so, describe. [\[help\]](#)

No.

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: [\[help\]](#)

No measures are proposed.

**13. Historic and cultural preservation** [\[help\]](#)

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe. [\[help\]](#)

The Area of Potential Effects (APE) included the proposed terminal area and the area within the 65 DNL contour (see Noise section). A review of 49 facilities listed on the National Register of Historic Places for Snohomish County was conducted. No historical, architectural, archaeological or cultural sites are known to exist on airport property.

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources. [\[help\]](#)

No historical, architectural, archaeological or cultural sites are known to exist on the site.

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc. [\[help\]](#)

The FAA initiated Section 106 consultation with the Department of Archaeology and Historic Preservation (DAHP) in September 2009. The FAA also initiated both Section 106 and government-to-government consultation with the Stillaguamish, Sauk-Suiattle and Tulalip Tribes in September 2009.

The FAA received responses from the Department of Archaeology & Historic Preservation and the Tulalip Tribes that can be found in the appendices of the Final Environmental Assessment.

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required. [\[help\]](#)

If historic archaeological items are found, construction will cease immediately and appropriate agencies, including the DAHP, will be contacted.

#### 14. **Transportation** [\[help\]](#)

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any. [\[help\]](#)

The Airport Road/128th Street SW corridor provides the most direct access to the terminal entrance and passes through the east side of airport property. Airport Road connects with I-5 approximately 3 miles southeast of the airport where it becomes SR 96, and with Boeing Freeway (SR 526) at the north side of the airport which connects with I-5 4 miles east. Direct landside access to airport property is provided by a series of streets with access to the terminal area provided by 100th Street SW.



- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop? [\[help\]](#)

Yes, Everett Transit and Community Transit provides service on Airport Road at the 100<sup>th</sup> Street SW and 94<sup>th</sup> Street SW intersections.

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? [\[help\]](#)

The project will add 210 parking stalls for a total of approximately 600 by reconfiguring existing parking lots and other paved areas and paving approximately 1 acre of grass. The proposed project parking complies with SCC 30.26 and the Uniform Development Code.

- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private). [\[help\]](#)

The proposed parking facilities will be accessed off of 100th Street SW. Existing sidewalk / pedestrian facilities from Airport Road along 100<sup>th</sup> Street SW to the existing terminal will be extended to the new passenger terminal.

- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe. [\[help\]](#)

The proposed project is located on Snohomish County Airport-Paine Field which currently has no scheduled commercial air service. The proposal would construct the terminal for commercial air service as described in the 2012 FAA FONSI/ROD. WSDOT ferry to Clinton on Whidbey Island and Sound Transit's Sounder commuter rail to Edmonds, Everett and Seattle both provide service at Mukilteo are located less than 5 miles from the proposed project site. A small amount of passenger traffic may potentially use those facilities.

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates? [\[help\]](#)

As discussed in the attached Gibson 2016 Traffic Impact Analysis, the proposed passenger terminal is anticipated to generate 922 new average daily trips by terminal employees and airline passengers. The maximum anticipated trips during the peak-hour have been estimated at 212 trips. The trip generation calculations are based on the assumption that there would be one flight arrival and one departure at each of the gates during one hour. Based on data gathered at similar airports, this is a conservatively high assumption since the time for one complete arrival and departure at each gate is closer to two hours. The peak-hour trip generation of the proposed terminal has been assumed to occur during the AM and PM peak-hours of the adjacent streets

(including Airport Road, Airport Road/128th Street SW and Beverly Park Road) to account for the greatest impact on the operations of the surrounding street system.

The proposed completed project is expected to generate marginal additional truck traffic. This estimate is supported by the Institute for Traffic Engineers (ITE) Trip Generation Manual, according to which trucks account for less than 1 percent of the trips generated by commercial airports.

The trip generation calculations are based on anticipated operations provided by the project proponent, data collected at Bellingham International Airport, discussions with Snohomish County's traffic engineer and a comparison to ITE data. The distribution of trips is based on regional modeling information provided by PSRC, review by the Snohomish County Traffic Engineer with consultation from the Snohomish County traffic modeling group, City of Everett staff, traffic studies approved in the site vicinity and peak-hour turning movement counts at the surrounding intersections.

- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe. [\[help\]](#)

No.

- h. Proposed measures to reduce or control transportation impacts, if any: [\[help\]](#)

Vehicle traffic impacts of the proposed terminal would be mitigated based on the payment of established traffic mitigation fees for Snohomish County and the surrounding jurisdictions based on the volume of projected traffic. This would include fees to Snohomish County, the Washington State Department of Transportation (WSDOT) and the City of Mukilteo. These traffic mitigation fees will help fund roadway improvements identified by Snohomish County and the surrounding jurisdictions.

A Transportation Demand Management (TDM) site plan will be prepared per the Snohomish County Code. This will show the pedestrian connectivity, bicycle parking, and ADA access.

## 15. Public Services [\[help\]](#)

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe. [\[help\]](#)

Yes, security at the proposed passenger terminal will be provided by the TSA, a division of the U.S. Department of Homeland Security Local Law Enforcement will be provided by the Snohomish County Sheriff, and building fire protection and aircraft rescue and firefighting by the Snohomish County Airport Fire Department.

- b. Proposed measures to reduce or control direct impacts on public services, if any. [\[help\]](#)

Additional local law enforcement and firefighting personnel required for the proposed terminal operations will be funded by the terminal operator.

16. **Utilities** [\[help\]](#)

- a. Circle utilities currently available at the site: [\[help\]](#)  
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system,  
other \_\_\_\_\_
- b. Describe the utilities that are proposed for the project, the utility providing the service,  
and the general construction activities on the site or in the immediate vicinity which might  
be needed. [\[help\]](#)

The proposal would require connections for electricity (Snohomish County PUD #1),  
natural gas (Puget Sound Energy), telephone/data service (Verizon), and water and  
sewer services (Mukilteo Water and Wastewater District). Refuse services are  
provided by Waste Management Northwest.

**C. Signature** [\[help\]](#)

The above answers are true and complete to the best of my knowledge. I understand that the  
lead agency is relying on them to make its decision.

Signature: \_\_\_\_\_

Name of signee: \_\_\_\_\_

Position and Agency/Organization: \_\_\_\_\_

Date Submitted: \_\_\_\_\_