



Snohomish County

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M E M O R A N D U M

October 28, 2005

TO: MRD Panel
FROM: Thomas Fitzpatrick

RE: MRD Review Issues

Introduction

Thank you all for agreeing to serve on this panel.

Although the Panel will determine its own workplan, I want to provide you with this information to assist you in determining what information is available, what additional information the Panel may desire, and some general ideas about the Panel's work.

MRD Background

I. The MRD

The MRD is generally considered the resolution of the Snohomish County Commission in 1977. There are supporting documents which include two planning studies from the 1970's (pre GMA), and the recommendations of a University of Washington Mediation Panel (1978).

In 2001, the County Council adopted Motion 01-255, in relationship to the Airport Master Plan, which restates some of the provisions of the MRD. The crucial aspect is what airport uses are to be encouraged and discouraged.

- Uses Encouraged:
 1. General aviation as the dominant aeronautical activity at Paine Field;
 2. Expansion of aircraft related industries;
 3. Business and corporate aviation;
 4. Public service aviation;
 5. Air taxi and commuter service.

- Uses Discouraged:
 1. Supplemental/charter air passenger service beyond 1978 levels;
 2. Large transport crew training operations;
 3. Air cargo aviation and military aviation.

The 2001 motion makes clear the County is to remain compliant with the covenants in the deeds to the airport from the federal government and FAA grant conditions. The nondiscrimination clauses provide that the County cannot discriminate against any type, kinds and classes of aviation activities.

The MRD is essentially silent on commercial air service, except that air taxi and commuter service are encouraged.

II. Scope

The panel reviews in a thoughtful, deliberate manner the existing MRD and makes recommendations on most of the issues covered by the MRD, including commercial air service.

This allows the group to evaluate, in context, all the current and potential uses of the airport. The panel would make recommendations on:

1. What should general aviation's airport role be now and in the future;
2. What should be the role of the airport in serving major industrial users such as Boeing and Goodrich, now and in the future;
3. What other types of airport-related activities should be encouraged or discouraged now and in the future.

In making these determinations, the panel would need to understand the current uses of the airport, potential market in various areas, as well as the noise programs and other significant issues. The panel would have to consider some land use issues relating to airport development, as well as the requirements of federal law.

III. Information the Panel Will Need

The panel will need to receive briefing on a variety of issues. These include:

- The history and provisions of the MRD.
- The legal framework in which the airport must operate including:
 1. Federal requirements including the nondiscrimination clause;
 2. The airport act, and the recent siting bill;
 3. GMA requirements;
 4. The role of PSRC and Wash DOT aviation;
 5. Any contractual obligations to current airport users.

6. Airport planning documents and relevant provisions of land use plans for surrounding communities.
- Noise related issues, including:
 1. Noise information relative to Paine Field;
 2. The current noise program;
 3. Changing technology and its affect on noise.
 - The effect of possible commercial service on property values, ground transport and associated development in affected communities; and,
 - The effect of various airport uses, including commercial airline service, on economic development in Snohomish County.

The Snohomish County Council's 2002 Economic Stimulus Action plan called for two studies, marketing feasibility and the cost of a terminal. Airport Director Dave Waggoner provided information on these issues to the public as part of the public outreach mandated by the County Council after its unanimous adoption of the 2002 Economic Stimulus Plan. That information will be summarized in an upcoming report. Whether additional work in those areas is necessary may be something the panel wishes to explore.