



---

1                   **RESTATED ROLE FOR DEVELOPMENT OF PAINE FIELD SELECTED**

2   **WHEREAS**, the Snohomish County Planning Commission recommended to Snohomish County  
3 Board of Commissioners the Commissioners adopt a role for Paine Field to be entitled “General  
4 Aviation” (combination of ised General Aviation and the Nothing Roles) after conducting  
5 two public hearings lasting several hours at which citizen input and testimony were received; and

6   **WHEREAS**, the Snohomish County Planning Commission filed Findings and Recommendation  
7 of on [DATE] with the Snohomish County Board of Commissioners in the matter of the selection  
8 of an airport role for Paine Field; and

9   **WHEREAS**, the Board of Commissioners considered the Findings of Fact and the  
10 Recommendation of the Planning Commission, the Airport Commission, and received written  
11 materials concerning the role for Paine Field at its meeting on April 17, 1978; and

12   **WHEREAS**, after having received and considered all documents and testimony submitted to this  
13 Board by the Planning Commission, Airport Commission and others, the Board of Commissioners  
14 adopted on [DATE] the recommendations of the Planning Commission with two modifications  
15 and two conditions added by the Board of Commissioners and called for engaging "the services of  
16 a professional mediator to resolve any differences that may arise between the operation of Paine  
17 Field and the citizens"; and

18   **WHEREAS**, the Board of Commissioners appointed the Office of Environmental Mediation at  
19 the University of Washington on July 10, 1978 to bring together a mediation panel to hold talks;  
20 and

21   **WHEREAS**, the mediation panel held such talks to discuss issues and to negotiate specific  
22 agreements among the panel members and recommended modifications to the 1978 Mediated  
23 Role Determination as adopted by the Board of Commissioners; and

24   **WHEREAS**, County Executive Aaron Reardon convened the MRD Panel in 2005 to update the  
25 MRD Document should be updated; and

26   **WHEREAS**, changes occurred in the almost thirty years since adoption of the MRD Document  
27 that obviate parts of the MRD Document; and

28   **WHEREAS**, the MRD Panel believes the MRD Document should combined into a single  
29 document and updated to clarify ambiguities and eliminate language no longer necessary or  
30 appropriate; and

31   **WHEREAS**, the MRD Panel desires to update the MRD Document by deleting superfluous and  
32 outdated provisions and by clarifying the MRD Document, but not by changing the intent or  
33 substance of the MRD Document;

34   **NOW, THEREFORE, BE IT RESOLVED** that the MRD Panel restates Mediated Role  
35 Determination as follows:

---

## FINDINGS

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 the 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 at a rapid pace.
6. Failure to reduce the adverse impacts of airport operations on the community and control negative residential growth impact on airport 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 aircraft 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

---

### **Mediated Role Determination**

*2006 Update Draft Date June 13, 2006*

Page 2 of 6


---

1 community compatible must be created to avoid long term major confrontations that will poorly  
2 serve the airport, County and community.



### 3 **CONCLUSIONS**




4 A. In light of these findings and our knowledge gained from many hours of testimony and  
5 review of evidence, we recommend that a redefined aviation role For Paine Field be selected  
6 which would achieve some of the primary objectives of the Revised General Aviation role, while  
7 also protecting the interests of the Paine Field residential community, the airport, and the County  
8 by incorporating key elements of the Do Nothing role. We entitle this new role “General Aviation”  
9 and is described below.

10 B. The development of Paine Field will be predicated on the recognition that it resides within  
11 an established community and will be sensitive to the quality of life for which surrounding  
12 residents strive. The residents will in turn understand that they live in the influence area of an  
13 established airport. Both the residential community and the airport community will work together  
14 to develop a meaningful system of continued resident, pilot, and business-interest dialogue in the  
15 development of the field.

16 C. The principal aviation objectives of the General Aviation role would be to retain and,  
17 enhance light aircraft general aviation as the dominant aeronautical activity at Paine Field   
18 compliance with the covenants in deeds and grants of the U.S. Government. This role would  
19 provide for a reasonable amount of airport facility expansion and modernization to accommodate  
20 the expected growth of this activity. Future aircraft operations would be keyed to the substantial  
21 growth rate projected in the Do Nothing role. This approach would impose strict control on any  
22 aviation activity with potential for adverse environmental impact.

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

29 E. Other aviation activities which would be encouraged to continue operation and expansion  
30 at Paine Field include, aircraft related industries, business and corporate aviation, public service  
31 aviation and  taxi and  commuter service.

32 F. Existing aviation activities at Paine Field which would be strongly discouraged from  
33 expanding because of their  consistency with the airport’s primary aviation role as well as their  
34 unavoidable adverse impact on the surrounding community include  supplemental / charter air  
35 passenger service,  e transport crew training operations, air cargo aviation and military  
36 aviation.

37 G. A vigorous, noise abatement program embodying the element, described In the Planning  
38 Departments position statement should be included as an integral part of this redefined General

---

#### **Mediated Role Determination**

*2006 Update* Draft Date June 13, 2006

---


1 Aviation role. We earnestly recommend to the Board of County Commissioners that steps be taken  
2 to begin implementation of his program before the next phase of the study is permitted to begin. It  
3 is our firm belief that all affected sectors or the airport community should be directly involved in  
4 developing and, as possible implementing the detailed element, of a noise abatement program. The  
5 program should include at least the following:

6 1. Staffing of an Airport Noise Mitigation Program

7 A. The County should engage the services of a profession mediator when  
8 needed to work directly with the Paine Field Area community to resolve  
9 any differences that may arise between the operation, of Paine Field and the  
10 citizenry.

11 B. The County should form, a permanent Paint Field Advisory Council  
12 composed of local residents and airport uses to provide advice to the  
13 County on important airport related Issues.

14 2. Control of Military Aircraft Activities at Paine Field

15 Military aircraft should abide by  the Field Noise Abatement Procedures  
16 developed by airport users and adopted by the Snohomish County Airport  
17 Commission on September 13, 1978.

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

20 1. The General Aviation role will permit reasonable airport expansion to continue at  
21 Paine Field.

22 2. The General Aviation role will impose a minimum amount of adverse  
23 environmental impact on the Paine Field area community.

24 3. The General Aviation role will cause the least disruption to existing and use  
25 patterns around Paine Field.

26 4. The General Aviation role will provide the best opportunity to both preserve and  
27 expend the existing airport industrial park.

28 5. The General Aviation role will provide the greatest economic benefits to he County  
29 with the least economic and environmental costs

30 6. The General Aviation role will best serve the future needs or light aircraft general  
31 aviation, the principal aeronautical activity at Paine Field

32 7. The General Aviation role will insure that light aircraft general aviation will remain  
33 the dominant aeronautical activity at Paine Field for the foreseeable future.

---

**Mediated Role Determination**

*2006 Update* Draft Date June 13, 2006

- 
- 1           8.     The General Aviation Role will limit the expansion of aviation activities at Paine  
2           Field which are least compatible with its dominant aviation role and which would  
3           impose the most adverse environmental impacts on be surrounding community.
- 4           9.     The General Aviation role will provide the County with the best opportunity to  
5           successfully implement an aggressive, long-term noise abatement program at Paine  
6           Field.
- 7           10.    The General Aviation role will protect the rights of The Boeing Company to use the  
8           airport facilities at Paine Field as outlined in their long term contract with  
9           Snohomish County.
- 10        I.     Community sponsored events will continue to be permitted at the Snohomish County  
11        Airport at Paine Field.
- 12        J.     With respect to any further study relative to the Paine Field Community Plan, the body  
13        studying said Plan should be constituted in such manner as to involve local citizens, airport users,  
14        qualified technical staff and advisory committee and be patterned along the lines of the Citizens  
15        Advisory Committee which drafted the Snohomish County Shoreline Master Program.
- 16        K.     This Paine Field Community Plan shall be subject to periodic review, so once noise levels  
17        and patterns are set at an acceptable level, Paine Field may take advantage of technological and  
18        operational improvements.
- 19        L.     Public Awareness of Airport Activities and formation of a Paine Field Community  
20        Council
- 21        1.     Recognizing that Public awareness of airport activities will mutually benefit the  
22        airport management and the surrounding residential community, it is recommended  
23        that mechanisms be set up to keep the general public aware of airport activities.
- 24        2.     A Paine Field Community Council should be appointed by the Snohomish County  
25        Council with the following composition: four (4) citizens from residential areas  
26        impacted by the airport, two (2) pilots affiliated with Paine Field in some capacity,  
27        two (2) fixed base operators at Paine Field, and two (2) representatives from off  
28        airport business community.
- 29        3.     The Community Council should meet at least twice a year in regular session. The  
30        Council may schedule as many meetings as it considers to be necessary.
- 31        4.     The Airport should cause to be prepared and presented to the Community Council a  
32        report of airport activities that should include, but not necessarily be limited to the  
33        following elements:
- 34        a.     Current operations.
- 35

---

**Mediated Role Determination**

*2006 Update* Draft Date June 13, 2006

Page 5 of 6

