



Paine Field Master Plan 2040

Appendix I | Public Open House #1
Summary Report - November 2021

May 2024

PREPARED FOR
Snohomish County

PREPARED BY
Landrum & Brown, Incorporated



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1 Webinar and Online Open House Report

February 2022

1.1 Background

Paine Field Airport has a long history of serving Northwest Washington and beyond. Originally envisioned in the 1930s as a commercial airport, in response to World War II, it served the military and continued to do so for decades. Since the military left in the 1960s, the airport has become vital to the quality of life and economic sustainability of Snohomish County's residents. Today there are more than fifty businesses at the airport that provide more than 30,000 jobs to the community, and demand for expanded services and flights continues.

Snohomish County owns the airport and relies on a strategic framework, the *Airport Master Plan*, to guide the development of structures, runways, infrastructure, traffic, and more at the airport. This plan guides investments of public and private dollars on airport property and helps the businesses and communities near the airport to plan for their investments as well.

The Master Plan is informed by Snohomish County residents, government agencies, chambers of commerce, the Airport Commission, civic groups, environmental organizations, business leaders, general aviation users, and others interested in the airport.

To share information about the Master Plan status and collect input, Snohomish County held two virtual meetings in November 2021 a hosted an online open house from early November 2021 through the end of January 2022. This document summarizes feedback collected from those public events, along with emailed comments.

1.2 Format and Notification

1.2.1 Webinars

Snohomish County hosted two webinars over a two-week period:

- Wednesday, November 3, 2021, 6 – 7 p.m.
- Tuesday, November 9, 2021, 11 a.m. – noon

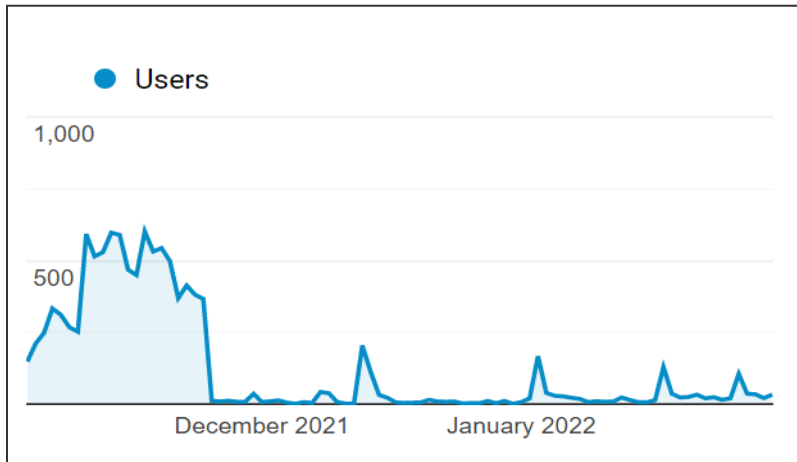
All meetings were hosted on Zoom Webinar. Meetings included a roughly one-hour presentation that included a question-and-answer session. The first webinar, held on November 3, had 38 attendees. The second webinar, held on November 9, had 81 attendees.

See Appendix B for screenshots of the full presentation; not all information in the presentation is detailed in these notes. Transcriptions of Q&A questions are included in Appendix D.

1.2.2 Online Open House

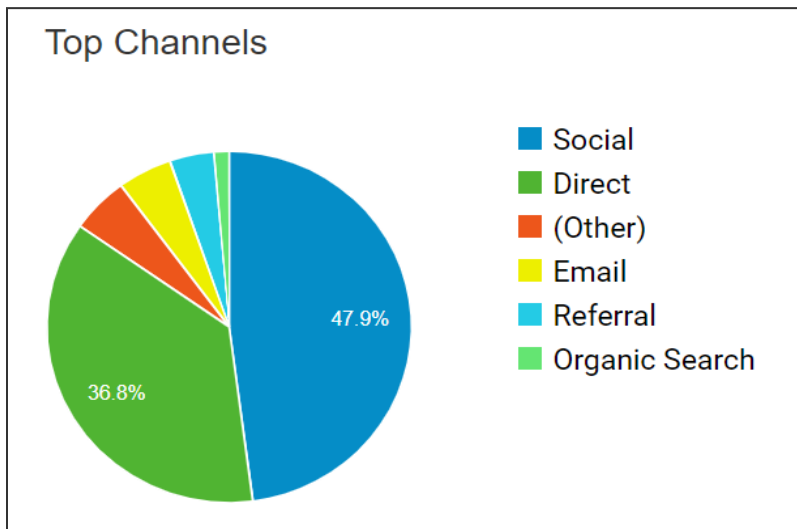
Snohomish County hosted an online open house, a website designed to share information about the airport and the master planning process from November 3, 2021, through January 31, 2022. During this time, visitors were encouraged to provide their thoughts on the airport and the planning process through an online form that allowed for free-form comments.

Exhibit 1 **USERS**



Source: Landrum & Brown

Exhibit 2 **TOP CHANNELS**

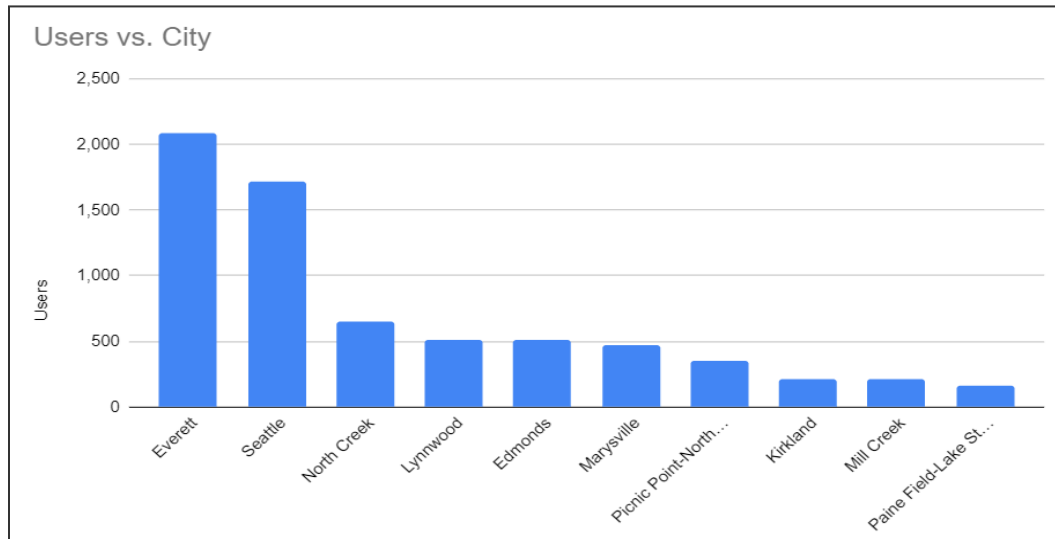


Source: Landrum & Brown

Most visitors learned of the online open house through social media or through a web search, and the majority visited during the month of November 2021, when the comment period first opened.

There were 16,266 page views for the online open house and over 10,000 visitors during the comment period. Google Analytics isn't always able to identify where a user is located, but of the two-thirds of users whose locations are visible, most were in Everett and Seattle. 1.5% of visitors to the online open house primarily visited Spanish Language pages.

Exhibit 3 USERS VS CITY



Source: Landrum & Brown

58 users left 206 comments. Elected officials and city leaders of Everett, Lynnwood, and Mukilteo submitted comments on behalf of their jurisdictions, and 174 users answered demographic questions.

A majority (117) of comments expressed support for the airport and its expansion, while 73 were against airport expansion. The remaining comments were questions or comments about the information presented in the online open house or comments regarding flight destinations. 67 comments complained about airport noise. Other complaints included a lack of parking options at the airport. Several comments expressed support for continuing General Aviation.

Visitors to the online open house were invited to fill out an optional survey that collected demographic information. The overwhelming majority of survey respondents identified as white or Caucasian and spoke English. Residents also tended to be older and more identified as male than the area population.

See Appendix E for the full online open house. Survey results and comments are included in Appendix F.

1.2.3 Notification

The team notified community members in Everett and other communities surrounding the airport through online advertising, emails, social media posts, postcards, and print ads.

- Postcards were mailed to 38,461 addresses the week of October 25
- Print ads in the Everett Herald ran three times a week from October 25 to November 8 and again on December 13 and 23
- Online ads on Facebook and Twitter ran from November 3 through November 24
- Social media posts urging community participation continued throughout the comment period.
- On October 28, Paine Field Airport invited 860 community members via an email to the online open house
- Advertisements across digital platforms received over 350,000 impressions and performed above industry averages, with outstanding Click-Through Rates (CTR) on English Facebook and Twitter ads.

- Final press release(s), date(s) of various publications.
 - November 3, 2021. Media also received emailed newsletters on 12/13/2021, 1/3/2022, 1/18/2022, and 1/27/2022
- PRR has the data on our paid Twitter and Facebook ads.
- Organic social media posts
 - Twitter: 11/1/2021, 11/3/2021, 11/10/2021, 11/17/2021, 11/18/2021, 12/13/2021, 1/3/2022, 1/18/2022, and 1/27/2022
 - Facebook: 11/1/2021, 11/3/2021, 11/10/2021, 11/17/2021, 11/18/2021, 12/13/2021, 1/3/2022, 1/18/2022, and 1/27/2022
- Direct emails
 - Initial invitations for upcoming comment period issued 10/28/2021 – to 860 subscribers
 - Direct emails on extension – 12/13 to 860 members plus anyone who commented in first window and 1/3 to 1,674 registered individuals
 - Enewsletters – 1/18 to 1,666 subscribers and 1/27 to 1,662 registered individuals
- Any earned media
 - Everett Herald, 11/8/2021
 - Everett Post, 11/16/2021
 - MyEdmondsNews, 1/2/2022
 - Mukilteo Beacon, 11/3/2021
 - Mukilteo Beacon, 1/19/2022
 - Lynnwood Times, 11/5/2021
 - KING-5, 11/30/2021
- Paid advertisements in Everett Herald
 - Initial comment period – 10/27/2021, 11/3/2021, 11/8/2021, and 11/17/2021
 - Extended comment period – 12/13/2021 and 12/23/2021

TABLE 1 ADVERTISEMENTS ACROSS DIGITAL PLATFORMS

Date	Platform	Ad Set	Impressions	Clicks	Click Through Rate (CTR)
11/3 - 11/24	Twitter	PAE MP - English Ads	39,955	579	1.45%
11/3 - 11/24	Twitter	PAE MP - Spanish Ads	968	3	0.31%
11/4 - 11/24	Facebook	Master Plan - English	251,222	6,956	2.77%
11/4 - 11/24	Facebook	Master Plan - Spanish	89,377	759	0.85%
		Total	381,522	8,297	5.38%

Source: Landrum & Brown

Paine Field Airport also reached out to specific groups and jurisdictions, including:

- Village on Casino Road Community Center
- Habitat for Humanity of Snohomish County
- Casa Latina
- The Arc of Snohomish County
- United Way of Snohomish County
- Catholic Community Services
- Familias Unidas Latino Community Resources Center
- Sno-Isle Libraries
- Edmonds Chamber of Commerce
- Mukilteo Chamber of Commerce
- Everett Chamber of Commerce
- Edmonds School District
- Mukilteo School District
- Everett School District
- Everett Community College
- Edmonds College
- University of Washington Bothell
- Community Transit
- Washington State University
- WSU Everett
- Snohomish PUD
- Port of Everett
- City of Mukilteo
- City of Marysville
- City of Arlington
- City of Lynnwood
- City of Everett
- City of Brier
- City of Bothell
- City of Darrington
- City of Edmonds
- City of Gold Bar
- City of Granite Falls
- City of Monroe
- City of Montlake Terrace
- City of Stanwood
- City of Sultan
- City of Woodway
- City of Millcreek
- City of Lake Stevens
- Take Flight, Snohomish Members
- Aerospace Taskforce Members
- Hangar Tenants
- Paine Field Business contacts

See Appendix A for the notification report and copies of notification materials.

1.3 Webinar Summary

1.3.1 Welcome

Terry Ryan, Snohomish County's Aerospace Economic Development Director, greeted attendees, opened the webinar meeting, provided an overview of the presentation, and gave background on Paine Field.

1.3.2 Technical Presentation

Michael Tubridy, Landrum & Brown project manager, explained what a master plan is and why it needs to be updated, who is involved in the process, and the timeline, then explained what the technical team had done so far, including the passenger forecast and needs that have been identified, as well as how alternatives evaluation criteria will be developed and how Paine Field Master Plan will be implemented.

1.3.3 Q&A

Terry Ryan facilitated the question-and-answer session for both webinars. Participants asked a variety of questions that fell into the following broad categories: flight traffic, airport and adjoining property, community outreach efforts, ground transportation, funding, and airlines and airport logistics.

A list of questions and comments provided during the two public webinars, with answers from the consulting team and Paine Field staff is provided in Appendix D. Appendix F presents the various comments provided by the general public during the Open House comment period.

1.3.4 Closing




Terry Ryan thanked participants for joining and encouraged anyone with additional input to visit the online open house to submit comments.




2 Appendix

2.1 Appendix A: Notifications



TABLE 2 NOTIFICATIONS

Advertisement Graphic	Ad Platform Run Dates
 <p>Can't make it to a webinar but still interested in learning more? Visit our online open house between November 3 and 24: PaineFieldMasterPlan.com</p> <p>¿No puede asistir al seminario, pero tiene interés en obtener más información? Visite la reunión abierta virtual entre el 3 y el 24 de noviembre en: PaineFieldMasterPlan.com/es</p> <p>For more information, call 425-388-5046</p> <p>Para más información, llame al 425-388-5046</p> <p>PAINE FIELD SNOHOMISH COUNTY AIRPORT Paine Field Airport 3220 100th Street SW, Suite A Everett, WA 98204</p> <p>postal indicia (if needed)</p>	<p>Mailed postcard</p> <p>Reached mailboxes approximately Oct. 27, 2021</p>
 <p>You're invited! Join us to learn about the updates to the Paine Field Master Plan!</p> <p>We are developing a master plan to guide operations at Paine Field over the next 20 years, with a goal of preparing the airport to support current and future needs. Join a webinar to learn more, share feedback, and ask questions!</p> <ul style="list-style-type: none"> • Wednesday, November 3, 2021 from 6 to 7 p.m. • Tuesday, November 9, 2021 from 11 a.m. to noon <p>➤ Visit PaineFieldMasterPlan.com to register.</p> <p>¡Está invitado! ¡Acompáñenos a aprender sobre la actualización del plan maestro de Paine Field!</p> <p>Estamos desarrollando un plan maestro para guiar las operaciones de Paine Field durante los próximos 20 años. El objetivo es asegurar que el aeropuerto pueda hacer frente a las necesidades actuales y futuras. ¡Asista al seminario virtual para obtener más información, compartir su opinión y hacer preguntas!</p> <ul style="list-style-type: none"> • Miércoles 3 de noviembre de 2021 de 6 a 7 p.m. • Martes 9 de noviembre de 2021 de 11 a.m. a 12 p.m. <p>➤ Visite PaineFieldMasterPlan.com/es para registrarse.</p> <p>Paine Field MASTER PLAN</p>	<p>Mailed to 38,461 addresses</p>
	<p>¼ page print add in Everett Herald</p> <p>3 times between October. 27 through Nov. 08, 2021</p>

Advertisement Graphic	Ad Platform Run Dates
<p>Paine Field MASTER PLAN</p> <p>We are updating the Paine Field Master Plan.</p> <ul style="list-style-type: none">• Visit our online open house between November 3 and 24.• Join a webinar November 3 or 9. <p>> Learn more or register at PaineFieldMasterPlan.com</p>  <p>Join us!</p>  <p>¡Acompáñenos!</p> <p>Estamos actualizando el plan maestro de Paine Field.</p> <ul style="list-style-type: none">• Visite la reunión abierta virtual entre el 3 y el 24 de noviembre.• Asista a un seminario virtual el 3 o el 9 de noviembre. <p>> Aprenda más o regístrese en PaineFieldMasterPlan.com/es</p> 	

Advertisement Graphic	Ad Platform Run Dates
	<p>Facebook, Twitter</p> <p>Nov. 3 through Nov. 24, 2021</p>
	<p>Facebook, Twitter</p> <p>Nov. 3 through Nov. 24, 2021</p>
	<p>Facebook, Twitter</p> <p>Nov. 4 through Nov. 24, 2021</p>

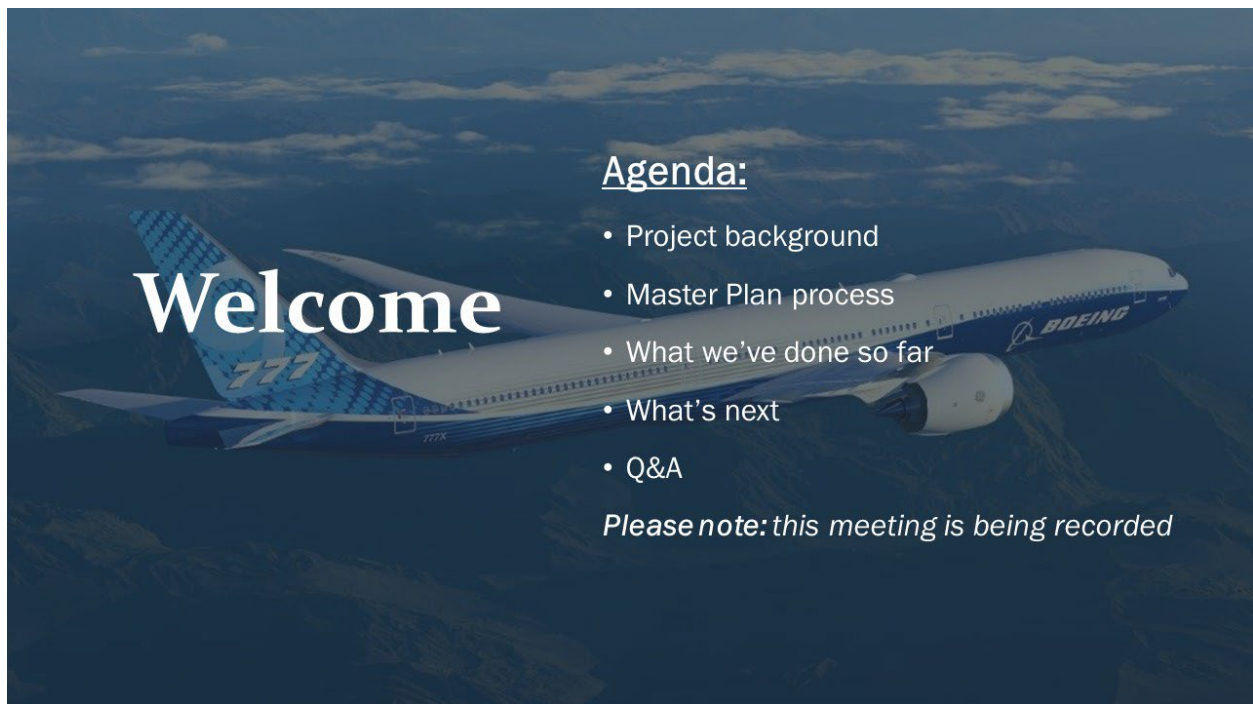
Advertisement Graphic	Ad Platform Run Dates
<p>¡Ayúdenos a actualizar el plan maestro de Paine Field!</p> <ul style="list-style-type: none"> • Visite la reunión abierta virtual entre el 3 y el 24 de noviembre. • Asista a un seminario virtual el 3 o el 9 de noviembre. 	<p>Facebook, Twitter</p> <p>Nov. 4 through Nov. 24, 2021</p>
<p>Help update the Paine Field Master Plan!</p> <ul style="list-style-type: none"> • Visit our online open house between November 3 and 24. 	<p>Facebook, Twitter</p> <p>Nov. 1 through Nov. 24, 2021</p>
<p>¡Ayúdenos a actualizar el plan maestro de Paine Field!</p> <ul style="list-style-type: none"> • Visite la reunión abierta virtual entre el 3 y el 24 de noviembre. 	<p>Facebook, Twitter</p> <p>Nov. 1 through Nov. 24, 2021</p>

Advertisement Graphic	Ad Platform Run Dates
	Facebook, Twitter Nov. 1 through Nov. 9, 2021
	Facebook, Twitter Nov. 1 through Nov. 9, 2021

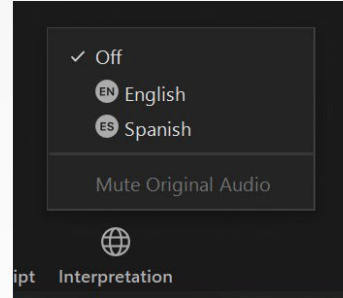
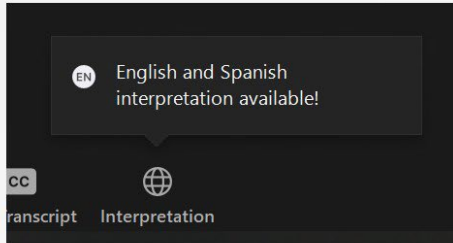
Source: Landrum & Brown

2.2 Appendix B: Presentation

EXHIBIT 4 PRESENTATION

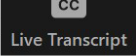


Using Zoom interpretation channels



Paine Field
MASTER PLAN

Using Zoom

- Click  to turn on captions.
- Participants are automatically muted
- Use the Q&A chat box to ask questions

Paine Field
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Paine Field: From First Flight to Now

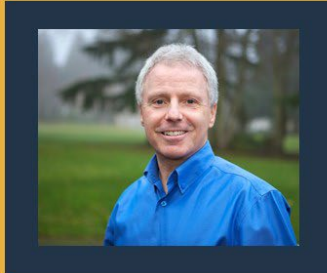
Paine Field
MASTER PLAN



Paine Field: From First Flight to Now

Paine Field
MASTER PLAN

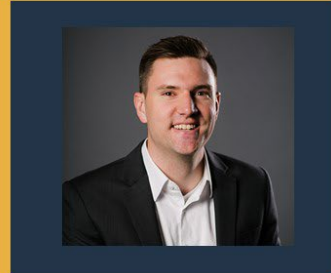
Team introductions



Terry Ryan
Snohomish County



Michael Tubridy
Landrum & Brown



Cody Meyer
Landrum & Brown

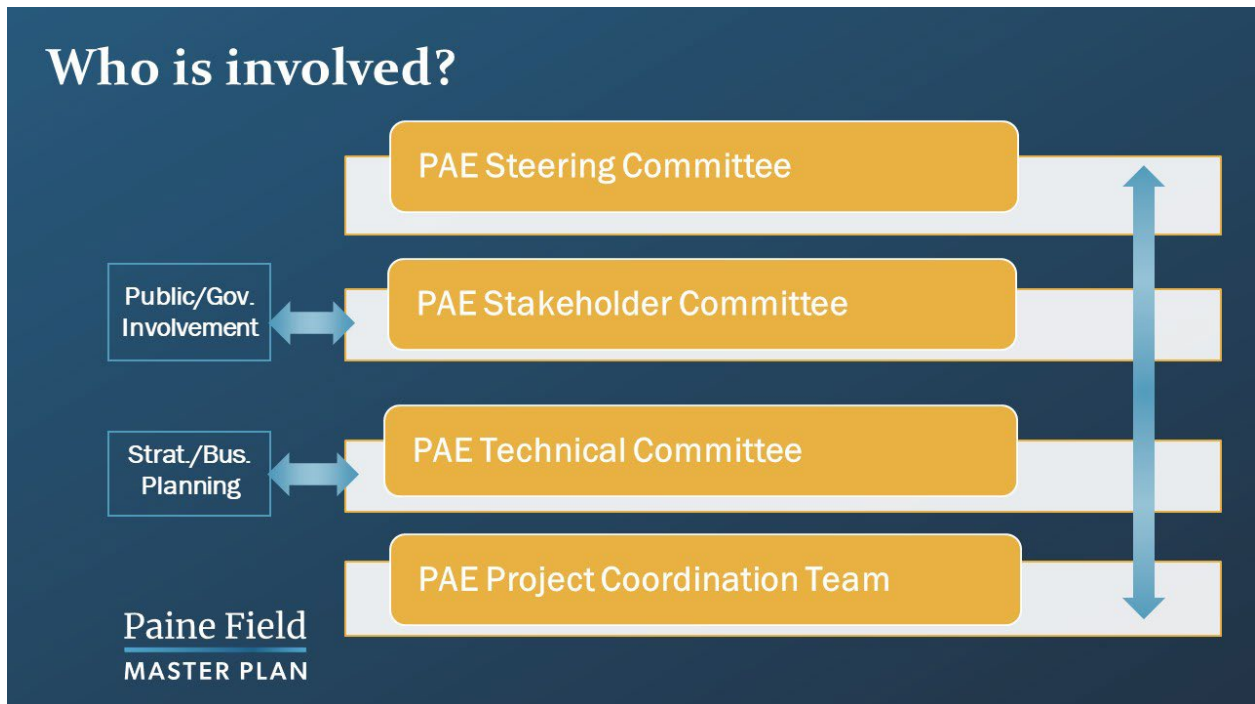
Paine Field
MASTER PLAN

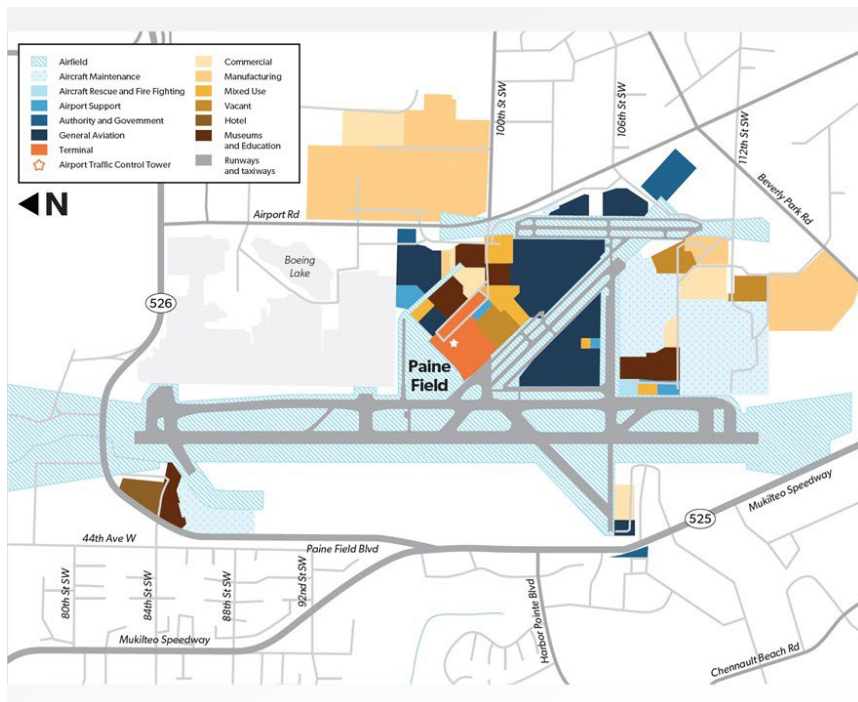
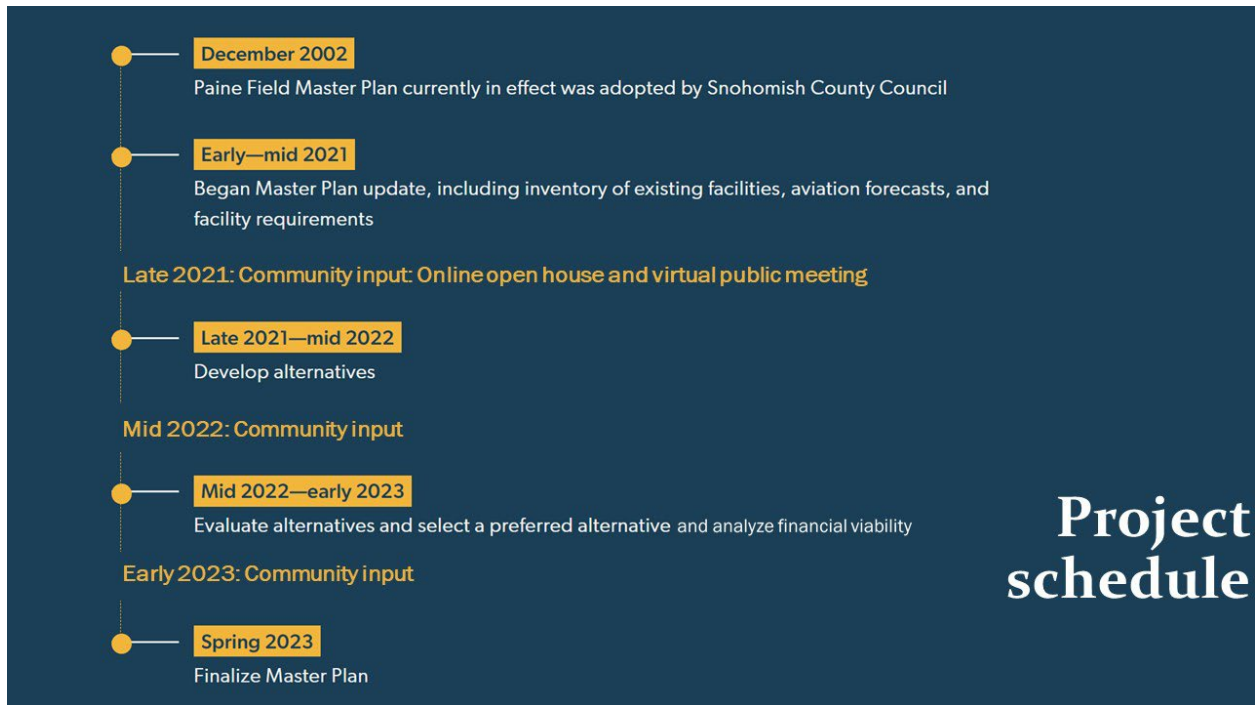
What is a master plan?

The Master Plan is a long-range planning document that recommends a strategy for development of airport land and facilities



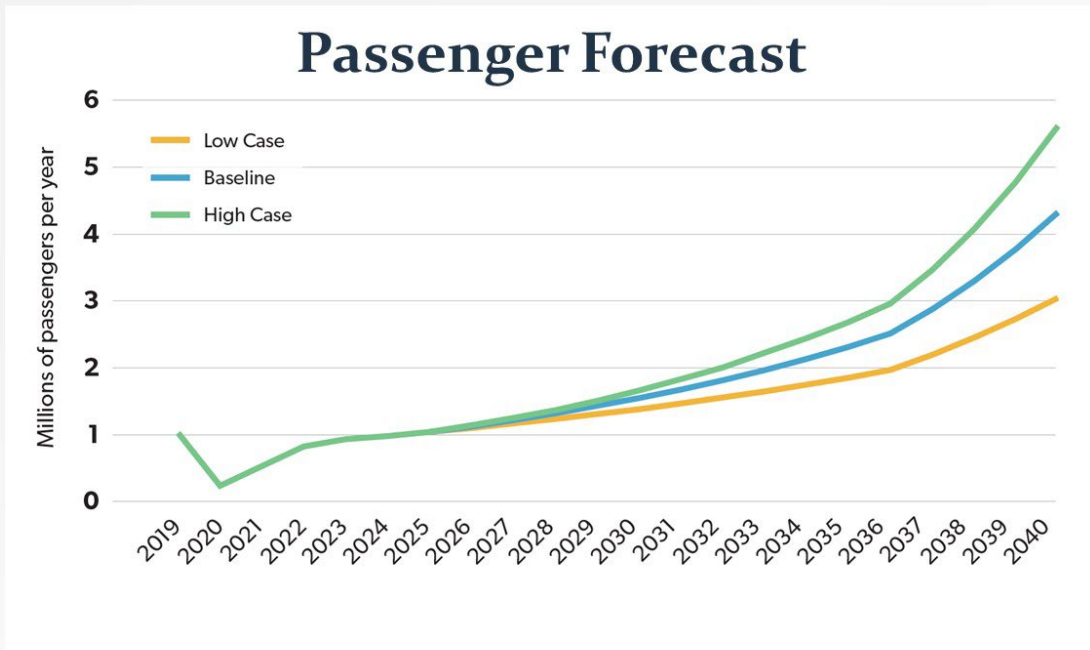
Paine Field
MASTER PLAN







What we've done so far

- Inventory
- Traffic forecast
- Facility requirements



Needs we've identified

Paine Field
MASTER PLAN

- 
Airfield system, including runways, taxiways, and apron areas
- 
Access roads to and from the passenger terminal
- 
Corporate and private hangars
- 
Passenger terminal
- 
Air cargo facilities

Alternatives evaluation criteria



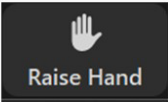
Paine Field
MASTER PLAN



How will the Master Plan be implemented?

- Planning and design for near-term projects
- Detailed planning, environmental review, and community consultation for future projects
- Identifying and securing funding

Questions?

- Use the Q&A chat box to ask questions
- You can also use the Raise Hand  feature to share a question or comment verbally
- If you are joining us by phone, use *9 to raise your hand

Paine Field
MASTER PLAN

Share your input: PaineFieldMasterPlan.com



The screenshot shows the website's header with the logo 'Paine Field MASTER PLAN' on the left and navigation links: 'Open house', 'Project details', 'What we've done', 'What's ahead', 'Next steps', and 'Español'. The main content area features a large background image of the airport and surrounding area. On the left, a white box contains the text 'CHOICES AHEAD FOR PAINE FIELD' and 'We are developing a master plan to guide future development at Paine Field over the next 20 years.' On the right, a section titled 'What is the Paine Field Master Plan?' explains that the plan is a long-range planning document for developing airport land and facilities, aiming to support the county's future needs while balancing economic, environmental, and social values.



Share your input: PaineFieldMasterPlan.com

Paine Field
MASTER PLAN

[Open house](#) [Project details](#) [What we've done](#) [What's ahead](#) [Next steps](#) [Español](#)

CHOICES AHEAD FOR PAINE FIELD

We are developing a master plan to guide future development at Paine Field over the next 20 years.



What is the Paine Field Master Plan?

The Airport Master Plan is a long-range planning document that recommends strategies for developing airport land and facilities. The plan's goal is to prepare the County's airport to support the needs of the future. The plan will also ensure the airport balances our economic, environmental, and social values.



2.3 Appendix C: Online Open House Visitor Detail

TABLE 3 ONLINE OPEN HOUSE VISITOR DETAIL

Acquisition Channel	Users	Percent Total Users	New Users	Sessions
Social	4,898	47.92%	4,886	5,193
Direct	3,760	36.79%	3,727	4,201
(Other)	528	5.17%	526	560
Email	494	4.83%	466	658
Referral	402	3.93%	355	544
Organic Search	139	1.36%	120	193
	10,221		10,080	11,349

TABLE 4 ONLINE OPEN HOUSE VISITOR DETAIL

Visitor City (where known)	Users	New Users	Sessions
Everett	2,083	2,038	2,329
Seattle	1,716	1,656	1,984
North Creek	653	642	700
Lynnwood	515	499	546
Edmonds	509	499	541
Marysville	473	464	503
Picnic Point-North Lynnwood	356	350	380
Kirkland	210	198	227
Mill Creek	210	208	238
Paine Field-Lake Stickney	165	161	180

2.4 Appendix D: Virtual Webinar Q&A Transcripts

2.4.1 Virtual Webinar #1 Q&A Transcript

Questions and answers from the virtual webinar #1 are provide below.

2.4.1.1 Traffic Forecasts

What counts as a passenger in the forecast?

A passenger is a person who arrives at Paine Field airport and uses a plane to travel to another destination.

Have airline operation reductions been accounted for in your forecast?

Yes, reductions were considered.

What causes changes in the traffic forecast?

Historical data and expected population growth in the region was used for airport projections. The potential growth increase in the 2030s comes as Seattle-Tacoma International Airport (Sea-Tac) becomes constrained and more passengers choose to use Paine Field.

Where can the detailed traffic projections be found?

Traffic projections will be made public and will be available at www.paineairportmasterplan.com.

2.4.1.2 Land, Structure, and Runway Developments

Will the Washington Air National Guard property be considered?

Yes. Conversations with the legislative offices in Washington, D.C., and the Washington Air National Guard are taking place to see how the property can fold into Paine Field. The Washington Air National Guard property is not part of this master planning process.

What kind of expansion will take place, and where?

We forecast traffic by type of aircraft, and those projections will be used to identify what type of new facilities the airport will need to accommodate growth. At this point in the process, we have finished defining the facility requirements. Identification of where new facilities will be placed has not been made.

How much is airport land still available for commercial development? Does the Master Plan take into consideration businesses in the area and their future needs?

The west side has about 120 acres of developable land. There will be an area of land designated in the Master Plan to expand commercial uses beyond current uses.

Is eminent domain being considered?

We do not anticipate needing land beyond what's already part of the airport property or the need to use eminent domain.

How will the runways be used for general and commercial aviation?

The runway usage in the short term will probably stay the same. The general aviation runway – the shorter one - sees about 80% of the total traffic. The remaining 20% uses the longer runway. We will have more information at the next public meeting.

Is the County's plan to expand commercial operations (part 121)? How would you weigh the county's interest in Part 121 operations vs. general aviation or MROs (Maintenance Repair Operations)

We interviewed the MROs and ATS and listened to their potential needs over the next 20 years. They all anticipate growth but indicated that their current facilities were likely to accommodate that growth. Some indicated they are in the position of optimizing their current facilities while others are growing and working at being more efficient.

What will happen to the Flying Heritage and Combat Armor Museum?

Both museums are an important part of the community, and we want to support them both. It is unlikely airport expansion will have an impact on them.

What will happen to the five [flight] schools on the central ramp?

There are no current plans within the Master Plan that will affect the flight schools.

What will be the electrical power need be for growth over the next 20 years?

We'll know more about how much power demand will grow at the airport after we've completed our facilities needs analysis.

How will the Master Plan address stormwater needs?

The Master Plan will include a review of stormwater needs. If modifications are needed in airport storm water retention facilities, they will be included as part of the Master Plan process.

What about Runway 1129? Do you see that being developed differently?

Runway 11/29 was decommissioned, and parts of the runway are currently being leased to Boeing. There is no short-term plan or need to redevelop the decommissioned runway.

*2.4.1.3 Airport Impact on the Surrounding Community***How are you planning to minimize the impact on climate and residents' livability?**

We will include environmental impacts when we filter alternatives with aviation specialists.

Will there be noise studies on the impacts on surrounding residential neighborhoods?**How will noise impacts be evaluated with the projected changes?**

Yes, noise impacts associated with changing travel demand will be analyzed, reviewed, and evaluated against traffic forecasts, including cargo. At this stage, it is premature to discuss mitigation until we know whether the noise may be greater than what is currently at the airport.

*2.4.1.4 Community Notification and Engagement***Will SEPA/EIS scoping be needed for this plan?**

Environmental Impact Statements are typically used for construction projects and are not required for the Master Plan we are currently updating. Improvements identified in the Airport Master Plan will be the subject of subsequent environmental review, such as an EIS, when the individual project proceeds.

How can the community share their input?

There will be other webinars and events that will seek public input in the coming year. We will give notice of open houses and webinars using several tools: postcard mailings to a wide area

around the airport, email distribution to interested individuals who registered on the website, social media posts, paid advertisements, outreach to media outlets, outreach to schools, churches, and community organizations near the airport, and to cities and towns across the county. If you would like to ensure you are notified of any updates or events, please subscribe to email updates on the website. www.PaineFieldMasterPlan.com.

Are residents and neighboring communities like Lynnwood and Mukilteo represented on the Stakeholder Committee for the Master Plan process?

There are three primary committees that help develop the Master Plan: The Steering Committee, the Stakeholder Advisory Committee, and the Technical Committee. The Stakeholder Committee includes many representatives of Snohomish County representatives.

You can see the list of members here:

<https://www.paineairport.com/DocumentCenter/View/1202/Master-Plan-Stakeholder-Committee-Directory-for-Website?bidId=>To read more about the committees helping to guide this Master Plan here: <https://www.paineairport.com/153/Airport-Master-Plan>.

2.4.1.5 Ground Transportation

Will the Master Plan include access to the airport using Community Transit and alternate modes of transportation (i.e., light rail, bikes, and walking)?

One of the components of the analysis is to look at ground transportation, such as light rail, and access roads to the airport. There is an existing right-of-way for future light rail to the airport terminal; a connection will be part of the Master Plan. We hope to have more information about that in future updates.

Will suggestions for interim/permanent "Last Mile" access, such as direct PAE connections from Amtrak Cascades (Everett stations plus northern Amtrak stations) or DIRECT Community Transit buses from major city centers such as Lake Stevens, Marysville, etc., be part of the Master Plan?

This is a topic that is currently in research. We hope to have more information about that in future updates.

Are there plans to complete and expand 100th Street SW in conjunction with the Everett Transportation Master Plan?

As traffic increases, the Master Plan has identified that the intersection of Airport Road and 100th Street will need to be modified to accommodate the forecast demand. Depending on the pace of traffic growth, it is likely that these modifications, however, will not be needed for another 15+ years.

2.4.1.6 Funding

How much will elements in the Master Plan cost?

We are still outlining potential elements in the Master Plan. Once those are established, we may be better able to provide cost estimates.

How will the improvements be funded?

Funding for improvements at the airport will depend on the nature of the project. For airfield safety and capacity improvements, the Federal Aviation Administration provides funding. The

County, airport operator, or developers might fund other improvements. This Master Plan will look at which funding sources are available for each project and make recommendations.

2.4.1.7 Airlines and Airport Logistics

Does the Master Plan consider airfare subsidies to make Paine Field competitive with Sea-Tac?

This falls outside the scope of this Master Plan.

How many gates will the airport have?

Approximately seven contact bridges and eight remote bridges.

Will there ever be flights from Paine Field to Sea-Tac?

Airlines decide the destinations for commercial flights.

Is there any consideration of international travel capability?

This would be a policy decision for the County; it is not something in this plan.

Will only smaller passenger aircraft be allowed, or will larger planes also be allowed at the airport?

The types of aircraft are not likely to change.

Are there plans to invite future all-electric airline carriers to provide noise- and carbon-free emissions air service?

This falls outside the scope of this Master Plan.

Are flight paths projected to change?

An analysis is being conducted. The air traffic control tower chiefs are included in the conversations, and the analysis will be based on a variety of factors.

What will be done about parking at the airport? Will there be long-term parking with plug-in spaces for electric vehicles?

An analysis of parking needs associated with general aviation, car rental parking, and employee parking is currently happening. The type of parking is up to Propeller, the terminal operator.

Will working with Boeing on new infrastructure for efficient airplane gates be considered as part of this Master Plan?

Airport operator Propeller oversees the terminal and the gates. The Master Plan forecast will show potential areas of growth for gates, the terminal, and the taxiing of aircraft. It will be a function of both the airlines and Propeller to ensure gate efficiency.

2.4.1.8 Other Questions

Our local communities like Linwood represented on the stakeholder committee. Yes

Is eminent domain being considered to build additional runways? No additional runways will be required during the Master Plan period (20 years)

Does passenger traffic multiply over the next 20 years? Passenger traffic is forecast to grow to 4.3 million annual passengers by the end of the planning period in 2040.

It seems like the plan involves the current footprint and immediate activities on the current airport property. Does it take into account the needs of businesses attracted to the area, and they're expanding needs? Yes, the Master Plan will include land set asides for the future possibility of commercial development at the airport

Do predictions of demand for flights include the changes on the horizon for less business travel? Yes

How will noise impacts be evaluated with the projected changes? will cargo be considered? And what mitigation plans will be included in this process? Noise contours are currently being prepared and will be available to the public in the Fall 2022

How do you see the general aviation growth need for additional hangar space provided for? Estimates of future general aviation growth have been undertaken. The Master Plan will also include available land reservation for future general aviation.

If the Puget Sound Regional Council and the state's airport commission choose Paine Field as the site to handle the commercial traffic overflow from Sea-Tac, will your forecasted number of passengers change for 2040? The County does not envision that the published Paine Field forecasts will change as a result of the States Airport Commission recommendations. The traffic forecasts were prepared independently and considered the capacity constraints, the economic conditions of the region and impacts of dual airports in a major metropolitan region.

Is the county's plan to primarily provide expansion for commercial operations? How would you weigh the county's interest in part 121 operations versus general aviation, or MROs?, which are maintenance, and repair operations. The County's plan is to accommodate all aspect of aviation growth at the airport and to ensure that the airport is in a position to accommodate growth as the various needs of the businesses arise. The Master Plan is providing a roadmap to allow for the future of aviation at PAE to occur.

What is the process plan for coordinating with large infrastructure projects, such as the potential Sound Transit light rail to serve Boeing? PAE is constantly in communication and coordination with Sound Transit and other transportation agencies.

Will there be adequate parking on-site or off-site? Yes

How many gates will the airport eventually have? 11 Gates

How much airport land is still available for commercial development?, non-airport operations area land? There are extensive lands west of Runway 16R-34L that will be dedicated for future commercial development. However, the exact amount of land that will be available will be dependent on further detailed environmental analysis. There are significant wetlands in this area, and some of the land will not be conducive to commercial development. The environmental analysis will be conducted when and if the County receives interest from the private sector for the long term lease of these lands.

It seems like business travel data is already available since Alaska has canceled some routes already. Due to the large reduction on business travel per the recent Everett Herald article, was that data used for your forecast? The consultants prepared an

independent assessment of existing and future traffic and considered a wide variety of variables. Detailed explanations are included in the traffic forecast report

Are most commercial flights in and out of Paine Field full? Aircraft load factors fluctuate and during the Pandemic were exceptionally low. Since 2021, air traffic is growing and average load factors are increasing. It is expected that load factors will continue to climb as traffic rebounds.

What about runway 11/29? Initially, we had that area reserved to be a row, but now it is a parking lot. Do you see that being developed in a different way? In the short-term the County envisions this area to remain as a parking facility for Boeing aircraft. As demand increases in the future this area could expand to accommodate additional parking facilities for Boeing or other tenants.

How soon might we expect cargo flight (UPS operation) at Paine Field? Air cargo is currently operating at Paine Field just south of the Future of Flight Museum

Are there any other airlines that are planning on coming in and joining Alaska ? The County is not aware of additional airlines that will be coming to Paine Field, however Propeller is likely meeting with airlines to entice them to operate at Paine Field.

Could you define what counts as a passenger in the forecast? A passenger in the forecast includes either an arriving or a departing passenger.

2.4.2 Virtual Webinar #2 Q&A Transcript

Additional questions and answers to Virtual webinar #2 are provided below.

Will there be noise studies on the impacts to surrounding residential neighborhoods? Yes, noise analysis for the current and future traffic at Paine Field is currently underway and will be available to the public at Q4 2022.

As part of this Master Plan, are you considering working with Boeing to innovate, innovate prototypes test new infrastructure such as more efficient airplane gates? The Airport Master Plan focuses on the airport infrastructure and facilities, not the development of future aircraft prototypes.

How will the improvements be funded? Improvements will be funded in large part by the FAA with some County funding and the possibility of state funding. It depends on the nature of the projects. The Master Plan will include the cost of projects and their funding sources.

Does the master plan include the future light rail station and bus bike and pedestrian access to and from now? Yes consideration is being made to set aside land for the future possibility of a light rail station.

While waiting for the Everett Paine Field, Link light rail to reduce current passenger access roads capacity. Suggest plans for an interim permanent last mile access, such as direct Paine Field connections to Paine Field from Amtrak cascades Everett station, plus northern Amtrak stations or direct community transit buses from major city centers, such as Lake Stevens Marysville etc. you have any thoughts on that? The Master Plan will be identifying multi-modal transit locations that will facilitate direct access to the airport and specifically to the passenger terminal.

Are there any consideration for international travel capability? Not in the near future

Are there any predictions based on other airports and how much elements of the master plan cost? What are all of these pieces going to cost? This is in the next phase of the Master Plan. The timing of the projects and their costs will be presented to the public in Q4 of 2022.

You mentioned that the Master Plan includes local road infrastructure. Are there any plans to complete and expand 100 St. Southwest, in conjunction with the Everett transportation master plan? The County is coordinating the various transportation agencies to ensure that 100 St. and at the intersection of Airport Rd are not congested in the 20 year timeframe of the Master Plan.

Is there any consideration for the Washington Air National Guard property? Yes, the County is currently negotiating with the National Guard to acquire their land and buildings for future use

United has dropped out of Paine Field and Alaska cut back on flights. Have these reductions been accounted for in your forecast? Yes

Will there be long-term – four-plus days of parking with plugin spaces for electric vehicles? That is a question for the Developer of the terminal.

Are there plans to invite future all-electric airline carriers to provide noise and carbon-free emissions to Paine Field? The County will absolutely encourage the use of all electric vehicles at the airport. The current airfield will facilitate the use of any currently proposed electric airline carriers.

Will future flight paths be similar to what they are currently? The FAA air traffic controllers direct all air traffic at the airport. It is not anticipated that the flight paths will change in the near future

Will there ever be flights from Paine Field to Sea-Tac? There are no flights currently planned to Sea-Tac.

Do we know why United Airlines pulled out and what they were looking at in future projections that might impact the master plan? The County was not given a specific answer to why United Airlines departed.

Are there any details of the traffic projections available to the public? Yes they are on the website

The 2002 Master Plan dealt with stormwater based on the 1992 stormwater manual. I heard no conversation discussion on the stormwater issues. And given the fact that Paine Field has circumvented compliance with stormwater regulations is using the best available science. What do you propose to do to meet the stormwater requirements of the 2021 drainage manual? The Master Plan will identify areas where further stormwater analysis is needed. Stormwater analysis is typically not an element of a Master Plan. One recommendation that will come out of the Master Plan is to conduct an airport wide Utility and Stormwater Master Plan.

2.5 Appendix E: Online Open House

EXHIBIT 5 ONLINE OPEN HOUSE

Paine Field MASTER PLAN

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CHOICES AHEAD FOR PAINE FIELD

We're developing a master plan to guide future development at Paine Field over the next 20 years.

What is the Paine Field Master Plan?

The Airport Master Plan is a long-range planning document that recommends strategies for developing airport land and facilities. The plan's goal is to prepare the County's airport to support the needs of the future. The plan will also ensure the airport balances our economic, environmental, and social values.

Who is involved?

The Master Plan is informed by Snohomish County residents, government agencies, chambers of commerce, the Airport Commission, civic groups, environmental organizations, business leaders, general aviation users, and others with an interest in the airport.

In addition to the direct impact for the public and stakeholder groups, there are three committees working to help develop the Master Plan.

Stakeholder Advisory Committee
The Stakeholder Advisory Committee includes key aviation stakeholders such as major tenants, local businesses, general aviation users, representatives from the community, and technical experts.

Technical Committee
The Technical Committee provides input and review of technical documents and includes senior airport staff and the consultant team.

Planning Committee
The Planning Committee guides the County's goals and priorities for the airport. It includes members from Paine Field, the Port of Everett, and business leaders.

What's the project timeline?

- December 2000**
Paine Field Master Plan currently in effect was adopted by Snohomish County Council
- Early-mid 2000s**
Begin Master Plan update, including inventory of existing facilities, initiate forecasts, and facility requirements
- Early 2021 - mid 2022**
Develop alternatives
- Mid 2022**
Community engagement
- Mid 2022 - early 2023**
Evaluate alternatives, select a preferred alternative, and prepare implementation and financial viability plans
- Q1 2023**
Community engagement
- Spring 2023**
Finalize Master Plan

How can I share my input?

You've come to the right place. Throughout the planning process, we will seek your input into the planning process. This first online open house is structured primarily to share the results of our initial fact-finding efforts. You will learn what has been done so far, the work happening now, and what will be coming as we update the Paine Field Master Plan. There's just one of several open houses we will host during the master planning process. You can submit comments on this online open house until 2:00 p.m. PST on **Monday, January 31, 2022**.

[Click here to jump straight to the comment form.](#)

To navigate through this online open house, see the website navigation at the top or the buttons at the bottom of each page.

Get started

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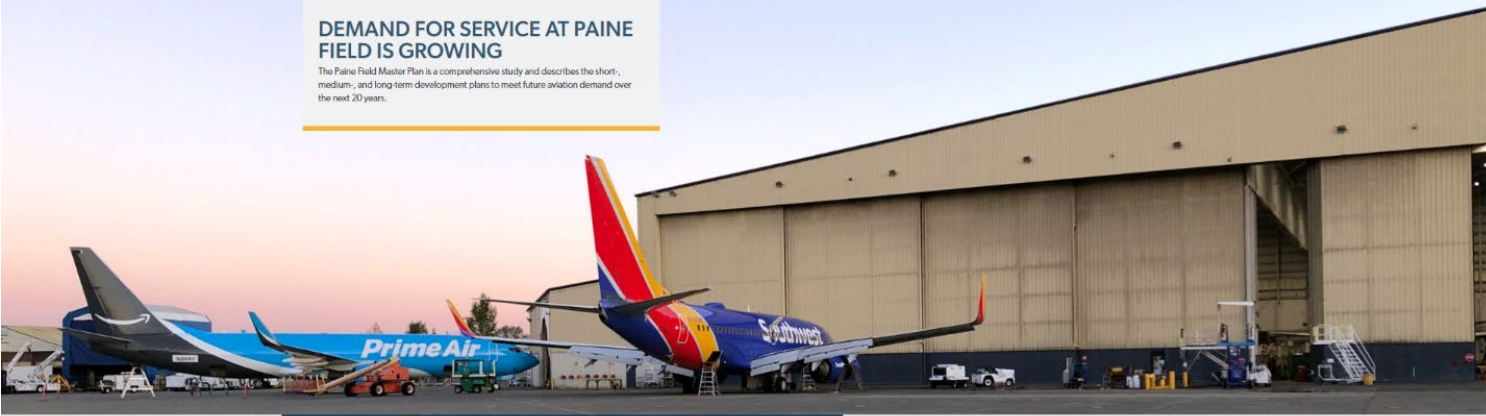
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DEMAND FOR SERVICE AT PAINE FIELD IS GROWING

The Paine Field Master Plan is a comprehensive study and describes the short-, medium-, and long-term development plans to meet future aviation demand over the next 20 years.



Demand for aviation in the Puget Sound region is growing

The Puget Sound region is one of the fastest growing in the United States. The area in which most Paine Field customers live added 500,000 people to its population between 2009 and 2019. We expect this growth to drive increased demand for many sectors of aviation activity. Paine Field accounts for 158,227 total jobs and \$59.9 billion in economic output as of 2018, compared to the statewide airport impact of 407,000 jobs and \$107 billion in economic impact, and SeaTac's impact of 151,000 jobs and \$22.47 billion in economic revenue. Paine Field is the largest economic driver in the County.

158,227 JOBS

CREATED BY PAINE FIELD*

\$59.9 BILLION

IN ECONOMIC OUTPUT**

500,000

POPULATION GROWTH IN THE AREA SERVED BY PAINE FIELD BETWEEN 2009 AND 2019


* as of 2018


Paine Field is changing

The recent start of passenger service means there have been major changes at the airport since 2019. Because there is little historic data to compare to, the Master Plan team reviewed the Puget Sound region's economy and air service market as well as other "secondary market" airports to forecast demand.

Boeing is the major employer at Paine Field, employing approximately 30,000 people. This workforce supports a variety of Boeing's operations, including aircraft fabrication and production, product development, and aviation safety and security and aircraft certifications. Other businesses at Paine Field include paint hangars, Boeing's customer delivery center, as well as aviation maintenance, repair and overhaul. Advances in aviation technology have also brought new players to the aviation manufacturing industry, with leaders in electric aviation like magiX and Eviation locating in Snohomish County.

FedEx has started operations at Paine Field, bringing increased air cargo service to the airport.





Sea-Tac is nearing its capacity

Recent studies indicate that Seattle-Tacoma International Airport (Sea-Tac) will likely reach capacity during the next 20 years. Sea-Tac is planning short-term and long-term projects to increase capacity, but Paine Field has the potential to attract additional passenger service and cargo activity as Sea-Tac becomes more crowded.

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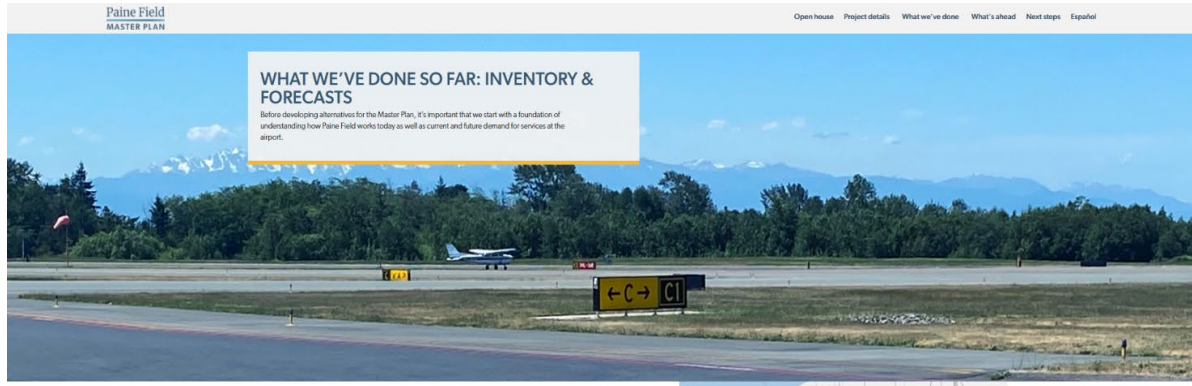
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WHAT WE'VE DONE SO FAR: INVENTORY & FORECASTS

Before developing alternatives for the Master Plan, it's important that we start with a foundation of understanding how Paine Field works today as well as current and future demand for services at the airport.

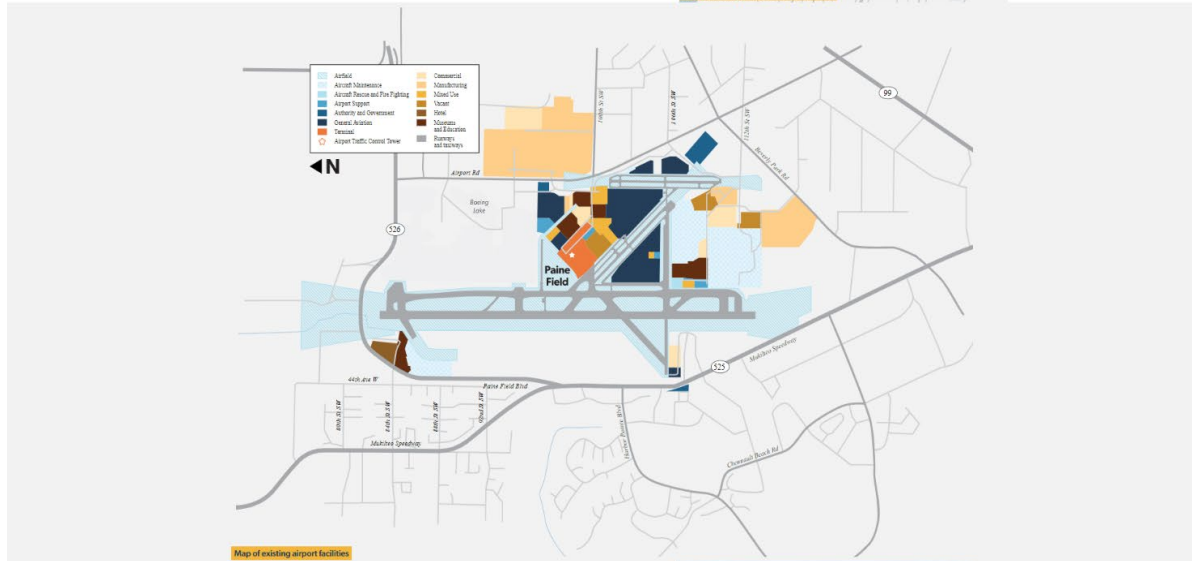
Inventory of existing conditions

Paine Field has served general aviation needs in Snohomish County for 85 years. It briefly offered commercial service in its earliest days before being converted into an air force base. In the 1960s, the Boeing Company built its Everett assembly plant, and by the 1970s Paine Field was a hub for manufacturing and general aviation. Paine Field Passenger Terminal, operated by Puget Sound, began scheduled passenger commercial service in March 2019 with air service provided by Alaska Airlines and United Airlines to a variety of destinations. As of November 2021, Alaska Airlines is the current carrier providing commercial service.

The property on which Paine Field is located serves a number of uses, including commercial and general aviation activities, manufacturing, museums, lodging, educational and commercial facilities, and airport support services and facilities.



Map of existing road access to Paine Field



Map of existing airport facilities

Types of Aviation

Commercial Aviation
Commercial aviation refers to passenger flights. We measure commercial aviation in terms of enplanements—one enplanement is one passenger boarding a plane.

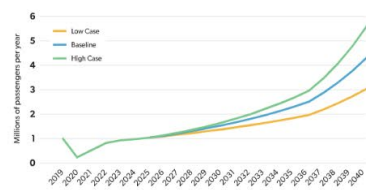
Air Cargo
Air cargo refers to shipping of goods by plane, whether on dedicated flights or in the belly of commercial flights.

General Aviation
General aviation is everything else and includes medical flights, firefighting operations, private/chartered flights, tourism, military flights, and recreation. Boeing's manufacturing and testing operations at Paine Field fall under this category.



Impact of Boeing

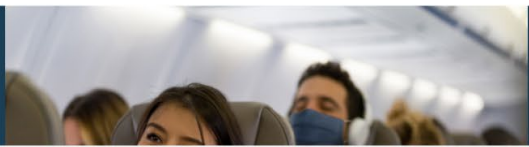
As one of the airport's major tenants, Boeing has a significant impact on operations at Paine Field. Boeing's facility in Everett is heralded as containing the largest manufacturing building in the world, and the plant is also the largest in the world by volume. Boeing Everett has a workforce of approximately 30,000 people. And it's not just Boeing: the area served by Paine Field is the center of commercial airplane production in the U.S., with 1,350 aerospace-related companies. Boeing has also inspired other aviation and aerospace industry to base their operations at or near Paine Field, such as ATIS, Collins, Korry, and electric aircraft leaders magnum and Eviation.



Forecast

Demand for passenger service at Paine Field is expected to grow to more than 4 million passengers by 2040.

Paine Field is forecasted to generate 4.3 million passengers per year by 2040, compared to about 1 million in 2019. We expect more rapid growth in the late 2030s as Sea-Tac capacity constraints become more pronounced. Continued population growth in the Puget Sound region will also drive growth.



The ongoing COVID-19 pandemic has had significant impacts on air travel. Both the pandemic and the recent change to start offering commercial service mean the past several years have been highly unusual for Paine Field, so we've taken extra steps in developing the forecast to ensure that it is accurate. For the forecast, we have assumed that air travel demand returns to 2019 levels in 2025.

What does this mean for Paine Field?

Over time, as traffic continues to grow at Paine Field, some of the existing facilities at the airport will need to be expanded or improved. Defining the facility requirements is the next step in the Master Plan process and will help us determine alternatives for the airport.

Factors such as aircraft size, traffic demand, and peak volumes are key drivers of facility needs. Based on those factors, we will use standards and recommended practices from the FAA and others to determine what types and sizes of facilities will be needed in the future.

The primary facilities that will be analyzed include:

- Airfield system, including runways, taxiways, and apron areas
- Access roads to and from the passenger terminal
- Corporate and private hangars
- Passenger terminal
- Air cargo facilities

At this point, we expect the following changes will need to be made in the next 20 years to meet the future needs of the airport.

Airfield system

- Improve taxiways to improve airfield capacity
- Rehabilitate various airfield pavements
- Expand deicing capabilities



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COMING UP: ALTERNATIVES DEVELOPMENT

We will develop several options for how treatment can change or improve the next 20 years to accommodate demand.

- Do the alternatives meet the forecast demand?
- Do the alternatives improve operational efficiency?
- Do the alternatives have adverse impacts on the community?
- Do the alternatives meet FAA safety standards?
- Are there environmental improvements or impacts to the alternatives?
- What are the capital cost of the alternatives?
- Are the alternatives financially viable?

Community input will help shape the criteria we use to evaluate the project. Some of those criteria will likely include:

- Do the alternatives meet the forecast demand?
- Do the alternatives improve operational efficiency?
- Do the alternatives have adverse impacts on the community?
- Do the alternatives meet FAA safety standards?
- Are there environmental improvements or impacts to the alternatives?
- What are the capital cost of the alternatives?
- Are the alternatives financially viable?

Timeline:

- **Late 2023 – mid 2024**: Develop alternatives
- **Mid 2024 – early 2025**: Evaluate alternatives, select a preferred alternative, and prepare implementation and financial viability plans
- **Spring 2025**: Finalize Master Plan

WHAT'S NEXT

What happens after the Master Plan?

There are several important steps that will need to take place after the Master Plan is completed before any significant changes occur at Paine Field. Planning and design will follow for those projects that are identified in the Master Plan and needed in the next three to five years. Additional detailed planning, environmental reviews, and potentially further community consultation will all be required. The Master Plan also identifies potential funding sources for the future capital needs of the airport over the next 20 years, and securing those funds is critical to many project's design.

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Continue to check the project website for updates.

Leave a comment in the Event Center.

Leave a comment

*All fields are optional

What is your name?

What is your email?

Address

City

State

Zip

Comments

I've read and understand the comments.

Submit

We want to learn more about you! Are you willing to answer some additional questions?

The purpose of these questions is to help us understand more about you, so we can better serve you. All questions are optional, and responses are anonymous.

*All fields are optional

What is your zip code?

What is your age?

How do you identify? (check all that apply)

Female Male Gender not listed here I would rather not say

Do you identify as Latino or of Hispanic or Latino origin?

Yes No I'd rather not say

How do you identify? (check all that apply)

American Indian/Alaska Native American Indian/Alaska Native Black or African American Pacific Islander or Native Hawaiian White or Caucasian Other race not listed here I would rather not say

What is your annual household income?

What language(s) do you speak at home? (check all that apply)

English Korean Somali Vietnamese Arabic Mandarin Spanish Language not listed here Tagalog Chinese Tagalog I would rather not say Cantonese Russian Other

If you selected "Language not listed here", please tell us what language(s) you speak at home.

If you will need accommodation for accessibility in order to take part in Airport Master Plan activities, please check those that may apply:

American Sign Language (ASL) interpretation Braille or large print materials Visual assistance technology

How many people, including yourself, live in your household?

Submit

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PAINIE FIELD Y LAS OPCIONES A ELEGIR

Estamos desarrollando un plan maestro que sea el primer desarrollo de Paine Field desde los primeros 20 años.

¿Qué es el plan maestro de Paine Field?

El plan maestro de aeropuerto es un documento de planificación a largo plazo que establece estrategias de desarrollo de los terrenos e instalaciones del aeropuerto. El objetivo del plan es preparar al aeropuerto del condado para satisfacer necesidades del futuro. El plan también asegura que el aeropuerto mantenga un equilibrio entre negocios aéreos, económicos, recreacionales, y sociales.

¿Quién está involucrado?

El plan maestro está informado por los miembros del condado de Snohomish, agencias gubernamentales, cámara de comercio, la Comisión de Aeropuerto, grupos cívicos, organizaciones del medio ambiente, líderes empresariales, usuarios de la aviación general, y otros partes interesadas en el aeropuerto.

Además de los grupos interesados y el apoyo directo del público, hay tres comités que ayudan a desarrollar el plan maestro:

- El comité directivo:** El comité directivo público, mutuo y privado para el aeropuerto de parte del condado, incluye miembros de Paine Field, el Puerto de Everett, y líderes empresariales.
- El comité consultivo de las partes interesadas:** El comité consultivo de las partes interesadas incluye a los grupos interesados del sector de la aviación como empresas locales, empresas locales, usuarios de aviación general, representantes de la comunidad y expertos técnicos.
- El comité técnico:** El comité técnico aporta información y revisión de documentos técnicos e incluye personal superior del aeropuerto y el equipo consultor.

¿Cuál es el cronograma del proyecto?

- Inicio de 2023:** El plan maestro de Paine Field actual fue adoptado por el consejo del condado de Snohomish.
- Desde principios de año hasta mediados de 2023:** Empezamos la redacción del plan maestro, incluyendo el desarrollo de estudios técnicos, previsiones de aviones, y los requerimientos de las instalaciones.
- Desde finales de 2023 a principios de 2024:** Desarrollo de alternativas.
- 2024:** Participación de la comunidad.
- Desde mediados de 2024 a principios de 2025:** Evaluación de las alternativas y selección de la alternativa preferida y preparación del plan de implementación y materialización.
- 2025:** Participación de la comunidad.
- Primer semestre de 2025:** Finalización del plan maestro.

¿Cómo puedo compartir mi opinión?

Ha llegado el momento. Durante el proceso de planificación, le pediremos su opinión. El objetivo de la primera reunión abierta virtual es compartir los resultados de nuestros investigaciones iniciales. Aprenderemos sobre lo que se ha hecho hasta la fecha, en qué se está haciendo actualmente, y lo que pasará según actualizaremos el plan maestro de Paine Field. Esto solo es uno de los muchos eventos abiertos en los que continuaremos durante el proceso del plan maestro. Puede enviar sus comentarios a info@paineairport.com el día miércoles 2:00 p.m. hora estándar del pacífico (PST) del lunes 31 de enero de 2024.

Haga clic aquí para ir directamente al formulario para comentarios.

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Emppezar

Particpe y manténgase informado

Este sitio web proporcionará información y actualizaciones a medida que se desarrolle el plan, incluyendo las invitaciones para la participación del público a reuniones y puertas abiertas en línea. Únase a nuestra lista de correo para recibir actualizaciones.

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LA DEMANDA DE SERVICIOS EN PAINE FIELD ESTÁ CRECIENDO

El plan maestro de Paine Field es un estudio detallado que describe los planes de desarrollo a corto, medio, y largo plazo para poder hacer frente a la demanda de aviones sobre los próximos 20 años.

La demanda de aviación en la región de Puget Sound está creciendo

La región de Puget Sound en su conjunto es una de las regiones de Estados Unidos que ha crecido rápidamente. El área en el que viven la mayoría de los usuarios de Paine Field aumentó su población en 500,000 personas entre el 2009 y 2019. Se espera que esto aumente la demanda de actividades de recreación en muchos sectores. Paine Field proporciona 158,227 trabajos en total y una producción económica de 59.9 mil millones de dólares desde 2020, comparándose con las cifras de aeropuertos a nivel estatal de 407,000 trabajos y una producción económica de 107 mil millones de dólares, y las cifras de Sea Tac de 151,000 trabajos y 22.47 mil millones de dólares en ingresos. Paine Field es el impulsor económico principal del condado.

Paine Field está cambiando

El reciente comienzo de la provisión de servicios a pasajeros ha generado grandes cambios en el aeropuerto desde 2019. Debido a que hay pocos datos históricos para comparar, el equipo del plan maestro revisó la economía y el mercado de servicios aéreos de la región de Puget Sound y también otros aeropuertos señalados como "mercados secundarios" para anticipar la demanda de servicios.

Boeing es el empleador principal en Paine Field, empleando aproximadamente a 30,000 personas. Este personal apoya una amplia variedad de las operaciones de Boeing, incluyendo la fabricación y producción de aviones, desarrollo de producto, seguridad y protección aérea y certificación de aeronaves. Otras actividades de negocio en Paine Field incluyen hangares de pintura, el centro de reparto al cliente de Boeing, así como el mantenimiento, reparación y revisión de aeronaves. Los avances en la tecnología de aviación han atraído nuevos participantes a la industria de manufactura de aviación, con líderes en aviación eléctrica como magis y Eviation localizados en el condado de Snohomish.

FedEx ha comenzado a operar en Paine Field, trayendo así servicios adicionales de carga aérea al aeropuerto.

Sea-Tac está casi al límite de capacidad

Estudios recientes indican que el Aeropuerto Internacional Seattle - Tacoma (Sea-Tac) probablemente llegará a su capacidad en los próximos 20 años. Sea-Tac está planeando proyectos a corto y largo plazo para aumentar su capacidad, pero Paine Field tiene potencial para atender servicios adicionales para pasajeros y carga, mientras Sea-Tac se sigue congestionando.

Anterior

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Particpe y manténgase informado

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Paine Field
MASTER PLAN

Bienvenido Detalles del proyecto Lo que hemos hecho Lo que viene Próximos pasos English

LO QUE HEMOS HECHO HASTA AHORA: INVENTARIO Y PREVISIÓN

Antes de desarrollar alternativas para el plan maestro, es importante tener un entendimiento base sobre cómo Paine Field funciona hoy en día y también entender la demanda de servicios del aeropuerto actual y futuro.

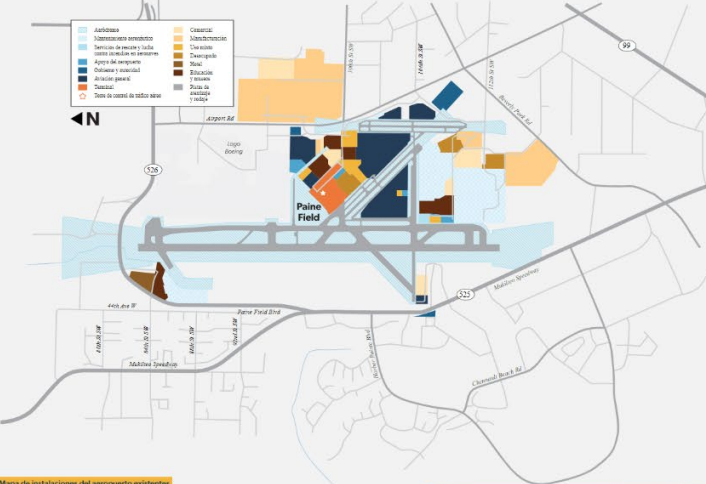
Inventario de las condiciones existentes

Paine Field ha cumplido con las necesidades de aviación general del condado de Snohomish durante 65 años. Creció servicios comerciales en sus primeros días antes de convertirse en una base militar aérea. En los años 50, la compañía Boeing construyó su planta de montaje en Everett y en los años 70 Paine Field se estableció como un centro de manufactura y aviación general. La terminal de pasajeros Paine Field, gestionada por Propeller Airports, empezó a programar servicios comerciales para pasajeros en marzo 2019 con servicios aéreos suministrados por Alaska Airlines y United Airlines a una variedad de destinos. Desde noviembre del 2021, Alaska Airlines es la aerolínea que ofrece servicios comerciales.

La propiedad en la que Paine Field se encuentra sirve numerosos propósitos, incluyendo actividades de aviación comercial y general, manufactura, museos, alojamiento, instalaciones educativas y comerciales y servicios e instalaciones de apoyo al aeropuerto.



Mapa del acceso vial actual a Paine Field



Mapa de instalaciones del aeropuerto existentes

Tipos de aviación

Aviación comercial
Aviación comercial se refiere a vuelos con pasajeros. La aviación comercial se mide en términos de embarques – un embarque cuenta cuando un pasajero se sube en el avión.

Carga aérea
Carga aérea se refiere al envío de mercancías por avión, ya sea en vuelos particulares o en la parte interior de los vuelos comerciales. Se mide en toneladas métricas.

Aviación general
Aviación general es todo lo restante e incluye vuelos médicos, operativos contra incendios, vuelos privados/compartidos, turismo, vuelos militares y de ocio. Las operaciones de manufactura y pruebas de Boeing en Paine Field entran en esta categoría.



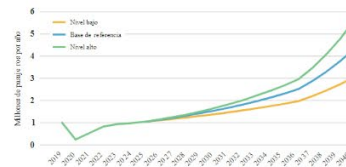
El impacto de Boeing

Boeing ha tenido un impacto significativo en las operaciones de Paine Field como uno de los inquilinos principales del aeropuerto. La instalación de Boeing en Everett está proclamada como el edificio de manufactura más grande del mundo, y la fábrica también es la más grande del mundo en cuanto a volumen. Incluso después de haber trasladado alguna producción fuera del área de Puget Sound, Boeing Everett tiene un personal de aproximadamente 30,000 personas. No solamente es Boeing, el área de servicio de Paine Field es el centro de la producción comercial de aviones en los Estados Unidos, con 1,300 compañías aerospaciales. Boeing también ha inspirado a otras industrias aerospaciales y de aviación a que sus operaciones en o cerca de Paine Field, como ATIS, Collins, Korry, y líderes de las aeronaves eléctricas como muguét y Eviation.

Pronóstico

Se espera que la demanda de servicios al pasajero en Paine Field crezca a más de 4 millones de pasajeros en el 2040.

Se prevé que Paine Field genere 4.3 millones de pasajeros anuales para el 2040, comparado con alrededor de 1 millón en 2019. Esperamos un crecimiento más rápido a finales de la década de 2030, según las limitaciones de capacidad en Sea Tac sean más evidentes. El crecimiento constante de la población en la región de Puget Sound también promoverá el crecimiento.



La actual pandemia de COVID-19 ha tenido impactos significativos en el transporte aéreo. Tanto la pandemia como el reciente cambio al comercio a ofrecer servicios comerciales, ha hecho que los últimos años sean sumamente inusuales para Paine Field, por eso hemos tomado medidas adicionales para desarrollar el pronóstico para asegurarnos de que sea más preciso. El pronóstico asume que la demanda de transporte aéreo regresará a los niveles del 2019 en el 2025.

¿Qué significa esto para Paine Field?

Con el tiempo, a medida que el tráfico crezca en Paine Field, será necesario ampliar o mejorar algunas de las instalaciones existentes en el aeropuerto. El siguiente paso en el plan maestro es definir los requerimientos de las instalaciones, y esto nos ayudará a determinar las alternativas para el aeropuerto.

Factores como el tamaño del avión, la demanda de tráfico, y el máximo rendimiento son los impulsores esenciales de las necesidades de las instalaciones. Basándonos en estos factores, usaremos estándares y prácticas recomendadas por la FAA y otros para determinar qué tipo y tamaño de instalaciones se necesitarán en el futuro.

Las instalaciones principales que serán analizadas incluyen:

- El sistema de accesiones, incluyendo las pistas, las pistas de despegue, y las plataformas
- Terminales de pasajeros
- Acceso a las carreteras desde y hacia la terminal de pasajeros
- Hangares empresariales y privados y áreas de plataforma
- Instalaciones de carga aérea

En este momento, esperamos que los cambios se harán en los próximos 20 años para satisfacer las futuras necesidades del aeropuerto.

El sistema del aeródromo

- Mejorar las pistas de las pistas de rodaje
- Rehabilitar varios pavimentos del aeródromo
- Extender las capacidades de deshielo



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Ingrese su correo electrónico:

Síguenos en nuestros medios sociales





- La opinión de la comunidad ayudará a formar el criterio que usaremos para evaluar este proyecto. Algunas de las cuestiones que probablemente serán incluidas son:
- ¿Cumplen las alternativas con el propósito de la demanda?
 - ¿Mitigan las alternativas la eficiencia operativa?
 - ¿Llevan las alternativas un impacto negativo en la comunidad?
 - ¿Cumplen las alternativas con los estándares de seguridad de la Administración Federal de Aviación (FAA)?
 - ¿Hay mejoramiento o empobrecimiento al medio ambiente con las alternativas?
 - ¿Cuál es el costo/capital de las alternativas?
 - ¿Son viables económicamente las alternativas?

- **Desde finales de 2021 a mediados de 2022**
Desarrollo de alternativas
- **Desde mediados de 2022 a principios de 2023**
Evaluación de alternativas y selección de alternativas preferidas
- **Primavera de 2023**
Se finaliza el plan maestro

¿QUÉ PASA DESPUÉS?

¿Qué pasa después de completar el plan maestro?

Antes de que haya cambios significativos en Paine Field, hay varias cosas que ocurrirán después de que el plan maestro se complete. Los planificadores evaluarán el progreso para los proyectos identificados en el plan maestro y serán necesarios en los próximos tres a cinco años. Adicionalmente se requerirá planificación detallada, evaluaciones del medio ambiente, y probablemente más consulta con la comunidad. El plan maestro también identifica posibles fuentes de financiación para los gastos necesarios. Durante los próximos 20 años, y en cualquier momento, se irán desarrollando proyectos.

Manténgase conectado

Recibirá un correo electrónico periódico con las últimas noticias del proyecto.

Indique su correo electrónico

Síguenos en nuestras redes sociales.



Construye un vínculo con el sitio web para estar al día de los últimos actualizaciones.

Deja un comentario usando el siguiente formulario.



Deje un comentario

* Todas las preguntas son opcionales.

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Este sitio web proporcionará información y actualizaciones a medida que se desarrolla el plan, incluyendo las indicaciones para la participación del público y reuniones y eventos abiertos en línea. Déjese a nuestra lista de correo para recibir actualizaciones.

Indique su correo electrónico

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2.6 Appendix F: Online Open House Survey Comments

EXHIBIT 6 ONLINE OPEN HOUSE SURVEY ANSWERS AND COMMENTS – BY AGE

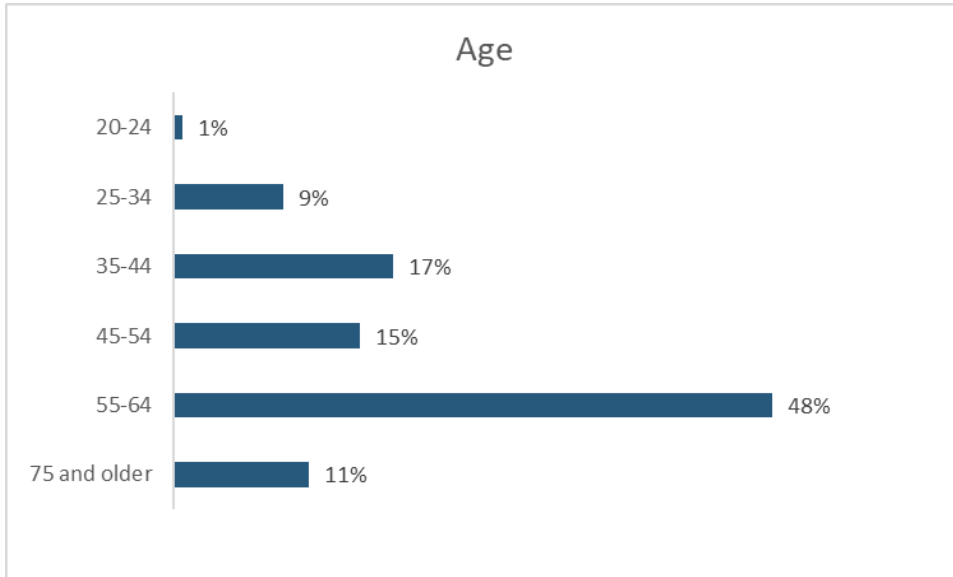


EXHIBIT 7 ONLINE OPEN HOUSE SURVEY ANSWERS AND COMMENTS – BY GENDER

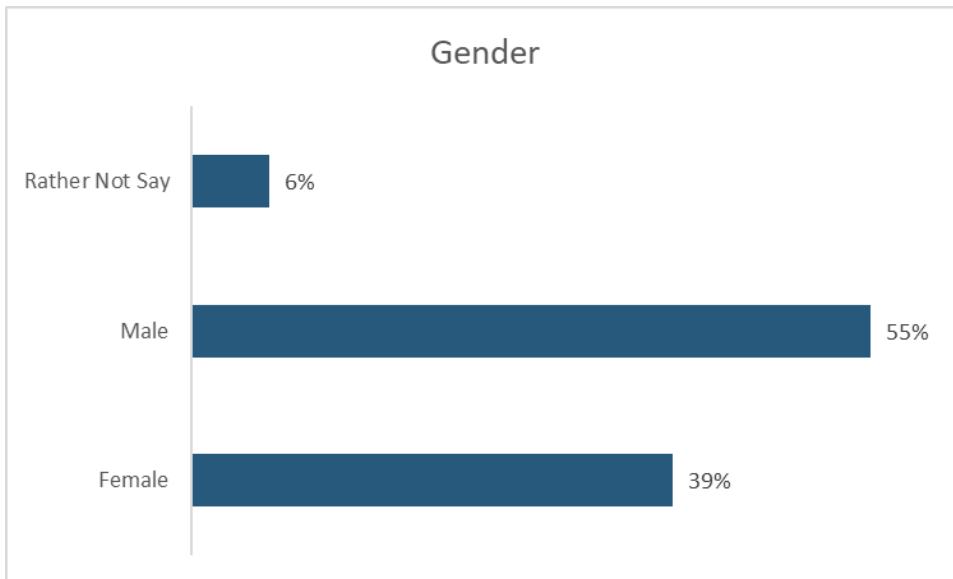


EXHIBIT 8 ONLINE OPEN HOUSE SURVEY ANSWERS AND COMMENTS – BY RACE AND ETHNICITY

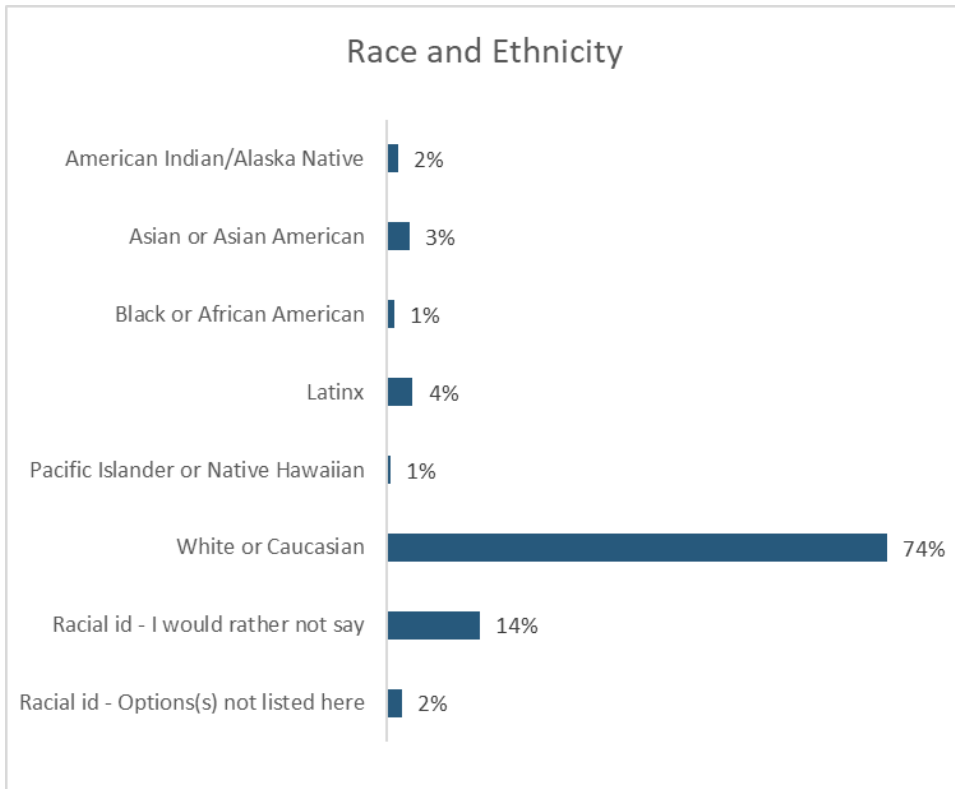


EXHIBIT 9 ONLINE OPEN HOUSE SURVEY ANSWERS AND COMMENTS – BY LANGUAGE

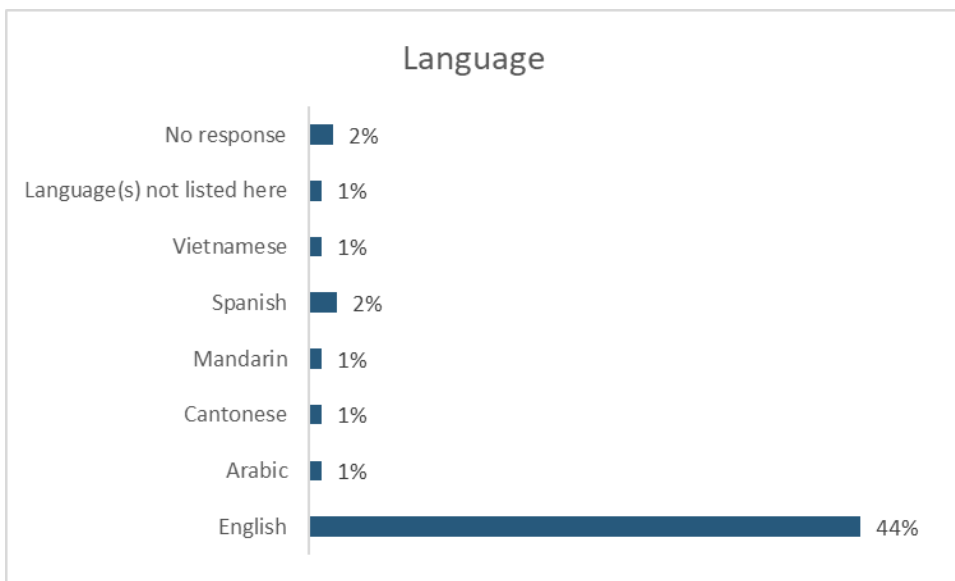


EXHIBIT 10 ONLINE OPEN HOUSE SURVEY ANSWERS AND COMMENTS – BY HOUSEHOLD SIZE

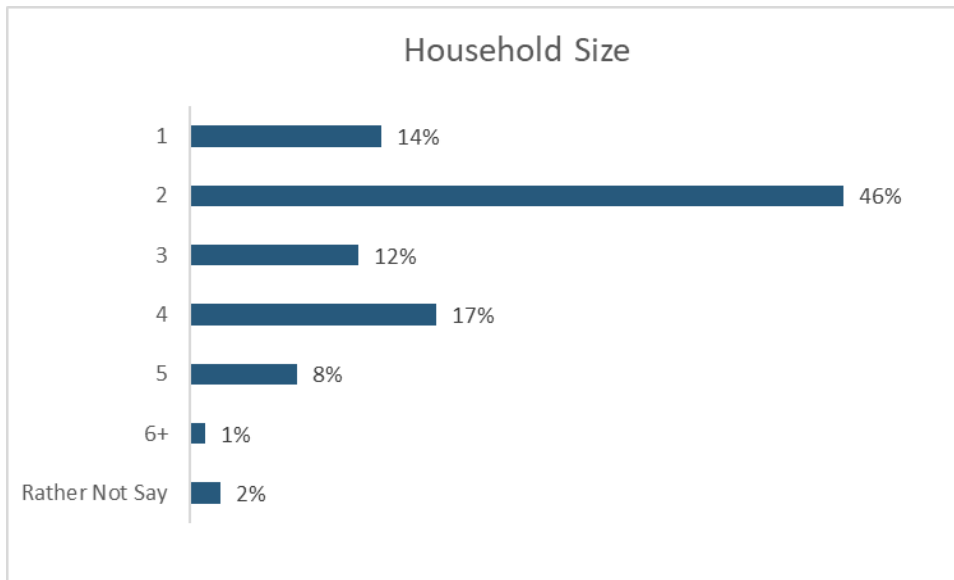


TABLE 5 ONLINE OPEN HOUSE COMMENTS

Date	Comment	Email	Address	Name
11/4/2021	It's wonderful to be able to fly out from Paine Field rather than Sea-Tac. I hope our airport prospers and the airlines add more flights out of Paine. THANKS!!	sandc.larson@comcast.net	8516 12th Place SE	Steve Larson
11/4/2021	Please include quiet hours for the residents who live near the flight path. JWA has a plan in place, and we should have it too. Also, include a study on the health effects of exposure to jet engine emissions in your master plan.	mrsbrenneke@gmail.com		Shawna Brenneke
11/4/2021	We live very close to the flight path, and I have two concerns: flight schedules and air traffic control.	christine.secor.druelle@gmail.com	601 Park Avenue, Mukilteo	Chris Druelle
11/5/2021	I do not want the additional noise, traffic, and pollution from increased commercial airline service at Paine Field. The growth and expansion that happened at Sea-Tac brought disaster to the surrounding communities. Sea-Tac should serve as an example of what	schonbrunj@gmail.com	8507 220th ST SW	Jeffrey Schonbrun
11/5/2021	I would love to see increased passenger destinations out of Paine using greener technology.	jjwine2@msn.com	41 pine Street #210	Julia P Wiese
11/6/2021	As a resident that uses Paine Field for passenger service and flight training to become an airline pilot, I understand the need to balance commercial service with light general aviation interests. However, with Sea-Tac reaching its capacity in the next ten	csmith82675@comcast.net	5518 160th St SW, Edmonds, WA 98026	Casey Smith
11/6/2021	The promised flight path didn't pan out. You can't carry on a conversation INSIDE your home in the Housing Development off Bev. Ed. Road while the passenger planes are flying over during takeoff and landing. This is a new development.	Krippee@yahoo.com	10508 Rosewood Ave.	Kelli Rippee
11/6/2021	I would like to have my opinion heard that I want Paine Field to stay open as a commercial airline. I have flown out of there on both United and Alaska airlines	routhlr@gmail.com	2710 85TH AVE NE lake stevens wa 98258	Lynda Routh
11/6/2021	As traffic increases in the area, there NEEDS to be a streetlight at airport road and the little side street of 104th. The houses further down the road also need to stop using the road as a parking lot.	Krippee@yahoo.com	10508 Rosewood Ave.	Kelli Rippee

Date	Comment	Email	Address	Name
11/7/2021	I lived in Federal Way and Auburn for 15 years before moving back to Lynnwood. The noise from airplanes flying in and out of Sea-Tac was awful. I suggest flight path noise should be shared with wealthier neighborhoods such as Bellevue too.	karenmirante@hotmail.com	5620 200th ST SW A307	Karen Mirante
11/7/2021	We need to take better advantage of existing assets, upgrade passenger facilities, expand general aviation to more tenants, and foster an aerospace startup ecosystem with Arlington Airport. The local commercial strips need economic vitality!	DHALLMUSICMAN@GMAIL.COM	13727 26th PI W	Damien Hall
11/8/2021	As a resident of Mukilteo living only a couple of miles from Paine Field, I am opposed to the expansion of the airport because of noise and air pollution from jet fumes as well as increased traffic.	susan.smithson39@gmail.com	10115 53rd Ave W Mukilteo, WA 98275	Susan Smithson
11/8/2021	Whatever happened to the promises made to the surrounding communities that expansion would be curtailed? What happened with Paine Field being a good neighbor to the surrounding communities? Our county officials have betrayed us and succumbed to outside \$	dknwebb@comcast.net	603 Washington Ave, Mukiteo, WA. 98275	Norman Webb
11/8/2021	As the master plan efforts move forward and Paine Field considers expansion to meet demand, I believe			
11/8/2021	As a Mukilteo resident, I am concerned about the long-term impact of noise and pollution in Paine Field. Since passenger service started, I have been woken up multiple times by airplane noise in the early morning and late-night times.	mark.rundle@gmail.com	4724 75th St SW	Mark Rundle
11/9/2021	United announced earlier this year that before PAE elimination, they were reducing their CRJ-50 fleet, which served PAE. Other airports such as EVV (Evansville, IN) are now also getting cut.	dougmpzpae@outlook.com		
11/10/2021	When it comes to Paine Field, I want to see at least 1 or 2 more airlines fly out of there in the next 5-10 years. In addition, I also want Alaska to increase the number of flights back to pre-pandemic levels.	chris.guardiano0817@gmail.com	22203 48th Ave W	Christopher Guardiano

Date	Comment	Email	Address	Name
11/10/2021	I think Paine fields airport has been great for south Snohomish County and the region in general; what I DO NOT want to see is the airport expands. I think it's the perfect size for the area and getting in and out of the airport is awesome, and I'd hate to	loutsis@outlook.com	12303 harbour pointe blvd	David Loutsis
11/11/2021	Hello, I'm looking for information on how you are going to mitigate the noise in neighboring areas. Right now, the small planes take off and fly over Lake Stickney, and since the lake is in a bowl-shaped dip, the noise is conversation stopping.	sparke92@hotmail.com	1411 S LAKE STICKNEY DR	sheila parke
11/11/2021	We need to focus on preparing for future growth in regional air coverage provided by more electrified aircraft/mobility vehicles	patrickber2001@yahoo.com	2502 Highland Ave, Everett WA	Patrick Bertiaux
11/11/2021	A recent article in the Herald outlined there are three primary committees to guide the plan's development. None of	egraham5023@gmail.com		Elizabeth Graham
11/11/2021	I live in the Boulevard Bluffs neighborhood and			
11/11/2021	A recent article in the Herald outlined there are 3 primary committees to guide the plan's development. None of the committees address the issue of how future development will affect climate change and global warming.	egraham5023@gmail.com		Elizabeth Graham
11/11/2021	As a Whidbey Island resident who has to travel often for work, I cannot overstate how valuable additional travel options from Paine Field would be.	jonathanrbeard@yahoo.com	2203 Teronda Dr, Coupeville WA 98239	Jonathan Beard
11/11/2021	As a Whidbey Island resident who has to travel often for work, I cannot overstate how valuable more commercial air options out of Paine Field would be. Particularly increased nonstop service to west coast cities (LAX, SFO) would be immensely valuable!	jonathanrbeard@yahoo.com	2203 Teronda Dr, Coupeville WA 98239	Jonathan Beard
11/12/2021	Flight patterns and environmental impact are important to me	stephzz3615@gmail.com	23512 97 th Pl W, edmonds 98020	Stephanie Broughton
11/12/2021	When I lived in Bellingham, there were short hops to Sea-Tac, so we could easily connect with flights not offered from the B'ham Airport. Also, I would hope that you are planning to work with	lizmargolis@hotmail.com	330 Elm St, #203, Everett, WA 98203	Elizabeth Margolis

Date	Comment	Email	Address	Name
	transport companies to offer van rides to this new airport.			
11/12/2021	You should be working with Boeing and nearby hotels to set up reasonable parking,	lizmargolis@hotmail.com	330 Elm St, #203, Everett, WA 98203	Elizabeth Margolis
11/12/2021	YAHOO! Get more airlines and direct flights, quick making us ride on the horizon to connect, please	davidmichaelbrault@hotmail.com	12020 127th ave ne	Dave Brault
11/13/2021	I feel that enlarging Paine Field and increasing commercial traffic will negatively impact the health of our neighborhoods and our property values.	book25359@mypacks.net	Lynnwood, WA	Chris S
11/13/2021	Please call it options development, not "alternatives".	wknelson@live.com	22973 23rd Pl W	Walt Nelson
11/15/2021	My family of 4 (all adults) live in the Boulevard Bluffs neighborhood. If you increase the airport traffic more than it is now, we will be selling our business in Everett and our home and relocating to a different state. It is already too loud and shakes.			
11/15/2021	Please do not create a Sea-Tac environment with all the added air pollution and noise. Why is the minimal benefit of those who don't like commuting to Sea-Tac more important than protecting the quality of life in Mukilteo and Lynnwood as well as Whidbey Island		1565 Mukilteo lane Mukilteo 98275	Leslie Nelson
11/15/2021	We live at the north end of the flight path, and the noise is unbearable. AS promised no flights before 7 am or after 10 pm and immediately broke that promise. Complaints are worthless. The environmental impact done was a joke. No flights between 10p-7 am!	nealthatcher@hotmail.com	1010 8th st	Neal Thatcher
11/17/2021	How are you involving the local community on steering committees? Where and how are community members able to join this planning process? It is important you have a cross-section on community residents involved to understand their needs and concerns	andy.buchan@debluestrategic.com	5009 70th pl sw, Mukilteo	Andy Buchan
11/17/2021	I have only had the opportunity to use Paine Field once before the pandemic hit. I loved it!	ladybugroach@gmail.com	7213 Centerville ct Stanwood wa	Carol Roach

Date	Comment	Email	Address	Name
	Migraine medicine and enjoy, and I hope it will continue to grow with increased flight			
11/17/2021	Please take into consideration the neighborhoods that surround Paine Field. Noise and traffic from airports can be hard for those who live close by			Linda Hoult
11/18/2021	I was shocked to find it would cost me an additional several hundred dollars to fly out of Paine vs Sea-Tac. So I am still having to fight my way to Sea-Tac and pay for parking. No advantage to fly from Paine. I would like to be able to Kalispell.	carol.eisenhauer@comcast.net	11620 Silver Way #B, Everett, WA 98208	Carol Eisenhauer
11/19/2021	We need a secondary international airport to Sea-Tac - Paine Field is a perfect location.			
11/19/2021	I support the development of Paine Field. But, living in Lynnwood, directly under the flight path, the noise at times is nearing unbearable. I would like to know what noise studies have been completed.	markmaass1@gmail.com	20618 36 PL W	Mark Maass
11/19/2021	Please strategize better parking options for airport personnel and also for passengers. I really like the valet option for passengers. However, I recently came to the airport to meet with folks in the Alaska office and found parking 100% unavailable.	ryan.p.fox@gmail.com	29010 Cedar Ponds Road, Monroe, WA 98272	Ryan Fox
11/19/2021	I have noticed increased noise pollution as well as increased air pollution in my area lately. I would like to see another area chosen with a less dense population for increased airport traffic. The soot and the noise pollution are disturbing the area.	sandi_bond@yahoo.com	2515 143rd Ln Sw	Sandra Bond
11/20/2021	Since Paine Field opened, the plane noise has increased, and the quality of life has diminished. The planes fly over our area, and at times, it is one plane after another. One night there were over 20 planes that flew over my house!!	narnia5803@comcast.net	24222 54th Ave. West #43, Mountlake Terrace, WA 98043	Linda Stromeyer
11/20/2021	This info is pretty and useless. Where is the plan? Am I missing it somewhere?	peter@usadams.com	711 Driftwood Pl, Edmonds, WA 98020	Peter Adams
11/20/2021	I do not approve of any more expansion at Paine Field. I am directly affected by anything that happens here. It's horrible to have planes fly	ANGELFLOWER21@HOTMAIL.COM	6507 183rd PL SW	Sherryl Kenney

Date	Comment	Email	Address	Name
	right over my housetop, taking away any privacy I might have. Sometimes waking me up in the middle of the night.			
11/20/2021	Please limit current commercial flights to a current level which also exceeds the original commitment of zero from 20+ years ago. There should be no more commercial flights and no increase (in fact, a decrease) in Fed-Ex flights. Thanks for allowing us to c	steve.throckmorton@comcast.net	Mukilteo, WA	Steve Throckmorton
11/21/2021	The future number of commercial airline flights should be capped at the 2019 maximum. No increase should be allowed. The current conflict with surrounding communities could be dramatically mitigated by imposing the 2019 limits and imposing nighttime	cougar1987@comcast.net	9550 57th Avenue West	Robert Tucker
11/21/2021	Try again. I did not hear much in your master plan presentation how issues with immediate surrounding communities like Mukilteo would be addressed.	tengel21@gmail.com	5366 93rd PL SW MUKILTEO	Tom Engel
11/21/2021	Fully support further development and improvement of Paine Field. As a General Aviation user and hangar client of the field, of course, I want this to be accommodated. That said, the master plan should seek to identify and catalyze alternatives for Genera	edalaska@whidbey.com	2430 Discovery Place, Langley, WA 98260	Edmond Thompson
11/21/2021	Your online tool does not work well. Limit commercial airline flights and departures to 2019 maximums. Do not allow landing and departure between 10 pm and 7 am. Emphasize Boeing and general aviation at Paine Field. Emphasize historic flight collections	cougar1987@comcast.net	9550 57th Avenue West, Mukilteo	Robert Tucker
11/21/2021	Commercial airline flights and departures should be limited to	cougar1987@comcast.net	9550 57th Avenue West, Mukilteo, WA	Robert Tucker
11/21/2021	I did not hear much about how Paine field will work with the immediate surrounding	tengel21@gmail.com	5366 93rd PL SW MUKILTEO	Tom Engel
11/22/2021	Does anyone monitor compliance with flight paths? The many planes flying low over my neighborhood (Emerald Hills) are supposed to be flying over the water. The noise pollution is significant.	beeseat@gmail.com	PO Box 236, Edmonds, WA 98020	Barbara Stuart

Date	Comment	Email	Address	Name
11/22/2021	The expansion of Paine Field and the proposed increase in commercial service contradicts assurances made to the community when commercial service was introduced. I oppose further expansion due to the noise & air pollution from the current level of comm service	kirstuw@yahoo.com		Kirsten Foot
11/22/2021	When I look at the flight path maps, the planes are supposed to be flying over the water or quite a bit inland,	beeseat@gmail.com	PO Box 236, Edmonds, WA 98020	Barbara Stuart
11/22/2021	Be sure to include the light rail project in those plans. A link between Sea-Tac and KPAE is a win!	edalaska@whidbey.com	2430 Discovery Place, Langley, WA 98260	Edmond Thompson
11/24/2021	I am excited to see the potential changes to my favorite airport. Using Paine instead of Sea-Tac provides incredible value for me and for Snohomish county.	shanadean@hotmail.com	4727 103rd Ave se 98258	Shana Singer
11/24/2021	As a Mukilteo resident, I strongly oppose any expansion of Paine Field service. When service was first negotiated, there were strict limits on the number of flights and times of service. This expansion is a blatant effort to over-reach the original limits.	booshcacao@gmail.com	8240 46th PI W	Matthew Grant
11/24/2021	I live in Richmond Beach, King County, and subsequently had no vote in the expansion of Paine Field. The major runway brings the planes straight over here. In order to avoid a conflict with Sea-Tac traffic, their landing pattern was adjusted so that it	boekee1917@hotmail.com	18335 17th PI NW, Shoreline, WA 98177	marion woodfield
11/24/2021	I'm against any expansion in commercial flights at PAE and find your 4x expansion results non-scientific. How did you arrive at this conclusion? Sounds like we need to replace all of the county representatives to me!	timthomson93@gmail.com	4409 121st PI SE Everett Washington	Tim Tomson
11/24/2021	I don't like the idea of more commercial air at Paine Field. Sea-Tac and the airlines there need to improve	suejensen571@gmail.com	13611 56th Ave SE, Everett WA	Sue Johnson
11/24/2021	1) I'm hoping that moving forward with the updated PAE master plan there is still the provision for a park and ride and/or airport parking on the west side just off of Bernie Weber drive. This usage was approved by the FAA, and the County Council.	kstoltz@citynetwork.com	904 4th Street, Mukilteo WA 98275	Kevin Stoltz

Date	Comment	Email	Address	Name
11/24/2021	The city of Lynnwood requests that the Master Planning process include noise and height compatibility plans to minimize adverse impacts from air traffic flight patterns and runway approaches on Lynnwood's Regional Growth Center.	bwolters@lynnwoodwa.gov	Development and Business Services, City of Lynnwood, 20816 44th Ave W, Suite 230, Lynnwood, WA 98036	Ben Wolters
11/24/2021	1) Moving forward with the updates to the PAE Master Plan I hope there's still the provision for a park and ride/airport parking on the west side just off of Bernie Weber drive. This previously had the support of the FAA, the Snohomish County Council	kstoltz@citynetwork.com	904 4th Street, Mukilteo WA 98275	Kevin Stoltz
11/24/2021	got cut off again. You're expanding an airport in a heavily residential area. Did you learn anything from Sea-Tac? Probably don't even consider it. Just a few residential reps? I'm in KC & very impacted. 100% against any expansion. Fix your comment column	boekee1917@hotmail.com	18335 17th pl nw, shoreline, wa 98117	marion woodfield
11/24/2021	I give up. Your comments box limits to one line and won't wrap. I've tried two different browsers. Please let me know if there's an email address to submit comments. Thanks, Kevin	kstoltz@citynetwork.com	904 4th Street, Mukilteo WA 98275	Kevin Stoltz
11/24/2021	lots of committees and people who probably don't even live near the airport and just how many	boekee1917@hotmail.com	18335 17th pl NW, shoreline, wa 98177	marion woodfield
11/25/2021 3:25	I watched the video and found the slide on Passenger Forecast to be not based in any current data. Currently, Sea-Tac reports that they are still down 20% capacity from 2019 in their most recent monthly report. Want to comment more but am unable. KH	drharr@urikapathology.com	8712 53rd PI W	Kendal Harr
11/25/2021 5:40	I personally love the convenience of the airport and not having to drive to Sea-Tac. However, I do have concerns about more flights and air traffic noise on property values as I currently live on the flight path of the smaller planes that are going to the	cathygladwell@msn.com	1608 highland ct , mukilteo , wa 98275	Cathy Gladwell
11/25/2021 9:46	I generally support Paine Field, but especially a few more commercial flights to say San	growlernoise@gmail.com	901 Metcalf Street, PMB 21,	Joe A Kunzler

Date	Comment	Email	Address	Name
	Francisco or Portland would be nice. Ditto Vancouver or Victoria.		Sedro-Woolley, WA	
12/13/2021	Please provide more hangars and more parking for small airplanes. General Aviation and airlines co-exist at many other airports, and it is possible at Paine field too.	bkbehrend@gmail.com	5113 NE 17th Street, Renton, WA	Brian Behrend
12/13/2021	More flights to Tucson and Palm Springs	g60n@hotmail.com	13530 49th Avenue Snohomish wa 98296	Glenn Noller
12/13/2021	We were told “two gates and a maximum of 24 flights.” Give them an inch, and they will take a mile.			
12/13/2021	Hi there, I am happy with the level of flights that are going in and out of Paine Field now. I am in the flight path over here in Lake Stevens and already, there is way too much noise pollution from the flights now. I feel like my property value is declining by the minute as you make these plans. Please take in consideration that Bellingham is not that far away and that airport is in a more rural location and right off I-5. We are not in a financial position to move and like where we are but to have constant low and loud flights over us is NOT what we want. Thank you, Megan	meganslaker@gmail.com		Megan Slaker
12/13/2021	I am puzzled why a second runway for commercial traffic has been ruled out by the experts, at least in the near future. I understand noise abatement concerns and have the view it is best to concentrate growth during peak daytime hours when more noise is best tolerated and restrict evening hours in deference to adjacent residential quality of life. Mitigation of noise might be achieved by offering resident owners in the most affected flight path subsidized or even free state-of-the-art soundproofing, including state-of-the-art windows. Electric-powered flights may become practical for small commercial flights in twenty years and could fly at late evening times without adverse effects. We should have private aviation also accommodated and a manned air traffic	storkbod@hotmail.com	12303 Harbour Pointe Blvd	Steven Carlson

Date	Comment	Email	Address	Name
	control tower to safeguard commercial traffic growth.			
12/13/2021	I have family and friends who and myself who wish flights from Paine Field to Denver would start up again. Most large metropolitan cities have two functioning airports. We need a north end airport with more flights options I live close to the airport and the noise is not an issue to me	candyspilates@gmail.com>		Candy Halligan
12/13/2021	I must have voice texted my comment because I have no idea what migraine medicine meant in my comment. Yes, I have only had the opportunity to use Paine Field once and my point was being I hope you will continue to add more flights. Thanks	ladybugroach@gmail.com		Carol Roach
12/14/2021	Consider extending leases for hangar owners. Make space available for more hangar condos. Opening space for small GA businesses that support Business and GA aviation locally.	airplannedriver60@me.com	11829 176th AVE SE Snohomish WA 98290	Sergio Von borries
12/14/2021	I am interested in seeing the Master Plan to expand airline service from PAE. It is very convenient for us. I retired from Boeing and live close to PAE.	buz.sawyer@comcast.net	8221 53rd Ave W, Unit 25	Chuck Sawyer
12/14/2021	"The promised flight path didn't pan out. You can't carry on a conversation INSIDE your home in the Housing Development off Bev. Ed. Road while the passenger planes are flying over during take-off and landing. This is a new development. As traffic increases in the area, there NEEDS to be a streetlight at airport road and the little side street of 104th. The houses further down the road also need to stop using the road as a parking lot." That is my message, but the street I was referring to has a typo; it's 103rd that needs a street light.	krippee@yahoo.com		Kelli
12/15/2021	I am not in favor of the expansion of this airport; however, if you do plan to expand regardless of the quality of life of Mukilteo residents, then at least put in place time restrictions and noise	drmmchugh@gmail.com	1124 3rd Street	Danielle McHugh

Date	Comment	Email	Address	Name
	<p>restrictions. Airports like John Wayne or SNA have been doing this successfully for years and are able to grow their flights while not destroying the quality of life for nearby residents.</p>			
<p>12/15/2021</p>	<p>I am concerned that Island County is not involved in planning since our airspace and noise, and environmental impact is directly impacted, as well as traffic implications for us on the roads to the ferry for our commutes. Noise from commercial and small plane traffic greatly increased, and COVID actually gave us relief from some of that. With the Navy pilots, Boeing test flights, we had plenty of noise, and hope you will address these concerns. The last study before the airport opened ignored any traffic increases. As flights increase, and if freight is received, there will be trucks, and this impact on our roads and communities should not be ignored. I grew up near Sea-Tac and know firsthand how airplane noise affects the quality of life, and even telephone conversations and classroom instruction had to wait for the noise to dissipate. I moved away for a better quality of life on Whidbey Island. Please consider the surrounding areas impacted by pollution, noise, and traffic and limit expansion to preserve our rural and tranquil quality of life.</p>	<p>dianacarew2010@comcast.net</p>	<p>1281 Via Toscana Lane, Greenbank, WA. 98253-0267</p>	<p>Diana Carew</p>
<p>12/15/2021</p>	<p>I don't need to resubmit anything--what you have from me is fine. In general, I do encourage Paine Field to work hard to connect the airport to light rail and also reimagine parking. In comparison to the beautiful terminal, the parking seems insufficient and second-rate.</p>	<p>ryan.p.fox@gmail.com</p>		<p>Ryan Fox</p>
<p>12/15/2021</p>	<p>I would love to be able to afford to fly out of Paine rather than drive to Sea-Tac. The routes, however, are limited to places I do not fly to. Also, why does it cost a couple of hundred dollars more to fly out of Paine? I just drove a friend last month going to Yakima to Sea-Tac because of the extra cost. My son flies to Vegas every year but goes to Sea-Tac. I can't fly to Kalispell from here. Even adding parking at Sea-Tac is still cheaper. We want Paine to be successful, but higher fare prices are not</p>	<p>carol.eisenhauer@comcast.net</p>		<p>CAROL ANN EISENHAUER</p>

Date	Comment	Email	Address	Name
	acceptable. A frustrated traveler - Carol Eisenhower			
12/15/2021	<p>Thank you for advising me of the technical problem during my attempt to comment on the Paine Field Master Plan. I did notice some problems as I was typing so I made my comment shorter. However, I did want to expand on why I am opposed to the expansion of Paine Field. During the past year, there have been reports regarding microparticles from jet fuel that can be inhaled by residents who are outdoors near the airport and these particles can be harmful to our health. I and many others, including children, walk along and near Mukilteo Speedway daily. I have noticed the smell of jet fuel on days when there is no wind. The increase in flights would most definitely increase the air pollution and endanger the health of Mukilteo residents. The noise from increased flights is also a concern for the residents living near the airport. I have walked down the Big Gulch where it is very quiet but when a jet flies over, it is extremely loud and problematic for those of us looking for some peace in the woods but also for the wildlife, particularly birds, that may affect their well-being. The last issue I have concerns expansion of businesses on the west side of the Paine Field property where there are acres of undeveloped land. It would be terrible from an aesthetic standpoint to lose the beauty of the trees but more important, the ecological value of having those mature trees needed for keeping the air clean, carbon capture, and noise mitigation from the planes or other equipment on the property. I am hoping that future development would leave that forest of trees untouched. Thank you for listening to my concerns.</p> <p>Susan Smithson - Mukilteo resident since 2005</p>	susan.smithson39@gmail.com		Susan Smithson

Date	Comment	Email	Address	Name
12/16/2021	I am concerned that Island County is not involved in planning, since our airspace and noise and environmental impact is directly impacted, as well as traffic implications for us on the roads to the ferry for our commutes. Noise from commercial and small plane traffic greatly increased and COVID actually gave us relief from some of that. With the Navy pilots, Boeing test flights, we had plenty of noise and hope you will address these concerns. The last study before the airport opened ignored any traffic increases. As flights increase, and if freight is received, there will be trucks, and this impact on our roads and communities should not be ignored. I grew up near Sea-Tac and know firsthand how airplane noise affects the quality of life, and even telephone conversations, and classroom instruction had to wait for the noise to dissipate. I moved away for a better quality of life on Whidbey Island. Please consider the surrounding areas impacted by pollution, noise, and traffic and limit expansion to preserve our rural and tranquil quality of life.	dianacarew2010@comcast.net	1281 Via Toscana Lane, Greenbank, WA. 98253-0267	Diana Carew
12/17/2021	I understand the need, but I'm already concerned I won't be able to sit in my quiet backyard come summer. I can't be the only one concerned over the increased air traffic over their house.	teaateatzis@yahoo.com	11104 50th Ave SE Everett, WA 98208	Gail Martinez
12/18/2021	Please consider the impact to single-family housing. We do not need to take another area in the Seattle area and cause noise pollution.	mmn21253@gmail.com	5128 Dover Street	Monica Nelson
12/18/2021	Any expansion of Paine Field is a poor idea considering its negative effect on climate change due to increased emissions and pollution and the increase in noise levels. Sure, the County can line its pockets with more money, but there is a real social cost associated. Not to mention the airport cities like Sea-Tac and local airport cities in California have more crime than people want-even more crime than Everett which is seeing crime increase very rapidly. However, I'm a realist and understand the people making the decisions have already been purchased so I fully expect to have to move out of the area due to the deteriorating safety, health impacts, traffic, and			

Date	Comment	Email	Address	Name
	<p>noise pollution. It's also interesting nobody seems concerned with the potential safety impacts from greatly increasing Paine operations. With the County approved schools and numerous housing developments directly under the flight paths the increasing traffic increases the probability a serious accident may occur. The County made a huge mistake by first approving all the development with a claim Paine Field would not be expanded commercially, and then after it was in, people and housing were in place, assuring housing money flowing, deciding to expand the airport to get more money.</p>			
12/21/2021	<p>I am an owner of one of the units in the West Condo hangars. Our ground lease is up on 4/30/2041. Prior to that, the condo association will need/want to renew/extend the ground lease. This master plan needs to make it clear to the airport that renewing that lease is (or isn't) in alignment with the long-term plan so that we can negotiate a renewal prior to the lease expiration or have clarity that the buildings will be worthless (or even a liability - due to lease requirements to remove them from the property at the end of the lease) shortly after the end of 2040. Failure to address this will leave owners of these units in a very uncomfortable place until the master plan makes clear the long-term intentions for that area of the airport and will make buying and selling these units increasingly difficult in the upcoming years.</p>	jason@hills.org	10814 NE 190th Pl, Bothell, WA 98011	Jason Hills
12/23/2021	<p>You have no category for ages 65-74. Might want to revise your drop-down table</p>	Nw_sailor@hotmail.com	6107 91st Place SW	Ralph Munson
12/23/2021	<p>As a resident that uses Paine Field for passenger service and flight training to become an airline pilot, I understand the need to balance commercial service with light general aviation interests. However, with Sea-Tac reaching its capacity in the next ten years or so, I think that having Paine field expand its commercial service to better serve residents of the north Puget Sound is important. I know the WADOT options only really include Paine as a north sound option. I already hate having to drive to Sea-Tac and</p>	csmith82675@comcast.net	5518 160th St SW, Edmonds WA 98026	Casey Smith

Date	Comment	Email	Address	Name
	<p>would hate to have a second large airport further south. It seems the state government doesn't care about us in the north end. Let's make them understand that we need to have great commercial service here and that Paine Field is the place to have the next larger commercial service airport. Service levels can be increased considerably using just one large runway. The small runway would be fine for most light GA use. I am also saying all this as someone who lives on the base to final turn for commercial aircraft and an increase in that traffic would increase noise at my own house. Please feel free to contact me if you would like any clarification or to expand on any comments.</p>			
12/28/2021	<p>I am a local who has lived here since 1957. I would hope the board will take into consideration the private residents who live in the flight path of Paine field. I would hope that you consider the effects of noise. Two of my suggestions would be no passenger flights after 10:00 pm and before 7:00 am. Also, consider flying out and in along hwy. 525 till elevation is sufficient to decrease the noise that affects the area now. Currently, the planes go south to overpopulated areas. With not enough elevation, they create a major noise problem. I love being able to use the passenger service that is now available. I would hope you take into consideration your neighbors in the area. Originally you stated that no flights would be scheduled after 10:00 pm. I realized that you disregarded that commitment recently when my daughter had a recent flight that was scheduled for 11:00 pm arrival. I ask you again to take into consideration your neighbors in the area. Sincerely Brett Little.</p>	brettl.dawnl@gmail.com	17015 44th ave w Lynnwood	Brett Little
12/30/2021	<p>At this point in your process, it seems easy to agree that the need for increasing aviation service will grow in your 20-year timeline. I will be interested to see what alternatives you develop especially in the area of general aviation.</p>	bjacksonjmurphy@aol.com	717 33RD ST	Bob Jackson

Date	Comment	Email	Address	Name
1/2/2022	1. Moving forward with the updates to the PAE Master Plan I hope there's still the provision for a park and ride/airport parking on the west side just off of Bernie Weber drive. This previously had the support of the FAA, the Snohomish County Council and many others before a series of missteps resulted in the project not happening. Previous airport staff had helped create a feasible project that should be allowed for in the future.	kstoltz@citynetwork.com	904 4th Street	Kevin Stoltz
1/2/2022	2. The County should implement a Voluntary Nighttime Curfew at PAE similar to what Burbank has (https://hollywoodburbankairport.com/noise-environment/noise-rules-summary/). This is different than what currently exists in part because it would give airport staff the direction necessary to work with commercial operators to discourage nighttime (10 pm-7 am) scheduled/jet operations which impact a significant number of residents around the airport. Although the 1990 ANCA allows 24x7 operation, the county should adopt a Voluntary Nighttime Curfew to demonstrate a show of good faith to be consistent with the intent of the MRD that resulted in so much development around the airport.	kstoltz@citynetwork.com	904 4th Street	Kevin Stoltz
1/2/2022	3. Independent of whether or not the County entertains a Voluntary Nighttime Curfew, the airport should have a policy that at a minimum, discourages scheduled commercial passenger flights from arrivals and departures when the PAE FAA control tower is closed (currently closed from 9 pm-7 am). The airspace around PAE is complex and even though it's allowed, having scheduled passenger flights operating at times where the communication from arriving and departing aircraft is "Paine Area Traffic ..." should be a safety concern regardless of whether or not it's allowed. Adding other factors, including opposite direction runway traffic (currently occurs), low altitude arrivals into SEA queuing and turning in PAE airspace during busy times (currently occurs) and many other potential conflicts (additional detailed information provided upon request) shouldn't be condoned due to a	kstoltz@citynetwork.com	904 4th Street	Kevin Stoltz

Date	Comment	Email	Address	Name
	lack of policy from the airport operator (Snohomish County).			
1/2/2022	4. Snohomish County Airport (PAE) needs to do a much better job reaching out and informing the community (especially Mukilteo) about airport operations and changes that will impact the surrounding community. The previous focus of Airport Staff included making sure the airport was a good neighbor. This included routine visits to the Mukilteo City Council, having quarterly Paine Field Community Council meetings open to and friendly to the community (which included airport tenants, operators, users, and residents), and a welcoming environment to meet with the knowledgeable airport staff. All of this has suffered greatly in recent years or is simply non-existent.	kstoltz@citynetwork.com	904 4th Street	Kevin Stoltz
1/2/2022	5. There's more to the noise impact on the surrounding community than whether or not the DNL noise level contours fall within "acceptable" limits or not. There is currently a culture within Snohomish County Government (including the airport commission) to dismiss the real noise impact on the surrounding community. Instead of dismissing noise concerns expressed by community members by over emphasizing that "most of the noise complaints come from a few individuals", for example, the airport should recognize that many people (including me) don't even complain about the noise produced by jet aircraft operations at PAE because it's clearly a waste of time and falls on deaf ears (recent public records requests clearly underscore this statement).	kstoltz@citynetwork.com	904 4th Street	Kevin Stoltz
1/2/2022	6. General Aviation has suffered greatly in recent years due to the over emphasis of competing interests. I earned my private pilot's license nearly 40 years ago at PAE and have seen a lot. It's pretty obvious to many of us, that the desired direction for the airport is not compatible with general aviation. It's shameful that what was once a primary focus for the future of the airport has been systematically destroyed by the recent decisions of the powers that be without any real	kstoltz@citynetwork.com	904 4th Street	Kevin Stoltz

Date	Comment	Email	Address	Name
	<p>effort to even mitigate the impacts on general aviation.</p>			
<p>1/2/2022</p>	<p>Unfortunately, there really is no point in commenting that the allowance of scheduled commercial flights was unjustly forced on the huge residential population surrounding Paine Field, not to mention the many affected schools. Clearly, the mindset of those in power is to keep increasing commercial flights to the detriment the surrounding communities and to continue to completely ignore the stated purpose of Paine Field to be the support of Boeing, commercial interests supporting Boeing, and private aviation. To the greedy, selfish few who don't give a damn about anyone else, I would say I hope you can live with yourself. Unfortunately, obviously, you can since you have no interest in the public good. For what it is worth, the master plan should keep scheduled commercial flights to an absolute minimum.</p>	<p>victor@victorcoupez.com</p>		<p>Victor Coupez</p>
<p>1/2/2022</p>	<p>Affordable parking. I love this airport - every single thing about it.... except the crazy parking. There are no options.</p>	<p>ellchick@gmail.com</p>	<p>21100 Pioneer Way, Edmonds WA</p>	<p>Michelle Tessier</p>
<p>1/3/2022</p>	<p>I live in Edmonds but work for a San Francisco company. Previously there were direct morning flights from Paine to SFO and direct flights back in the evening. I made the trip back and forth numerous times and on every trip the flight was very well utilized (full or close to full). Those flights were discontinued and it's now necessary for me and everyone else who used to fly from Paine to SFO to travel to Sea-Tac (there are no direct flights, and the connecting flights take 7-8 hours to get to SFO). The direct early Morning and late evening flights were a huge convenience for people wishing to take advantage of remote work for the many Bay Area high tech companies and have the added advantage of reducing traffic on I-5 south. I hope these flights will be restored.</p>	<p>keane.anne@gmail.com</p>	<p>7235 Soundview Lane, Edmonds, WA</p>	<p>Anne Keane</p>

Date	Comment	Email	Address	Name
1/3/2022	I would embrace and continue to support expansion of flights and additional destinations moving forward.	murray.ta@gmail.com	5406 S 1st AVE	Tom Murray
1/3/2022	I look forward to the ability to add flights and new destinations of service. As the drive to Sea-Tac becomes more difficult and requires more time, I am anxious to have an airport in close proximity.	rime@westiesnw.com	Stanwood	Anne
1/3/2022	I am opposed to the expansion of Paine Field Airport. I believe it will negatively impact the region. The extra noise, traffic, and pollution will not be worth the convenience of having a second major airport near Sea-Tac. I believe the airport planners should look at other options that have more of an ability to start from scratch when designing an airport. Paine Field is already in a densely residential-based community of Everett, Mukilteo, and Edmonds. There are large residential communities on three sides of the airport. The already busy Mukilteo Speedway, 526, Airport Road, and 128th Street cannot handle more vehicles. Where are the needed hotels, car rental and parking, and airline offices and hangars going to be built? Who is going to be responsible for plummeting home values in the area due to the extra noise, pollution, and traffic? I hope that the planners will honestly think about the concerns of the people that live in the surrounding area around Paine Field. I do not want to have my family's lifestyle destroyed by the greed and insensitivity of others. More and larger airplanes would definitely have a negative impact on our neighbors and us. Please consider building a new regional airport further away from Sea-Tac as they built in Denver in a less populated area.	rylenk@gmail.com	1509 Debreton Lane	Nichols Rylen
1/3/2022	Seattle is the largest city in the US with virtually only one airport serving it. If you are truly interested in a twenty-year plan, Paine Field should have enough gate space to serve as a secondary Seattle airport. There are at least a million people in the north end that would prefer to not drive through the city to Sea-Tac. Yes, those living in the vicinity of the airport would have an increase to daily flights, but if the airport	mcandrewwarren@gmail.com	23705 74th Ave W	Andrew McAndrew

Date	Comment	Email	Address	Name
	worked something like Orange County in California with time curfews, the mitigation could be pretty much eliminated to the residents and still serve the needs of the city.			
1/3/2022	As a private pilot and hanger renter, it seems the most immediate and obvious change is to eliminate Runway 11/29. This allows a 30% increase in useful space for private and commercial hangers and operations. Other than storing Boeing overflow from production problem aircraft, the space occupied by 11/29 is not anyplace close to its highest and best use.	pbburnham@comcast.net	15520 160th Ave NE	Peter Burnham
1/3/2022	How will the growth of the Boeing airport affect communities south of it, Mukilteo and Edmonds specifically?	cyndiebennett@gmail.com	9702 240th PL SW	Cynthia Bennett
1/3/2022	My concerns are noise pollution, air pollution, and the tight air traffic corridor that both Sea-Tac and Paine Field use. Isn't this an awful location air traffic-wise when it comes to adding or expanding a commercial airport, given the location of Sea-Tac? How does this not negatively affect Sea-Tac traffic or flight schedules? There has been a huge increase in noise pollution due to the airport. Planes are even taking off later at night. Why is it that pilots flying planes out of Paine Field, especially private planes, don't have to consider noise pollution when they fly over residential areas? I've lived just as close to DFW (Dallas Fort Worth International Airport), and the pilots there follow noise abatement rules. We didn't have airport noise pollution issues from DFW. So, Texas cares more about how noise and air pollution affect residents around an airport than Washington State? Please make all pilots, from private to commercial to experimental, follow the FAA noise abatement rules. Get rid of any exceptions when it comes to airport noise. Noise pollution is extremely damaging to human mental health. I know because the noise has had negative mental health impacts on me. There might be an increase in air pollution too. Have there been any studies done? The health and		4800 Pointes Drive, Mukilteo WA 98275	Noller

Date	Comment	Email	Address	Name
	<p>safety of animals and people who live near the airport and most likely voted against making Paine Field commercial are affected the most. On a personal note, due to the housing cost increase across the country and low housing inventory (Shared walled living is too noisy, and people need yards along with privacy for mental health - packing people together in apartments will increase crime), we're stuck and cannot find a noise pollution-free home. It's sad when you find yourself dreaming about living out of your car for peace. As soon as my husband and I find a home, we will be living this state. Keep ignoring those who live next to the airport and more will leave.</p>			
<p>1/3/2022</p>	<p>1. I am an A&P, GA pilot, hangar renter and instructor at EVCC A&P School on the field. I think becoming a second Sea-Tac is a possible outcome in 15-20 years, but far from certain. It's what you do for this master plan period that counts. So, until exponential commercial growth is realized: (a), GA should be preserved and enhanced for as long as possible. For this Master Plan period, GA is still a major player on the field. (b) PAE GA infrastructure needs significant renewal - and expansion. Your landings and take-off numbers need GA. (c) Over the next 15-20 years, additional GA capacity can and should be developed in the region (I note it's already underway in Arlington & Skagit); but it's not a safety valve for failing to invest at PAE. PAE should become a valued and credible voice for a rational GA regional plan. 2. For commercial operations, please improve upon Sea-Tac's snow plan, which, as far as I can tell, consists of throwing up hands and letting chaos reign. This is the result of leaving it all up to the airlines. As a former 20yr resident of AK and a frequent Sea-Tac user, I have direct experience of this failed approach on a number of occasions. 3. Keep PAE will a center of excellence for all things aviation: aircraft fabrication; museums;</p>	<p>elnarrowboat@gmail.com</p>	<p>2430 Discovery Place, Langley, WA 98260 {Whidbey Island}</p>	<p>Edmond Thompson</p>

Date	Comment	Email	Address	Name
	<p>technical schools, and repair facilities must remain a muscular part of the long-range PAE plan. Don't abdicate innovative small-scale development and fabrication beneath your scale. Compete for it.</p>			
<p>1/3/2022</p>	<p>Paine Field should remain as limited commercial usage, general aviation, and Boeing. Growth needs to be capped for hours and the number of flights. Moses Lake should be developed to assist those in eastern Washington to have real alternatives to Sea-Tac. It would take volume pressure off of Sea-Tac, add real service to eastern Washington residents, and ensure Paine Field remains a small commuter-type airport with limited regional-type service.</p>	<p>familyjester@outlook.com</p>		
<p>1/3/2022</p>	<p>I am opposed to an increase in air traffic over the residential areas near Paine Field. A majority of the residences lie on the North/South trajectory, and yet that is where the flight line is. I am opposed to increasing anything at Paine field if this flight path remains the same. I would propose a consideration of switching it to an East/West trajectory. I also haven't seen how this increase in traffic will impact local areas in Everett/Mukilteo. Overall, I advocate to leave this as a small hub for Alaska Airlines and have a second large airport for Western Washington further north.</p>	<p>soraya.dossa@gmail.com</p>	<p>3221 56th ST SW, Everett, WA, 98203</p>	<p>Soraya Shattuck</p>
<p>1/3/2022</p>	<p>Please ensure the GA aircraft hangar forecast includes aircraft which must relocate due to airports closing and population expansion. The current waitlist for a county owned hangar is still too long in my opinion and does not help foster aviation!</p>	<p>tylerperrella@gmail.com</p>		<p>Tyler Perrella</p>

Date	Comment	Email	Address	Name
1/3/2022	<p>Our family has lived in Old Town Mukilteo for a very long time, and while we would prefer no expansion, we also realize the benefits of enhanced regional transportation and commerce. With this balance in mind, our feedback is that you continue to require newer, quieter jets for any expansion initiative. The commercial air traffic added in the past several years is a good example of responsible expansion. We feel that continuing to require these quieter aircraft strikes a good balance between the need for expansion, and responsiveness to the local community. Thank you, Loren West 425 268-8713</p>	painefield@lorenwest.com	959 5th St	Loren West
1/3/2022	<p>I am against the airport expansion as it will cause a significant impact on surrounding communities from the noise, both its unpredictable and predictable flyovers. Also, the emissions increase air pollution. The cost of adding multiple stressors to our living spaces does not provide a collective benefit. Being “so close” to catching a flight (i.e., less of a Seattle traffic drive on I-5) is not enough of a reason to increase air traffic here. Alternatives for people include using light rail to Sea-Tac airport. Be forward-thinking on quality-of-life issues, not just development and revenue. Thank you.</p>			
1/3/2022	<p>Paine Field Expansion needs to be stopped. The residents in South Snohomish County do not want to become Sea-Tac North. This expansion will hurt our environment, add pollution, significantly add noise pollution, increase crime, and increase traffic, among other things. This area will be significantly impacted. Your Plan should be expanding Bellingham, Moses Lake, or somewhere else. Our home values are too high here. Prior to Covid limiting flights, the aircraft noise has already become unbearable. We have noticed even Sea-Tac traffic is being routed more now over our houses. Also, the Propellor Airports was purposely named in order to misrepresent your mission for commercial jet expansion. This is false advertising purposefully named to misguide the public to minimize the public reaction to your glorious plans. Please stop any more expansion. Sea-Tac residents</p>	jimtastic99@gmail.com		Jim England

Date	Comment	Email	Address	Name
	<p>have always had the airport there. We moved to Snohomish County to get away from that noise, pollution, and poorer quality of life.</p>			
<p>1/3/2022</p>	<p>I fly nearly every week for work and am so happy I now get to use Paine Field instead of Sea-Tac sometimes. I would love to see the routes and frequency of flights expanded. I fully support expanding Paine Field if that is what is needed.</p>	<p>tiffany@mcclurg.biz</p>	<p>816 Driftwood Lane, Edmonds 98020</p>	<p>Tiffany McClurg</p>
<p>1/3/2022</p>	<p>Is there any way to entice Southwest back to Paine? My sister only flies SW, and I'd love to pick her up there instead of Seattle.</p>	<p>norma777@hotmail.com</p>	<p>7706 234th St SW</p>	<p>Norma Middleton</p>
<p>1/3/2022</p>	<p>Hello, I'm very concerned about the extra noise and the extra traffic that would coincide with this expansion. This is a very congested area. Noise levels with the current traffic are unhealthy and affect sleep now. Sleep affects mental health. Mental health issues are rampant throughout our community. Please consider these issues when reviewing your plans. Thank you very much!</p>	<p>stacey7@live.com</p>	<p>1421 W Casino Road, Apt 6, Everett, WA 98204</p>	<p>Stacey Elings</p>
<p>1/3/2022</p>	<p>With Boeing downsizing and moving some operations to other states, will they need this expansion? I am concerned about the environmental impact on the surrounding community after living near the 3rd runway in Des Moines for 6 years. Will the port and county mitigate to keep the business expansion surrounding the airport limited? The roads surrounding the airport are already busy. Will the number of major airlines be limited? Why did Allianz pull out? Was it due to infrastructure problems?</p>	<p>purplecrafter@hotmail.com</p>	<p>12207 29th Ave. W. Everett, WA 98204</p>	<p>Pam LaRoche</p>

Date	Comment	Email	Address	Name
1/3/2022	<p>Paine is an incredible asset. If you look at a model like ABQ, it will enable transportation growth, service, and GA growth. People in the area have lived with Boeing/air traffic for nearly 100 years, so no accommodation should be given to noise complaints from any surrounding cities or neighborhoods. There is a need to focus on aviation acceleration in the business plan vs. tech/job growth. Electrical power-based planes/carbon fiber GA, new designs, and new security designs for aviation should be integrated and grown into the plan. GA hangars around the perimeter are needed, and the price is relevant. How is PAE set up for cyber-attacks; are the networks/comm secure; is their leadership, and is it tested and not shared. What about recruiting Otto Aviation and other like-sized startups that are about to change aviation and lead the country, vs. on-prem businesses like Tyco, etc. The plan comes down to leadership and execution. Brad Smith has brilliantly done more in the past couple of years than what was done in the prior 50. Also, fix the airshow. It put PAE on the map and made dreams for young aviators, fans, and families; it is sorely missing. The old deal is not a substitute or replacement. Where are the blue angels, thunderbirds, SR71s, etc.? Find a way to fix this? Be relevant, warm, and friendly. Also, happy to help.</p>	emike@outlook.com	5728 144th St. SE	Mike Smith
1/3/2022	<p>The increase in plane noise in the past several years has been unbelievable. I admit I don't know which airport the individual planes are going to/coming from, but I certainly don't want an increase in commercial traffic from Paine Field.</p>	cstay@aol.com	543 Seamount Ln	Chris Stay
1/3/2022	<p>With the increase of carrier traffic and the frequency of larger airframes taking off/landing can has sound abatement been included in your expansion discussions? Property values for those impacted will be affected if sound mitigation is not an important part of these discussions and plans.</p>	john@spencewa.com	7233 53rd St NE Marysville	John Spence

Date	Comment	Email	Address	Name
1/3/2022	Please leave room for general aviation hangars in the middle of the field. If we are going to lose runway 11/29 than please allot that space for GA to expand. If you combine the west condo and airport hangar area with the central hangar area, then you could close off the private vehicular access to the west area over taxiway Echo. The access to the new combined area could come off of 100th. FBOs could be moved to the north edge of the central area so that their buildings could serve as thru-fence locations allowing the public to visit the businesses. This combination would make a nice square area for general aviation hangars and related services in a nonmovement area inside the security fence.	rogerc@sierraind.com	15425 NE 144th PI	Roger Collins
1/3/2022	As a longtime resident that was promised no commercial activities at Paine Field, I am angry that we were sold out on that promise. So here are my suggestions: 1) Limit commercials flights to the current 24. 2) Do not expand Fed Ex operations any further (ideally, they should be cancelled all together). Mukilteo gets the brunt of the noise due to our location - send flights over other cities so they can raise their objections as well. Thanks for the opportunity to comment. I hope you take them into account.	stephendthrockmorton@gmail.com	12914 50th PI W Mukilteo, wa 98275	Stephen Throckmorton
1/3/2022	I would like to see more airlines using the field with flights going to Chicago, Tampa, Boston, and Dallas. I would use any airline to these cities at least once per year at minimum. I haven't seen a place to park while waiting to pick up passengers which has been inconvenient. Once found myself in the Uber/etc., lot which irritated the Uber drivers, but I was not sure where else to go so either no lot available or poor signage. I would like to see 1-7-day parking also. I admit I haven't tried to use something like that but am told it is very expensive. Only used Uber which did work for pick up fine but when flights early I had had issues with Uber or Taxi showing up so would love to take my car and pay. Really hope more flights become possible.	gailmk121290@gmail.com	3722 114th Street SE	Gail KIECKHEFER
1/3/2022	While commercial flights are convenient and fill a public need, please continue to mitigate noise	allisonrq@comcast.net	879 Goat Trail Loop Road,	Rick Allison

Date	Comment	Email	Address	Name
	issues for the surrounding community by restricting commercial traffic to lower noise aircraft and limiting flights to daytime hours.		Mukilteo, WA 98275	
1/3/2022	As a new homeowner in the area, I'm concerned that the potential air traffic increase will make a living here very loud with continued flyovers. I also wonder about the continued quality of life around this area. Are there any considerations regarding this?	leperrigo@gmail.com	13101 42nd Ave w, Mukilteo WA 98275	Lindsay Perrigo
1/3/2022	I live in PAE and would happily see it expanded. It would be disappointing though if, through the process, PAE lost the atmosphere and charm. So, I hope growth doesn't mean turning a beautiful airport into an industrial building. I live near the flight path, and I can hear the planes. But that doesn't bother us, and we knew an airport was here when we moved in. So, we're supportive of commercial growth.	millcreek.jill@gmail.com	4945 Ocean Ave	Jill P
1/3/2022	I have no idea what I am commenting on because I just "followed a link," but I wish to comment that if your proposal in any way involves increasing commercial flights or dream lifter flights, then please do not do it. Also, please, please, please, look at my noise complaints over the past several years. In terms of reducing your nasty impact (and that of Sea-Tac) reduced flights are great! Oh, it is 10:24 p.m. on Jan 3, and a noisy one just flew over. I hope it wasn't yours.	votepetso@aol.com	10616 237th Place SW, Edmonds WA 98020	Lora Petso
1/3/2022	There is a shortage of hangars for general aviation in Puget Sound. The new master plan must provide for more hangars and tie downs for GA airplanes. Offsite parking for airline travelers should be part of the plan so there is no loss of space for aircraft.	bkbehrend@gmail.com	5113 NE 17th St, Renton, WA 98059	Brian Behrend
1/3/2022	I would really like a lot more flight options out of Paine Field! Great start, but let's add a lot more flights and better parking option.	f2504x4ps@yahoo.com	14107 27th St SE	John Burt
1/3/2022	We LOVE Paine field airport and hope you expand service and flights!	rlemons77@gmail.com	4417 138th Ave SW Lynnwood, WA 98087	Rachel Arellano
1/3/2022	I'm a long-time resident who lives two blocks from downtown Edmonds. I fly to California a lot	cathroz@hotmail.com		Cathy

Date	Comment	Email	Address	Name
	and am all for Paine Filed Master Plan. Thank you.			
1/3/2022	Hello, I have lived in Lynnwood for 11 years. One of the reasons I chose to live here was the relative quiet compared to affordable areas in Seattle. The increased noise from aircraft at Paine Field after the opening of commercial flights has had a negative impact on our neighborhoods, and I hope that noise mitigation will be front and center of any development plans. To be honest, we enjoyed the reduction in flights during the pandemic and are not looking forward to the newly expanded service. For most of us, who fly maybe once or twice a year, the benefits of having an airport close by do not make up for the significant noise pollution. Before the 2020 lockdown, there were flights regularly waking us up after midnight or around 6 a.m. I understand that some change is inevitable, but I hope that the concerns of long-term residents who invested in the area partly because of the quiet will not be dismissed in the name of development at any cost. Thank you for your consideration.			Louisa Mackenzie
1/4/2022	It's important for PAE to: Expand terminal size to accommodate passenger space and flights and Attract new carriers so that the market is competitive			Jordan Atui
1/4/2022	I do not want the additional noise, traffic, and pollution from increased commercial airline service at Paine Field. The growth and expansion that happened at Sea-Tac brought disastrous impacts to the surrounding communities. Sea-Tac should serve as an example of what can happen to communities from unacceptable growth in air traffic. Furthermore, Paine Field does not have to be the only airport to absorb the overflow from Sea-Tac when Sea-Tac reaches its capacity, which seems to be the sole basis in this study for future Paine Field expansion. The region needs to find other options than just more traffic at Paine Field!	schonbrunj@gmail.com	8507 220th ST SW	Jeffrey Schonbrun
1/4/2022	I'd like to know when the service (Alaska) to San Jose will return?? I have family there so I need	Designerlou@icloud.com		Louise Holder

Date	Comment	Email	Address	Name
	the flights. On the last trip, I flew through Sea-Tac—which I thought was ridiculous. I live in Mukilteo. Please let me know what the plans are.			
1/5/2022	I have been pleasantly surprised by the commercial operations at Paine Field thus far. Growth in the future is to be expected and should occur with appropriate traffic and noise mitigations.	Cn67@hotmail.com	10631 57th PI W Mukilteo	Cynthia Nelsen
1/8/2022	The open house website provides basic descriptions of the information developed by the consultants presented in an easy-to-read manner. As an aviation professional, I am looking for more details. Please provide links to the full documents presented to all three of the working committees in future updates to the website.	ken_nichols@icloud.com	3430 166TH ST SW, Lynnwood, WA 98037	Ken Nichols
1/18/2022	Take the environmental (emissions, noise, etc.) aspect into account as well as if the infrastructure can handle airport expansion.	eschwedhelm@gmail.com	12062 Concord Way	Erik Schwedhelm
1/18/2022	We love the ease and convenience of the current Paine Field. Did Paine Field promise residents that they would stay as a non-jet airport? If so, that should be kept. Please don't turn it into another Sea-Tac. Thanks.	kchardiman@hotmail.com	10050 NE 197th ST, Bothell, WA	Karen Hardiman
1/18/2022	As a hangar tenant (#52-05) on the central ramp, I have seen a steady increase in monthly rent with no improvement in services. I share a 15-amp electrical service with 4 other hangars. This is woefully inadequate. I would like to see this upgraded to at least 20 amps per hangar.	lago55@me.com	15916 E Shore Dr , Lynnwood, WA 98087	Richard Kasperson
1/18/2022	My quality of life has significantly decreased since Paine Field opened to commercial flights. Not only do the flights seem to be coming and leaving at a lower elevation, but flights connected with Sea-Tac also seem to have increased their frequency coming in, flying over Paine Field, then directly over my house and on to Sea-Tac. The sometimes almost constant hum to ROAR of planes is what has led me to consider moving out of this area, where I have lived since 1980. When I first moved here, I believe there was a contract between the county and Paine Field limiting flights. I now cannot find that information - but the point is now moot anyway. I	nankunze@yahoo.com	17420 54th PI W, Lynnwood, Wa 98037-3016	Nancy Kunze

Date	Comment	Email	Address	Name
	<p>personally see no direct benefits to me with the expansion of Paine Field but instead lower property value, increased traffic on already congested and poorly equipped roads, and on some days, the constant noise.</p>			
<p>1/18/2022</p>	<p>The noise created by planes from Paine Field is significant. Prior to COVID it appeared the flight path was directly over our home multiple times a day. The aircraft being used by Alaska Airlines are extremely noisy, and it has been notably quieter since the co-vid shutdown. I would like to know who is benefiting from having this airport operate passenger flights. Why are we polluting our beautiful area with another airport? Bellingham and Sea-Tac have met our needs for years. I thought Washington State was more progressive when it came to the environment. I don't believe the convenience of having flights out of Paine Field trumps the impact on our area; someone is making some dollars off this.</p>	<p>dbeauchamp47@yahoo.com</p>	<p>1455 NW 185th ST, Shoreline, WA 98117</p>	<p>Debra Beauchamp</p>
<p>1/18/2022</p>	<p>I'm a supporter and lover of aviation. I believe that growth in this area is going to continue at a rapid pace. While I don't particularly care to see, PAE become the Sea-Tac of the north. I feel that commercial aviation definitely has a big future in Snohomish County.</p>	<p>govd65@yahoo.com</p>	<p>4425 76th St SW</p>	<p>Phil Hendricks</p>
<p>1/18/2022</p>	<p>I am excited for Paine Field to grow to meet the demand and contribute to economic development in Snohomish County. It is very important to make sure that the burden of growth (noise in particular) is shared equitably by surrounding communities. One community's property values should not be depressed to save other communities from the noise associated with being in the flight path.</p>	<p>deborah.kilgore@gmail.com</p>	<p>4508 183rd PL SW</p>	<p>Deborah Kilgore</p>
<p>1/18/2022</p>	<p>Please make it an airport serve more than 100 flights a day. Not just minor expansion for the next 10 years. I live in Everett and never used the airport, because the current airport status is not satisfying. Few destinations and expensive</p>	<p>Mkayyali2@gmail.com</p>	<p>7620 Upper Ridge rd Everett WA 98203</p>	<p>Mohammad Alkayyali</p>

Date	Comment	Email	Address	Name
	tickets. Make it more favorable for airlines to acquire slots.			
1/18/2022	We love the ease and convenience of the current Paine Field. Did Paine Field promise residents that they would stay a non-jet airport? If so, that should be kept. Please don't turn it into another Sea-Tac. Thanks.	kchardiman@hotmail.com	10050 NE 197th ST, Bothell, WA	Karen Hardiman
1/18/2022	I want to make sure that any expansion in commercial services at PAE does not come at the expense of GA hangars or operations.	tjstaggs13@gmail.com	17005 NE 112th Way	Tom Staggs
1/18/2022	COVID aside, we fly regularly to New York airports. Thanks	faustdana@icloud.com	11600 Bella Coola Road	Dana Faust
1/18/2022	We are looking forward to expanded travel routes in the future	jjwine2@msn.com	41 Pine Street #210 Edmonds WA 98020	Julia Wiese
1/18/2022	I would like to see more flights to more places!!!!	volante32@gmail.com	8612 56 ct w	Mike Smith
1/18/2022	The ground transportation and traffic flow in the area should also be included in the master planning.	cgchuang@yahoo.com	1419 140th PL SW Lynnwood WA 98087	Harold Chuang
1/18/2022	It's important to me that KPAE remain functional, accessible, and affordable as a GA airport for our region. Hangar, fuel, and service availability are important. We're already losing access to our hangars as the TSA security theater demands documentation before we can get in the gate. Let's figure out how to keep that nonsense from encroaching further on our freedom to fly. I am concerned that commercial growth will push out GA uses, such as by terminating hangar leases. We need to go the other direction and increase hangar and tie-down capacity for GA. I'd like to see unleaded fuel available on the field; let's get out ahead of the leaded fuel problem.	jonh.kpae@jonh.net	6827 18th Ave NE	Jonathan Howell
1/18/2022	outstanding. Must expand to attract more providers	loctout@comcast.net	8407 18th Ave W	Stephen Whaley
1/18/2022	I love PAE - I love flying out and into that airport - so convenient (I live in Everett) - so nicely done. Before COVID I was starting to use it when flying to visit family in Texas, even with the layover it was so much more convenient! I would have	angelique.edwards@gmail.com	5010 Seahurst Avenue	Angelique Edwards

Date	Comment	Email	Address	Name
	used it more times but it did not have the flights I needed (I can only handle one layover) nor the prices I needed. I will pay a little more to fly out from/into PAE if the flights are available. I love the airport and look forward to flying in and out of there more often!!!!			
1/19/2022	I am supportive of increased commercial flights from Paine Field to support passengers from Snohomish, Island, and Skagit counties.	pastorepc@frontier.com	2600 96th Ave W, Edmonds, WA 98020	Rob Christ
1/19/2022	I'm all for expanding the airport. I'm anxiously waiting for Alaska Airlines to start flying to Anchorage, Alaska! Keep up the good work!	sharebear1116@aol.com		Sherry
1/23/2022	There must be a voluntary nighttime curfew similar to Burbank airport. The noise of planes arriving and departing during a time when we need to sleep is not something we can simply turn on a rhythmic fan to block. Thank you for your consideration.	derekdonahue9@gmail.com	4405 130th Pl SW	Michael Donahue
1/24/2022	I am particularly concerned about the environmental impact of the expansion of the airport and use of it. I live SE of the field and already hear plenty of noise. My concerns are both with regards to noise pollution and air pollution in the area affecting both the quality of life in the area and the values of homes. The future air quality is of particular concern to me. How extensively has this been researched? We already have to deal with automobile traffic pollution. I have heard airplanes are far more detrimental to the environment and carbon footprint than automobiles. I am encouraged by the light rail but am quite concerned about increased air traffic as far as the environmental impact goes. Could the expansion not go to a less populated area?	sandi_bond@yahoo.com	2515 143rd Ln SW	Sandi Bond
1/24/2022	I'm fully favor of expanding commercial flights from Paine Field. It is important for continued economic viability of the region and livability for folks living north of Seattle. My biggest concern is that flight availability and costs need to be reasonable as an alternative to Sea-Tac. This may be outside your control, but it is important to	chrisetal@yahoo.com	916 92ND ST SE	Paul Jenkins

Date	Comment	Email	Address	Name
	bear on mind during planning. Good public transportation to and from the airport is critical.			
1/22/2022	Many of my friends are pleased with your routes and avoiding the drive to Sea-Tac, but I am NOT interested in having increased numbers of annoying low flights over the north end of Lake Washington. We have already been subjected to too many in recent years. How can this noise and air pollution be mitigated?	speedyg303@gmail.com	17360 Beach DR NE, LFP	Allison Reagan
1/21/2022	Originally, I was excited to fly out of Paine field but now I go to Sea-Tac. There is no way to get there unless I drive or UBER. Parking is way too expensive. Maybe I will come back when the light rail is finished. If I am still alive by then. Or change the cost of parking to match Sea-Tac shuttle services. Better yet help area businesses to make a park n ride facility nearby. Also, you need to have a shuttle picking up from the bus stop at 100th street. "a short walk" is a joke.			
1/22/2022	planes too low and loud	kfellstrom@comcast.net	2824 NE 187th St.	Kathy Fellstrom
1/24/2022	We want limited flight schedules and no airport expansion. And no large aircraft that is not currently flying out of Paine Field. STOP expansion!		5716 128th st sw	debbie lindell
1/22/2022	It is sooo convenient to take the plane from Paine field to Spokane - little traffic and calm at the airport. Please keep doing what you have been doing.		18200 15 Ave NE Shoreline WA 98155	Cornelia Miller
1/23/2022	I'd like to hear more details about the master plan and it's impact on the local community and environment.	pinkrobotsblackcats@gmail.com	8614 54th PI W	Tiffany Uribe
1/22/2022	Planes from Paine Field fly TOO LOW over our residential area, even late at night. Sometimes they are so loud conversation is impossible.	singlebritson@yahoo.com	17522 6th Ave NW	Charles Inglebritson
1/24/2022	What is being done in terms of mitigation to the surrounding communities and communities right under the flight path? Additionally, what sort of mitigation will be happening to aid the noise to schools which are near and under the flight path	Laurianomaritza@gmail.com	12102 4th Ave W, Apt 2-301	Maritza Lauriano Ortega

Date	Comment	Email	Address	Name
	of airplanes? I would like to know more on the community engagement being done especially to communities who don't have access to internet and don't speak English.			
1/21/2022	Please don't expand service at the airport. I wake up all the time, due to late night flights buzzing over my house. I can't sleep!		Lake Forest Park	Maris Abelson
1/23/2022	The larger planes are so loud, they wake us up early in the morning. Please enforce a timeframe that commercial flights won't fly. I sure hope the large plane traffic doesn't increase.	alyssaridrii95@gmail.com	404 lamar dr	Alyssa Rodriguez
1/20/2022	Parking and shuttle services are key. Supporting and publicizing should be part of the Paine Field responsibility.	mekudo@comcast.net	17113 74th Dr SE, Snohomish, 98296	Mary Kudo
1/24/2022	Keep Paine Field a airport for small planes, Boeing, and some Commercial Flights. Keep the hours from 8:00 A.M to 8:00 P.M so people can sleep. Give Mukilteo some money for all that we have to put with. Traffic, noise and the threat of a large airport right beside us. Keep Paine Field for all.	eleanorstromberg974@gmail.com	7920 53rd Ave W Unit D Mukilteo, WA 98275	Eleanor Stromberg
1/24/2022	We love the airport at Paine Field very convenient for us to fly into and out of. We would love to have Southwest Airlines as an option also!	christineagrace@aim.com	22925 Brier Road	Christine Hinrichs
1/22/2022	We had our first flight from Paine Dec 2021. Our experience resulted in the vow to only fly to and from Paine from now on. In all ways like the "old" days of flying -- an easy and enjoyable event.	johncolleencarmody@msn.com	Shoreline, WA	COLLEEN CARMODY
1/21/2022	Originally, I was excited to fly out of Paine field but now I go to Sea-Tac. There is no way to get there unless I drive or UBER. Parking is way too expensive. Maybe I will come back when the light rail is finished. If I am still alive by then. Or change the cost of parking to match Sea-Tac shuttle services. Better yet help area businesses to make a park n ride facility nearby.			
1/22/2022	Please no more planes. It has ruined our quiet Shoreline neighborhood already.			

Date	Comment	Email	Address	Name
1/9/2022	<p>just as an FYI - UPS 2984 SDF to BFI came over the house at 1800 feet. If it can influence anything, it's a request that all planes that take off to the south, for instance, turn right or left prior to reaching the county border. It should be doable.</p>	boekee1917@hotmail.com		Marion Woodfield
1/9/2022	<p>the online link cannot be opened. Here are my comments/concerns: I live in Richmond Beach/King County and have no voting voice in the matter of your desire to expand the airport. However, the planes come over here all the time. In the middle of the night, it's a UPS plane and someone else around 5 am when we thought that no take-offs should occur prior to 6 am. That's one issue. Because of the present airport expansion that planes from/to Sea-Tac now circle just before the county line so that they don't interfere with the Paine Field traffic. That has added quite a lot more noise/air pollution. Wanting to expand an airport in the middle of a residential area seems unconscionable, and back in the '70s, the plan was nixed, as you know. Since then, there's been a population explosion because there was an assurance that Paine Field would remain a small commuter plane airport. It's, of course, if you proceed with your plans, it'll be only a matter of time until Snohomish residents who live near the airport will realize that the proximity is detrimental to your property values, just as is true in the case of Sea-Tac. Sure, there are those who believe that having a nearby airport is convenient. But how many of those people really travel frequently, never mind that flying in and out of Paine Field adds a considerable cost to the airfare. The quality-of-life issue needs to be addressed. If I wanted to live near Sea-Tac with the constant rumbling of planes, screeching tires, etc. I would ... but I moved here for a reason. Peace and quiet - up to a point since nothing can be done about the train.</p>	boekee1917@hotmail.com		Marion Woodfield

Date	Comment	Email	Address	Name
	thanks			
1/25/2022	Would love to see more support for general aviation in the master plan- GA days and GA promotional activities (airshow?), new hangar construction, and more GA services on-field.	goodmojo@gmail.com	3025 NE 98TH STREET	Wade Tsai
1/31/2021	We attend all Paine Field Master Planning meetings. We strongly feel that adding more commercial flights will greatly imbalance GA and commercial aviation at Paine Field and greatly reduce its overall safety. We were under the impression that becoming a commercial "Sea-Tac reliever airport" was only if the surrounding communities and airport stakeholders all really wanted that. But clearly, there are two distinctly differing viewpoints in the surrounding communities and airport stakeholders. It appears more like the Paine Field airport staff and Master Plan consultant have "stars in their eyes" for a much bigger commercial airport with many more	jvrotunda@frontier.com	Mill Creek Silver Firs	Vivian Rotunda

Date	Comment	Email	Address	Name
	<p>"toys and fun projects" to play with, inevitably at the expense of the very large existing GA aviation base and existing aerospace businesses (Boeing and ATS), which were all encouraged to grow for many years before. Where will they park all those many more cars (4X times 737 sized jets)? Space was already chopped-out of the GA Central Ramp for "economy terminal car parking" without any input from the GA community at Paine Field. We don't want to see any additional commercial expansion at Paine Field, and we hope you listen and respect that.</p>			
<p>1/28/2022</p>	<p>Taking a big capable existing airport like SEA and expanding it or building a new, more capable airport makes good sense. Taking an already heavily developed GA / Business based airport like PAE with limited space to safely grow and then "maxing it out" makes absolutely no sense! Expansion to 4X commercial is an extremely bad plan for PAE.</p>	<p>sinclairjames293@gmail.com</p>	<p>Edmonds WA</p>	<p>James Sinclair</p>
<p>1/27/2022</p>	<p>I prefer to fly out of Paine Field, so I am happy to see the potential growth of passenger flights out of Paine Field. Please include expanded passenger parking, either on-site or off-site. Parking and availability of flights are the main problems for passengers hoping to fly out of Paine Field.</p>	<p>christinamlucas@gmail.com</p>	<p>432 Priest Point Drive NW, Tulalip, WA</p>	<p>Christina Lucas</p>
<p>1/28/2022</p>	<p>No additional commercial flights to be added to the schedule.</p>			
<p>1/28/2022</p>	<p>I don't support expanding more commercial services into Paine Field. Sea-tac their airlines need to improve Sea-tac first. We don't want to become another Federal Way North. What is really needed is more Link Light Rail service to Sea-Tac on the North end (an express train to Sea-tac). This has already greatly helped folks further South and in Seattle. North enders enjoy a better lifestyle without passenger airports everywhere. My family moved from Orange County to get away from this! My previous comment got cut to one line.</p>	<p>suejensen571@gmail.com</p>	<p>114311 51st Ave SE Everett WA</p>	<p>Susie Johnson</p>
<p>1/28/2022</p>	<p>I like just what we have now for commercial service and airlines at Paine Field, but I don't</p>	<p>lrrbatman315@gmail.com</p>	<p>Silver Lake Area</p>	<p>Larry Batman</p>

Date	Comment	Email	Address	Name
	want to see any more growth in jet traffic up this way!!!			
1/27/2022	Fix your 5G problem. You have disgraced your airport with all these flight cancellations.	scottmariasticklnd@msn.com	881 Monroe Landing Road	Scott Strickland
1/28/2022	Please, NO more commercial jet service at PAE. Snohomish County needs to take a step back and look at what they already have. I feel expanding PAE would wreck a "gemstone." I know MANY wonderful people who keep their airplanes at PAE (including myself). We simply don't see a good outcome for GA, Boeing, ATS or any other airport tenants.	tonyroberts5566@gmail.com	1703 144th PL SE Everett Wa	Tony Roberts
1/27/2022	Paine Field has been a wonderful airport for our community, and I have been a pilot and user of airport services for over 20 years. I am a senior engineering leader at Boeing, and it has been great that the industrial complex of Boeing has supported and expanded the resources for Paine Field. This has impacts on the overall local economy, and community and enriches all of our lives and recreation. I fully support any expansion plans that are totally inclusive of the GA community (including the Experimental Aircraft Association). This is a vibrant community of aviation pioneers from which many of the advancements in aerospace occur. All plans should include substantial provisions for reducing the pressure on hangar space availability (and cost) and support for organizations such as EAA, AOPA, WPA and the community enriching facilities such as Museums, etc. (There has perhaps been recent negative pressure on these communities which have driven them away from KPAE). It is crucial that the public community remains strong and open as practical in the airport environment and that it doesn't turn into the equivalent of LAX over time. I think the concept of a wonderful regional airport that both facilities three balanced interests: 1) Industrial (Boeing and other Aerospace suppliers), 2) Recreation and Access for GA related businesses such as GA private travel (to nearby islands, etc.) Flight Training, Maintenance, Corporate Jets and Turbo, Experimental Aircraft,	sdame.rv9a@gmail.com	4119 125TH ST SE	Stephen Dame

Date	Comment	Email	Address	Name
	<p>3) Limited Regional Travel -- Propeller Airports is wonderful. As a modern side note, I would like to see Paine Field also become on of the leading airports that will support Urban Air Mobility (eVTOL traffic) through the allocation and development of new Vertiport facilities as a part of the future roadmap. I look forward to seeing the Paine Field master plan becoming a positive model for American airports and as a pathfinder for future clean travel.</p>			
<p>1/28/2022</p>	<p>The lifecycle of aviation starts and ends with small GA operations. Pilots get their start at flight schools, and they retire to fly their personal aircraft for fun. Paine Field has historically balanced both the needs of small GA operators and commercial/manufacturing operations, but the balance has to be carefully maintained. This master plan must continue to support both, but this website does not mention small-time GA or flight school operations. Creating a safe, thriving airport environment requires thoughtfully crafting the community present at that airport. That means ensuring that flight training has its place, that flying clubs have their place, and that the community integrates seamlessly with the new spaces and operations arriving at the airport. To establish a community at PAE, we should want student pilots to see and be among the occupations they might have ahead of them—to learn how to operate safely with the folks who might be their future coworkers and fellow pilots. PAE should feel like home. It's magical when everyone who operates at an airport feels like they are part of the place. SMO (and its restaurant with a wall of pilot certificates) and Van Nuys in California, Portland, and Eugene in OR, those are great examples. Palomar (where I</p>	<p>mmcknett@gmail.com</p>	<p>9014 Evanston Ave N, Seattle, WA 98103</p>	<p>Matthew McKnett</p>

Date	Comment	Email	Address	Name
	<p>learned to fly before PAE became home) is a counterexample—the airport used to feel like home but then did not consider community as it expanded airline and biz jet operations and did away with institutions that held together the airport community. PAE is currently a gateway to the aviation world for the general public. Make sure it doesn't become merely a pilot/ops workplace that people commute to and leave in the evening. Make sure pilots and aviation enthusiasts can learn how to get jobs there, can socialize there, can care deeply about safety on the field, can bring their families to fun events, and can retire there, too.</p>			
<p>1/26/2022</p>	<p>There is no doubt that regional air capacity needs to be expanded and that PAE is the frontrunner to absorb some of this demand, as every other location has put up roadblocks as to why it cannot be there. Instead of caving in, the planners need to put the capacity where the demand is, period. It's very important to, if possible, separate GA planes from commercial jets for a variety of reasons, from the practicality of it - GA planes typically need far less runway - to the safety aspect of the small planes catching the eddies of the large planes. However, there doesn't appear to be room for a smaller, parallel runway without some heavy lifting. Another key aspect for PAE is accessibility by mass transit, which is presently mediocre: a frequent Swift bus rapid transit where stops are too distant to be practical and only useful for the lightest and able-bodied travelers, much like the bicycle lanes are great for those same folks. Meanwhile, the local bus - Everett Transit #8 - meanders around the north to get there, bypassing the densest areas of West Casino Road to get there from downtown, from the south going through some of the lightest-density areas from the east. Community Transit has a peak-only 107 bus that only goes to/from Seaway Transit Center.</p>	<p>abcs99@hotmail.com</p>	<p>1430 W Casino Rd</p>	<p>Brian Doennebrink</p>

Date	Comment	Email	Address	Name
	<p>Meanwhile, the future light rail line doesn't even have any station planned for PAE! This aspect sorely needs improving: ET #8 should go the length of West Casino Road, then backtrack to Seaway TC on weekdays, the Swift BRT needs to go into the terminal, especially on weekends. The #107 should be extended to the terminal on the north and to Mountlake Terrace Transit Center to the south to provide south county riders some access. Lastly, Link light rail should have a station that's close to the passenger terminal. In addition, some linkage to/from Mukilteo Sounder and ferry needs to be made, and something that encircles the airport and the various museums, and such could be worthwhile.</p>			
1/27/2022	<p>The door is open for more commercial flights: originally, I believe the number was going to be 12/day, then 18; in and out, this number doubles. I object to having a flight path over my house; there is obvious noise and disruption regardless of the comments otherwise. Small planes and Boeing test flights are what we had for decades; expansion will decrease both our ability to enjoy our property and the resale value of our home. A few years back, we attended an in-person meeting, recorded our objections one on one and then attended a full meeting. It was obvious during both encounters that the parties involved were simply going through the motions of getting public input rather than taking citizen input and concerns seriously, decisions had been made. Only one person spoke in favor of the plan, there were many many who opposed it.</p>	cougfan70@hotmail.com	7207 176th St SW Edmonds WA 98026	Kristie Simard
1/27/2022	<p>Please focus on expanding commercial flight opportunities to more destinations.</p>	Purplehase79@yahoo.com		Jeffrey Hase
1/31/2022	<p>It seems like the biggest detriment will be the air traffic noise. It would be great to find ways to manage its impact. I'm guessing that centralizing the facility (rather than expanding to Arlington etc.) would protect other areas from the negative impacts of noise and traffic. It seems like</p>	plainbrownbag@icloud.com		Jill Armitage

Date	Comment	Email	Address	Name
	<p>focusing resources on Paine Field could, and hopefully would be used to, most effectively manage traffic, noise, and logistics to help maintain the quality of beauty, enjoyment of nature, and continual progress towards environmentally conscious development of this area.</p>			
<p>1/31/2022</p>	<p>Please don't have the airplane fly over the Meadowdale Schools it is very distracting to the students and unsafe if there is an engine failure etc.</p>	<p>bjmerrill007@yahoo.com</p>	<p>6626 164th St SW</p>	<p>Harold Merrill</p>
<p>1/30/2022</p>	<p>Thank you for the opportunity to provide comments. I am a longtime lover of travel, and I am overall positive with the future growth/expansion of Paine Field and the passenger terminal. Here are some of my thoughts, not necessarily in priority order: Additional facilities or an increase in capacity of existing facilities should ensure the use of Airport Road for access. The Mukilteo Speedway is already congested at numerous parts of the day with Mukilteo resident and visitor traffic, as well as ferry terminal passengers. There has been consideration of a Park and Ride off of the Mukilteo Speedway at Bernie Webber. This area should be reserved for this function and not be converted to a paid parking lot for the airport or other facilities to otherwise use the space. It was disappointing to see the end of the Jet Deck restaurant/bar. However, this had become fairly run down, and it was understandable. A new restaurant/bar should be considered in a similar area where one could overlook the general aviation area and be externally accessed (easy for people to drop in and out for a time without needing to go through a passenger terminal). There really isn't a good place to offer a "Hundred Dollar Hamburger" for the general aviation fly-in. Alternatively, or additionally, the former location of Heritage Flight on the SW area of Paine Field could be a nice spot with easy access from the Mukilteo Speedway. The county should push to get expanded hours of the FAA control tower. Paine Field has a significant amount of air traffic for having so much evening</p>	<p>mach1_rotax@hotmail.com</p>	<p>5817 Central Dr.</p>	<p>Jason Raaum</p>

Date	Comment	Email	Address	Name
	<p>time without active air traffic control. I am not as concerned with the eventual increase in passenger traffic since the next generation of airplanes that would fulfill this (737MAX, A220, A320NEO) have newer and quieter engine technologies. Alaska and any future commercial service operators should be encouraged to use these latest airplane types, and community education could be provided to compare the noise signature differences between today's ERJ-175s and 737NGs and the newer airplane types mentioned above. Also, regarding passenger airplane traffic, "quiet times" should be strongly encouraged for hours beyond 11 pm and before 6 am. Perhaps landing fees can be structured to discourage takeoffs and landings outside of 6 am and 11 pm. Plan for dedicated free viewing areas of the approach and/or runways. This is both for passengers and for outside Planespotters. Check out seatmaestro.com for some of the best passenger viewing airports. There can also be organized locations outside of airport security. The In-N-Out at LAX is legendary for the Planespotters and even has an annual gathering of Av-Geeks. Perhaps Paine Field can be known as an ideal location to watch planes approach and take off. Yes, the Future of Flight is a great location, but that isn't exactly public. Please find a way to continue with Paine Field Aviation Days. I know that as more and more passenger flights utilize Paine Field, this may be more of a challenge. But the small little air show is something that is great for this community and has been a great way to connect with Youth who might become future pilots or aviation workers. Thank you, Jason Raaum Mukilteo Citizen</p>			
1/30/2022	<p>I love flying from PAE, and I would like PAE to adopt a Voluntary Nighttime Curfew to limit scheduled flights from about 6 am to 10 or 11 pm. The late-night noise does bother many people in Mukilteo, although it doesn't affect me personally. Thanks! Tom Jordal, Mukilteo City Council Member.</p>	tom.jordal@skylirecommunication.net	11606 60th Place West	Thomas Jordal

Date	Comment	Email	Address	Name
1/30/2022	Recommend Master plan account for. CAT3 approach CPDLC Digital ATIS WI-FI for airport	madarrow1@comcast.net	11001 Westridge dr Mukilteo	Mark Darrow
1/29/2022	If the terminal is privately owned, shouldn't it be the terminal owner to request expansion and not the airport? The terminal and the number of flights are reasonable, so don't expand. My family and I really like Puget Sound because it's not like where we came from. Trust me; you don't want to go there!!!	robhannich@gmail.com	17121 11th Pl West, Alderwood WA	Robert Hannich
1/30/2022	Keep Paine Field as a smaller regional airport and send shuttle flights to other Alaska hubs with the same flight selection as Seattle. Look at Bellingham's model with all Alaska flights going to Sea-Tac. Yes, Paine is probably too close to Sea-Tac, so maybe expand Portland instead, which is underutilized, to say the least. Don't risk our already 59.9 billion in economic output by allowing the airlines to exploit our wonderful "golden goose" we already have! We don't have the room at Paine without major disruptions to existing airport infrastructure and our highly valued economic output systems. Why is that so hard to see?	robhannich@gmail.com	North End	Thomas Hannich
1/30/2022	The following are my comments on the master class lab development: 1. Commercial airline flights should be limited in number to the 2019 levels, including freight operators such as FedEx. 2. Commercial airline flights and freight operator flights such as FedEx should be limited to the hours of 7 AM to 10 PM. 3. The use of Paine Field to support the aerospace industry should be a priority and encouraged. 4. The use of Paine Field for general aviation should be a priority and encouraged. 5. The use of Paine Field to house historic aviation collections, displays, and showcases should be a priority and encouraged. 6. The western side, including the southwestern corner, of Paine Field, should remain undeveloped to act as a buffer between the airport operations and the businesses and homes in that vicinity. This also probably provides protection for wildlife, including deer, coyotes, and others. 7. Big Gulch is an active salmon	cougar1987@comcast.net	9550 57th Avenue West, Mukilteo, WA 98275	Robert Tucker

Date	Comment	Email	Address	Name
	stream, so Paine Field and airport operations should protect and enhance big gulch			
1/29/2022	Your Map of "Existing Airport Facilities" does not show Boeing Manufacturing or the Boeing flight line, which is used for Manufacturing too. Why was this left out of your Map?? The noise problem is NOT just coming from the Dream Lifter; it's coming from regular daily early AM and late PM commercial flights. Build another "green site" airport somewhere else but NOT in my backyard please!!!	chuckfields128@gmail.com	Mukilteo (i.e. right over the flight path)Lenard	Bowen Lenard
1/30/2022	To PAE master planners, As the Snohomish County Airport moves forward into the future, general aviation needs to be a central focus with respect to the future of airport operations. PAE serves a vital need for the general aviation community. Over the past four decades, several smaller airports have been closed in the Puget Sound area. Recently, Boeing Field in Seattle has made the decision to remove small aircraft hangar space to make accommodations for other purposes. These events have reduced small aircraft hangar capacity in the area. The hangar space that PAE provides is desperately needed, and the airport should consider adding more hangar space, in my opinion. The general aviation business at PAE generates jobs and provides services for maintenance and pilot training that is needed for the survival of the aviation industry. We need to continue to nurture and grow general aviation activity at PAE. PAE is and should continue to be a real epicenter for general aviation activity in Washington State going forward into the future. Thank you.	smithx44@frontier.com	12712 47th Ave SE Everett, WA 98208	Anthony Smith



December 30, 2021

Kristin Banfield
Public Information Specialist
Paine Field | Snohomish County Airport
3220 100th St SW, Suite A | Everett, WA 98204-1303

Via E-mail

Dear Kristin,

Thank you for hosting the virtual open house to gather public comment on the Master Plan Update for Paine Field and the opportunity to email you the City of Lynnwood's comments directly. As you proceed next year with the initial factfinding effort in preparation for developing alternatives for managing potential growth of Paine Field operations, I wanted to share a few past and current perspectives from the Lynnwood community.

In 2008, the City of Lynnwood City Council passed Resolution 2008-04 re-affirming its position opposing any expansion of operations of Paine Field Airport to provide regional or major commercial passenger airline service. While passenger service began in 2019 despite opposition of the City of Lynnwood and other nearby communities, the resolution remains and reflects ongoing community concerns further growth in commercial and other operations at Paine Field will impact negatively the community's quality of life through increased noise, air pollution, traffic congestion and other potential impacts.

Paine Field is a significant economic engine for the region, serving Boeing manufacturing for decades and now providing convenient, limited, commercial passenger air service and cargo operations. This economic benefit needs to be balanced with the impact growing operations will have on Lynnwood and other adjacent communities. Just as Paine Field has seen significant changes in the last few years, so too has the City of Lynnwood. In the last decade, Lynnwood has grown in residential population and commercial activity expanding the community that could potentially be impacted by expanded flight operations.

Years ago, in anticipation of light rail service arriving in 2024, the Puget Sound Regional Council (PSRC) designated the area that includes the Lynnwood Link Station and Alderwood Mall as a Regional Growth Center (RGC). Lynnwood has been planning for urban development in the RGC since the early 2000s and has recently authorized further planning to accommodate growth. The ability to develop these areas with taller urban developments is vital to meeting our growth allocations and our obligations as an RGC.

The Lynnwood RGC is experiencing tremendous urban growth and permit review is underway for tall mixed-use buildings exceeding the height of buildings in Lynnwood



today. With light rail service imminent, the market is responding with urban-scale development as called for by VISION 2050. However, the Lynnwood's RGC is in the alignment of Paine Field's 16R/34L runway.

In addition to impacts on potential urban development, the Paine Field Master Plan Update must include careful consideration of how future operations will impact nearby noise-sensitive land uses which include residences, businesses, schools, places of worship, parks, and wildlife habitat. Changes at Paine Field must balance the regional need for passenger service and commercial operations with the city obligations to accommodate future growth through densification of Lynnwood's RGC. Limitations on height in the RGC would limit the ability to provide housing, further exacerbating housing deficiencies in the region. We ask that the Master Planning process include noise and height compatibility plans to minimize adverse impacts from air traffic flight patterns and runway approaches.

Thank you for your efforts to reach out and connect with surrounding communities. We look forward to engaging with you as the region plans for the future of Paine Field as an economic engine that addresses the needs of local communities through evaluation and mitigation of potential impacts.

Sincerely,

Ben Wolters

Economic Development Manager
Development & Business Services
20816 44th Ave W, Suite 230
Office: 425-670-5401 | Cell: 425-480-2295



CITY OF EVERETT

January 31, 2022

Paine Field Master Plan Update Project
c/o Kristin Banfield
Snohomish County
3000 Rockefeller Ave
Everett, WA 98201

Thank you for the opportunity to provide comments as part of the Paine Field airport master planning process.

The recently completed [Regional Aviation Baseline Study](#) estimates a near doubling of passenger enplanements and air cargo tonnage in the central Puget Sound region by 2050 (unconstrained). The study also concludes that SeaTac Airport and Boeing Field are unlikely to be able to accommodate this growth.

We ask that Snohomish County consider the following comments as the master plan update project progresses.

Develop Paine Field into the region’s second hub passenger airport

Paine Field is a logical second hub airport for the central Puget Sound region’s passenger service based on geographical balance, available airport land and facilities, flight paths, and connections to the regional ground transportation system. More importantly, development of robust commercial air service in the SW Everett area is an extremely valuable economic development tool that is already attracting interest and investment.

The city supports continued development and expansion of Paine Field into a world-class airport serving the city’s, and region’s, residents, businesses, and travel and tourism sector.

Support the Boeing Everett production facility and the associated aerospace cluster

Boeing’s Everett production facility employs over 30,000 people, with thousands more employed by suppliers and associated aerospace businesses. This aerospace cluster is a bedrock of the city’s, and the county’s, economy. Any development or changes contemplated at Paine Field must be viewed through a lens of support for the surrounding aerospace cluster.

Maintain support for the Boeing Everett production facility and associated aerospace cluster as a primary consideration in planning for the future of Paine Field.

Plan for balanced and sustainable transportation access

Nearly every passenger enplanement at Paine Field will entail a trip through the City of Everett on the ground. The positive impact on the city from growing commercial service will be somewhat blunted by negative impacts from traffic and pollution associated with access to and from the airport. Planning for a light rail station near the passenger terminal is underway, but no option currently under consideration will have a stop directly at the station; shuttle service or other strategies will be necessary to conveniently connect passengers from the light rail station to the terminal, and direct and welcoming bus service to the terminal itself should also be a priority.



2930 Wetmore Ave., Ste. 8-A
Everett, WA 98201



425.257.8731
425.257.8742 fax



planning@everettwa.gov
everettwa.gov

Plan for welcoming, convenient, and efficient transit service to the passenger terminal and ultimately capture a significant proportion of passenger traffic on buses and trains.

Thank you again for providing this opportunity to comment as part of the master plan update process. If you have any questions or need further information, please contact Yorik Stevens-Wajda, Everett Planning Director at (425) 257-8725 or ystevens@everettwa.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Cassie Franklin', with a long horizontal flourish extending to the right.

Cassie Franklin, Mayor, City of Everett



From: [Steve Powers](#)
To: [Banfield, Kristin](#)
Cc: [Joe Marine](#)
Subject: Paine Field Master Plan Comments
Date: Monday, January 31, 2022 1:47:23 PM
Attachments: [image001.png](#)

CAUTION : This email originated from outside of this organization. Please exercise caution with links and attachments.

Dear Ms. Banfield,

The City of Mukilteo thanks you for the opportunity to submit these comments regarding the Paine Field Master Plan update process. As you might expect, we have a strong interest in the outcome of the planning effort for this regionally significant facility located immediately east of our city limits.

According to information found on the Paine Field Master Plan website, Paine Field generates 158,227 jobs (direct and indirect) and \$59.9 billion revenue annually. These jobs, and the revenue associated with them, are of great importance to the region. The City of Mukilteo strongly encourages Snohomish County to keep this economic impact in mind as you chart the course for the airport's future.

Most of the information found on the Master Plan website, and the materials published to date, seem to focus on the expansion of the commercial air service to meet forecasted needs. While we understand the interest in this topic (especially in light of the State studying options to meet future air travel demands for the Puget Sound region) we hope it is not at the expense of Paine Field's other roles. When reviewing the materials on the website, we see little mention of the airport's role in supporting the region's aerospace industry. We urge you to keep this vital function of Paine Field in mind as you continue the Master Plan update. We look forward to seeing how the future needs of the aerospace industry are incorporated in the Master Plan.

Again, thank you for the opportunity to submit these comments. Please do not hesitate to contact me should you have any questions about this email.

Sincerely,

Steve Powers | City Administrator
(425) 263-8001 | spowers@mukilteowa.gov



All email, including attachments, sent to or from the City of Mukilteo are public records and may be subject to disclosure pursuant to the Public Records Act (RCW 42.56).