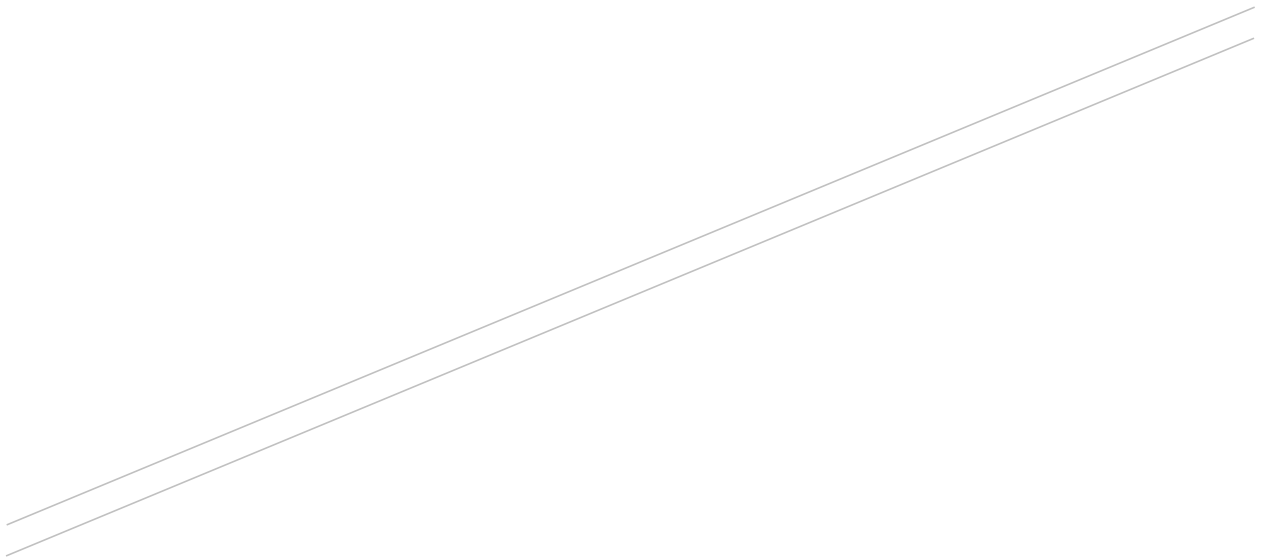
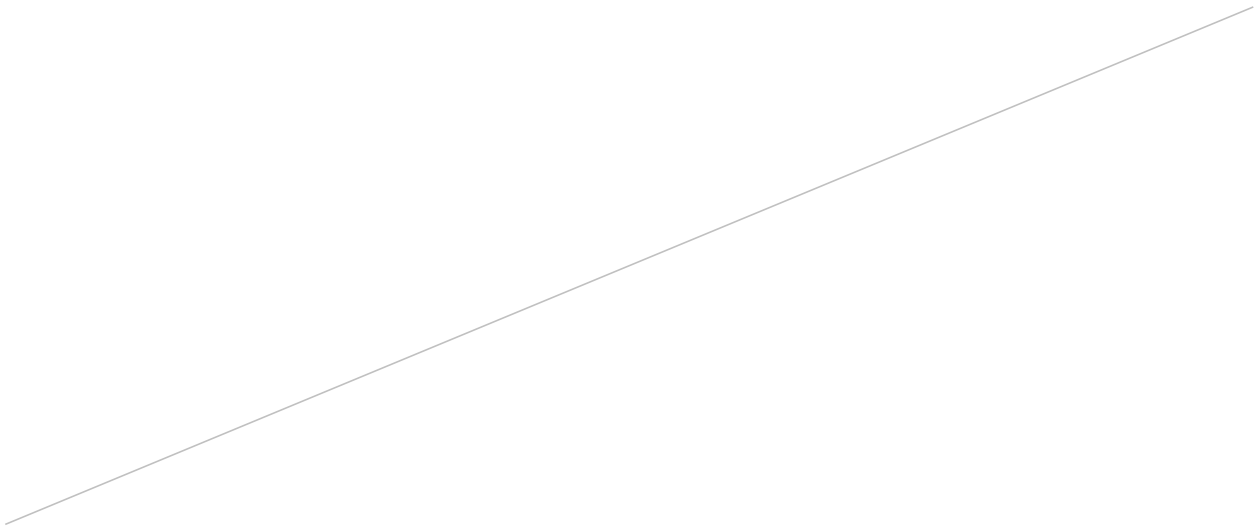




APPENDIX J
SCOPING REPORT



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APPENDIX J.1

*SUMMARY OF TOPICS FROM SCOPING
COMMENTS RECEIVED*

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TOPICS

Although not required for an EA, the Airport Sponsor held a scoping comment period from December 1, 2022, to December 31, 2022, whereby agencies and the public could attend scoping meetings and also comment on the scope of the Proposed Action during the comment period (for more information on the agency scoping meeting, see Appendix J.2 and for more information on the public scoping meeting, see Appendix J.3). Forty-four (44) comments were received during the scoping period. Many of the comments received contained similar themes, concerns, and questions regarding the Proposed Project and the materials presented during the Scoping process. As a result, comments were grouped by topic and responses were developed for each comment group, when appropriate. The topics are categorized into the following 14 different categories:

TOPIC 01 – FLOODPLAINS

Harvey Field (the Airport) is close to the Snohomish River and is directly next to Hanson Slough, an undeveloped area that has experienced floods in the past. Many commenters noted that the Airport is in the Federal Emergency Management Agency's Floodplains. Public scoping meeting attendees expressed concerns about impacts to floodplains surrounding the Airport. There were comments about the frequency of flooding events in the past with concerns that the proposed Runway Improvement Project (Proposed Action) would reduce the area of floodplains available to absorb floodwaters. Snohomish County has restrictions on development in floodplains and there is concern that special exemptions might be made for the Proposed Action to avoid the restrictions. There is concern from multiple commenters about where floodwaters may go if the Proposed Action is approved and constructed. A consistent theme of the floodplain comments is if the Proposed Action is approved there could be negative floodplain impacts to the areas surrounding the Airport. One of the primary uses of the Airport is for skydiving businesses and some commenters disagreed with building a new runway that could impact floodplains. Commenters also pointed out the existing density fringe restrictions in the Snohomish County Code and were concerned about the Airport finding ways for the Proposed Action to be exempted from the restrictions.

TOPIC 02 – NOISE

Noise from aircraft is a concern at many airports, and many comments were made about the noise at Harvey Field, including comments regarding aircraft and the associated noise has increased in recent years. Many comments were made regarding the noise resulting from the aircraft being disruptive. A frequent comment was that the new runway would allow for larger aircraft, which would cause more noise (see Topic 03 for more). Aircraft used by skydiving companies was specifically commented on as being loud. Some commenters were concerned that the noise would have a negative impact on property values in the area. The new location of the runway and adjusted flight paths caused concern among residents about how noise patterns would shift in the neighborhoods around the Airport.

TOPIC 03 – MISINFORMATION (RUNWAY EXTENSION, AIRPORT EXPANSION, INCREASED AIRCRAFT OPERATIONS, AND AIRCRAFT SIZE)

Many of the comments received contained information about the Proposed Action that was incorrect or misleading. The most common comment was that the new runway would be longer than the existing runway and that the Proposed Action included a runway extension. The comments stated that a longer runway would lead to larger aircraft being able to use the Airport and that larger aircraft would then create more noise around the airport. There is great concern about the size of the aircraft that could potentially use the Airport if the Proposed Action is constructed. One consistent theme was that the runway would be extended into Hanson Slough, a floodwater storage area. There was confusion about

what the runway length would be and if the new position of the runway being partially in Hanson Slough also allowed for lengthening the runway.

TOPIC 04 – FLIGHT PROCEDURE/TRAFFIC PATTERNS

Aircraft operate at Harvey Field with takeoff and departure procedures that avoid obstructions in the Runway Protection Zones causing planes to fly over residential and commercial areas close to the airport. The current flight patterns have been cited as a main concern and whether pilots are following the established procedures. There is also concern that the flight patterns are more considerate of the neighborhoods to the north and do not consider concerns from neighbors to the south. Comments stated safety concerns associated with the flight procedures not being enforced and some pilots flying recklessly at the Airport along with concerns about some flights serving as testing purposes and being a safety hazard to the community. Also noted in the comments was the lack of an air traffic control tower at the Airport and comments about a plan for controlling traffic in the future. Aircraft require lighting on them and also navigational aids on the ground and there was a comment about whether the new flight path might experience visual impacts from the lights. There is also concern about the flight paths interfering with bird migrations (see Topic 06 for more). Some comments noted the difficulty flying into the Airport due to the runway width and obstructions in the flight path and were supportive of the Proposed Action's addressing the safety concerns.

TOPIC 05 – SOCIOECONOMICS

One of the main concerns is the impact the Proposed Action could have on local businesses. Comments stated that local agriculture businesses could be affected by the Proposed Action by making flooding events worse and more frequent (see Topic 01 for more). There were also comments from local business owners that noise is disruptive to their operations and the noise could get worse with the Proposed Action (see Topic 02 for more). Some commenters expressed the desire for the Airport to serve as a source of positive economic development in the area and a source of job creation.

TOPIC 06 – BIOLOGICAL RESOURCES

There are biological resources at the Airport and surrounding the Airport, including wetlands, trees, and birds. Commenters noted that birds and migratory bird patterns potentially being disrupted because of the Proposed Action and what the impacts could be. There were several comments asking what the expected impacts would be to wildlife in the area if the runway is shifted to the proposed location.

TOPIC 07 - FUNDING FOR THE PROPOSED RUNWAY IMPROVEMENT PROJECT

Funding for the Environmental Assessment and construction of the Proposed Action were another main topic of the comments received. Some comments were concerned about the use of taxpayer money for a privately owned airport. Other comments were about the use of taxpayer money in general and whether the money was being spent appropriately. Many commenters discussed that the Airport is a privately owned for-profit business and should not receive taxpayer money.

TOPIC 08 – OTHER ALTERNATIVES

The Environmental Assessment process requires looking at potential alternatives and determining their feasibility compared to the Proposed Action. Several commenters suggested alternatives to the Proposed Action. These included keeping the grass runway, relocating the fueling facilities, moving the Airport to a new location west of the current location, and closing the Airport entirely. A commenter wrote in expressing concern that the FAA was not sufficiently evaluating alternative sites for a new runway.

TOPIC 09 – AIRPORT WAY RELOCATION

The Airport Way relocation would allow the new runway to operate without displaced thresholds and allow the new runway to be positioned with enough separation from the taxiway to meet FAA standards. There were many comments about the proposed road relocation. One of the concerns was that the new alignment could create more traffic in the area. Another main concern was that the new alignment would contribute to flooding in the area. Other comments noted that the current road functions well and does not need replacing at this moment. Several commenters suggested that bike lanes be added to the new alignment to improve access for alternative transportation methods in the area. One homeowner commented with concern that the new alignment would require demolishing his residence.

TOPIC 10 – CONSTRUCTION TRAFFIC

Construction vehicles would have to drive to and from the Airport to bring materials and workers to the site. Commenters noted that there is already traffic in the area and that adding more vehicles would make the traffic surrounding the Airport worse. Commenters wanted to know what, if any, mitigation measures could be taken to minimize any traffic impacts from construction vehicles. The Snohomish area is popular with tourists and increased traffic could be a deterrent to people visiting the area.

TOPIC 11 – SCOPING PROCESS

Scoping with the public and agencies is a part of the Environmental Assessment process, allowing the Airport Sponsor to understand what the concerns are regarding the Proposed Action and if the concerns can be mitigated in any way. There were some commenters who expressed dissatisfaction with the scoping process and felt that the Airport Sponsor was not being fully transparent with the Proposed Action descriptions. Members of the public mentioned commented that the outreach to inform the public about the Proposed Action was insufficient in its reach. Attendees at the scoping meeting suggested that explaining the Airport's Master Plan and the master plan process would have been helpful.

TOPIC 12 – AGENCY COORDINATION

The Environmental Assessment process requires the FAA to coordinate with other agencies when there is a potential impact to certain resource categories. A comment was received expressing concern that coordination between any necessary agencies occur to ensure that money is spent efficiently.

TOPIC 13 – GENERAL ENVIRONMENT

The Environmental Assessment process covers a broad range of resource categories and identifies existing conditions along with potential impacts and mitigation measures. There were comments about the general environment as a whole and potential impacts resulting from the Proposed Action. Members of the public were concerned that the environment would not be fully studied and documented or that there would be only private gain from the Proposed Action and no benefit to the community. There were also comments regarding cumulative impacts from the Proposed Action and what long-term planning at the Airport is taking place.

TOPIC 14 - FARMLANDS

There is active farming at the Airport as well as in Snohomish County. The farming community in the area, including agencies and members of the public, commented about farmlands. The comments from the agencies about farmlands were about potential loss of value to farmland because of the Proposed Action causing increased flooding events in the area (see Topic 01 for more). A commenter wrote in questioning the appropriate land uses where the new runway would be placed, suggesting that farming activities are the only approved land use.

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APPENDIX J.2
AGENCY SCOPING MEETING

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AGENCY SCOPING MEETING

Kandace Harvey (Airport Sponsor) sent invitations on October 28, 2022, to federal, state, and local agencies inviting them to an agency scoping meeting for the proposed Runway Improvement Project Environmental Assessment (EA) at Harvey Field (Airport) being held on December 1, 2022. The agencies invited were those that might have experience or jurisdiction by law regarding environmental resource categories associated with the proposed Runway Improvement Project. In total, 55 agencies were invited to the agency scoping meeting, of which two attended the meeting. The agency scoping meeting occurred Thursday, December 1, 2022, from 2:00pm Pacific Standard Time (PST) to 3:30pm PST, at the Hangar 15 Event Center at the Airport (9900 Airport Way, Snohomish, Washington, 98296). The format of the agency scoping meeting was a formal presentation followed by an opportunity for agency representatives to ask questions of the Airport Sponsor and to provide comments. The presentation included a brief overview of the National Environmental Policy Act (NEPA) and the NEPA process, the purpose and need for the project, alternatives being considered, and the environmental resource categories to be analyzed in the EA, along with how to provide comments during the 30-day scoping comment period.

The following pages include the materials used for the agency scoping meeting associated with the proposed Runway Improvement Project:

- Agency scoping meeting invitation and correction letter
- List of agencies invited to agency scoping meeting
- Agency scoping meeting sign-in sheet
- Agency scoping meeting comment form
- Agency scoping meeting presentation

Appendix J.2 has the Agency scoping comments received.

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From: noreply@harveyfieldimprovements.com
Sent: Friday, October 28, 2022 5:00 PM
To: Barrow, Julie
Subject: Notice of Agency Scoping Meeting - Harvey Field Runway Improvement Project

Notice of Agency Scoping Meeting
Harvey Field Runway Improvement Project
Environmental Assessment
Snohomish, Washington

Harvey Field (Airport), through Kandace Harvey (Airport Sponsor) and in coordination with the Federal Aviation Administration (FAA), intends to undertake a variety of project improvements to the airfield to meet FAA safety and design standards at the Airport. Project improvements may include, but are not limited to:

- Changing from a two parallel runway system (paved and grass) to one paved runway.
- Converting the grass runway to a paved surface runway 75 feet wide.
- Converting the existing paved runway to a parallel taxiway or removing the existing runway and constructing a new parallel taxiway.
- Relocating Airport Way.
- Relocating navigational aids and runway/taxiway lighting and fencing

A Draft Environmental Assessment (EA) will be prepared for these proposed improvements. The Draft EA will describe the proposed improvements and the impacts associated with the implementation of the proposed improvements. The Airport Sponsor is holding an agency scoping meeting to provide representatives of federal, state, regional, and local agencies an opportunity to discuss the proposed improvements and provide input regarding the issues to be addressed in the Draft EA.

Together with a scoping meeting for the public, these meetings will constitute the scoping process for the Draft EA. If an Environmental Impact Statement (EIS) is required by the FAA, these scoping meetings will serve as the scoping session for the EIS. The agency scoping meeting will be held at the following time and place:

Thursday, December 1, 2022,
2:00 PM – 3:30 PM Pacific Standard Time (PST)
Harvey Field
Hangar 15 Event Center
9900 Airport Way
Snohomish, WA 98296

Emailed comments on the scope for the Draft EA may be sent to Julie Barrow at:
julie.barrow@rsandh.com.

Handwritten comments may be submitted via U.S. mail at:

Julie Barrow
RS&H
4582 South Ulster Street, Suite 1100
Denver, CO 80237

To submit a comment through the project website, please visit:
<https://harveyfield.mysocialpinpoint.com/en/publicandagencyinvolvement/>

Handwritten and emailed written comments, as well as comments through the project website must be received by 5:00 PM PST on Saturday, December 31, 2022.

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Barrow, Julie

From: noreply@harveyfieldimprovements.com
Sent: Friday, October 28, 2022 7:43 PM
To: Barrow, Julie
Subject: Regarding email notice about the Agency Scoping Meeting - Harvey Field Runway Project

Hello neighbors,

Earlier today you mistakenly received an email notice about the Agency Scoping Meeting for the Harvey Field Runway Improvement Project. That notice and meeting details was meant for representatives from local, county, state, and federal agencies and jurisdictions and regional tribes.

Information on the Public Scoping Meeting and comment period associated with the scope of the Harvey Field Runway Improvement Project Environmental Assessment is provided below. We apologize for any confusion.

[Notice of Public Scoping Open House - Harvey Field Improvements Project](#)

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List of Agencies Invited to the Scoping Meeting

Advisory Council on Historic Preservation

City of Snohomish

City of Snohomish City Council

City of Snohomish Department of Parks, Recreation and Volunteer Programs

City of Snohomish Economic Development

City of Snohomish Public Works

Confederated Tribes and Bands of the Yakama Nation

Confederated Tribes of Warm Springs

Confederated Tribes of Warm Springs Reservation

Federal Aviation Administration (FAA)

Federal Emergency Management Agency, Region 10

Marshland Flood Control District

Muckleshoot Indian Tribe

National Oceanic and Atmospheric Administration Fisheries, West Coast Regional Office, Central Puget Sound Branch

National Oceanic and Atmospheric Administration Fisheries, West Coast Regional Office, Oregon and Washington Coastal Office

Samish Indian Nation

Sauk-Suiattle Tribe

Snohomish County

Snohomish County Conservation & Natural Resources

Snohomish County Council District 1

Snohomish County Council District 2

Snohomish County Council District 3

Snohomish County Council District 4

Snohomish County Council District 5

Snohomish County Parks and Recreation

Snohomish County Planning and Development Services

Snohomish County Public Works

Snohomish County Surface Water Management

Snoqualmie Indian Tribe

State Historic Preservation Officer, Department of Archaeology and Historic Preservation

State Legislative District 1

State Legislative District 44

Stillaguamish Tribe of Indians

Suquamish Indian Tribe of the Port Madison Reservation

Swinomish Indian Tribal Community

U.S. Army Corps of Engineers

U.S. Environmental Protection Agency, Region 10 Air and Radiation Division

U.S. Environmental Protection Agency, Region 10 Land, Chemicals, and Redevelopment Division

U.S. Environmental Protection Agency, Region 10 Office of the Regional Administrator

U.S. Environmental Protection Agency, Region 10 Water Division

U.S. Fish and Wildlife Service, Pacific Region

U.S. Fish and Wildlife Service, Washington Fish and Wildlife Office

U.S. Fish and Wildlife Services, Endangered Species

U.S. Fish and Wildlife Services, Migratory Birds

Washington Department of Archaeology and Historic Preservation

Washington State Department of Ecology, Air & Climate

Washington State Department of Ecology, Environmental Assessment Program

Washington State Department of Ecology, Office of Equity & Environmental Justice

Washington State Department of Ecology, Shorelands and Environmental Assistance

Washington State Department of Ecology, Water Quality

Washington State Department of Fish & Wildlife, North Puget Sound - Region 4

Washington State Department of Transportation, Engineering & standards, Northwest Region

The Tulalip Tribes

Upper Skagit Indian Tribe

Yakama Nation

Harvey Field Runway Improvement Project Environmental Assessment (EA)



Agency Scoping Meeting
December 1, 2022 | 2 - 3:30 p.m.
Harvey Field Hangar 1 (9900 Airport Way)

2-3:30
★

Name	Agency	Email	Phone number	Initials
Greg Braughton	Marshfield Flood Control	marshfieldfloodcontrol@gmail.com	(360) 568-2044	GB
Morgan Davis	citizen	morgandavis@gmail.com		MD
Dylan Riley	citizen	gcdriley@gmail.com		DR
Katherine Riley	citizen	chucksnor@comcast.net	425-359-6219	KR
Glen Picky	City of Snohomish			GP
Broke Eidem	City of Snohomish	eidem@snohomishwa.gov	360 282 3167	BE
Peter Ocampo	citizen	petecampo@gmail.com	425-877-8888	PO
Tracy Stocker			425 737 1665	TS
Bridgite Stocker	citizen	bridgiteleigh@gmail.com	360 742 9914	BS
Michael Whiting	Snohomish Tribune	michael@snoho.com	360-568-4121	MW
Nathan Lovelace	Citizen of Snohomish	NateLovel7@yahoo.com	(253) 473-8715	NL
Vladimir Gusakov		Vladimir@fincell.com	425-921-2887	V.G.
Nancy Penrose	Bis Trees owner	nancyp@bistreesupply.com	360 533 2700	NP

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Harvey Field Runway Improvement Project Environmental Assessment (EA)



What's happening?

Harvey Field (the Airport) is a privately owned, public use, general aviation reliever airport. An Airport Master Plan completed in 2018 identified projects needed to comply with current Federal Aviation Administration (FAA) runway safety and design standards. Proposed runway improvements include, but are not limited to:

- Changing from a two parallel runway system (paved and grass) to one paved runway.
- Converting the grass runway to a paved surface runway 75-feet wide.
- Converting the existing paved runway to a parallel taxiway or removing the existing runway and constructing a new parallel taxiway.
- Relocating Airport Way.
- Relocating navigational aids and runway/taxiway lighting and fencing.



How to participate

Comments on the scope of the EA will be accepted from **Dec. 1-31, 2022**, and will be part of the official scoping record.

How to comment

- **In person:** A stenographer is available to record comments, or you can submit a handwritten comment using the other side of this page. Place handwritten comments in the comment box or share them with a project team member.
- **Email:** Comments may be sent to Julie.Barrow@rsandh.com
- **Mail:** Handwritten comments may be mailed to: RS&H, Attn: Julie Barrow, 4582 South Ulster Street, Suite 1100. Denver, CO 98237
- **Project website:** Submit comments on the website at: harveyfieldimprovements.com
- **QR code:** Hold your smartphone or tablet camera over the image at right to access the website.



The FAA is the lead federal agency for preparation of the EA in compliance with NEPA as amended (42 United States Code [U.S.C.] § 4321 et seq.) and Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 Code of Federal Regulations Parts 1500-1508), FAA Order 1050.1F: Environmental Impacts: Policies and Procedures, FAA Order 5050.4B: NEPA Implementing Instructions for Airport Actions, and other applicable local, state, and Federal laws.

Use the space below to write in a comment and drop it in the comment box. Refer to the other side of this handout for other ways to comment. Comments on the scope of the EA will be accepted from Dec. 1-31, 2022 and will be part of the official scoping record.

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Comments are not limited to this form. Please attach any additional sheets necessary.



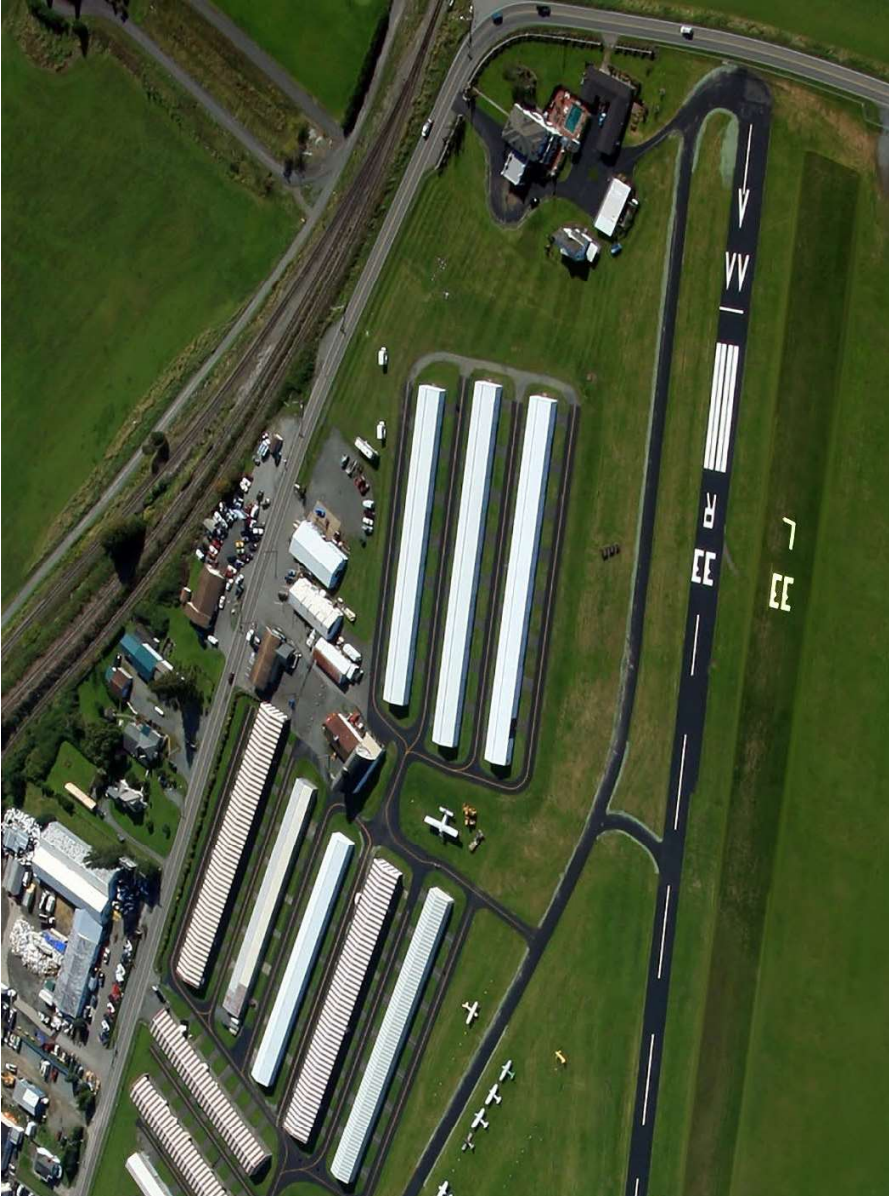
Harvey Field

Runway Improvement Project

Environmental Assessment (EA)

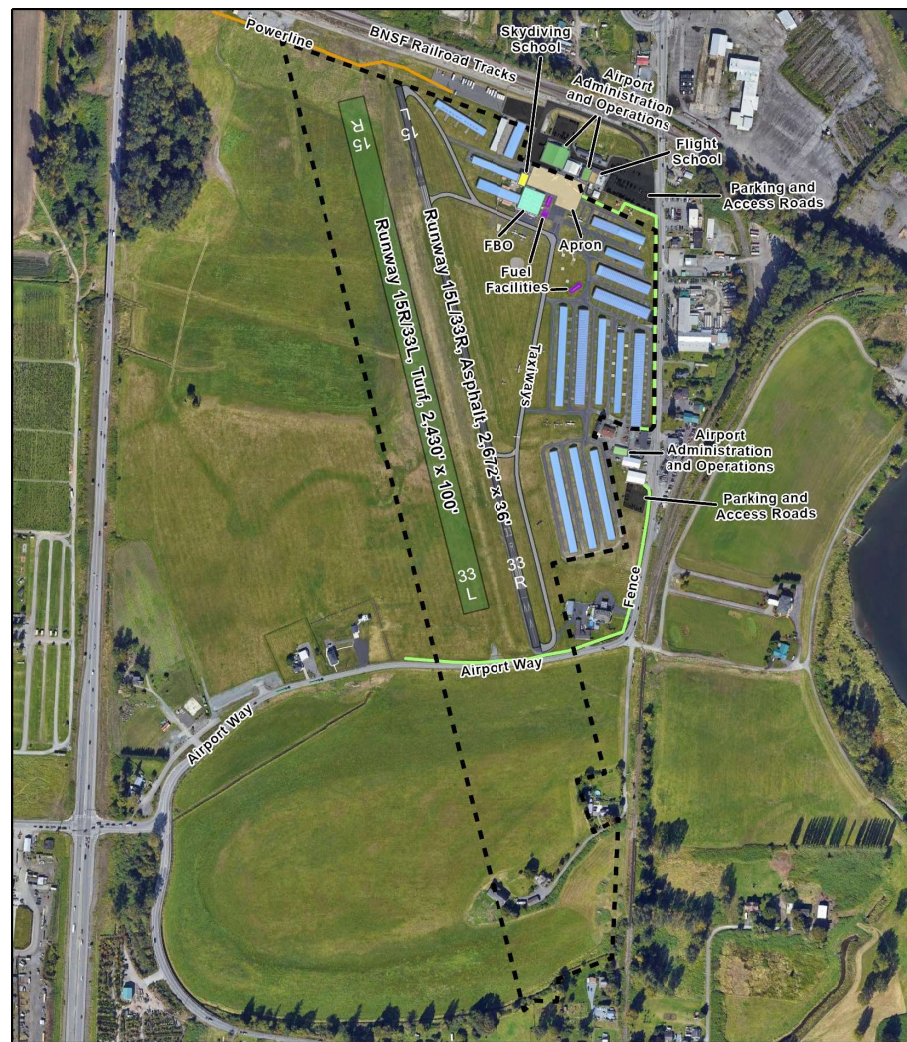
Agency Scoping Meeting

December 1, 2022



Airport Overview

- Two runways; one turf and one asphalt
- Taxiways
- Aircraft apron
- Fuel facilities
- FBO (Fixed Based Operator)
- Hangars
- Skydive Snohomish
- Flight school
- Surface parking and access roads
- Airport Administration and Operations buildings



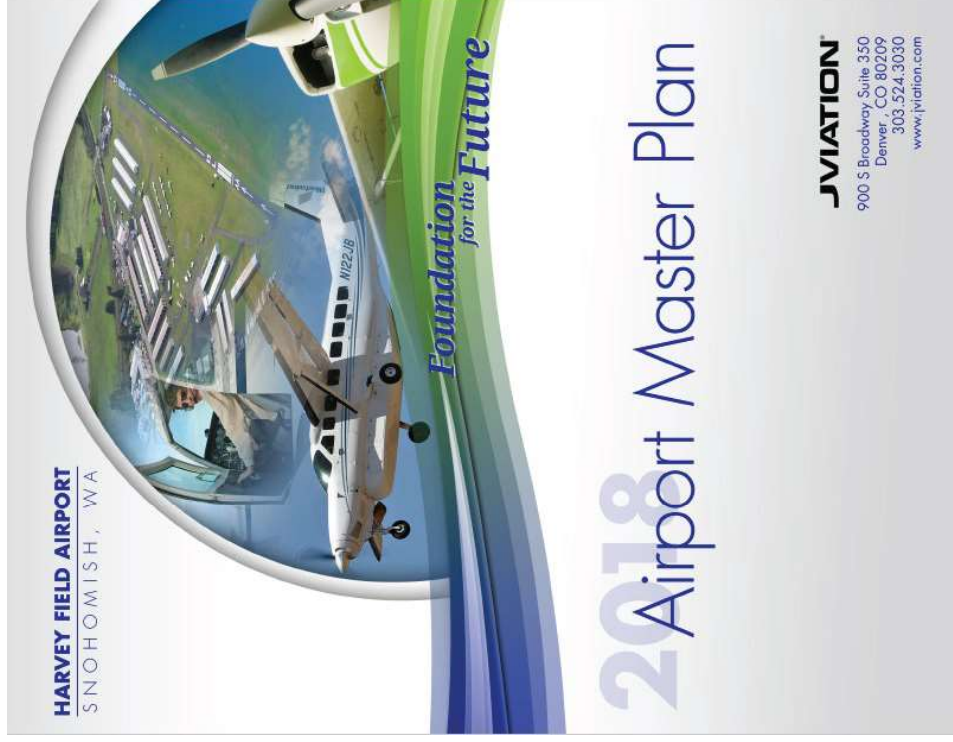
Source: ESRI, 2022; RS&H, 2022

Legend

Airport Property	Skydiving School	Flight School	Apron	Taxiways
Perimeter Fence	Airport Administration and Operations	FBO Facilities	Fuel Facilities	15L/33R Asphalt
Powerline		Hangars	Parking and Access Roads	15R/33L Turf



2018 Airport Master Plan



- Airport master plans are 20-year planning documents that “provide the framework needed to guide future airport development that will cost-effectively satisfy aviation demand and meet current FAA design standards, while considering potential environmental and socioeconomic impacts”
- Airport master plans identify conditions or issues that need to be addressed during the 20-year planning period
- Airport Master Plan for Harvey Field was completed in 2018
 - Nonstandard conditions for existing Runway 15L/33R (asphalt runway) were identified in the planning process



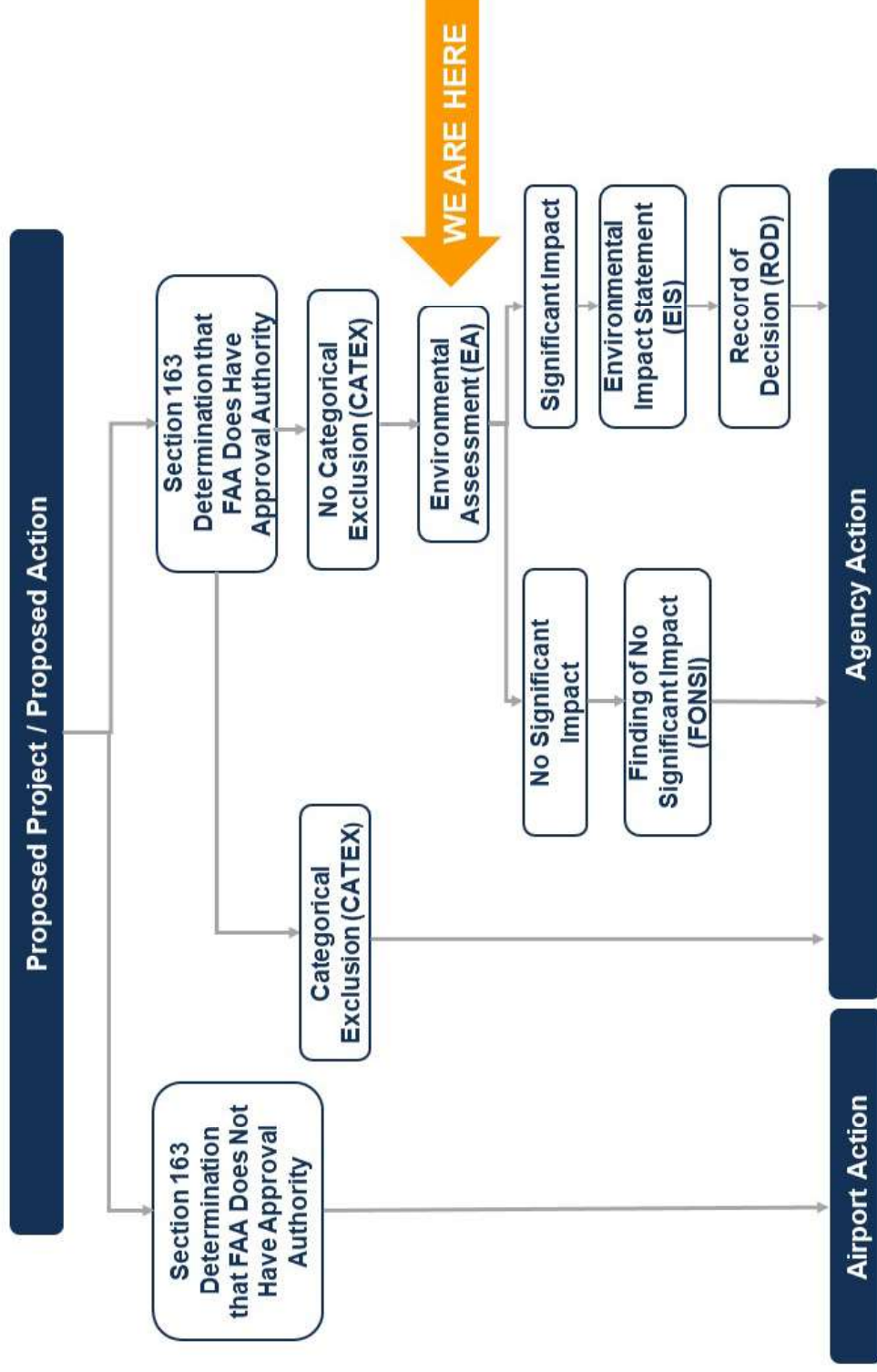
What is NEPA?



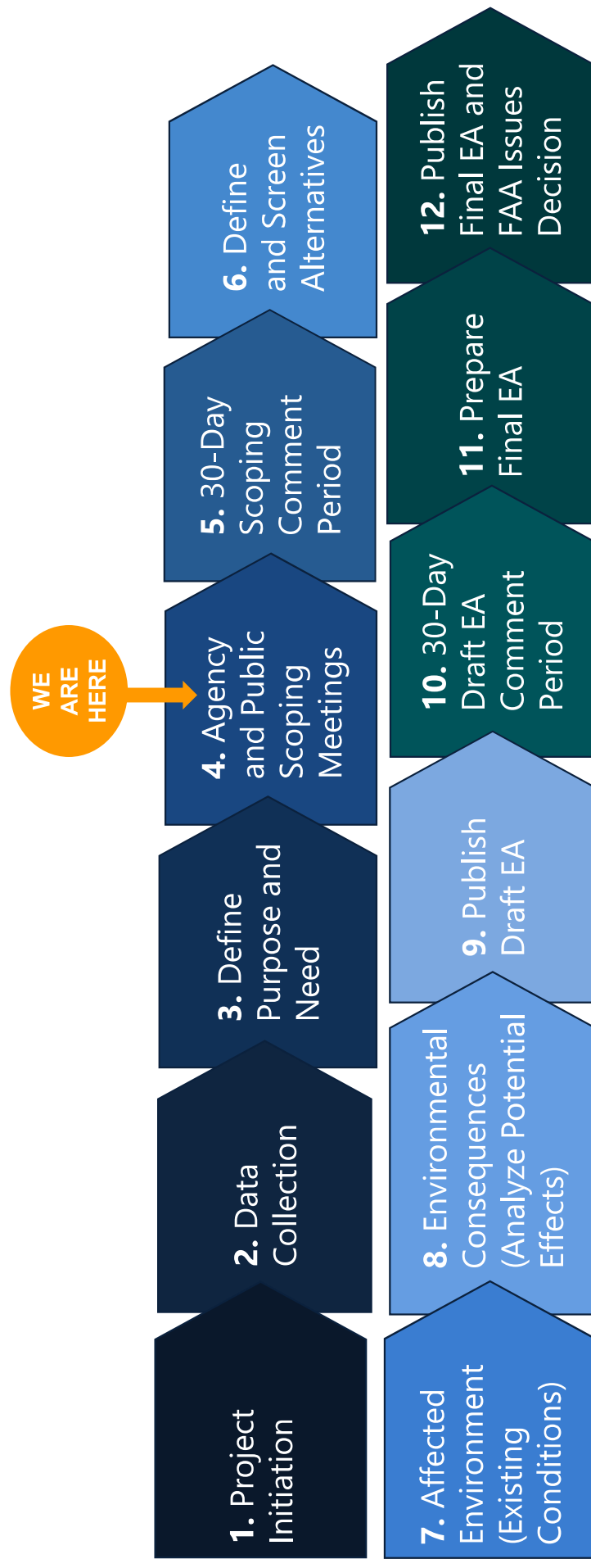
- NEPA is the National Environmental Policy Act of 1969
- NEPA is a statute that requires federal agencies to consider the environmental affects of their actions in the decision-making process
- The Federal Aviation Administration (FAA) is the lead agency for aviation-related NEPA documentation
- All NEPA documentation follows guidance provided in Council on Environmental Quality (CEQ) Regulations and FAA Orders



The NEPA Process



The EA Process



Scoping and its Benefits

- Provides an opportunity for involvement in the EA process from the start
 - Federal, state, and local agencies, and the public can provide input regarding environmental conditions and concerns
- Information received during scoping helps identify areas of concern
 - Issues that arise during the scoping process can help determine the level of analyses conducted for each environmental resource in the EA



Purpose and Need



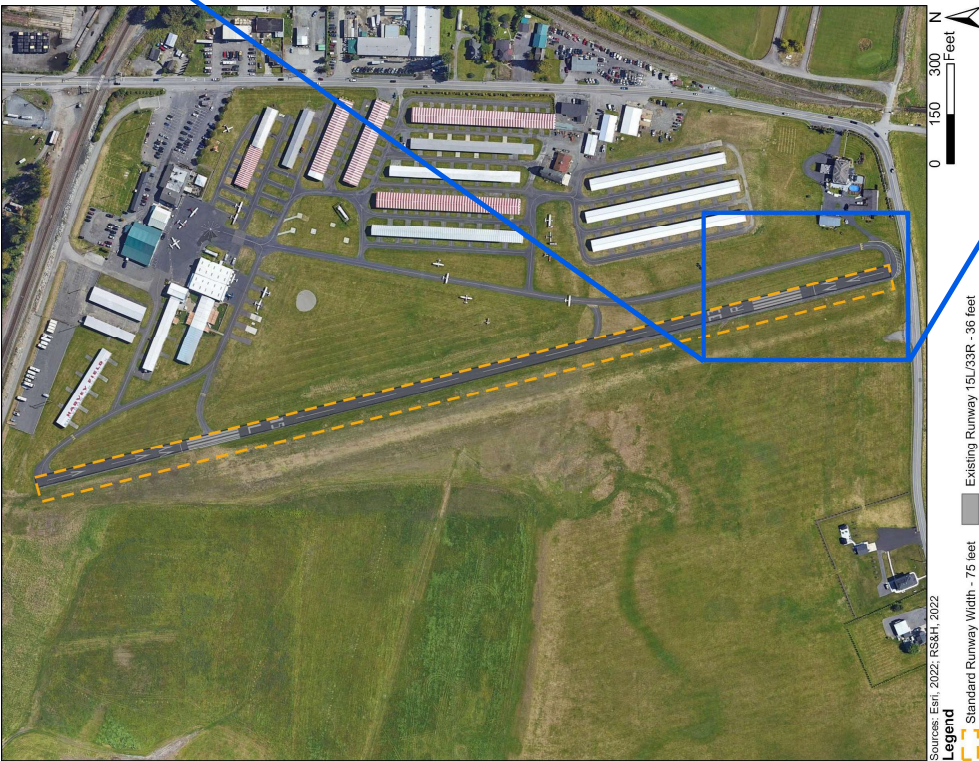
The “purpose” and “need” describe the problem and proposed solution

– Preliminary Purpose and Need

- To safely and efficiently accommodate current and projected aviation activity at Harvey Field by meeting current FAA design standards for Runway 15L/33R for B-II aircraft by correcting the runway width, runway and taxiway separation distance, and runway protection zones (RPZs).

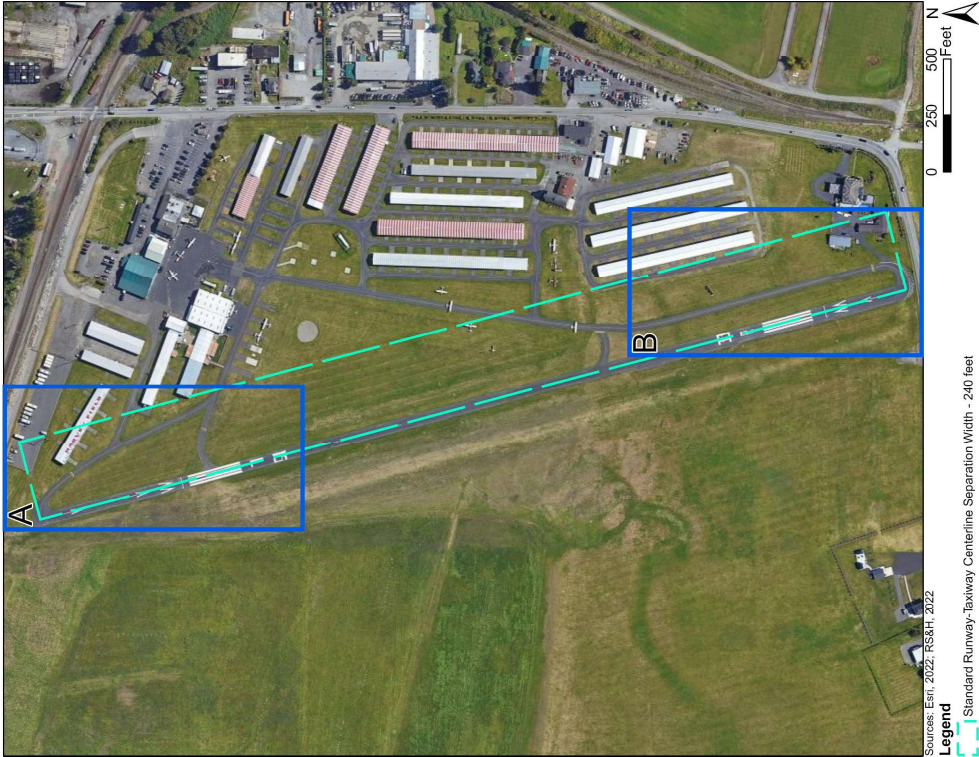


Nonstandard Runway Width

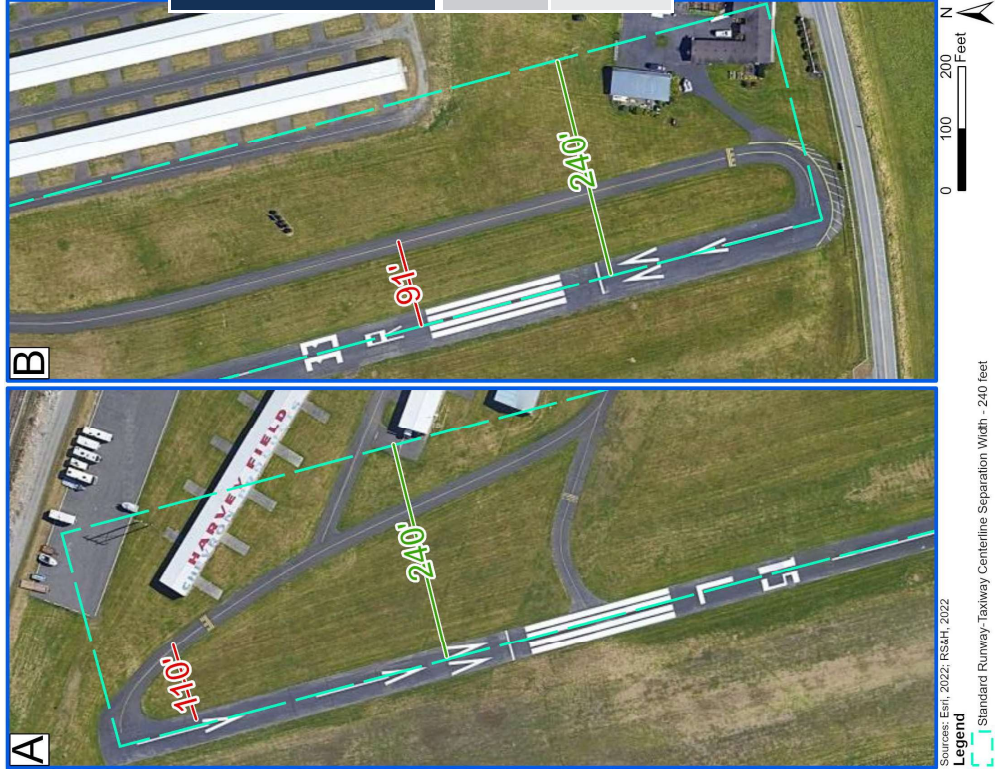


Runway	FAA Standard	Existing Runway Width
Runway 15L-33R	75 feet	36 feet





Nonstandard Runway Centerline to Parallel Taxiway Centerline Separation



Runway Centerline to Parallel Taxiway Centerline Separation	FAA Standard	Existing Runway
Runway 15L end	240 feet	110 feet
Runway 33R end	240 feet	91 feet





Runway Protection Zone (RPZ) Obstructions

Runway Protection Zone Obstructions	Obstructions
Runway 15L end	- BNSF Railroad Tracks - Powerlines
Runway 33R end	- Airport perimeter fence - Airport Way

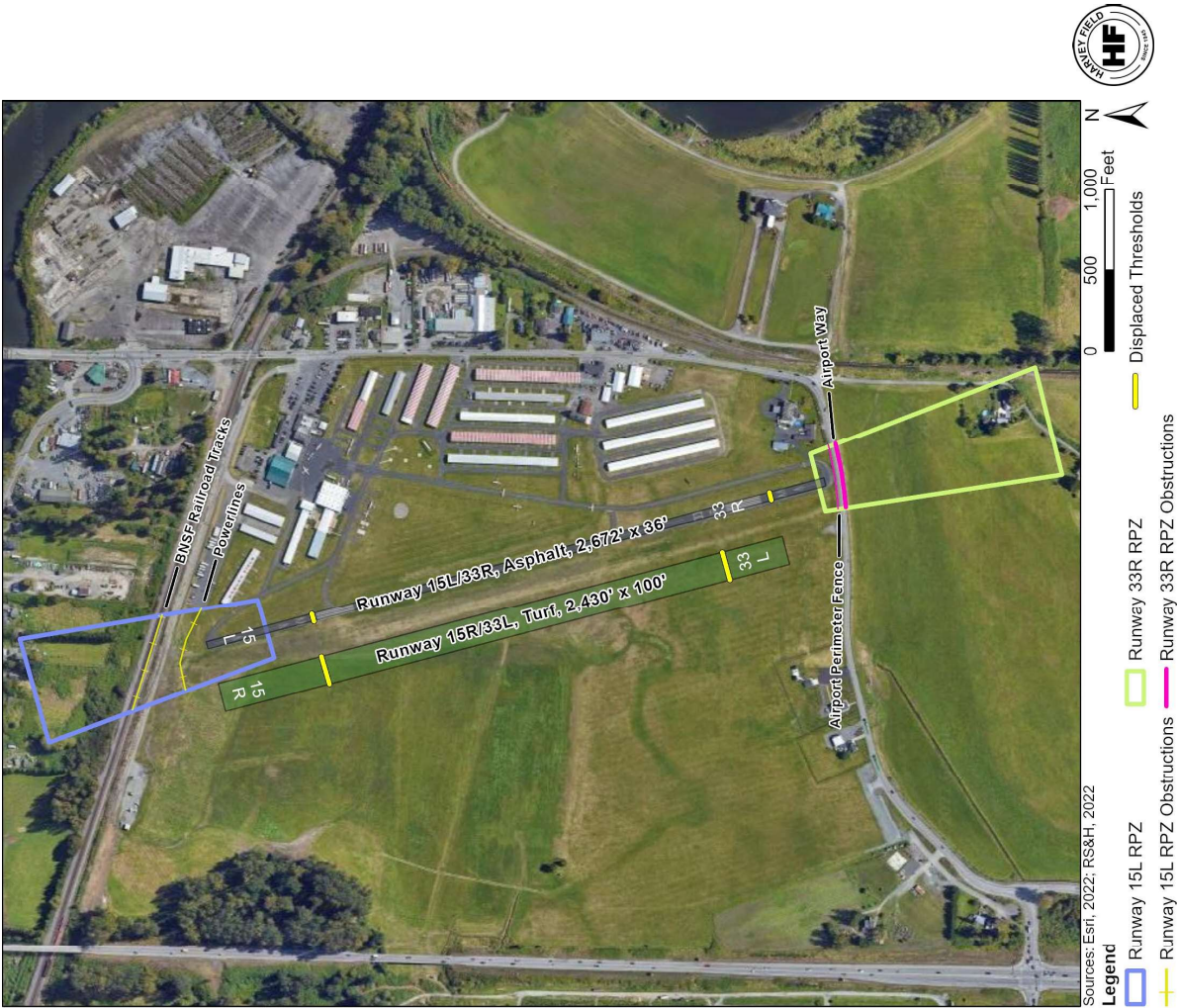


Runway Displaced Thresholds

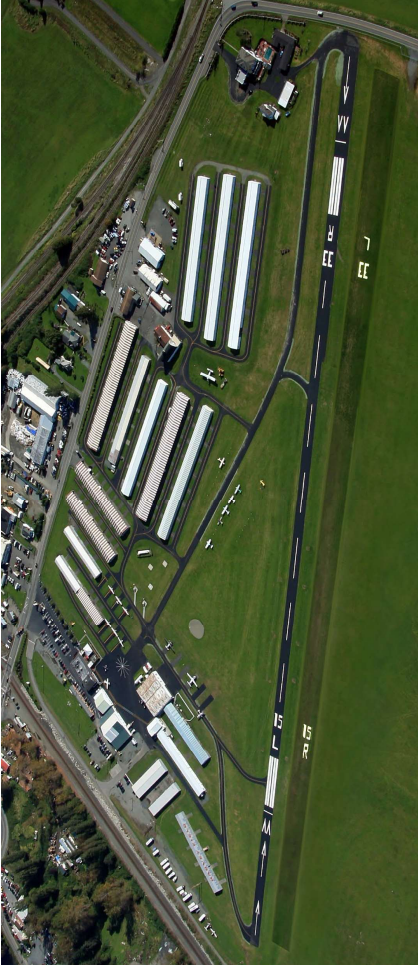
- Runway 15L/33R is 2,672 feet long and 36 feet wide
- Runway 15R/33L is 2,430 feet long and 100 feet wide
- Both runways have displaced thresholds to account for obstructions for landing aircraft

Runway	Threshold Displacement Length	Runway Length Available for Landing Aircraft
Runway 15L/33R – 2,672 feet long		
Runway 15L	452 feet	2,220 feet
Runway 33R	241 feet	2,431 feet
Runway 15R/33L – 2,430 feet long		
Runway 15R	446 feet	1,984 feet
Runway 33L	245 feet	2,185 feet

Source: Jviation, 2018.



Range of Alternatives to be Analyzed in EA



- Alternative must meet purpose and need to safely and efficiently accommodate current and projected aviation activity at Harvey Field by meeting current FAA design standards for Runway 15L/33R for B-II aircraft by:
 - Adjusting runway width to meet current FAA design standards
 - Adjusting runway centerline to parallel taxiway centerline separation to meet current FAA design standards
 - Minimizing obstructions and incompatible land uses in the runway protection zones (RPZs)
- Other Conditions for alternatives:
 - Runway orientation stays relatively the same for wind coverage
 - Runway must be on Airport property
 - Runway must be in a straight line



Environmental Resource Categories to be Analyzed in EA

- Air Quality
- **Biological Resources***
- Climate
- Coastal Resources
- Department of Transportation Act, Section 4(f)
- Farmlands
- Hazardous Materials, Solid Waste, and Pollution Prevention
- **Historical, Architectural, Archaeological, and Cultural Resources***
- Land Use
- Natural Resources and Energy Supply
- **Noise and Noise-Compatible Land Use***
- Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks
- Visual Effects
- **Water Resources**
 - **Wetlands***
 - **Floodplains***
 - **Surface Waters***
 - Groundwater
 - Wild and Scenic Rivers

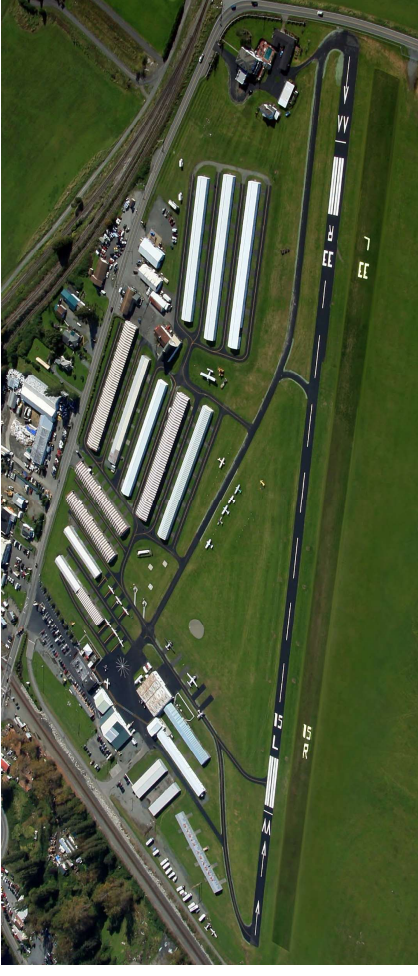
Note:

* = Environmental resource categories that have been identified as needing site surveys and/or modeling



Preliminary List of Special Purpose Laws

- Clean Air Act
- Endangered Species Act
- Migratory Bird Treaty Act
- Fish and Wildlife Coordination Act
- Magnuson-Stevens Fishery Conservation and Management Act
- Marine Mammal Protection Act
- U.S. Department of Transportation Act – Section 4(f)
- Land and Water Conservation Act
- Farmland Protection Policy Act
- Comprehensive Environmental Response, Compensation, and Liability Act
- Pollution Prevention Act
- Resource Conservation and Recovery Act
- Toxic Substances Control Act
- National Historic Preservation Act

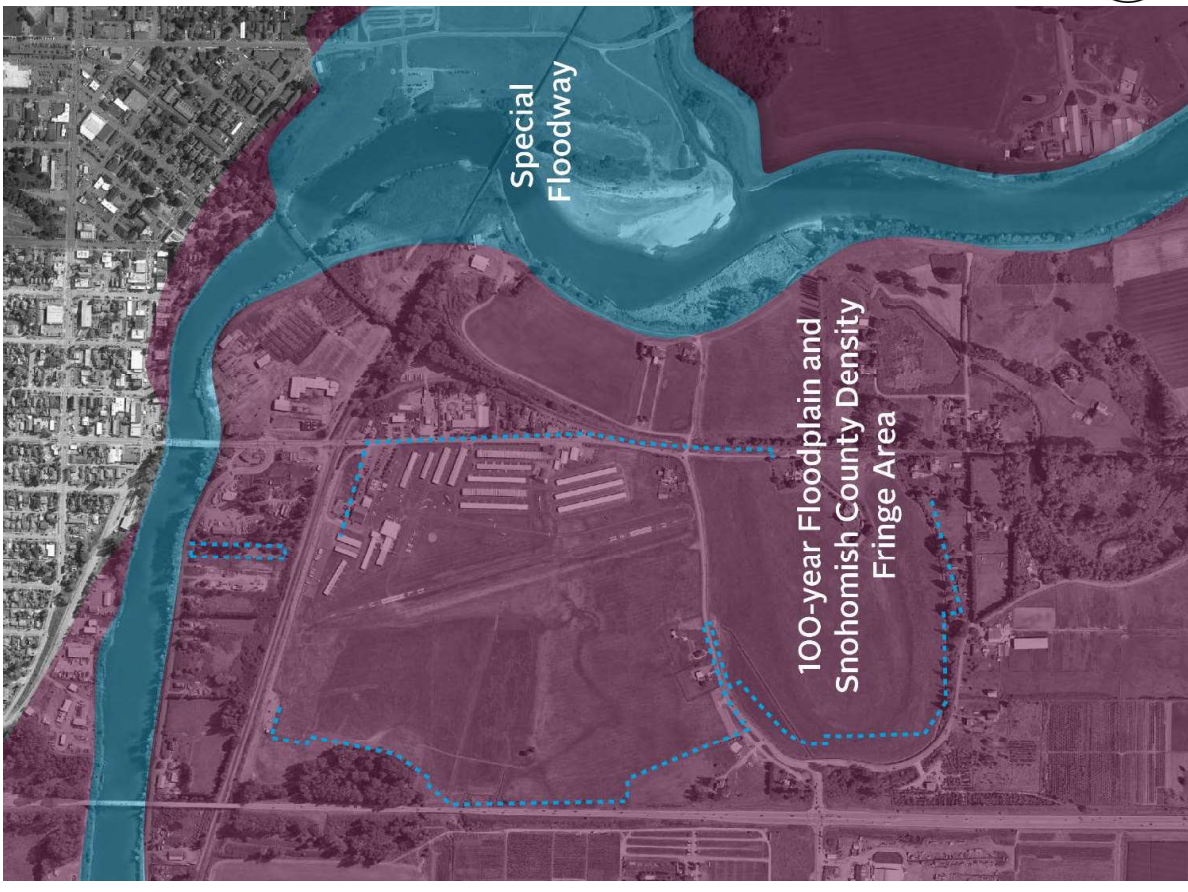


- Antiquities Act
- Airport and Airway Improvement Act
- Airport Improvement Program
- Energy Independence and Security Act
- Airport Noise and Capacity Act
- Uniform Relocation Assistance and Real Property Acquisitions Policy Act
- Title VI of the Civil Rights Act
- Clean Water Act
- National Flood Insurance Act
- Safe Drinking Water Act
- Wild and Scenic Rivers Act



Current Floodplains and Snohomish County Density Fringe

- SCC 30.65.250 – Maximum Allowable Density
 - “...development shall not exceed two percent of the land area...”
- SCC 30.65.255 – Maximum Allowable Obstruction
 - “The maximum width (sum of widths) of...development shall not exceed 15 percent...”



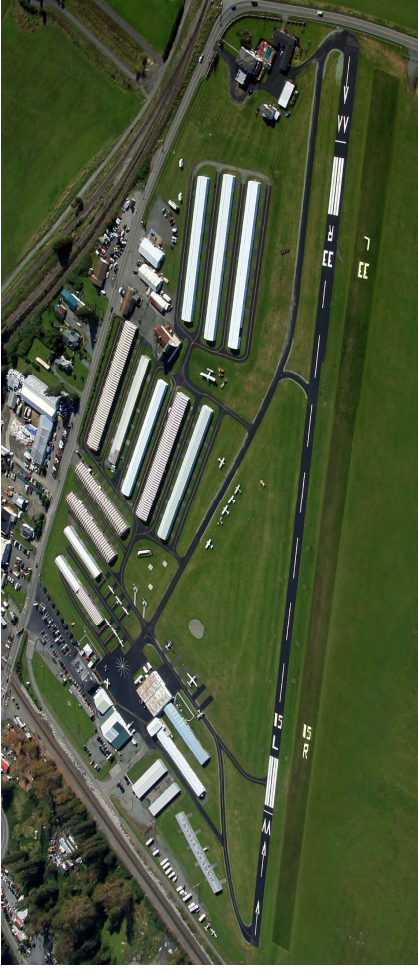
Preliminary List of Anticipated Permits, Approvals, Determinations, Certifications, and Consultations

Permit/Approval	Agency
Clean Water Act (CWA) Section 404 Permit	U.S. Army Corps of Engineers
CWA Section 401 Water Quality Certification	Washington State Department of Ecology
CWA Section 402 National Pollutant Discharge Elimination System Construction Stormwater General Permit	Washington State Department of Ecology
Hydraulic Project Approval	Washington Department of Fish and Wildlife
Flood Hazard Permit	Snohomish County
Grading/Land Disturbing Activities Permit	Snohomish County
Shoreline Substantial Development Permit	Snohomish County
Right of Way Permit	Snohomish County
Traffic Worksheet/Traffic Study	Snohomish County
Endangered Species Act Section 7 Consultation	National Oceanographic and Atmospheric Agency (NOAA) Fisheries and U.S. Fish and Wildlife Service
Magnuson-Stevens Fishery Conservation and Management Act Essential Fish Habitat Consultation	NOAA Fisheries
National Historic Preservation Act Section 106 Consultation	Department of Archaeology and Historic Preservation
Coastal Zone Management Act Federal Consistency Determination	Washington State Department of Ecology

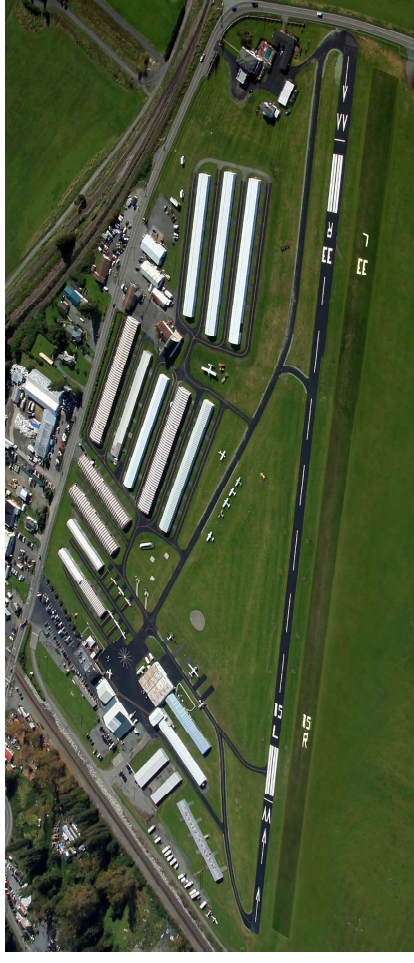


EA Roles and Responsibilities

- Federal Aviation Administration
 - Lead Federal Agency on the EA
 - Ensures compliance with NEPA and special purpose laws and regulations
- Airport Sponsor (Kandace Harvey, Owner of Harvey Field)
 - Directs work performed by EA consultant
- Federal, State, Local Agencies, Native American Tribes
 - Assists Airport Sponsor and FAA by providing environmental resources data, technical assistance, and review in area of expertise
 - Comments on scope of EA
 - Comments on Draft EA
- Public
 - Comments of scope of EA
 - Comments on Draft EA
- EA Consultant
 - Technical analysis
 - Production of EA



EA Next Steps



- Develop and screen Alternatives to analyze in the EA
- Describe existing environmental conditions (Affected Environment)
 - Field studies / site surveys
- Analyze potential environmental effects (Environmental Consequences)
- Publish Draft EA (anticipated Fall 2023)
 - 30-day public comment period on Draft EA
- Respond to comments received on Draft EA (to be included in the Final EA)
- Publish Final EA (anticipated early 2024)
- FAA issues decision (anticipated early 2024)



How to Provide Scoping Comments

- Fill out comment card
- Send written comments via U.S. Mail to:

RS&H

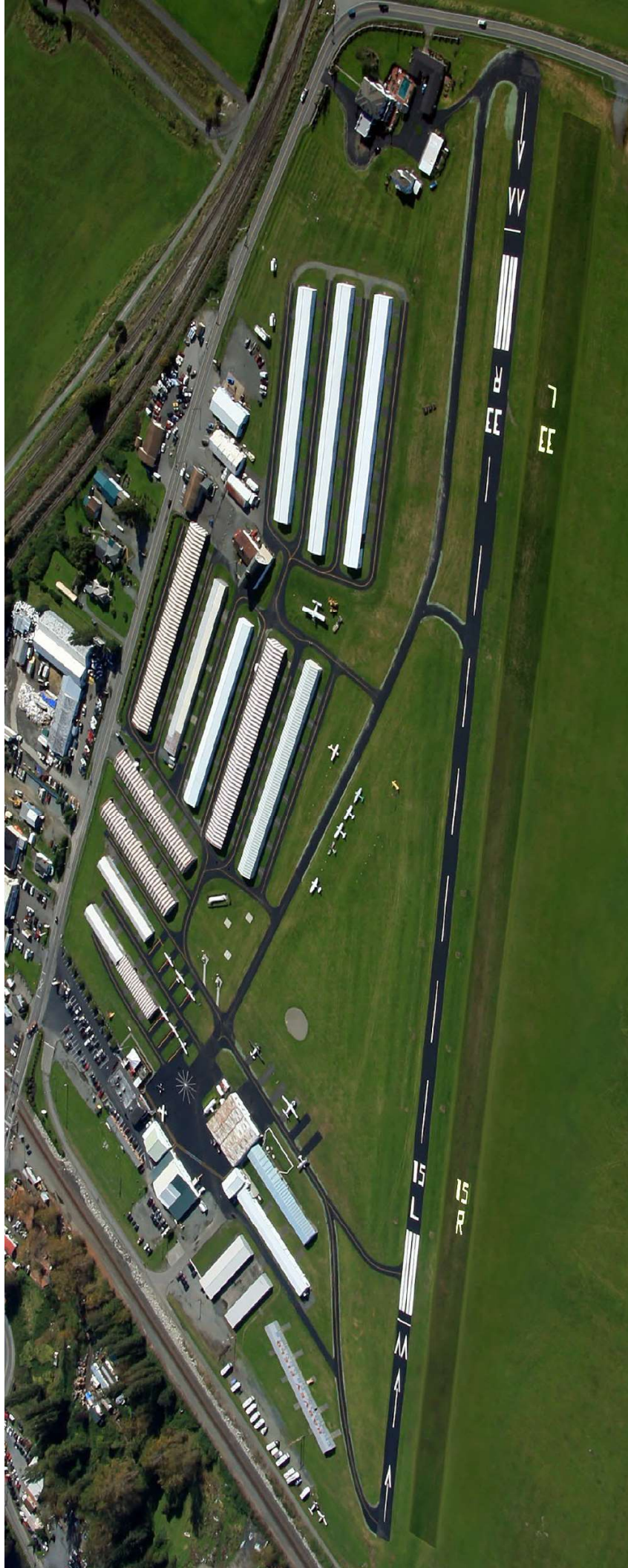
Attn: Julie Barrow – Harvey Field EA
4582 South Ulster Street, Suite 1100
Denver, CO 82037

- Send electronic comments via email to: julie.barrow@rsandh.com
- Submit comments through the project website at:
<https://harveyfield.mysocialpinpoint.com/en/publicandagencyinvolvement/>



All comments must be received by 5:00pm PST on December 31, 2022





Stay Informed

<https://harveyfield.mysocialpinpoint.com/en/home/>



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Agency Scoping Comments

Table J-1 below provides an indexed list of all agency and organization scoping commenters. The table is separated by agencies and organizations. Codes were developed that consist of a letter and a number to identify each commenter to facilitate the cataloging of all comments that were received. The letter identifies the type of commenter as follows: A = Agency (Federal, State, Regional, or Local) and O = Organization. The number that follows the letter identifies the specific comment letter, website comment, email comment, or oral comment. For example, the code “A-4” describes the commenter as being the 4th member of an agency who provided scoping comments.

Table J-1
Agency and Organization Scoping Commenters

Commenter Number	Name	Agency/ Organization	Date	Submission Type
A-1	Don Bailey, Marv Thomas, Tim Stocker	Marshland Flood Control District	December 19, 2022	Electronic
O-1	Dan Bertelheimer	Snohomish County Farm Bureau	December 9, 2022	Mail
O-2	Dan Bertelheimer	Snohomish County Farm Bureau	December 23, 2022	Electronic
O-3	Dan Bertelheimer	Snohomish County Farm Bureau	December 24, 2022	Electronic (duplication of letter from 12/23/2022)
O-4		Bromart Community Airport Watch	December 28, 2022	Website

Source: RS&H, 2023.

The following pages present each comment received from agencies and organizations during the scoping period.

A summary of topics from scoping comments received can be reviewed in Appendix J.1.

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MARSHLAND FLOOD CONTROL DISTRICT

P.O. Box 85 · Snohomish, WA 98291-0085
360-568-6044 · marshlandfloodcontrol@gmail.com

December 19, 2022

Julie Barrow
RS&H
4582 South Ulster Street, Suite 1100
Denver CO 80237

julie.barrow@rsandh.com

Re: Environmental Assessment (EA); Harvey Field

Ms. Barrow:

Harvey Field is located within, and pays assessments as a member of, the Marshland Flood Control District. Marshland is a Special Purpose District operating under RCW Chs 86.09 and 85.38. Its statutory mission is to protect against floods with 8 miles of earthen dikes, known as levees, and to maintain a federally constructed drainage system for 6000 acres in order to improve agricultural activities on its long-term commercially significant prime agricultural land, including some Prior Converted Wetland. The Airport is, therefore, receiving the benefit of both District levees and District drainage while it operates a use which is subservient to the District's agricultural purposes.

The immediate issue is determination of an Environmental Assessment (EA) of some proposed "improvements" for which the Airport is seeking approval and funding by the Federal Aviation Administration (FAA). Marshland has been advised you are the Project Manager for the EA. You are to receive written comments. Marshland was advised by Ilon Logan and Adam Merrill of the FAA that you are obligated to pass comments on to the FAA. Since you were not present on December 1, 2022 when a "Scoping" meeting was held at the Airport, Marshland feels obligated to advise you of what it has been led to believe by the FAA is the proper protocol – which Marshland is expecting will be followed.

First, Marshland participated in the Airport's 2018 20-year plan process in 2015 and 2016. The improvements discussed at that time were (1) wider runways, (2) wider centerlines and (3) an extended runway to accommodate a fully loaded B-II aircraft.

To the best of Marshland's knowledge, the primary, if not only, B-II aircraft operating at Harvey Airfield is stripped of passenger seats so that it can use the existing runway(s) while conducting flights for a skydiving business. Skydiving is a recreational activity. It is an activity of long-standing at the Airport, but was previously operated with smaller aircraft. Those smaller aircraft did not require runways extended into a floodplain depression that was originally a tidal "Slough" area. Hanson Slough currently can and does serve as a floodwater storage area. Extending a runway for a recreational activity that does not need an extension to operate is at odds with the mission of Marshland to protect against flooding and drain property as efficiently as possible.

What was particularly unexpected at the "Scoping" meeting was the assertion that an extended runway was not being discussed. In fact, your stand-in, David Fulls, denied any discussion time to that topic despite express discussion of moving/relocating Airport Way. Such a relocation would only be necessary if the runway were extended into Hanson Slough. How can an "Environmental Assessment" be properly or effectively conducted without considering the impacts of a public road relocation in order to accommodate a desired runway extension?

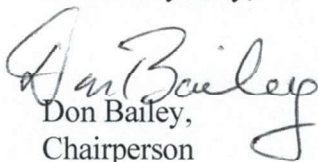
Let Marshland be clear, Ms. Harvey and her consultants attended a Marshland meeting on May 11, 2015 and specifically discussed the Airport's desire to relocate Airport Road in order to extend the runway. Later, on September 6, 2016, they also provided plans for how a culvert system could go under the extended runway in order to allow floodwaters to flow through with a mitigated obstruction. Copy enclosed.

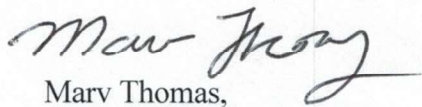
Marshland is also aware that you, Ms. Barrow, submitted a memorandum to Snohomish County dated June 2, 2022. It argued that an extended runway should be a "public work" exempted from the 2% density and 15% obstruction density fringe restrictions of SCC 30.65.250 and 30.65.255. Since relocation of a public road like Airport Way would be exempt, the only "improvement" for the Airport for which an exemption was being sought was an extended runway, clearly depicted on Figure 2 of your memorandum. Copy enclosed. Widening the existing runway and centerlines would have no density or obstruction issues requiring resolution. Any EA which avoids or ignores discussion of an extended runway would be a sham.

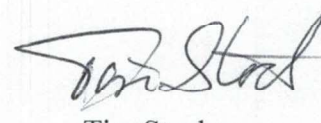
Based upon the information available to Marshland we, the three elected Commissioners of the District, OPPOSE the proposed relocation of Airport Way and its deceptively undeclared purpose to extend a new runway into Hanson Slough. Obstructions to flood flow and storage are environmentally unsound and unnecessary, especially for a one-user recreational activity. Marshland will be in touch with governmental officials from County, State and Federal Agencies concerning this EA.

Finally, attached is a list of questions Marshland believes any meaningful EA should answer. Please do so.

Yours very truly,


Don Bailey,
Chairperson


Marv Thomas,
Commissioner


Tim Stocker,
Commissioner

GWB/g

Attachment

C: Dave Somers, County Executive
Snohomish County Council
Mike McCrary, PDS
Erik Stockdale, SWM
USACE
FEMA
City of Snohomish
Marshland Zone 1 Members
Harvey Website

Does the FAA, as a Federal Agency recognize climate change?

Does the FAA agree that sea levels are rising now and will rise more in the future?

Does the FAA recognize that Harvey Airport is located within the floodplain of the Snohomish River?

Does the FAA recognize that the Snohomish River has tidal effects 6 miles upstream from its mouth in Everett?

Does the FAA recognize that Harvey Airport is less than 6 miles upstream from the mouth of the Snohomish River?

Does the FAA recognize that when there is a flood – of the 5 to 10 year variety – the dikes of the Marshland Flood Control District – of which Harvey Airport is a member – are overtopped and the Airport Runways are at least partially underwater for a period of days?

Does the FAA recognize that floodwaters temporarily fill Hanson Slough into which the Airport desires to expand?

Does the FAA recognize that areas which provide “storage” for floodwaters allow higher portions of the floodplain to drain faster, causing less damage?

Does the FAA recognize that loss of flood storage areas means floodwaters stay longer causing greater damage to other floodplain areas and their infrastructures such as Highway 9?

Does the FAA have obligations to “consult” with other Federal Environmental Agencies such as FEMA?

Does the FAA recognize that, in some other areas of the Country, whole cities are being moved away from rivers in order to allow better passage of floodwaters?

Based on answers to the above questions, why would the FAA approve, much less fund, flood obstructions such as runway extensions into Hanson Slough?

Will the EA be using topographic maps that document past Airport projects which Marshland members believe have elevated areas of floodplain property in Airport control such as: (1) fill used to erect Airport hangers in the past, (2) installation of a culvert system which raised ground level about 3 feet along a former ditch line about 15 feet wide, and (3) filling a wetland about ¼ acre in size on the former Johnson property near a former dynamite shop?



CUT/FILL AREAS			
FEATURE	AREA (AC.)	% OF PROPERTY AREA	VOLUME (CU. YD.)
HARVEY FIELD PROPERTY	204.480	-	-
NEW FILL	3.927	1.92%	33,940
NEW CUT	18.672	9.23%	57,760
CULVERT OPENINGS	0.448	0.22%	2,890
FILL - CULVERTS	3.479	1.70%	31,050



THESE DRAWINGS ARE FOR DESIGN PURPOSES ONLY AND ARE NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

ISSUED FOR REVIEW

NAME: GUNTER & MERRILL
REG. NO.: 98789
DATE: 06/27/2016
FOR AND ON BEHALF OF JVIATION, INC.



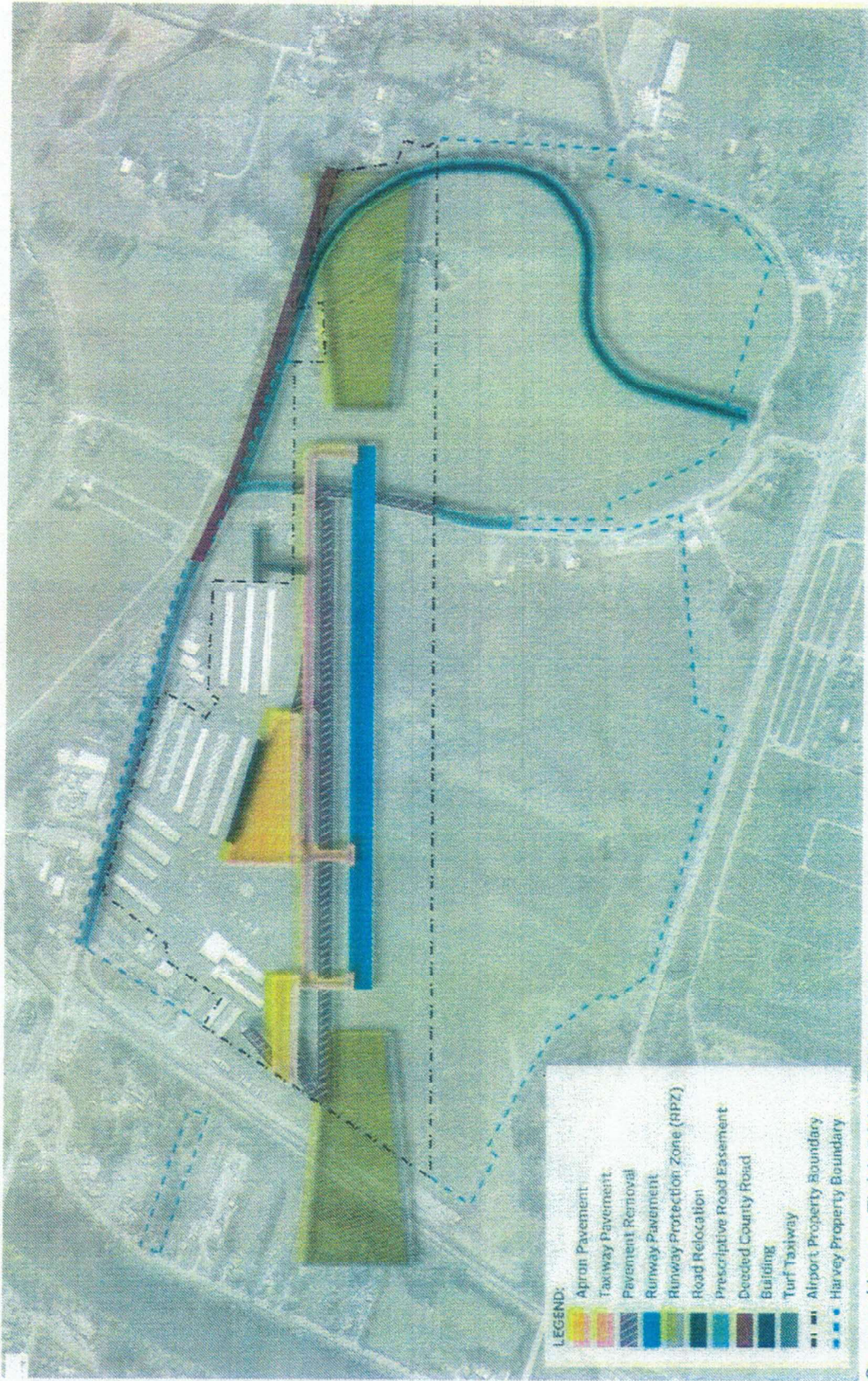
JVIATION®
310 NW 4th Street - SUITE 100 - CHICAGO, IL 60610
PHONE: 312-241-4200 • WWW.JVIATION.COM

HARVEY FIELD AIRPORT
SNOHOMISH, WASHINGTON
MASTER PLAN UPDATE
FLOOD HAZARD PERMIT EXHIBIT

DATE: JUNE 27, 2016

SHEET 1 OF 2

Figure 2
Proposed Project



Source: Harvey Field, 2018; RS&H, 2021.

Harvey Field Runway Improvement Project Environmental Assessment (EA)



Comment Form

Use the space below to write in a comment and drop it in the comment box. Refer to the other side of this handout for other ways to comment. Comments on the scope of the EA will be accepted from Dec. 1-31, 2022 and will be part of the official scoping record.

Comments

This project is located within the floodway of the Snohomish River. Will there be imported material to raise the elevation of the runways? How much will they be raised? Both ends of the runway are areas of concern. Are there any plans to extend the length of runway to the south and extend it over and beyond Airport Way? Will the proposed improvement project accommodate larger aircraft than the aircraft that are presently landing there?

Before including your address, email, or other personal identifying information, be advised that your personal identifying information may be made publicly available at any time. While you can ask us to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so. Written requests to withhold personal information may be mailed to: RS&H, Attn: Julie Barrow - Harvey Field EA, 4582 South Ulster Street, Suite 1100, Denver CO 80237.

Contact Information

Name: James L. ...

Representing agency, org, business: Johnston County Farm Bureau

Address: 7230 59th Ave S, Johnston, WA 98290

Email/Phone: snohomish.farms@johnstonfarmbureau.com

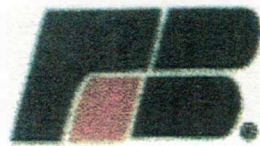
Comments are not limited to this form. Please attach any additional sheets necessary.

From: [Dan Bartelheimer](#)
To: [Barrow, Julie](#)
Subject: Harvey Field
Date: Friday, December 23, 2022 12:29:41 PM
Attachments: [CCF23122022.pdf](#)

Julie

Attached is a letter with comments on Harvey Field from the Snohomish County Farm Bureau.

Dan Bartelheimer



SNOHOMISH COUNTY FARM BUREAU

7230 89th Ave SE
Snohomish, WA 98290
info@snocofarmbureau.com

December 20, 2022

BS&H

Attn: Julie Barrows
4582 South Ulster Street, Suite 1100
Denver, CO 80237

RE: Harvey Field Environmental Assessment

Dear Ms Barrow:

The Snohomish County Farm Bureau (SCFB) represents agricultural interests in Snohomish County at large. The airfield lies within the Marshland Flood Control District consisting of approximately 6,000 acres of farmland. The area is located behind the dike, south of the Snohomish River. Approximately 5,500 acres are within the French Slough Flood Control District that is located to the north of the Snohomish River in the same vicinity. These comments are submitted to the Federal Aviation Administration as part of the Environmental Assessment to Harvey Field.

Development of land zoned as AG-10 within the floodplains of Snohomish County has acreage limitations of a 2% landfill and 15% blockage of the floodway. The EA indicated that the northern and southern ends of the present runway were areas of concern but nothing stated beyond that. Information of the runway improvements beyond conversion to a paved surface runway 75-feet wide were not available. Negative impact, if any, by flooding resulting from the proposed improvements and possible land contour changes was not addressed.

To conclude, there was not enough information presented. The SCFB opposes the proposed improvements to Harvey Field because they may

negatively impact the surrounding property owners and remove farmland from production.

Sincerely,



Dan Bartelheimer

Snohomish County Farm Bureau President

cc: Snohomish County Executive, Dave Summers
Snohomish County Council
Marshland Flood Control District
French Slough Flood Control District
Snohomish County PDS, Mike McCrary
FEMA
City of Snohomish, Linda Redmond
Harvey Field, Candace Harvey

Commenter O-3

From: [Dan Bartelheimer](#)
To: [Barrow, Julie](#)
Subject: Harvey Field comments
Date: Saturday, December 24, 2022 3:27:38 PM
Attachments: [CCF23122022 \(1\).pdf](#)

See attached letter.

Dan Bartelheimer



7230 89th Ave SE
Snohomish, WA 98290
info@snocofarmbureau.com

December 20, 2022

BS&H

Attn: Julie Barrows
4582 South Ulster Street, Suite 1100
Denver, CO 80237

RE: Harvey Field Environmental Assessment

Dear Ms Barrow:

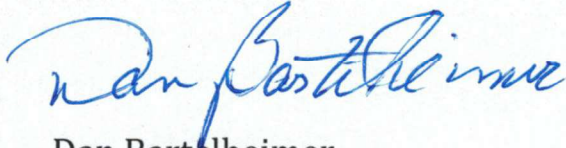
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negatively impact the surrounding property owners and remove farmland from production.

Sincerely,



Dan Bartelheimer
Snohomish County Farm Bureau President

cc: Snohomish County Executive, Dave Summers
Snohomish County Council
Marshland Flood Control District
French Slough Flood Control District
Snohomish County PDS, Mike McCrary
FEMA
City of Snohomish, Linda Redmond
Harvey Field, Candace Harvey

Commenter O-4

	1[It's not right that county and federal taxpayer money should benefit Harvey Airport, a private, for-profit family enterprise, while simultaneously disrupting and degrading the environment of Snohomish with thousands upon thousands of continuous dump truck loads of fill in a major floodway for who knows how long.] 2[The impact of moving Airport Road, filling that basin-like slough in the floodplain to the south of the road - as Harvey is suggesting - to extend their runway and make additional blacktop runway length improvements will block the unobstructed flow of rapid floodwaters which threatens our fragile levy system. The frequent and severe flood history of this area says it all. Past levy breaches in this area have resulted in catastrophic damage to homes and roads. More flood history pictures of this area can be found at this link: https://www.dropbox.com/sh/kp90hp3ra7vtiz3/AADqgPjPxvQ-zAddVV7ltohia?dl=0 When flooding like the Election Day flood in November 2006 happens again, and it will, where will all that newly displaced water go? Everyone around Harvey Field and along First Street knows very well. Water lines are visible along the walkway by the river, along bridge supports by the river, and still in the memory of lots of local residents and business people.]
12/28/2022	Bromart Community Airport Watch Resident of Snohomish County

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APPENDIX J.3
PUBLIC SCOPING OPEN HOUSE

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PUBLIC SCOPING OPEN HOUSE

Kandace Harvey (Airport Sponsor) published a public notice in the Everett Daily Herald on October 28, 2022, announcing that a public scoping open house was being held on December 1, 2022, for the proposed Runway Improvement Project at Harvey Field (Airport). The public scoping open house occurred on Thursday, December 1, 2022, from 6:00pm Pacific Standard Time (PST) to 7:30pm PST at the Hangar 15 Event Center at the Airport (9900 Airport Way, Snohomish, WA 98296). The format of the public open house consisted of display boards presenting a brief overview of NEPA and the NEPA process, the purpose and need for the project, alternatives being considered, and the environmental resource categories to be analyzed in the EA, along with how to provide comments during the 30-day public scoping comment period. Members of the public had an opportunity to review the display boards and talk to Airport Sponsor staff, the FAA, and the EA consultant team. In addition, members of the public were given the opportunity to submit oral comments through a stenographer and written comments on a comment form during the public scoping open house.

The following pages include the materials used for the public scoping open house associated with the proposed Runway Improvement Project:

- Notice of public scoping open house newspaper advertisement
- Notice of public scoping open house postcard
- Public scoping open house sign-in sheet
- Public scoping open house boards

The public scoping open house and the agency scoping meeting used the same comment form and is in Appendix J.2. Appendix J.3 has public scoping comments received.

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Notice of Public Scoping Open House
Harvey Field Improvements Project
Environmental Assessment
Snohomish, Washington

Harvey Field (Airport), through Kandace Harvey (Airport Sponsor), and in coordination with the Federal Aviation Administration (FAA), intends to undertake a variety of project improvements to the airfield to meet FAA safety and design standards at the Airport. Project improvements include, but are not limited to:

- Changing from a two parallel runway system (paved and grass) to one paved runway.
- Converting the grass runway to a paved surface runway 75 feet wide.
- Converting the existing paved runway to a parallel taxiway or removing the existing runway and constructing a new parallel taxiway.
- Relocating Airport Way.
- Relocating navigational aids and runway/taxiway lighting and fencing.

Pursuant to the requirements of the National Environmental Policy Act (NEPA) and FAA Order 1050.1F, a Draft Environmental Assessment (EA) will be prepared for these proposed airfield improvements. The Draft EA will describe the proposed improvements and the impacts associated with the implementation of the proposed improvements on environmental resource categories outlined in FAA Order 1050.1F. The Airport Sponsor is holding a public scoping open house for the public to provide input regarding the issues to be addressed in the Draft EA. This public scoping open house will describe the general characteristics of the proposed improvements and identify the environmental resource categories to be analyzed in the Draft EA (the next step in the EA process).

Together with a scoping meeting for regulatory agencies, these meetings will constitute the scoping process for the Draft EA. If an Environmental Impact Statement (EIS) is required by the FAA, these scoping meetings will serve as the scoping session for the EIS. The public scoping open house will be held at the following time and place:

Thursday, December 1, 2022,
6:00 PM - 7:30 PM Pacific Standard Time (PST)
Harvey Field Hangar 15 Event Center
9900 Airport Way
Snohomish, WA 98296

Emailed comments on the scope for the Draft EA may be sent to

Julie Barrow at: julie.barrow@rsandh.com

Handwritten comments may also be submitted via U.S. mail at:

Julie Barrow
RS&H
4582 South Ulster Street, Suite 1100
Denver, CO 80237

To submit a comment through the project website, please visit:

<https://harveyfield.mysocialpinpoint.com/en/publicandagencyinvolvement/>

Handwritten and emailed written comments, as well as comments through the project website must be received by 5:00 PM PST on Saturday, December 31, 2022.

Published: October 28, 2022.

EDH965706

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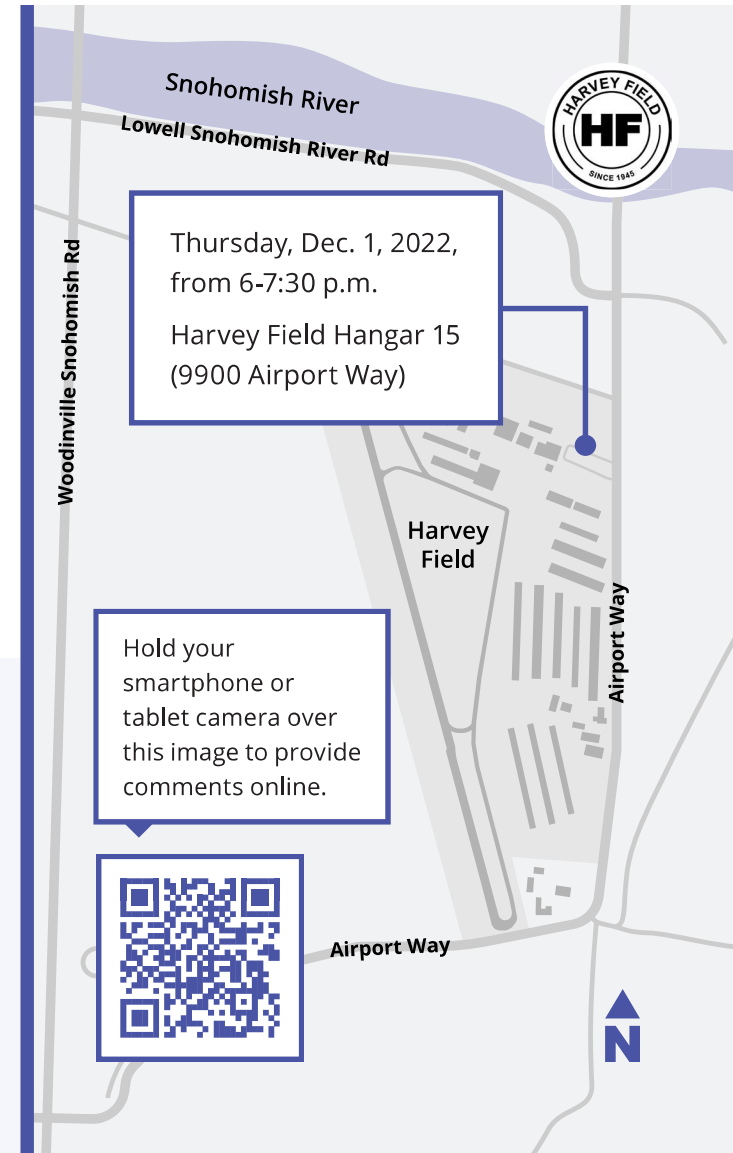
The public is invited to attend a public scoping meeting for the Harvey Field Runway Improvement Project Environmental Assessment (EA). An airport master plan completed in 2018 identified projects needed to comply with current FAA runway safety and design standards. Proposed runway improvements include, but are not limited to:

- Changing from a two parallel runway system (paved and grass) to one paved runway.
- Converting the grass runway to a paved surface runway 75 feet wide.
- Converting the existing paved runway to a parallel taxiway or removing the existing runway and constructing a new parallel taxiway.
- Relocating Airport Way.
- Relocating navigational aids and runway/taxiway lighting and fencing.

Comments on the scope of the EA will be accepted from **Dec. 1-31, 2022**, and will be part of the official scoping record.

How to comment:

- A stenographer will be available to record comments, or you can submit a hand-written comment during the meeting.
- Emailed comments may be sent to: Julie Barrow at julie.barrow@rsandh.com
- Handwritten comments may be mailed to:
RS&H
Attn: Julie Barrow
4582 South Ulster Street,
Suite 1100
Denver, CO 80237
- Web comments:
harveyfieldimprovements.com



Harvey Field Runway Improvement Project Environmental Assessment (EA)

Public Scoping Meeting

Thursday, Dec. 1, 2022, 6-7:30 p.m.,

Harvey Field Hangar 15 (9900 Airport Way)

Learn about proposed runway safety improvements, ask questions of experts, and comment on the scope of the EA.

Comments accepted Dec. 1-31, 2022

For more information, hold your smartphone or tablet camera over this image to access the website.



The FAA is the lead federal agency for preparation of the EA in compliance with NEPA as amended (42 United States Code [U.S.C.] § 4321 et seq.) and Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 Code of Federal Regulations Parts 1500-1508), FAA Order 1050.1F: Environmental Impacts: Policies and Procedures, FAA Order 5050.4B: NEPA Implementing Instructions for Airport Actions, and other applicable local, state, and Federal laws.



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TUKWILA, WA 98188-0000



Harvey Field Runway Improvement Project Environmental Assessment (EA)



Scoping Meeting
December 1, 2022 | 2 - 3:30 p.m.
Harvey Field Hangar 15 (9900 Airport Way)

Name	Organization	Email	Phone number	Initials
Bob Merrill	Schonth Farm Bureau			
Dodi Merrill	-	DJmoka@aol.com		
DREW CARLSON	LAND OWNER	drew@mercatoselling.com		
Peggy Chau	neighbor	pcheer@gmail.com		
DOUG NELSON	"	SIXBLINDMICE@YAHOO.COM		
John Carlson	Aircraft assoc - Tenn	john@live.com		
Kellie May	Land Owner	clmay@att.net		
Patorkemay	Land Owner	dragula1963@Gmail.com		
Kerth Stacker	"	Kerth Stacker-Farmers.com		
Gary Brandstatter	Marshland Flood Control	marshlandfloodcontrol@gmail.com	(360) 568-6044	GB
Mike Harnden	Harndens Nursery	msh@nurlink.com	925-308-8164	CH
Candace McKenna	Land owner	Candace mckenna72@hotmail.com		CM
Joan First	Landowner	JOANFIRST@OUTLOOK.COM	425-238-8895	JSF
Bonny Headley/Mike Mense	Landowners	mike@mense.com		BM
Tom Fendergast	Homeowner	tomfendergast@gmail.com	425-315-6577	TF
Dan Douglass	Village Landowner	dan@douglass@vzoo.com		DD
Doug Bates	Neighbor	dougbates22@gmail.com		DB

Harvey Field Runway Improvement Project Environmental Assessment (EA)



Public Scoping Meeting
December 1, 2022 | 6 - 7:30 p.m.
Harvey Field Hangar 15 (9900 Airport Way)

Before including your address, email, or other personal identifying information, be advised that your personal identifying information may be made publicly available at any time. While you can ask us to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so. Written requests to withhold personal information may be mailed to: RS&H, Attn: Julie Barrow - Harvey Field EA, 4582 South Ulster Street, Suite 1100, Denver CO 80237.

Name	Organization / Community	Email	Phone number	Initials
Harman Kaur	Harvey Field	harman.jik@gmail.com		
Elsa Carlson		elsacarlson@gmail.com		
David Chowjak		Dave@arcconcretefixable@gmail.com		
Sharon Bilbro		ssap4bilbro@gmail.com		
RICHARD JOFFEY		RKJOFFEY@gmail.com		
Francis X. Schwartz		cookieschwartz@hotmail.com		
George E. Schwartz		KTRNIO@AOL.NET	360 505 1473	
William Buchanan	Harvey Field Snohomish City Council	WABUCHANAN@EARTHLINK.NET	206.234.9252	
JUDITH Kuleta		jigkuleta@gmail.com		
CHARLIE MARKIN		DIDD.SKYDIVER@Snohomish.com		
Anneene Potts		9916-111 ST SE Smbh	360 568 3336	
Mike Potts		" " " "	" "	
Pat Phillips		patphillips123@gmail.com	206.660.1168	
Don Satko		don.satko@gmail.com	206.660.1168	
RANDOLPH R. STEWART	LAKE STEVENS	rrsle.pe.pls@gmail.com	425-786-3526	
Jamie & Tiffani McQuiliffe		McQuiliffe1910@hotmail.com	206-510-6421	
Juan Stoker		Juan@StokerStudios.com		

December 1, 2022 | 6 - 7:30 p.m.

Before including your address, email, or other personal identifying information, be advised that your personal identifying information may be made publicly available at any time. While you can ask us to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so. Written requests to withhold personal information may be mailed to: RS&H, Attn: Julie Barrow – Harvey Field EA, 4582 South Ulster Street, Suite 1100, Denver CO 80237.

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Harvey Field

Runway Improvement Project

Environmental Assessment (EA)

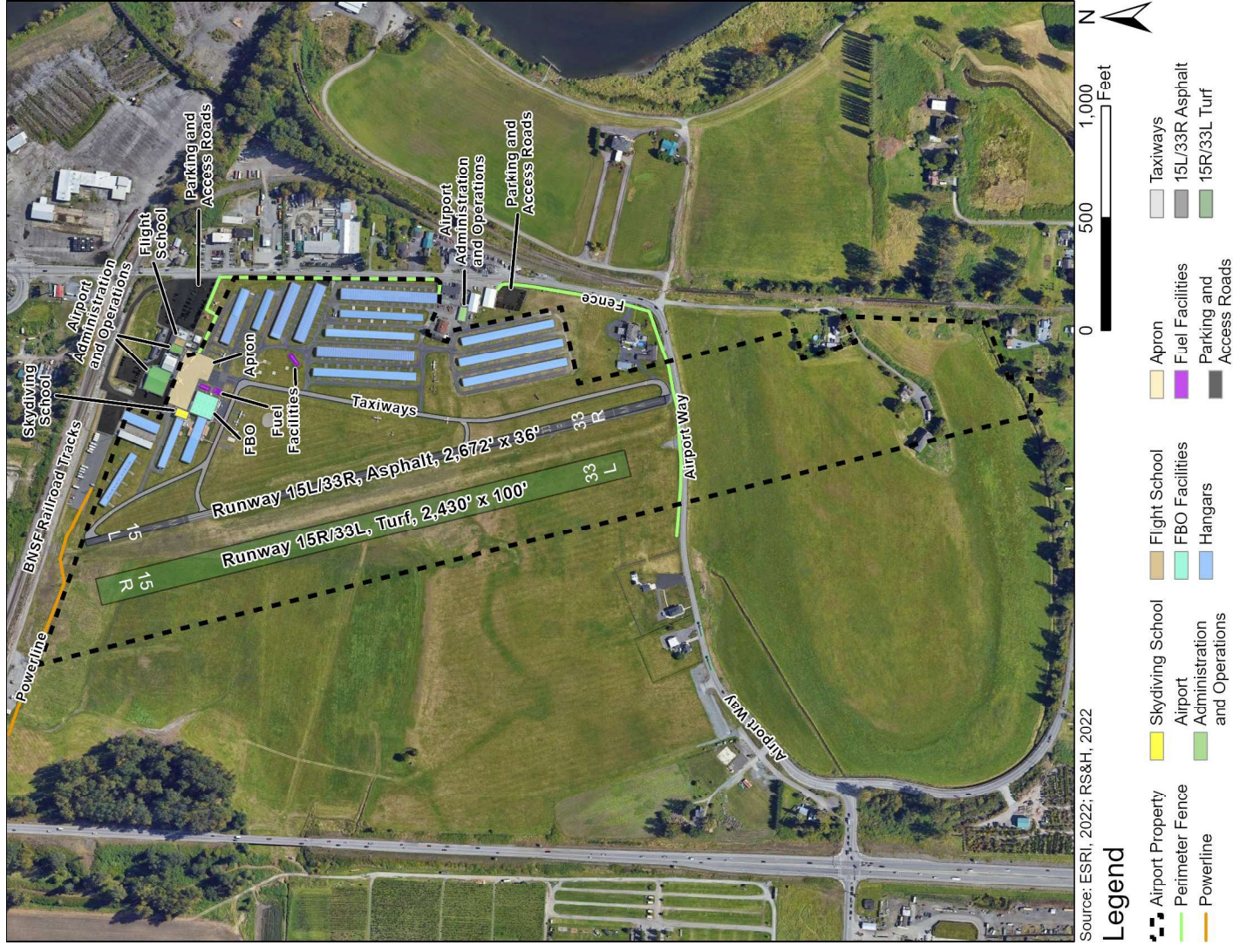
Public Scoping Meeting

December 1, 2022



Airport Overview

- Two runways; one turf and one asphalt
- Taxiways
- Aircraft apron
- Fuel facilities
- FBO (Fixed Based Operator)
- Hangars
- Skydive Snohomish
- Flight school
- Surface parking and access roads
- Airport Administration and Operations buildings



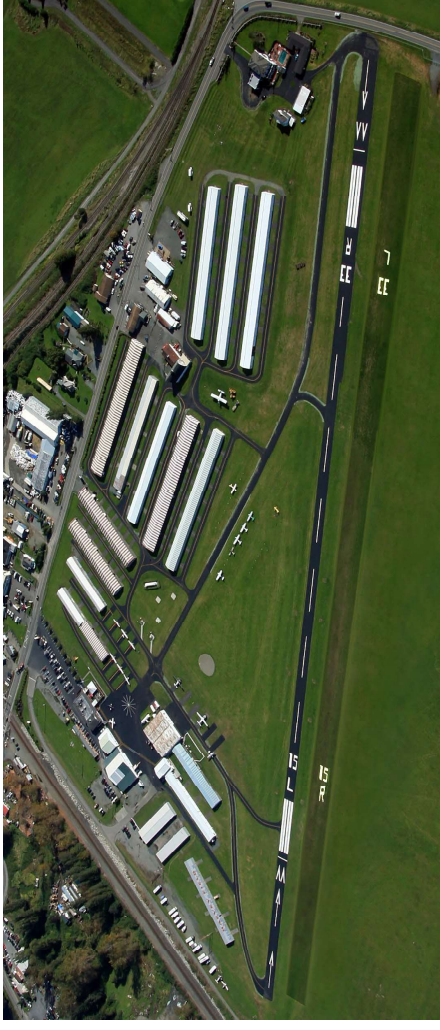
2018 Airport Master Plan



- Airport master plans are 20-year planning documents that “*provide the framework needed to guide future airport development that will cost-effectively satisfy aviation demand, while considering potential environmental and socioeconomic impacts*”
- Airport master plans identify problems or issues that need to be corrected during the 20-year planning period
- Airport Master Plan for the Airport was completed in 2018
 - Existing Runway 15L/33R (asphalt runway) does not meet current FAA runway safety and design standards



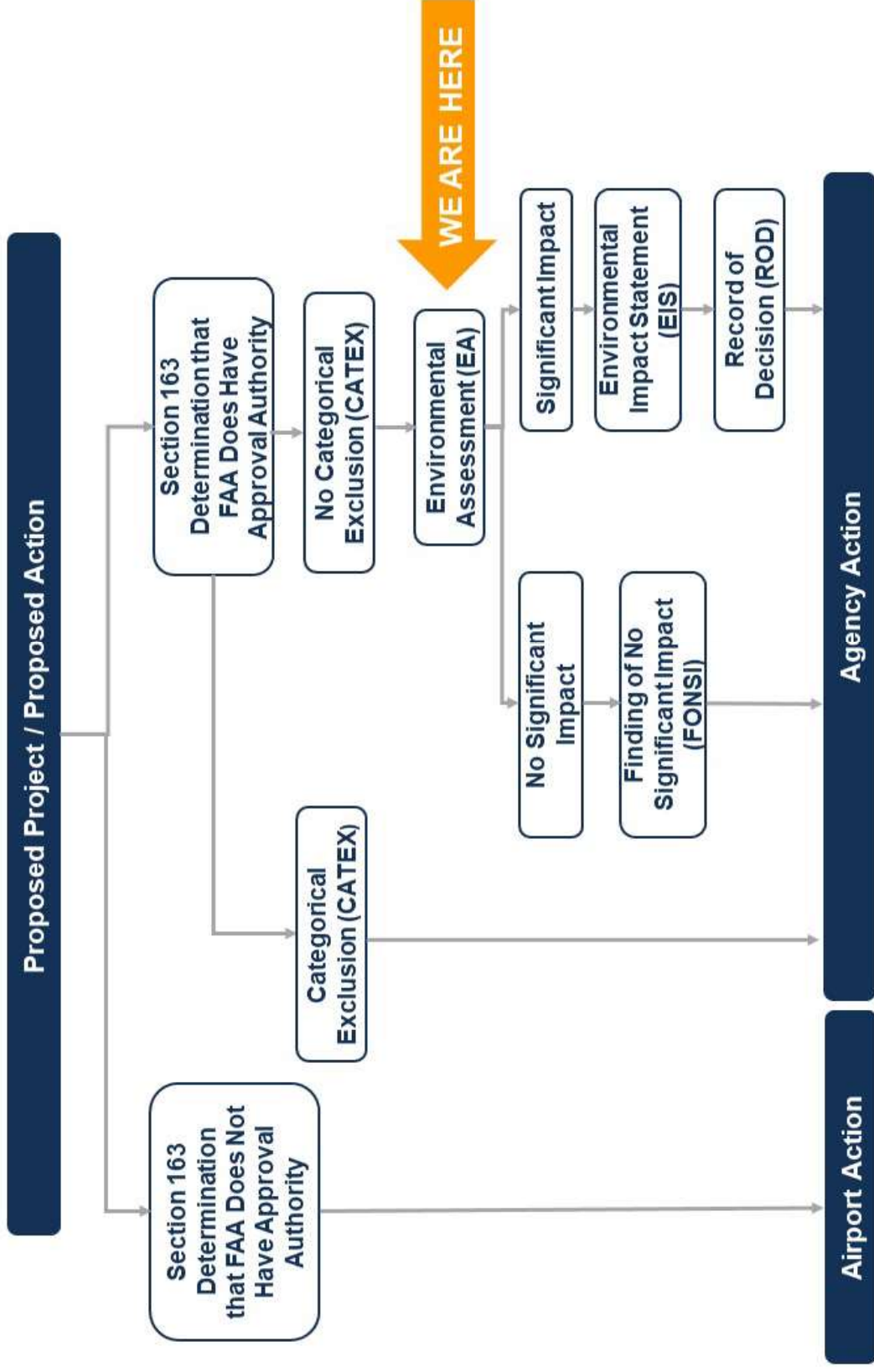
What is NEPA?



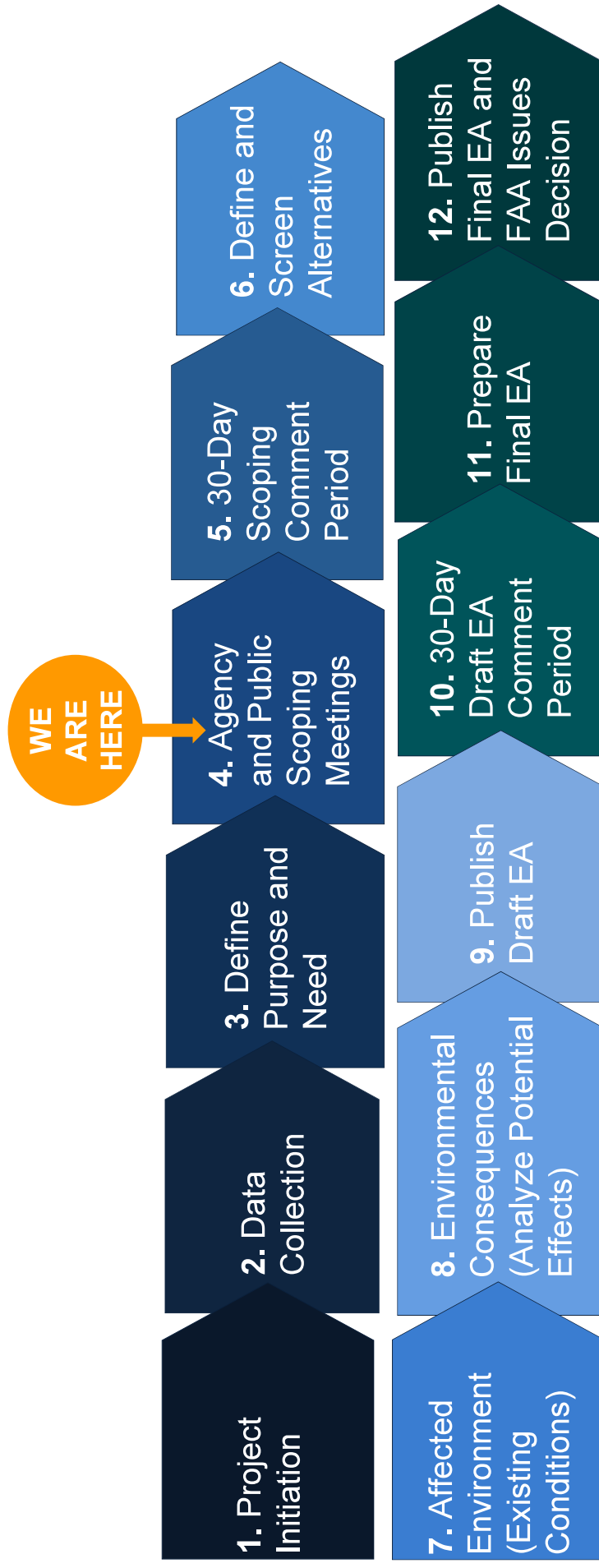
- NEPA is the National Environmental Policy Act of 1969
- NEPA is a statute that requires federal agencies to consider the environmental affects of their actions in the decision-making process
- The Federal Aviation Administration (FAA) is the lead agency for aviation-related NEPA documentation
- All NEPA documentation follows guidance provided in Council on Environmental Quality (CEQ) Regulations and FAA Orders



The NEPA Process



The EA Process



Scoping and its Benefits

- Provides an opportunity for involvement in the EA process from the start
 - Federal, state, and local agencies, and the public can provide input regarding environmental conditions and concerns
- Information received during scoping helps identify areas of concern
 - Issues that are identified during the scoping process can help determine the level of analyses conducted for each environmental resource in the EA



Purpose and Need

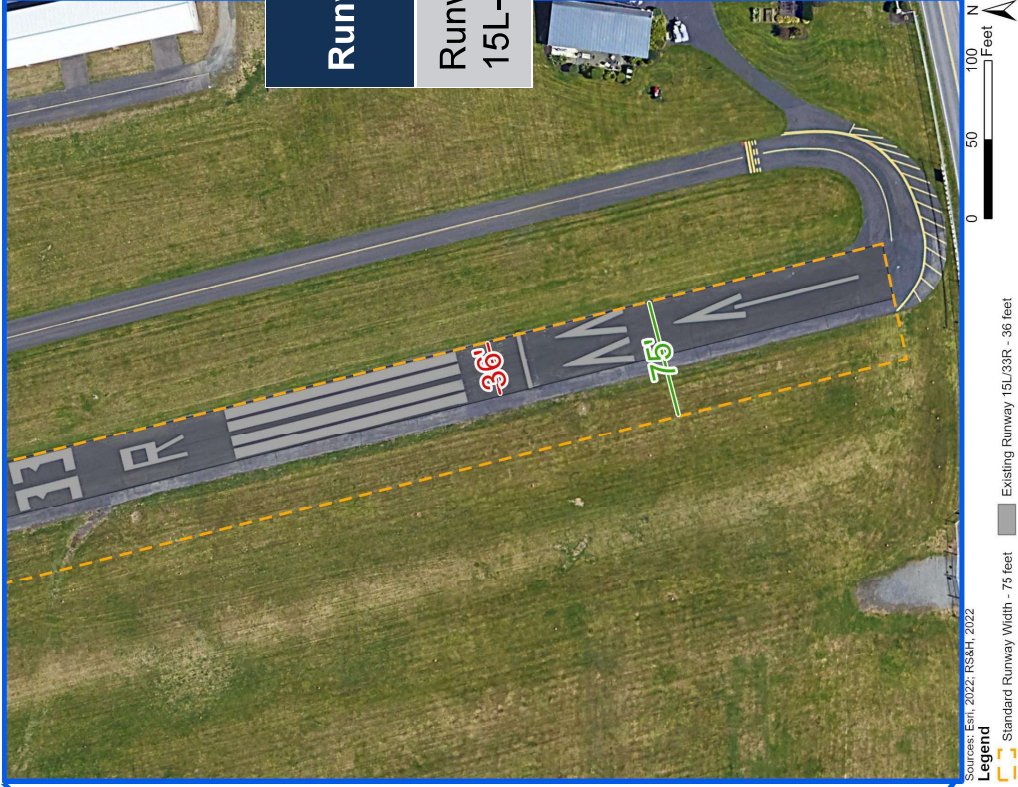
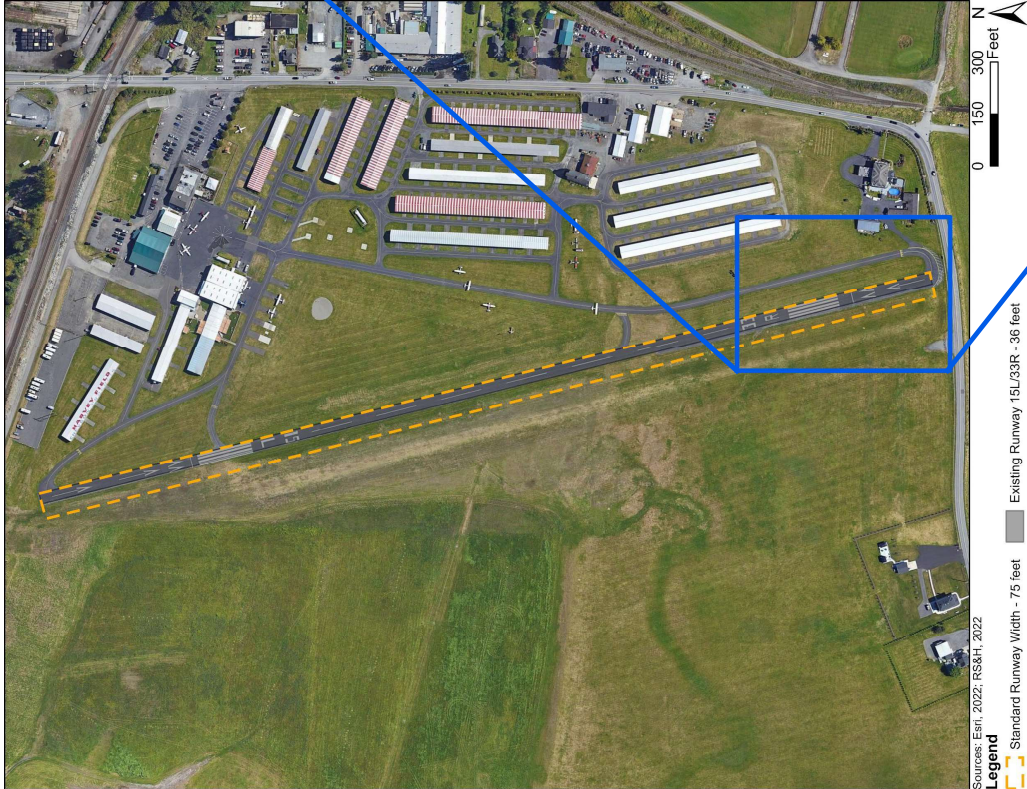


The “purpose” and “need” describe the problem and proposed solution

- Preliminary Purpose and Need
 - To safely and efficiently accommodate current and projected aviation activity at Harvey Field by meeting current FAA design standards for Runway 15L/33R for B-II aircraft by correcting the runway width, runway and taxiway separation distance, and runway protection zones (RPZs).



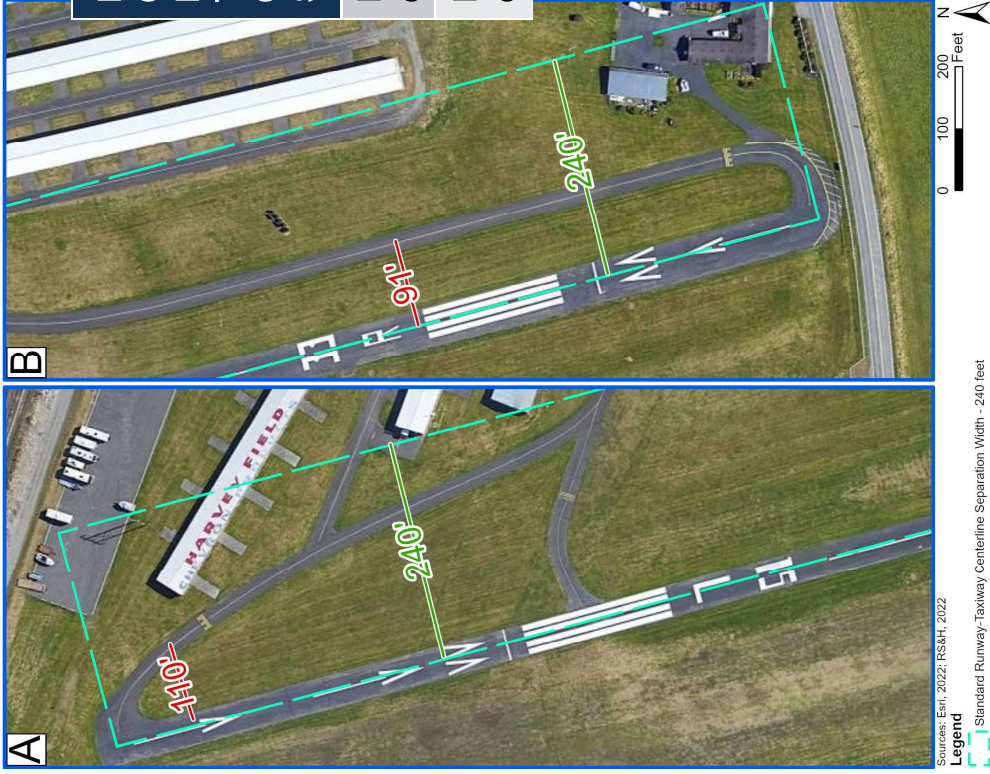
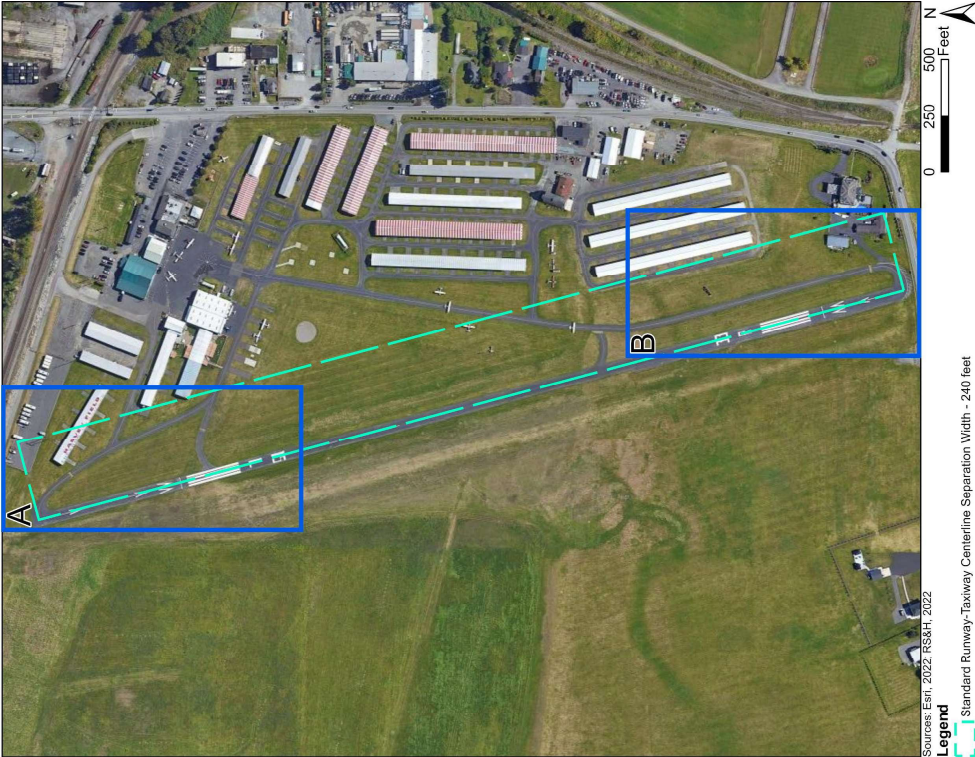
Nonstandard Runway Width



Runway	FAA Standard	Existing Runway Width
Runway 15L-33R	75 feet	36 feet



Nonstandard Runway Centerline to Parallel Taxiway Centerline Separation



Runway Centerline to Parallel Taxiway Centerline Separation	FAA Standard	Existing Runway
Runway 15L end	240 feet	110 feet
Runway 33R end	240 feet	91 feet



Runway Protection Zone (RPZ) Obstructions

Runway Protection Zone Obstructions	Obstructions
Runway 15L end	- BNSF Railroad Tracks - Powerlines
Runway 33R end	- Airport perimeter fence - Airport Way



Runway Displaced Thresholds

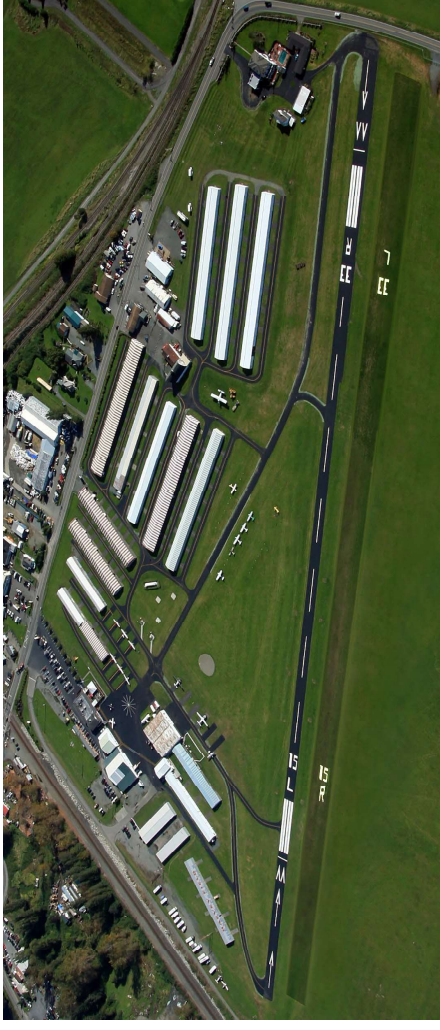
- Runway 15L/33R is 2,672 feet long and 36 feet wide
- Runway 15R/33L is 2,430 feet long and 100 feet wide
- Both runways have displaced thresholds to account for obstructions for landing aircraft

Runway	Threshold Displacement Length	Runway Length Available for Landing Aircraft
Runway 15L/33R – 2,672 feet long		
Runway 15L	452 feet	2,220 feet
Runway 33R	241 feet	2,431 feet
Runway 15R/33L – 2,430 feet long		
Runway 15R	446 feet	1,984 feet
Runway 33L	245 feet	2,185 feet

Source: Jviation, 2018.



Range of Alternatives to be Analyzed in EA



- Alternative must meet purpose and need to safely and efficiently accommodate current and projected aviation activity at Harvey Field by meeting current FAA design standards for Runway 15L/33R for B-II aircraft by:
 - Correcting nonstandard runway width
 - Correcting nonstandard runway centerline to parallel taxiway centerline separation
 - Minimizing obstructions and incompatible land uses in the runway protection zones (RPZs)
- Other Conditions for alternatives:
 - Runway orientation stays relatively the same for wind coverage
 - Runway must be on Airport property
 - Runway must be in a straight line



Environmental Resource Categories to be Analyzed in EA



- Air Quality
- **Biological Resources***
- Climate
- Coastal Resources
- Department of Transportation Act, Section 4(f)
- Farmlands
- Hazardous Materials, Solid Waste, and Pollution Prevention
- **Historical, Architectural, Archaeological, and Cultural Resources***
- Land Use
- Natural Resources and Energy Supply
- **Noise and Noise-Compatible Land Use***
- Socioeconomics, Environmental Justice, and Children’s Environmental Health and Safety Risks
- Visual Effects
- **Water Resources**
 - **Wetlands***
 - **Floodplains***
 - **Surface Waters***
 - Groundwater
 - Wild and Scenic Rivers

Note:

* = Environmental resource categories that have been identified as needing site surveys and/or modeling



EA Roles and Responsibilities

- Federal Aviation Administration
 - Lead Federal Agency on the EA
 - Ensures compliance with NEPA and special purpose laws and regulations
- Airport Sponsor (Kandace Harvey, Owner of Harvey Field)
 - Directs work performed by EA consultant
- Federal, State, Local Agencies, Native American Tribes
 - Assists Airport Sponsor and FAA by providing environmental resources data, technical assistance, and review in area of expertise
 - Comments on scope of EA
 - Comments on Draft EA

– Public

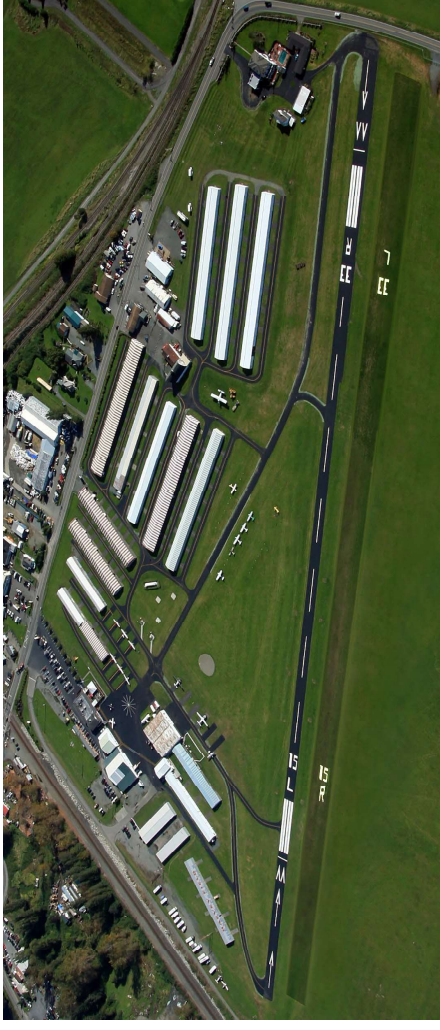
- Comments on scope of EA
- Comments on Draft EA

– EA Consultant

- Technical analysis
- Production of EA



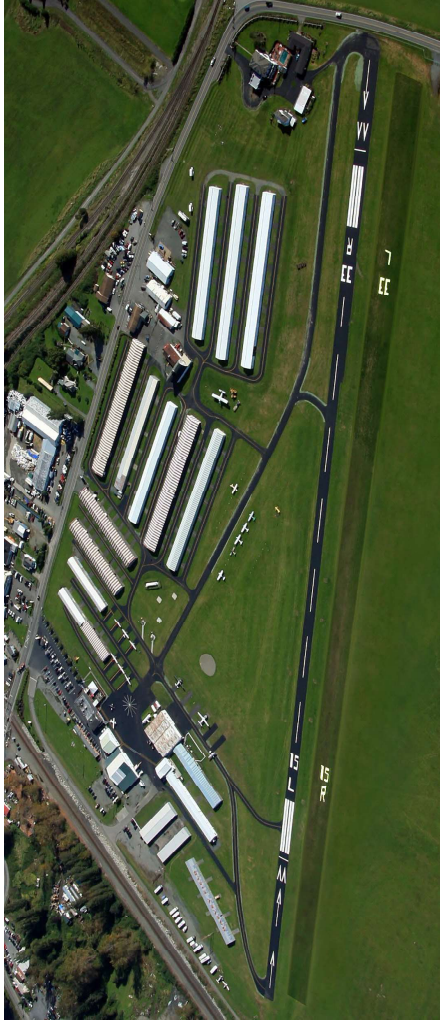
EA Next Steps



- Develop and screen Alternatives to analyze in the EA
- Describe existing environmental conditions (Affected Environment)
 - Field studies / site surveys
- Analyze potential environmental effects (Environmental Consequences)
- Publish Draft EA (anticipated Fall 2023)
 - 30-day public comment period on Draft EA
- Respond to comments received on Draft EA (to be included in the Final EA)
- Publish Final EA (anticipated early 2024)
- FAA issues decision (anticipated early 2024)



How to Provide Scoping Comments



- Fill out comment card
- Submit comment to stenographer during scoping meeting
- Send written comments via U.S. Mail to:
RS&H
Attn: Julie Barrow – Harvey Field EA
4582 South Ulster Street, Suite 1100
Denver, CO 82037
- Send electronic comments via email to: julie.barrow@rsandh.com
- Submit comments through the project website at:
<https://harveyfield.mysocialpinpoint.com/en/publicandagencyinvolvement/>

All comments must be received by 5:00pm PST on December 31, 2022





Stay Informed

<https://harveyfield.mysocialpinpoint.com/en/home/>



Public Scoping Comments

Table J-2 below provides an indexed list of all public scoping commenters. The table is separated by the name of the commenter listed in alphabetical order by last name. Codes were developed that consist of a letter and a number to identify each commenter to facilitate the cataloging of all comments that were received. The letter identifies the type of commenter as follows: P = Public. The number that follows the letter identifies the specific comment letter, website comment, email comment, or oral comment. For example, the code “P-4” describes the commenter as being the 4th member of the public who provided scoping comments.

Table J-2
List of Public Scoping Commenters

Commenter Number	Name	Date	Submission Type
P-01	Jill Anderson	December 8, 2022	Electronic
P-02	Anonymous	December 15, 2022	Mail
P-03	Anonymous, John & Vicki	December 8, 2022	Electronic
P-04	Barb Bailey	December 3, 2022	Electronic
P-05	Barb Bailey	December 3, 2022	Electronic
P-06	Doug Bates	December 1, 2022	Stenographer
P-07	Valerie Bloodgood	December 9, 2022	Electronic
P-08	Jonathon Blubaugh	December 28, 2022	Website
P-09	John Calhoon	December 2, 2022	Electronic
P-10	Michelle Canfield	December 2, 2022	Website
P-11	Andrew Carlson	December 31, 2022	Electronic
P-12	Morgan Davis	December 1, 2022	Electronic
P-13	Morgan Davis	December 3, 2022	Website
P-14	Morgan Davis	December 13, 2022	Electronic
P-15	Morgan Davis	December 20, 2022	Electronic
P-16	Michael Edwards	December 16, 2022	Electronic
P-17	John First	December 31, 2022	Website
P-18	Cindy L Hansen	December 7, 2022	Electronic
P-19	Bonny Headly	December 18, 2022	Electronic
P-20	Nika Herford	December 31, 2022	Electronic
P-21	Tom, Linda, and Jean Hjort	December 23, 2022	Electronic
P-22	Robert Huffman	December 6, 2022	Website
P-23	Beth and Paul Jarvis	December 16, 2022	Electronic
P-24	Skyler Kelm	December 2, 2022	Website
P-25	Nathan Lovelace	December 1, 2022	Scoping Meeting
P-26	Darrel Martin	December 11, 2022	Electronic
P-27	Candace McKenna	December 30, 2022	Electronic
P-28	Doug Nelson	December 13, 2022	Website
P-29	Nancy Penrose	December 7, 2022	Website
P-30	Pilot	December 1, 2022	Scoping Meeting
P-31	Dylan Riley	December 30, 2022	Electronic
P-32	Kathryn A Riley	December 30, 2022	Electronic
P-33	Kathryn A Riley ^{/a/}	December 31, 2022	Electronic
P-34	Ed Rosenthal	December 9, 2022	Electronic

Appendix J – Scoping Report

Commenter Number	Name	Date	Submission Type
P-35	Don Satko	December 31, 2022	Electronic
P-36	Randy Sleight	December 16, 2022	Electronic
P-37	Mick and Bridgitte Stocker	December 15, 2022	Mail
P-38	Tim and Tracy Stocker	December 15, 2022	Mail
P-39	Monica Van der Vieren	December 31, 2022	Website

Notes:

/a/ - Commenter P-33 submitted the same comment three times on December 31, 2022. Since the comments were identical for each submission, responses were only provided for the first time the comments were submitted on December 31, 2022.

Source: RS&H, 2023.

The following pages present each comment received from the public during scoping.

A summary of topics from comments received can be reviewed in Appendix J.1.

From: jillwantsjustice@gmail.com
To: [Barrow, Julie](#)
Subject: Harvey Field proposed expansion
Date: Thursday, December 08, 2022 11:29:05 PM

Hello Julie,

Thank you for requesting comments on your recent article on the proposed Harvey Field expansion. I have a few questions I'd like answers to before I comment.

1. Who owns the land that will be impacted south of the current Harvey Field (Airfield) runways and/or Airport Way?
2. Have the landowner(s) south of the current airfield been in discussions with the owners of Harvey Airfield and, if so, have they agreed on a footprint that satisfies them both?
3. Do you have a drawing(s) of the envisioned completed project? May I have copies of those drawings?
4. What kind of environmental impact studies have been done, or will need to be done, for the project as it's currently proposed?
5. Who will pay for this project?
6. How long will it take to complete and what traffic mitigation strategies are being proposed for the construction process?

Thank you for highlighting this issue,

Jill Anderson
206-940-0406

Harvey Field Runway Improvement Project Environmental Assessment (EA)



Comment Form

Use the space below to write in a comment and drop it in the comment box. Refer to the other side of this handout for other ways to comment. Comments on the scope of the EA will be accepted from Dec. 1-31, 2022 and will be part of the official scoping record.

Comments

after the meeting our concerns are as stated. Number one concern is falling area with fill dirt will block tressle and displace water to us on the River side of tracks. Our buisness would and will be impacted enormously and our income would be completely affected, our homes also leaving us with more damage. Our other concerns are noise and flight pattern goes directly over our house and Wedding Buisness and is already effected by noise during outdoor weddings and receptions. It too has been a concern how they fly low over our 2 Homes. We definitely would not want and are concerned about larger planes add, even if you are saying none will be. It seems that if you can remain the same ^{and} ~~then~~ there is no reason to do all this additions and safety has not been a p. continue as is why not do that so it doesn't impact others and Businesses.

Before including your address, email, or other personal identifying information, be advised that your personal identifying information may be made publicly available at any time. While you can ask us to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so. Written requests to withhold personal information may be mailed to: RS&H, Attn: Julie Barrow - Harvey Field EA, 4582 South Ulster Street, Suite 1100, Denver CO 80237.

Contact Information

Name: _____

Representing agency, org, business: _____

Address: _____

Email/Phone: _____

Comments are not limited to this form. Please attach any additional sheets necessary.

From: [john anonymous](#)
To: [Barrow, Julie](#)
Subject: Harvey Field Cments
Date: Thursday, December 08, 2022 4:13:28 PM

We live north of the “airport” and we agree with the gentleman about the noise especially on the weekends. The loudest noise for us comes from the plane used by the parachuters. Its loud to say the least especially when landing, low, fast and LOUD. The left turn rule is also routinely ignored. Really and Basically we feel protesting is a waste of time, Ms Harvey will hire some 500 dollar an hour lawyers, spread a few dollars under the table to some local politicians and bang just like Paine field.

Respectfully Submitted

John & Vicki
418 Ave I
Snohomish

Sent from [Mail](#) for Windows

From: [Barb Bailey](#)
To: [Barrow, Julie](#); [Full, David](#)
Subject: Comments on Harvey Airfield expansion
Date: Saturday, December 03, 2022 12:48:53 PM
Attachments: [FEMA Floodplain Development - Biological Opinion NOAA Fisheries - Seattle Times 9.30.2008.docx](#)

Hello,

Please add these comments. I am curious how the airport plans to extend the runway into the floodplain in light of all the floodplain filling restrictions. See attached Seattle Times newspaper story.

Thanks,

Barbara Bailey
12711 Springhetti Rd.
Snohomish, WA 98296
360-568-8826

FEMA examines insurance plan for floodplains

By Warren Cornwall

Seattle Times environment reporter

Development near flood-prone Puget Sound rivers could face significant new restrictions aimed at protecting salmon and orcas.

In an unusual decision that could have national ramifications, the federal agency in charge of protecting the animals says the federal flood-insurance program encourages destructive development near Puget Sound rivers, and needs to change.

The insurance program is a linchpin of development in floodplains around the country, providing relatively low-cost insurance for property owners living in flood-prone areas. That includes more than 700 square miles of land in counties around Puget Sound.

But the National Marine Fisheries Service last week quietly completed a report saying the program risks violating the federal Endangered Species Act. It does that by paving the way for construction that hurts Puget Sound chinook and steelhead, Hood Canal summer chum, and Puget Sound orcas that feed on salmon, the agency found.

To remedy it, the fisheries agency called for wide-ranging reforms limiting development in floodplains and discouraging local governments from relying on levees and dikes to force rivers to stay in their banks.

The report, known as a biological opinion, carries significant legal weight. The Federal Emergency Management Agency (FEMA), which runs the insurance program, issued a news release saying it's reviewing the report, but didn't commit to implementing all the changes.

"We will work together with communities to continue protecting Puget Sound-region residents from floods, while reducing our ecological footprint," Acting FEMA Regional Administrator Dennis Hunsinger said in a statement.

Counties and cities would be risking lawsuits for killing salmon if they don't take the fishery agency's advice, warned Jan Hasselman, an attorney with the environmental group Earthjustice. Local governments write development regulations that make property owners eligible for the flood insurance.

"For jurisdictions that are already being responsible with development standards in sensitive areas, this might not have a very big impact," said Hasselman. "For others, who continue to allow sprawl in floodplains and riparian areas, this will have a very significant impact."

But Mike Pattison, with the Master Builders Association of King and Snohomish Counties, worried the reforms could create more red tape — inflexible rules that create more problems for landowners, but not more environmental protection.

"I see peril ahead," he said.

The flood-insurance program has long been a target of environmentalists, who complain that it subsidizes development in sensitive areas. The National Wildlife Federation won a federal lawsuit forcing FEMA to seek the review from the fisheries service.

Floodplain development can restrict the natural ebb and flow of rivers, disrupting the creation of fish habitat, putting more pollution into the water and creating more intense floods.

The fisheries service estimated that in the long run, floodplain development under the insurance program could reduce the chinook available for endangered Puget Sound orcas to eat by as much as 30 percent.

To address the problem and avoid breaking the law, the fisheries service said local governments should consider a moratorium on floodplain development until they reform their regulations.

Reforms would include barring further floodplain development in counties around Puget Sound, or allowing development only if there is no increase in flood levels or damage to the floodplain that could hurt salmon habitat, the agency said.

A retired veteran FEMA official, who worked in the flood-insurance program since 1973, said such requirements would mean less floodplain development.

"It comes about as close as you can to saying, 'Look, you can't build out there. But if you are going to build out there you can't make it any worse,'" said Carl Cook, who retired in 2007 as head of the division that oversaw the flood-insurance program in the Northwest, including Washington.

That's fine by Cook. He said many people within the agency are troubled by the development allowed under the insurance program.

It could also create pressure for a nationwide review of the insurance program. Experts could recall one other case where the flood-insurance program has been found at odds with endangered species.

"If it's salmon in the Northwest, if it's key deer in Florida, what else is it in other parts of the nation?" said Larry Larson, executive director of the Association of State Floodplain Managers.

Warren Cornwall: 206-464-2311 or wcornwall@seattletimes.com

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...

From: [Barb Bailey](#)
To: [Barrow, Julie](#); [Full, David](#)
Subject: Harvey Airfield Expansion Plans - Public Comment
Date: Saturday, December 03, 2022 7:49:04 AM
Attachments: [Harvey Field expansion in Flood Plain 2022_20221126_0001.pdf](#)

December 3, 2022

Julie Barrow, RS&H
4582 South Ulster Street, Suite 1100
Denver, CO 80237

Re: Harvey Airfield Expansion Plans – December 1, 2022 Environmental Assessment Meeting Notice

Dear Ms. Barrow,

Thank you for requesting federal, state, regional, and public input for Harvey Airfield expansion plans.

We live on a 5th generation family farm just south of Harvey Airfield and have experienced frequent and severe flooding along with Harvey Airfield over the past 50 years or so. Periodically, Harvey Airport proposes the same airport expansion plans and is met with consistent opposition. Many city and area residents are concerned that longer runways mean larger aircraft and more airport noise. Our personal main concern is the increased flood hazard this development would create.

Removing Airport Road to extend the runway into Hansen Slough would require extensive filling and obstruction in the floodplain. Blocking the natural floodwater flow would threaten our fragile levy system and make the flooding worse for everyone.

16 years ago Harvey Airfield proposed a FEMA Conditional Letter of Map Revision (CLOMR) to enable airport expansion. A Biological Opinion from NOAA Fisheries is a requirement for a FEMA flood map revision. There was a huge public outcry and on May 1, 2007, Snohomish Mayor Randy Hamlin and the City of Snohomish sent Resolution 1174 to the Snohomish County Council with a request to deny Harvey Airfield's FEMA flood map revision request. Hundreds of area residents along with City, County, and State elected officials joined the opposition to Harvey Airport expansion plans.

I would suggest our federal FAA tax dollars would benefit more residents by being spent on improvements for Paine Field and Sea-Tac, rather than a privately owned airport. And County tax dollars to fund the tremendous cost of relocating the County road just to benefit a privately owned airport does not seem right.

I am sending several flood photographs, correspondence, and newspaper stories about this area taken over the years. I hope they are taken into consideration as an Environmental Assessment is prepared.

Sincerely,

Barbara and Don Bailey
12711 Springhetti Rd.
Snohomish, WA 98296

Cc: Snohomish County Executive Dave Somers, Snohomish County Director of Planning and Development Mike McCrary, Snohomish County Council, Snohomish Mayor Linda Redmon, Snohomish City Council, WA State Senator John Lovick, WA State Representative April Berg, U.S. Senator Patty Murray, Marshland Flood Control District

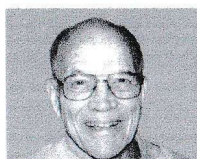
Why are experts, elected officials and your neighbors opposed to the expansion of the Harvey Airport?



Ed Stocker, life-long Snohomish resident and farmer: "Expansion of a privately-owned airport should not be paid for with our tax dollars."



Li Reed, life-long Snohomish resident: "We lived for more than 50 years at the bottom of Pine Street. Flood water came into our home four times. No one can tell me that expanding the airport won't result in more flood water in more homes."



Bill Bates, long-time Snohomish resident and former Snohomish Tribune publisher: "Taking a substantial chunk out of the flood plain is a recipe for catastrophe. Flood. Noise. Safety. Whatever benefit this project might have for the airport fades to nothing compared to the price taxpayers would have to pay to make it possible."



Barney Bagwell, Coordinated Diking Council for the Snohomish River Valley: "Phase One of the airport expansion plan calls for adding up to 12 feet of fill dirt over 46 acres in the Flood Plain. That huge amount of fill would undermine the balanced flood-plain management plan that prevented catastrophic damage in the Snohomish River Valley this past November."



Mark and Melissa Spada, life-long Snohomish residents: "Phase Two would require up to 15 feet of fill over 60 acres in the slough for the runway expansion. Where will the flood water go when displaced by that much fill?"



Al Highberger, Registered Structural Engineer: "For just Phase One alone, the expansion would take at least 40,000 truck and trailer loads of fill. That's 80 truck/trailer combos on our roads roundtrip every day five days a week for two years! Imagine what that will do to the traffic problem. And who will pay for the damage to the roads? You and me!"



Neil Wheeler, life-long Snohomish resident and Flood Control Manager: "The huge amount of fill required for the expansion would displace flood water and could create a costly disaster during a major flood. In 1995, just one dike breach cost \$2 million to repair."



Larry Brennis, retired Federal Aviation Administration Controller: "Harvey Airfield has had several aviation mishaps and near-misses. Bringing in larger aircraft, mixed with smaller planes and recreational users, would increase the number and severity of accidents."



Rick Reed, Snohomish-born, former state senator: "Expanding the runway will not make Harvey Airfield safer. You can't change topography. With hills to the North and South, pilots say flying into that Airfield is like flying into the bottom of a bucket."



Cliff Bailey, life-long Snohomish farmer, former state senator and county councilman: "Expanding the Airport is a terribly irresponsible proposal that would put our already dwindling farmland at risk. Snohomish could become the next Kent Valley."



Karen Mashburn, Mortgage Banker: "Increasing air traffic at Harvey Airport would have a devastating impact on the value of our homes in Snohomish. Our homes would be worth less and would take much longer to sell."



Karen and Don Everest, Snohomish Historic District business owners: "Traffic is already at a standstill on First Street every morning. Expanding the Airport would make our quaint Snohomish look more like Highway 99."



Monica Van der Vieren, Commissioner, Drainage District 13: "Even with minimal damage, the November floods threatened residential water and power transmission lines. With more fill in the flood plain, we'll have more potential for dike damage and utility companies will want to move pipelines into higher neighborhoods."



Carroll Clark, life-long Snohomish resident and retired teacher: "Living in the flight path of Harvey Airport is bad enough already. Noise from air traffic coming in and out of the Harvey Airfield is already too much. We don't want it any louder!"



Candace McKenna, Snohomish resident and Microsoft executive: "Commuting on Hwy 9 is already a nightmare. If the Airport is expanded, the traffic will be many times worse—even when it's not flooding!"



Bob Heirman, naturalist and historian: "Airport expansion would put more and larger planes in the path of tens of thousands of migrating ducks, geese and swans. The result would be dangerous for birds and planes alike."



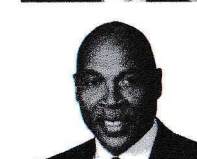
Rick Bart, Snohomish County Sheriff: "The Snohomish River floods at least one time every year which should serve as a reminder that Mother Nature will always control future development in the valley. Common sense belies doing any more development in the flood plain."



Hans Dunshee, WA State Representative: "I don't think development of private property should be subsidized by the taxpayers."



Steve Hobbs, WA State Senator: "Expanding the airport would diminish the quality of life in the Snohomish Valley and negatively impact the historical character of our small town."



John Lovick, WA State Representative: "I see this expansion as a safety issue. Potential flooding, combined with larger, faster aircraft over our neighborhoods presents a real risk to health and safety."



Aaron Reardon, Snohomish County Executive: "We must protect our vulnerable farmland in the flood plain. We can't allow development that will threaten our recent success with the coordinated dike system that proved itself in the Election Day flood."

Why would ANYONE want to expand an airport in a flood plain?



Shown above during the Election Day Flood in November, 2006 is the area where the owner of the Harvey Airport in Snohomish wants to extend the runway. The owner continues to campaign for expansion of the airport despite concerns of experts, elected officials and residents that the expansion would increase flooding, noise, accidents and taxes.

Why would the owner of a private airport continue plans to expand despite overwhelming opposition? In her own words:

"I want to continue the orderly expansion and development of the airport so that my children and theirs have the opportunity to continue a treasured way of life in the valley for generations to come,"
Airport owner Kandace Harvey, Everett Herald, Nov. 15, 2006.

November 17, 2006 - 10 days after flood
Hansen Slough - site of planned runway expansion for Harvey Field





2009 Flood

About 1 MILE South of the City of Snohomish

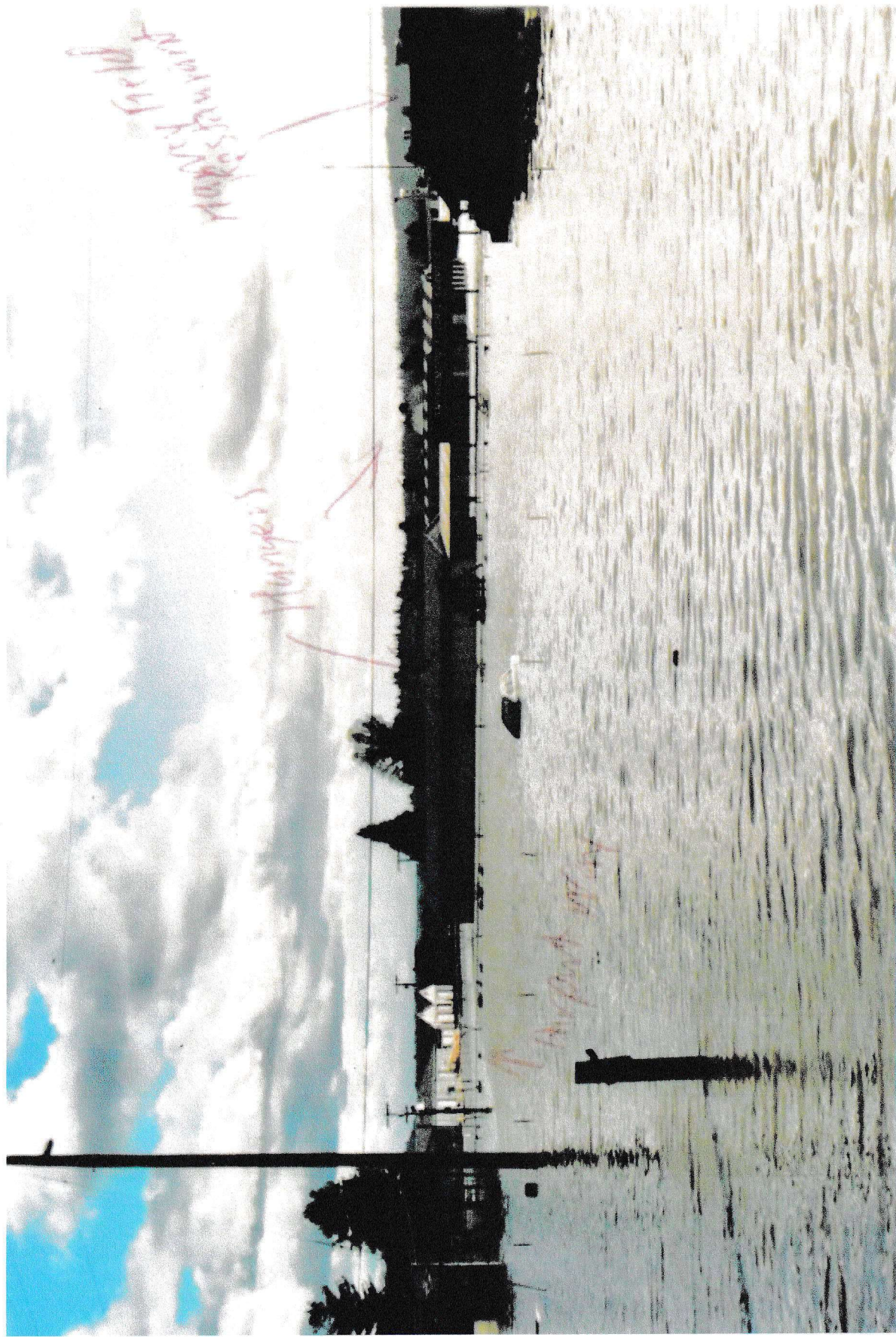
Aerial View Looking South

2006 Flood - HWY 9 overtopping
just South of Shohomish

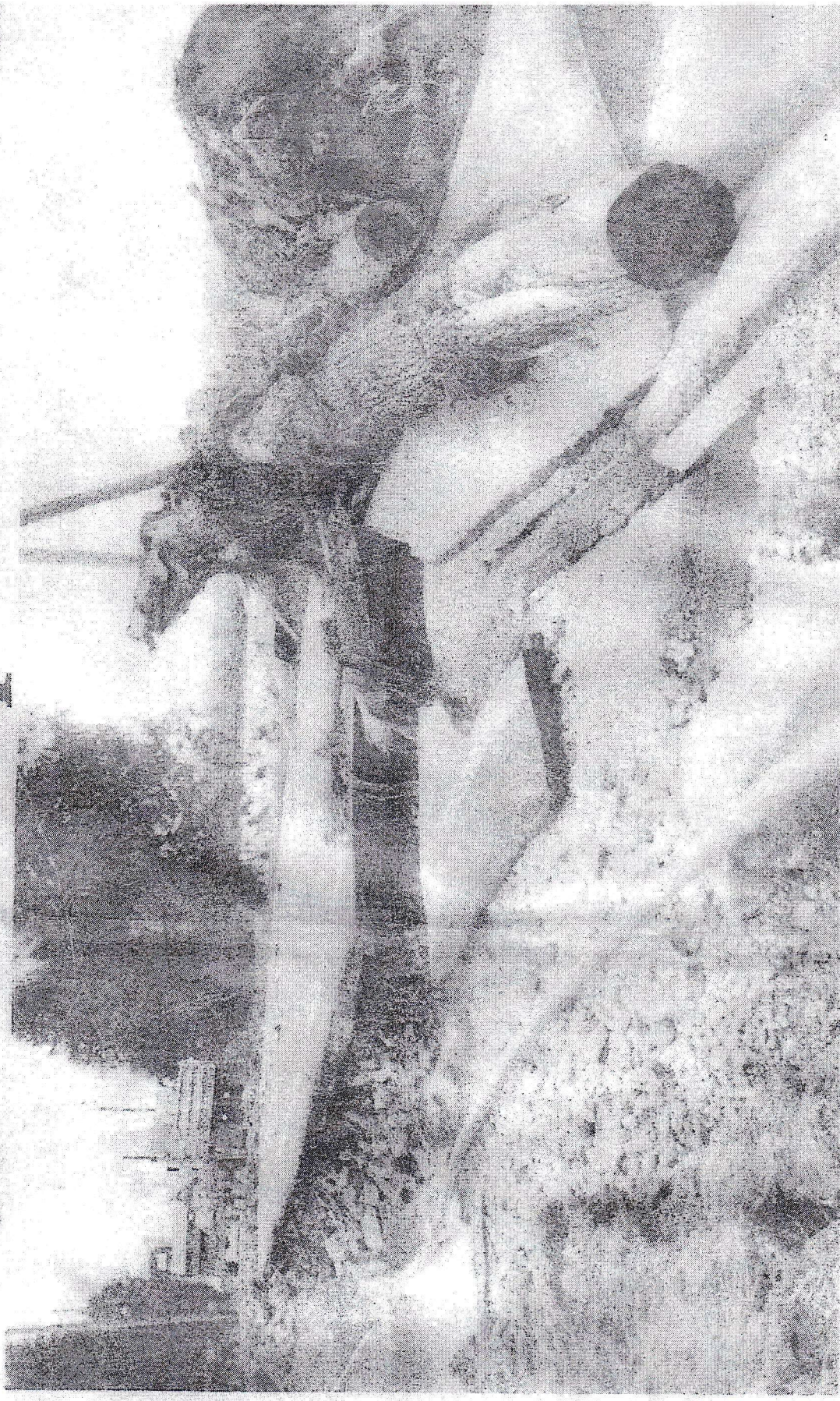


Harvey
Airport

1995 Flood Harvey Airfield and Restaurant

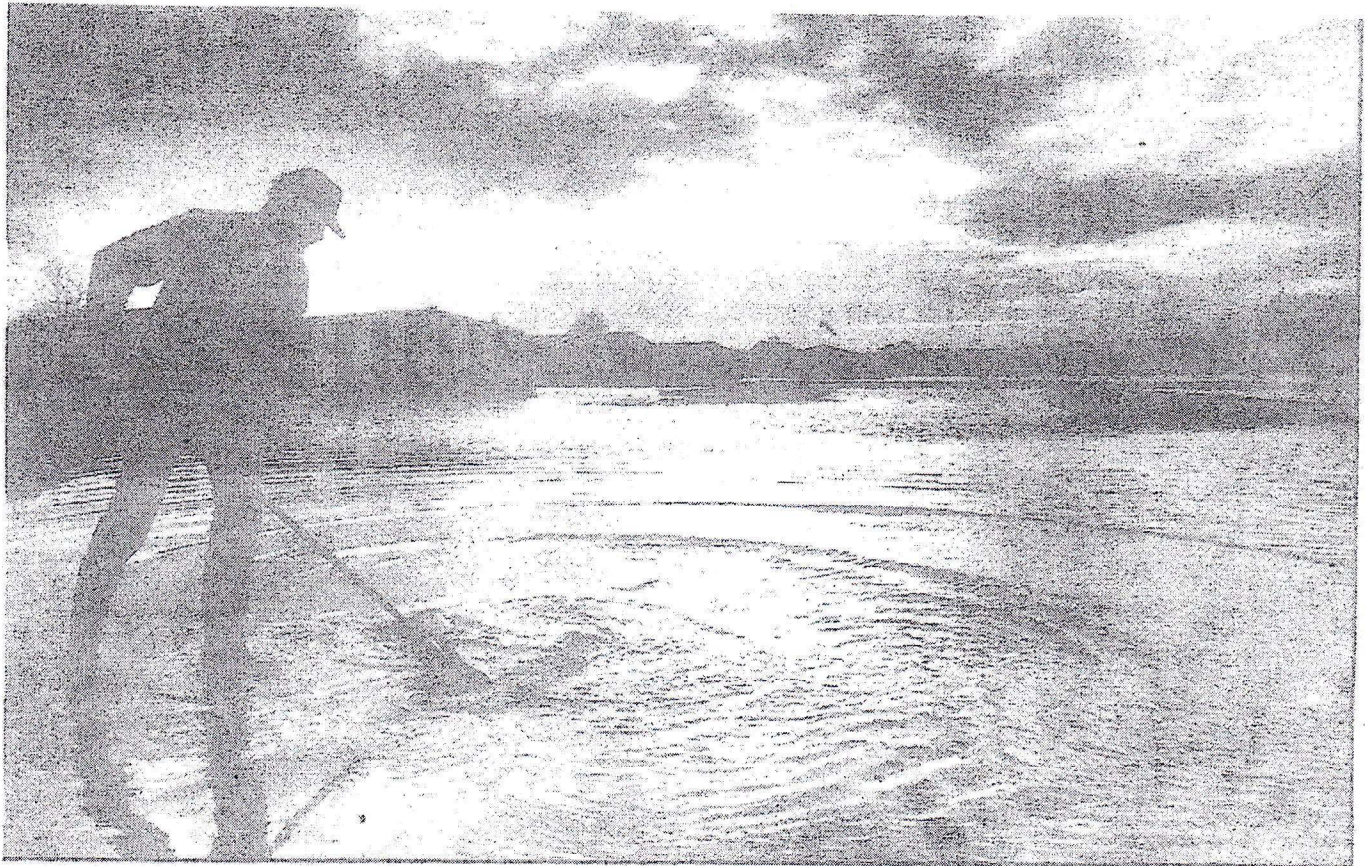


y begins cleanup in wake of flood



AIRPORT ROAD just south of the Avenue D bridge was hard hit by the raging floodwaters. Several sections as wide as 300 feet washed out. County road crews report major washouts as large as 1,000 feet across on the Lowell River Road between Snohomish and Everett. Late last week some stretches of road were still submerged work will be delayed until water recedes. For information on flood damage (Dan

d in she and ill to i an her town tion. she ears n it, st a side tive than l on ther nith and .” erd last ents um- rom were doing it for nothing.” Sackman debris to salvage what they could



worker Norm Thordarson pushes muck away from hangars at Harvey Airfield Wednesday morning.

The Herald/DREW PERINE



airfield viewing spot, footprints trail off a thick coat of slime left by the Snohomish

Volunteers come to rescue of flood-damaged airfield

By SCOTT GORMAN
Herald Writer

SNOHOMISH — If you looked closely Wednesday at the devastated moonscape that just a week ago was a thriving small airport, you could spot hope amid the piles of mud and rubble.

Hope was at the controls of backhoes and dump trucks caked with grime; it was pushing a broom to shove away water that kept coming back; it was holding its nose and braving the stench to clean up a kitchen laden with spoiling food.

As Mr. Dickens once wrote about the French Revolution, it was the best of times and the worst of times at Harvey Airfield.

The worst was mirrored in the eyes of Kandace Harvey, who owns this private airfield with her husband, Richard. The best was found in the scores of people who showed up to help in the long process of rebuilding, working without pay but with determined enthusiasm.

"I can't believe it," Kandace Harvey said as she took in the damage receding flood waters had just revealed, her expression a marriage of pain and awe. "It's (the damage) so much worse than we ever anticipated. It's like an explosion hit."

In front of her was a \$150,000 hanger that was almost destroyed. To her left were huge chunks of broken pavement, hills of mud, small lakes of brown water. Massive wood

planks carried by the rushing waters from the Seattle-Snohomish Mill were strewn everywhere.

In the building she had just left were computer and communications systems that would never work again, ruined furniture and a kitchen recently remodeled for \$55,000 that looked like it had been hit by a tornado.

But standing by her were people who had dropped everything — their jobs, their projects, their own flood-related worries — to lend a hand.

The entire work force of the Marysville Construction and Paving Co. showed up with earth moving equipment of every size and description. They were loading up trucks with mud and rock, scraping and hosing down the taxiway, doing whatever needed to be done.

"Harold Morgan called a couple of days ago and said, 'Whenever the water goes down, we'll be there,'" Harvey said. "He's incredible. They're even taking care of the food."

Morgan, owner of Marysville Construction, said his workers and equipment would be there free of charge for as long as they were needed.

"We're not leaving until these people are back on their feet," Morgan said. "Everything else is on hold. The Harveys are good

See HOPE, back page, this section

1975 FLOOD - SNOHOMISH

HARVEY
AIRPORT

← HWY →

Topsails
NW

FLOOD '75

A special report by the Everett Herald
and its Western Sun edition

Don and Barbara Bailey
12711 Springhetti Road
Snohomish, WA 98296
360-568-8826

September 18, 2021

Snohomish County Council
3000 Rockefeller Avenue, M/S 609
Everett, WA 98201

Re: Countywide Planning Policy JP-3 relating to floodplain concerns with potential annexation of Harvey Airfield in the South Snohomish Urban Growth Area.

Dear Council Members,

Our 5th generation family farm is just south of Harvey Airfield in Snohomish. We have experienced frequent and severe flooding along with Harvey Airfield and the Sea-Sno Mill over the past 60 years or so. We are concerned that the adoption of JP-3 would allow the City of Snohomish to change the current FEMA floodplain designation of Density Fringe upon annexation.

For the protection of life and property, the most important function of the floodplain is to convey floodwaters without much obstruction. Retaining the Density Fringe floodplain designation is critical for the floodplain safety for all of us.

- We appreciate Executive Somer's opposition to CPP JP-3 and urge you to vote for his recommendation to remove Joint Planning CPP JP-3 from the proposed CPP update.
- As fellow farmers, we appreciate Snohomish County Ag Board's opposition to CPP JP-3.
- As residents within the 6,000 acre area of the Marshland Flood Control District, we appreciate the Marshland Commissioners opposition to CPP JP-3.
- We appreciate Daryl Williams and Linda Lyshall of Snohomish County Sustainable Lands Strategy and their opposition to CPP JP-3.

I urge you to vote for Executive Somer's recommended Ordinance No. 21-059 at the Public Hearing on September 29, 2021.

Thank you for your consideration.

Barbara Bailey

Cc: County Executive Dave Somers

Enc: Letters from Snohomish County Ag Board, Marshland Flood Control District, and Snohomish County Sustainable Lands Strategy

SNOHOMISH COUNTY COUNCIL

EXHIBIT # 3.3.2

FILE ORD 21-057



THOMAS FAMILY FARM
PO BOX 1697
SNOHOMISH WA 98291-1697
(P) 360-568-6945
Marv.t@thomsfamilyfarm.com

August 27, 2021

Re: Ag Board Unanimous Opposition to Snohomish County Tomorrow Steering Committee CPP J-3

Dear County Council:

On behalf of the County Agriculture Board, and as its current Chairperson, I have been authorized to contact each of you. At an in-person monthly meeting on August 10, 2021, the Board voted unanimously to oppose CPP J-3 which the Snohomish County Tomorrow Steering Committee (SCTSC) adopted on July 28, 2021. The Ag Board respectfully requests that the County Council oppose it too.

This J-3 proposal was drafted by the City of Snohomish to appeal to a "local control" theme which resonated with cities and towns within the County. The argument was that, after an annexation, cities and towns should have local control of their newly-annexed areas and not be subject to County Interlocal Agreement provisions which require some County policies to continue in these newly annexed areas. The City of Snohomish proposed this J-3 language because it wishes to annex the Harvey Airport and the Airport wishes to avoid County floodplain regulations.

More specifically, the County has "Density Fringe" regulations which mitigate obstruction of floodwaters. SCC 30.65.250-.265 provide that uses which displace floodwaters may not exceed 2% of lot area and a use's width, perpendicular to floodwater flow, may not exceed 15% of lot area. The Airport desires to evade these provisions.

The Ag Board is interested in and concerned about this "Density Fringe" issue because, as you are all aware, the vast majority of remaining agricultural land in Snohomish County is in or abutting floodplain. Any policies which obstruct the flow of floodwater across agricultural land could result in greater erosion and increase the amount of time that floodwaters inundate fields, delaying the ability to prepare the soil for planting.

Further, other infrastructure is also adversely affected. Roadbeds cannot bear the weight of vehicles, especially school busses and semi-trucks transporting groceries and other essential supplies. Railroad beds are similarly compromised. Arterial traffic for commuting to and from work is also stymied.

Floodwaters don't recognize paper map boundaries between the County and its cities and towns. Floodplain management is not a "local issue." It is a County-wide issue. Please reject J-3.

Sincerely,

A handwritten signature in dark ink, appearing to read "Marv Thomas".

Marv Thomas, Chairperson
Snohomish County Agriculture Board

MARSHLAND FLOOD CONTROL DISTRICT

P.O. Box 85 · Snohomish, WA 98291-0085
360-568-6044 · marshlandfloodcontrol@gmail.com

July 26, 2021

Re: Objection to the Flood Obstruction Consequences of PAC's JP-3 Recommendation

Dear Snohomish County Tomorrow Steering Committee:

We are the three elected Commissioners of the Marshland Flood Control District. Marshland is a 6,000 acre special purpose district authorized under RCW Chapters 86.09 and 85.38, operating to drain and dike floodplain property for agriculture. Marshland is located between Everett and Snohomish on the south shore of the Snohomish River. Within Marshland's borders are the former Seattle-Snohomish Lumber Mill Site and the Harvey Airport, both of which the City of Snohomish has expressed an interest in annexing. We write to you to express that, while Marshland does not oppose annexation, it does oppose the JP-3 Countywide Planning Policy language as proposed by the City of Snohomish and recommended by the PAC. We would like to explain why.

The PAC recommended JP-3 language was proposed by the City of Snohomish. It includes words like the following:

...recognizing that local governments retain ultimate authority for land use and development decisions within their respective jurisdictions

and

... acknowledge the city's/town's land use authority over newly annexed areas.

The "soundbite" Snohomish is using is "local control." It sounds appealing by putting the County in a "big brother" posture. After all, why should the County "bully" cities and towns into adopting some County policies and regulations as a condition of annexation? But, as the late conservative broadcast journalist Paul Harvey used to point out, "The Rest of the Story" may shed a different light on things.

In this case, Marshland has supported the annexation desires of Snohomish, Mr. Waltz, owner of the Sea-Sno Mill Site and Ms. Harvey, owner of the Airport. County zoning of the Sea-Sno Mill Site, in particular, was very restrictive and Marshland has supported the desire to allow many other commercial purposes. And when that expansion of zoning uses was approved by the County Council on November 13, 2019, the City of Snohomish expressly agreed that the "Density Fringe" category would continue to apply to the properties sought to be annexed – precisely because those properties are in the floodplain. In fact, the Snohomish River at Snohomish is at one of its narrowest widths. Mayor Kartak himself referred to it as a "bottleneck" at the 11/13/19 hearing. Accordingly, both properties, but for the special "Density Fringe" category, would be part of the 100-year base flood "Floodway".

Recently, however, the City of Snohomish and the Harvey Airport have decided to try and have the Airport property re-categorized. Why? Because the "Density Fringe" rules require that uses and structures not obstruct floodwater; i.e. that uses which displace floodwaters may not exceed two (2) percent of lot area, and a use's width, perpendicular to floodwater flow, may not exceed fifteen (15) percent of lot area. SCC 30.65.250-.265. Since new uses and structures like airplane hangers, would violate these 2%/15% rules, the Airport and Snohomish do not want to be bound by them. And that, as Paul Harvey would say, is "The Rest of the Story."

Ignoring the impact to Marshland of obstructing floodwater at the Airport is not good policy. The Airport is upstream of most of Marshland, including major arterials like Hwy 9, Hwy 96, Seattle Hill Road, Marsh Road and Lowell-Snohomish River Road. Therefore, floodwater downstream from the Airport will be higher, run faster and create greater damage if obstructed by new uses and/or structures at the Airport. And if Snohomish unilaterally reclassified the Airport, the Federal Emergency Management Administration (FEMA) might threaten to disqualify the entire County from Federal Flood Insurance, as it has done in the past for lesser failures to enforce its directives.

Moreover, the Airport and City of Snohomish philosophy is the exact opposite of how all the Snohomish River diking, drainage and flood control districts have treated each other for the past 30 years. No district may have dikes higher than any other. That way, if anyone gets wet, everyone gets wet. But, more importantly, there have been no major dike breaches, so damages have been far less than in the past.

Marshland cannot speak to the necessity of each policy the County requires towns and cities adopt as a condition of annexation. But it can speak to the fact that the "Density Fringe" category for floodplains in this County is critical to all floodplain property, whether within the County or city/town limits. Floodwaters don't recognize the borders between the County and its cities and towns.

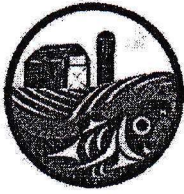
Sincerely,

Don Bailey, MFCD Chairperson

Marv Thomas, MFCD Commissioner

Tim Stocker, MFCD Commissioner

cc: Snohomish County Council
Snohomish County Agriculture Board
US Army Corps of Engineers
Snohomish Conservation District
Coordinated Diking Council
Surface Water Management
Snohomish County Public Works
Washington State Department of Transportation



Snohomish County Sustainable Lands Strategy

www.farmfishflood.org

Setting the table to develop understanding, relationships, and strategies to create and achieve a shared vision and beneficial outcomes for our watersheds.

August 13, 2021

Snohomish County Executive Dave Somers
3000 Rockefeller Avenue, M/S 407
Everett, WA 98201

RE: Opposition to CPP J-3 concerning annexation of Harvey Field and the former Seattle-Snohomish Mill site by the City of Snohomish.

Dear County Executive Somers,

The Sustainable Lands Strategy (SLS) is concerned about the proposed annexation of Harvey Field and the Seattle-Snohomish Mill site by the City of Snohomish. Harvey Field and the mill site are within the Snohomish River floodway and further development of new structures within the floodway should not be allowed.

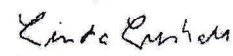
One of the purposes of a city is to concentrate development into a small area and to help protect the rural character outside of the cities and their associated urban growth boundaries. Floodway areas should not be annexed into cities. These areas need to be protected from city types of development, to help limit damage to private development from flooding and to protect fish and wildlife habitats.

Snohomish County has worked with the Federal Emergency Management Agency to reduce the number of structures existing within the Snohomish River floodways and should continue to do so. Millions of taxpayer dollars are spent every year in this State to help people recover from flood damages. By reducing the number of structures that may be impacted by flood events, we also reduce the future need for taxpayer funding to cover those costs.

New development may also increase the impacts from flooding on neighboring communities. New structures may displace areas that water can spread to, causing an increase in flood levels around the developments.

For these reasons it would be inappropriate to annex floodway properties into a City. Thank you for your consideration of these comments.

Sincerely yours,


Linda Lyshall
Co-Chair SLS


Daryl Williams
Co-Chair SLS

cc: Snohomish County Tomorrow Steering Committee and Snohomish County Council

Harvey Field Letter - Exec Somers

Harvey Field Runway Improvement Project
Scoping meeting
Thursday, December 1, 2022
6:00 p.m.

Harvey Field
Hangar 15
9900 Airport Way

Pages 1 - 3

Reported By: Rachel Helm, WA CCR No. 20120397

PUBLIC COMMENT NO. 1:

By: Doug Bates, local resident

So I guess one of the questions I have is in this runway -- I mean, in the runway-lengthening aspect -- in either case, are there going to be more flights of the largest aircraft that is here now, which is the noisiest, that are anticipated through the process? Because the skydiver ones are probably the noisiest ones here. They're not muffled in any way, shape, or form, and they're very loud. And if that goes out from 20 a day to 100 a day, that would be a concern. And whether or not that can be done now or after these improvements -- you know, it allows that -- would be questionable. That would be a question that I have.

So will the comments be addressed by anybody? I'd like to know if there's some information on that now. The comment -- the concern that the number of daily people

Page 2

1 drop will go way up as a result is a concern.
2 And that has to do with noise, obviously, and
3 more traffic that goes with that.
4 (Meeting concluded.)
5 --oOo--
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Page 3

1 CERTIFICATE
2
3 I, RACHEL HELM, a Certified Court Reporter in and
4 for the State of Washington, residing at Burien, do hereby
5 certify:
6 That the foregoing proceedings were reported by
7 me and thereafter reduced to a typed format under my
8 direction;
9 That the transcript, consisting of pages 1 - 3,
10 is a full, true, and complete transcript of said
11 proceedings;
12 That as a CCR in this state, I am bound by the
13 Rules of Conduct as Codified in WAC 308-14-130;
14
15 That the court reporting arrangements and fees in
16 this case are offered to all parties on equal terms;
17 That I am not a relative, employee, attorney, or
18 counsel of any party to this action or relative or
19 employee of any such attorney or counsel and I am not
20 financially interested in the said action or the outcome
21 thereof;
22 That upon completion, the original transcript
23 will be securely sealed and served upon the appropriate
24 party.
25 IN WITNESS WHEREOF, I have hereunto set my hand
this 15th day of December, 2022.

Rachel M. Helm, RSR, RPR, CCR
Court Reporter No. 20120397
Certification expires on 11/30/2023

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From: vbloodgood1@frontier.com
To: [Barrow, Julie](#)
Subject: new airport runway
Date: Friday, December 09, 2022 4:27:00 PM

Hello Julie

I have concern about the new airport runway.

- 1) too loud
- 2) more airplanes and noise
- 3) bigger airplanes
- 4) new road, the one we have is working well.

why change something that is working very well.

Thank You,
Valerie Bloodgood

12/28/2022 Jonathan Blubaugh	Commenter P-08	1[This common sense set of safety improvements is long overdue. I can't possibly find any reason why I should object. The only change outside the perimeter of the airport that I can find is the relocation of Airport Road. This makes good sense. The road is way too close to the end of the runway per the FAA's most recent design standards. These rules are always changing as our insights into airport safety and aircraft operations expand. The airport supports numerous pilots, aircraft owners, student pilots, and parachutists. Numerous people are employed as Flight Instructors, mechanics, parachute instructors, support staff members, and other allied trades and professions. The airport is one of a rapidly diminishing number of critical reliever airports for the airline terminals. Services available obviously include emergency medical evacuation flights when necessary. The airport is on private land. Every single airport is under constant aggressive, threats for closure and restrictions from aggrieved parties who feel entitled to dictate the use of other people's land. These hysterical NIMBY's will view any effort to improve safety at their targeted airport as an existential threat. If the NIMBY's cannot be silenced, they should at least be ignored. In have sat through several meetings at various airports in Washington and California where the NIMBY's spew outlandish, prosperous accusations that a plane fighting within sight of their neighborhood is going to destroy their child's life. I've heard enough of it. The complaints are always a series of "red herrings" from people who are annoyed by airplanes and want to lash out at airports and pilots as a result. They view the airport improvement process as their opportunity to disrupt any aviation activities near their community. The proposed airport improvements should be undertaken as expeditiously as possible within the established review framework.]
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From: [John Calhoon](#)
To: [Barrow, Julie](#)
Subject: Comments on the Harvey Field runway improvement project
Date: Friday, December 02, 2022 1:32:12 PM

Thank you for the opportunity to participate in the scoping of the EA for the Harvey Field runway improvement project on December 1. I am a private pilot and base my Cessna 172 in a closed hangar at Harvey Field. I also purchase fuel, maintenance and flight training from Snohomish Flying Service. I've been interacting with the airport in various forms since the 1980s.

Here are my comments after reviewing the Master Plan and the posters presented at the scoping event:

1. Improvements to the approach paths including the reduction of displaced thresholds would be welcome. The trees on the final approach path to runway 33 are getting pretty tall.
2. Relocation of Airport Way would be beneficial but the local transportation authorities really need to figure out a better way to get commuter traffic from Hiway 9 into the city of Snohomish and over to Hiway 2. Commuter traffic on Airport Way obstructs access to the land side of Harvey Field.
3. Maximizing green space should be a priority for development of the airport. This is for water runoff considerations, CO2 consumption and in keeping with the rural, agricultural tradition of the local area.
4. The Master Plan should consider keeping a grass runway. A grass runway is a good training tool for pilots and adds to green space.
5. The Master Plan should consider relocating the self-service fuel facility to a more accessible part of the airport. The main ramp is often very crowded with visiting aircraft, flight school aircraft, and aircraft undergoing maintenance.
6. I think it would have been helpful to kick off the scoping meeting with a presentation recapping the Master Plan and explaining the EA and the scoping process. Many of the questions I heard were covered in the Master Plan and it was necessary to mentally consume several posters in order to understand the overall process.

Thanks

John Calhoon

12/1/2022	Michelle Canfield	Self	Commenter P-10 1[I would like to see added to the EA evaluation of the impact to farmlands. Specifically removing valuable land from AG production as well as floodway impacts to neighboring farms and dikes. Any fill needs to be offset by equal cut in that valley, so as not to push additional flood waters onto neighboring farms or put added pressure on the dike system.] 2[I support endeavors to make this runway safer, as it is too close to the busy road currently.]
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From: [Drew Carlson](#)
To: [Barrow, Julie](#)
Subject: Environmental Assessment (EA) Harvey Field
Date: Saturday, December 31, 2022 3:57:36 PM

Julie Barrow
RS&H
4582 South Ulster Street, Suite 1100
Denver CO 80237
julie.barrow@rsandh.com

Dear Ms. Barrow,

This email is sent as comment in regards to the proposed Harvey Field Runway Improvement Project Environmental Assessment (EA). I have been advised that you handle such comments for RS&H and the proposed project. Over the next year, I am sure you and your company will learn a great deal about the significant environmental and socioeconomic impacts such a proposed project will have on our community. Still, I hope the following will give you further insight into what may be challenging to discover.

First, I would like to let you know that I greatly support aviation and Harvey Field. I own and reside at the one-acre parcel at 10612 99th Ave SE, Snohomish, WA. The home sits right outside the southern RPZ of the current paved runway location. Since purchasing the property, I have spent thousands of dollars to clearly define and amend a right-of-way easement for the airport and remove trees encroaching into the airspace in order to keep our aviation community safe. With the overflow of general aviation traffic in this area due to the issues with other local airports, Harvey has played an important role in the aviation community.

The proposed improvements that were publicly disclosed in the letter to county residents that I received on November 21st, 2022 were as follows:

- Changing from a two parallel runway system (paved and grass) to one paved runway.
- Converting the grass runway to a paved surface runway 75 feet wide.
- Converting the existing paved runway to a parallel taxiway or removing the existing runway and constructing a new parallel taxiway.
- Relocating Airport Way.
- Relocating navigational aids and runway/taxiway lighting and fencing.

Based upon the information available and presented at the public scoping meeting held on December 1st, 2022, at Harvey Field Hangar 15, I am against all the proposed improvements with the exception of improving navigational aids for the pilots.

The grass runway plays an essential role for our aviation community at Harvey Field, and removing it to widen the paved runway would impact pilot safety and training. Harvey has a very popular flight school training program with a great reputation for safety and experience. An essential part of that experience that new and training pilots have at Harvey is the grass runway, and has been since the beginning of the airport in 1944. To train pilots properly, it is important to understand as much as you can about how conditions can affect landing surfaces, and the grass runway at Harvey Field provides such insight in a safely controlled setting. Removing this runway would prevent many pilots of the general aviation community from the

essential training necessary to land their aircraft safely. To preserve crucial safety training for the aviation community, I oppose the publicly listed improvements provided in the letter that may lead to the removal of the grass runway.

One improvement not related to the widening of the proposed new runway, which was listed in the letter but not clearly defined in the scoping meeting, is the relocation of Airport Way. I was disappointed that there was no clear definition of the new location. Based on the information from the Harvey Field Website (<http://harveyfield.com/History.aspx>) and its master plan information at (<http://sites.jviation.com/harveyfield/2018-documents.html>), I firmly oppose the proposed relocation of Airport Way for several reasons.

As your experts will discover in their research, relocating Airport Way would have significant environmental impacts in the area. The proposed new relocation in the 2018 Master Plan suggests moving it further south and into Hanson Slough. Hanson Slough plays an essential role in flood management for the county. It will be vital for your representatives to discuss with local environmental experts the impacts such a relocation might have on the destruction of property, wildlife, and flood control among others. Such wildlife includes, but is not limited to, black-tailed deer, multiple hawk species, multiple owl species, bald eagles, cranes, coyotes, hummingbirds, ducks, geese, and many more.

My home sits at the highest point of the slough. The proposed relocation of Airport Way suggests destroying my home and business in order to make room for the road. Not only would the abundant wildlife of this area lose their home, but my family and I would lose ours as well.

This home was built in 1919 by Adolf Hanson for his daughter-in-law Elmira Debuque. As one of the oldest remaining farmhouses in the community, I have been working countless hours since June of 2021 to begin restoring the home to its original condition in an attempt to preserve its significant historical value. From the herringbone fir flooring and leaded pane windows to the details of the antique chandeliers and horse hair pattern ceilings, this old farmhouse tells an incredible story of craftsmanship that we must preserve for future generations.

My business will also be destroyed if Airport Way is moved to the location proposed in the master plan. The agricultural operation set to begin in the summer of 2023 will represent the majority of my income and support for our family. Not only will this business provide significant tax revenue for the county, but it will also support the essential and struggling local farming community here in Snohomish County, which needs our help. I will do everything in my power to prevent my home and business from being destroyed to make way for an unnecessary paved road.

The major problem that Harvey Field faces in any potential future changes is that the community understands that the Federal Aviation Administration and the Washington State Department of Transportation have a great interest in the expansion of Harvey Field. They believe there is an immediate need for further relief from the area's major airports. Harvey's location, in the eyes of these organizations, provides an ideal route. The local community and county repeatedly shot down this concept over the last 20 years. Becoming part of NPIAS has undoubtedly changed the position of Harvey Field's authority. However, it will likely be met with even further backlash than it has ever seen before. Moving the road and changing the zoning of the land would give way to an opportunity for expansion and that is exactly what

this community has been fighting against since it was originally proposed nearly 20 years ago.

Harvey Field should be removed from NPIAS and preserved in its current footprint as a local private airport for pilot training, skydiving, and hot-air ballooning. To meet FAA standards, WSDOT and FAA should reconsider the classification of aircraft accepted at Harvey rather than trying to continue accommodating group II aircraft. Government funding would be much wiser spent on expanding other neighboring airports, such as Arlington Municipal or Moses Lake Municipal, which face much fewer environmental and socioeconomic consequences.

Thank you for the opportunity to comment,

Andrew Carlson

Andrew Carlson
10612 99th Ave SE
Snohomish, WA 98296
Phone: (425)-220-3408
Email: drew@mercatostellina.com

From: [Morgan Davis](#)
To: [Barrow, Julie](#)
Cc: [Michael Whitney](#); [Kayla Dunn](#); marshlandfloodcontrol@gmail.com; [Beth](#)
Subject: Fwd: Airport Expansion Meeting Dec. 1, 2022 2:00 PM - 3:30 PM at Harvey Field, Hangar 15 Event Center, 9900 Airport Way
Date: Thursday, December 01, 2022 10:08:58 PM

Hello Julie Barrow.

I attended part of your Dec. 1st 2:00 PM presentation by RS&H at Hangar 15. I left the meeting after I confirmed with the 2 FAA officials in attendance that they have never considered any alternative for the new runway other than on Harvey Airfield property. Also, the RS&H presenter stated the new runway must be on current Harvey Airfield land. No one would address the merits of my idea set forth in this email thread where I wrote "It seems to me the FAA should buy the farmland west of SR9 from Marsh Road north to the BNSF railroad tracks and build the new runway there and lease it to Harvey Airfield to operate, using Eminent Domain if necessary".

Buying raw, floodplain farmland at \$10,000 to \$20,000 per acre costs far less than county taxpayers spending \$30-\$40 million to reroute Airport Way while at the same time creating an environmental disaster--trucking in thousands of dump truck loads of fill and upsetting the delicate flood prevention balance among the properties in the Marshland Flood Control District.

Julie, I was told today I had to resubmit my idea again. So please consider this email thread my official comments in your EA scoping and assessment for the Harvey Runway Improvement Project.

Thanking you in advance for keeping me informed as this project evolves.

Yours truly,

Morgan Davis, longtime Snohomish resident.

----- Forwarded message -----

From: **Morgan Davis** <morgandavis360@gmail.com>

Date: Tue, Nov 29, 2022 at 2:05 PM

Subject: Re: Airport Expansion Meeting Dec. 1, 2022 2:00 PM - 3:30 PM at Harvey Field, Hangar 15 Event Center, 9900 Airport Way

To: <windchimehouse@comcast.net>

Hello Beth,

Yes, the FAA has designated Paine Field as its top contender to site a new Sea-Tac sized International Airport and wants Harvey Airfield to accommodate the "General Aviation" aircraft that will be displaced by the commercial passenger jets.

All we can do is try to relocate the new Harvey runway so that:

Thousands of dump truck loads of fill in the southern basin is prevented and relocating Airport Way is prevented.

And aircraft won't fly over the city of Snohomish or the more populated areas.

It seems to me the FAA should buy the farmland west of SR9 from March Road north to the BNSF railroad tracks and build the new runway and lease it to Harvey Airfield to operate.

On Tue, Nov 29, 2022 at 1:03 PM <windchimehouse@comcast.net> wrote:

Morgan,

Glad to hear you, too, are still out there.

I am hearing back from neighbors and may provide a "hot" summary once I understand everything being gleaned.

My biggest concern is when federal agencies have a mandate to do something, that makes it really tough to fight?!

You nailed what my neighbor and I are thinking about – that basin on the south side.

I will get back to you.

Thanks for being there.

Beth

From: Morgan Davis <morgandavis360@gmail.com>

Sent: Monday, November 28, 2022 4:26 PM

To: windchimehouse@comcast.net

Cc: Michael Whitney <michael.tribune@snoho.com>; Kayla Dunn <kayla.dunn@heraldnet.com>; julie.barrow@rsandh.com; marshlandfloodcontrol@gmail.com

Subject: Re: Airport Expansion Meeting Dec. 1, 2022 2:00 PM - 3:30 PM at Harvey Field, Hangar 15 Event Center, 9900 Airport Way

Hello Beth,

Thanks for the heads up about the public comment meeting on Harvey Airfield on Thursday. Maybe the local press can mention the public meeting before Thursday.

Yes, trucking in thousands of yards of fill into that farmland basin or bowl just south of Airport Way to extend a beefed up and widened runway will make for an environmental disaster, let alone costing us county taxpayers \$30-\$40 million just to reroute Airport Way.

My preference is that the FAA, using Eminent Domain if necessary, simply purchase the farmland just west of SR 9 and build the southeast to northwest runway there and lease it to Harvey Airfield to operate. There already is an underpass under SR 9 to connect the airfield to this proposed new runway just west of SR 9.

On Mon, Nov 28, 2022 at 2:37 PM <windchimehouse@comcast.net> wrote:

Dear Concerned Neighbors,

For those of you who remember the July 2016 community action against the airport expansion... **that's 6 years ago**, my neighbor just shared this attachment

and this email from Marshland Flood Control about a meeting at Harvey Airport.

It seems we need to remind the airport how we feel about this issue again.

Please read the attached Notice and mark your calendars to attend the meeting if your schedule permits. If you cannot attend, but do wish to make written comments, please note that the attached Notice provides an address for mailing written comments on the middle of the second page. Also note, however, that **written comments must be received by December 31, 2022**, so please don't delay.

Beth Jarvis

1914 5th Street

Snohomish WA 98290

360.563.9376

PS If any of you want to reconnect regarding this issue, please feel free to contact me.

----- Forwarded message -----

From: **Marshland Flood Control** <marshlandfloodcontrol@gmail.com>

Date: Wed, Nov 23, 2022 at 11:52 AM

Subject: Harvey Airport Plans for Runways and Airport Way

To:

Dear Zone 1 Members:

At their November 14 meeting, the Marshland Commissioners considered a Notice received by email about a meeting on Thursday, December 1, 2022 from 2:00 p.m. to 3:30 p.m. at Harvey Airport. The Notice involves changes the Airport hopes to make in its runway configuration. These changes would also involve "Relocating Airport Way."

The Commissioners did not know how many of you may have been given Notice of this meeting, but felt it was important to the entire area most affected by the Airport. Therefore, the Commissioners directed that Zone 1 of the District receive email notice of the meeting. The more people who show up to let the Federal Aviation Administration (FAA) officials know about local opinion, the better.

Please read the attached Notice and mark your calendars to attend the meeting if your schedule

permits. If you cannot attend, but do wish to make written comments, please note that the attached Notice provides an address for mailing written comments on the middle of the second page. Also note, however, that written comments must be received by December 31, 2022, so please don't delay.

Thank you.

Gary

Gary W. Brandstetter

Secretary/Manager and Legal Counsel

Marshland Flood Control District

P.O. Box 85

Snohomish WA 98291-0085

360-568-6044

marshlandfloodcontrol@gmail.com

Commenter P-13			1[The FAA admitted it has not scoped any alternative site for the new wider and longer runway other than on the existing property owned by the Harvey family. The FAA and Snohomish County need to look at alternative sites like just west of SR9 from Marsh Road northwest to the BNSF railroad tracks.]
12/3/2022	Morgan Davis		

From: [Morgan Davis](#)
To: [Glen Pickus](#); [Brooke Eidem](#); [Barrow, Julie](#)
Cc: [Linda Redmon \(council\)](#); [Donna Ray \(Council\)](#); [Lea Anne Burke \(Council\)](#); [Merritt Weese](#); [Tom Merrill \(council\)](#); [Judith Kuleta \(Council\)](#); [Felix Neals \(Council\)](#); [David Flynn \(Council\)](#); hmeskridge@comcast.net; [Mitch Cornelison](#); [Christine Wakefield-Nichols](#); [Nick Gottuso](#); [Ben Watanabe](#); [Shari Ireton](#); [Jerry Cornfield](#); [Brandi Whitson](#); [Heather Thomas](#); [Michael Whitney](#)
Subject: Fwd: Airport Expansion Flyer for Concerned Neighbors
Date: Tuesday, December 13, 2022 6:37:11 PM
Attachments: [Concern about Harvey Airfield Expansion flyer 12.12.22crev.pdf](#)

Hello Glen, Brooke, and Julie,

Here is an important Flyer/FAQ Sheet relating to Harvey Airfield's proposed airport expansion plans that you should carefully study.

Glen and Brooke, you were late comers to the Dec. 1st 2:00 PM presentation at Hangar 15, but surely you must realize this proposed expansion would be detrimental to the populated areas of Snohomish as well as a significant negative environmental impact on the residents and their farmland in the Snohomish River Valley area.

Glen, during the December 6th Snohomish City Council meeting, you reported to the Council and Mayor that the proposed expansion of the runway enabling more air traffic would be good for the property owners on Avenues H, I, J, K, and Ludwig Road, giving this specious argument: The glidepath would be raised a few hundred feet making landings quieter. No, more aircraft landings and takeoffs don't increase safety; they only increase the probability of accidents. For example, why in the world does the FAA allow flight and stress tests over populated Snohomish as we saw in the November Cessna crash? What's next? An air traffic control tower at Harvey Airfield?

The City specifically created the so-called "Southern UGA" for the Harvey family. That has been proven to be a blunder as the County now allows the airport to branch into the commercial storage business of renting out buildings for non-aircraft storage, such as boats, motor homes, motorcycles, trailers, RV's, etc.

The taxpayers have been very generous to the Harvey family. Eldon Harvey placed a small runway going east-west on his farmland in wartime 1944. In 1959 a new SE-NW runway was built. I don't think the taxpayers are obligated to see the airfield expand to increase profits. Arlington Municipal Airport is the logical site to accommodate the larger GA/R aircraft being displaced by more commercial jets at Paine Field.

Sincerely,

Morgan Davis, longtime concerned Snohomish property owner.

----- Forwarded message -----

From: <windchimehouse@comcast.net>

Date: Tue, Dec 13, 2022 at 12:08 PM

Subject: Airport Expansion Flyer for Concerned Neighbors

To: <windchimehouse@comcast.net>

Concerned Neighbors,

A tool to use until December 31st, 2022.

It will be revised after that date. This kind of thing goes through several iterations.

If you speak with your neighbors and they'd like to be on the email list, have them email me.

Thank you to several of you who helped inspire and collaborate on this piece.

Your efforts and opinions are greatly appreciated!

Our concerns and alternate ideas are many, so let's get those thoughts on record.

Please feel free to reach back to me.

Thanks,

Beth

PS For those who are new to the group.

Go to the link for Harvey Field see the: Proposed 2021 Disadvantaged Business Enterprise (DBE) Goal, Airport Layout Plan (ALP), Harvey Field Runway Improvement Project Environmental Assessment and River Level.

Under the Harvey Field Improvement Project box, see Documents and Displays, Scoping Meeting Boards. You can view the power point here...

or simply search <https://harveyfield.mysocialpinpoint.com/>

Beth Jarvis

1914 5th Street

Snohomish WA 98290

360.563.9376

Concerned neighbors, once again Harvey Airport is planning expansion in a floodplain. In 2006/2007 we addressed all the same issues.

At that time experts, elected officials & residents explained that the airport expansion would increase local flooding, noise, accidents and taxes.

We have a December 31, 2022 public comment deadline. Please send your concerns to julie.barrow@rsandh.com. Handwritten comments can be mailed to Julie Barrow, RS&H, 4582 South Ulster Street, Suite 1100, Denver, CO 80237.

A response could be ready in fall 2023.

The Tribune reported on November 2, 2022:

“The FAA will restrict giving grants if the airport's out of compliance... Without funding, it would be tough for the airport to make improvements on its own, said Harvey.”

Today's 2022 public airport pitch:

Pitch 1 The airport needs improvements, it is not safe for “general aviation”: Arlington and Anacortes Airports have a “general aviation” designation, why do we need to change the recreational nature of Harvey Airport? We accept Harvey as a recreational airport. We recognize the small planes, the parachutists, and the balloons. It's characteristic of Snohomish and we accept it. Harvey says the improvements are now about “safety.” After 75 years of operation, all of a sudden, the airport isn't safe?

If Harvey is essentially improving the airport to make it safe for general aviation, a “GA”* designation from an “R,”** that means more aircraft and more flights. **If you increase the number of flights and air traffic flying over Snohomish, is that statistically safer for the town of Snohomish? And while lengthening the runway will improve the angle of approach, these improvements are going to bring more airplanes to the field. Again statistically, more airplanes increase the opportunity for accidents. Guest pilots don't live here, they may not stay within or follow the invisible approach lanes in the sky. Harvey and the FAA cannot guarantee all the pilots will use the flight paths as they are shown in her “Airport Layout Plan – Future.”**

And why does the FAA allow flight testing over Snohomish? This article entitled “Plane's right wing separated in flight before the deadly November 18th 2022 crash that killed four in Snohomish County, NTSB, ...” says it all. The Cessna 208B, which was on lease to Raisbeck Engineers, left Renton around 9:30 a.m. on Friday. It crashed in an agricultural field around 10:20 a.m. while maneuvering near Harvey Airfield in Snohomish. There was a fire after the crash. The right wing was found about 200 yards away from the fuselage, which is the main body of the plane, according to the NTSB. Source: Author: KING 5 Staff, Published: 1:11 PM PST November 21, 2022, Updated: 1:11 PM PST November 21, 2022

Longer runways mean bigger aircraft, more flights, more often. It's an incremental move towards greater future airport expansion. Every 5 years or so, Harvey submits a new airport expansion request. These studies are funded by federal tax grants!

And more aircraft, more flights, more often, means more noise. **Do you feel the airport does a responsible job of controlling the kind and age of aircraft flying over the town Snohomish? Is it realistic to think a guest pilot to the airport is really going to honor how they approach the airfield, or that their aircraft is more quiet? What have you observed since 2006? What do you think about the November 18th 2022 crash?**

***General Aviation** - Definition. General Aviation (GA) is defined by the International Civil Aviation Organization (ICAO) as “all civil aviation operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire”. The category also is sometimes called general aviation and aerial work (GA/AW).

****Reliever** - An airport designated by the Secretary of Transportation to relieve congestion at a commercial service airport and to provide more general aviation access to the overall community (§47102(23)). A public-use airport that does not have scheduled service or has scheduled service with less than 2,500 passenger boardings each year (§47102(8)).

Pitch 2 Fill the south Hanson Slough, move Airport Road, widen and extend the runways, make airport runway blacktop improvements. Harvey Field's proposal lengthens the runway to 2,400 feet and widens it to 75 feet. It would have a single runway instead of a paved runway and a grass runway parallel to each other. It's not right that county and federal taxpayer money should benefit Harvey Airport, a private, for-profit family enterprise, while simultaneously disrupting and degrading the environment of Snohomish with thousands upon thousands of continuous dump truck loads of fill in a major floodway for who knows how long.

The impact of moving Airport Road, filling that basin-like slough in the floodplain to the south of the road - as Harvey is suggesting - to extend their runway and make additional blacktop runway length improvements will block the unobstructed flow of rapid floodwaters which threatens our fragile levy system. The frequent and severe flood history of this area says it all. Past levy breaches in this area have resulted in catastrophic damage to homes and roads. **More flood history pictures of this area can be found at this link:** <https://www.dropbox.com/sh/kp90hp3ra7vtiz3/AADqgPjPvQ-zAddVV7ltohia?dl=0>.

When flooding like the Election Day flood in November 2006 happens again, and it will, where will all that newly displaced water go? Everyone around Harvey Field and along First Street knows very well. Water lines are visible along the walkway by the river, along bridge supports by the river, and still in the memory of lots of local residents and business people. Will the displaced or contaminated water cause Snohomish to pay federal fines for breaking through again? Who will bear the cost of water damage if FEMA approves the airport plan "in the fringe" which meets some kind of "maximum allowable density/obstruction development percentages"?

.....

Pitch 3 Federal monies will be used for the expansion: The airport's plan spends federal monies (our taxes) for private gain. However, private gain negatively impacts the public town of Snohomish. Filling in the floodplain would require FEMA (federal) approval. FEMA approval for floodplain filling requires a Biological Opinion approval from NOAA National Marine Fisheries (federal). With these 2 federal hurdles, why or who has the airport convinced to possibly allow this proposed expansion?

Bird strikes cause accidents, have the bird migration patterns from North to South and South to North suddenly stopped? What about the protections for: air pollution, fish and wildlife, wetlands, farmland, noise, clean water and flooding? Again, more airplanes mean more impact.

How and why is an Environmental Assessment happening? The Environmental Assessment is being done by a consultant hired by Harvey to be submitted to the FAA. It's just another step in the flow diagram Harvey is publishing in "The EA Process." Harvey has already completed her submission for federal monies as a disadvantaged business enterprise (a woman owned business). **Harvey is standardizing the airport to be acceptable to the FAA for "general aviation" so it can get federal monies, make improvements and handle spillover (more airplanes) from Paine Field in Everett or SeaTac.** The FAA and County are eying Paine Field as the second "Sea-Tac International Airport" for commercial jet passenger service.

The question is: If this expansion happens, where and when will the airport expansion end? We stopped it in 2006 but it's happening again.

Airport expansion will impact the residential and business charm of Snohomish, as well as, home values in Snohomish, and demolition and construction will definitely impact our traffic patterns and local businesses.

What can you do about Harvey Airport expansion & air safety over Snohomish?

Contact federal, state, county and city elected officials immediately.

.....

(Right now, we live in a charming little town with charming homes, touristy oriented businesses, and the beautiful, green, lush farmland filled with story-book livestock. If the airport affects home values, if the land becomes worthless, who will want to live here? Why would our farmers stay? What would Snohomish look like without our pretty homes and farms? We must control airport expansion.)

CITY OF SNOHOMISH COUNCIL MEMBERS

Linda Redmon, City Mayor

Physical Address: 116 Union Avenue, Snohomish, WA 98290
Mailing Address: PO Box 1589, Snohomish, WA 98291
Phone: **360-282-3154** / Email: redmon@snohomishwa.gov

Donna Ray, City Council

Title: Councilmember, Position 1
Phone: **425-327-8790** / Email: d.ray@snohomishwa.gov

Judith Kuleta, City Council

Title: Councilmember, Position 2
Phone: **425-327-6162** / Email: kuleta@snohomishwa.gov

Felix Neals, City Council

Title: Councilmember, Position 3
Phone: **425-327-7754** / Email: neals@snohomishwa.gov

Tom Merrill, City Council

Title: Councilmember, Position 4
Phone: **425-327-6668** / Email: Merrill@SnohomishWA.gov

David Flynn, City Council

Title: Councilmember, Position 5
Phone: _____ / Email: flynn@snohomishwa.gov

Lee Anne Burke, City Council

Title: Councilmember, Position 6
Phone: _____ / Email: l.burke@snohomishwa.gov

Karen Guzak, City Council

Title: Councilmember, Position 7
Phone: _____ / Email: guzak@snohomishwa.gov

Yosh Monzaki, City Engineer

360-282-3161 / monzaki@snohomishwa.gov

Brooke Eidem, AICP, Planning Director

360-282-3167 / eidem@snohomishwa.gov

COUNTY

Dave Somers, Snohomish County Executive

425-388-3460 /
Dave.Somers@co.snohomish.wa.us / 3000
Rockefeller Ave., M/S 407, Everett, WA 98201

Strom Peterson, District 3 County Council Member

425-388-3494 / Strom.Peterson@snoco.org / Robert
Drewel Building, 8th Floor, 3000 Rockefeller, M/S 609, Everett,
WA
Improved public safety, and working towards a shared vision for
development, transportation, and preservation throughout the
region. Mr. Peterson believes strongly in the protection of our
environment and natural resources.

Sam Lowe, District 5 County Council Member**425-388-3494** / Sam.Low@co.snohomish.wa.us /

Robert Drewel Building, 8th Floor, 3000 Rockefeller, M/S 609, Everett, WA 98201

His district is Snohomish, he fights for transportation funding, congestion relief, and safety since 2016.

Jared Mead, District 4 County Council Member**425-388-3494** / jared.mead@snoco.org / Robert

Drewel Building, 8th Floor, 3000 Rockefeller, M/S 609, Everett, WA 98201

In 2018 he was elected to the State House of Representatives in the 44th legislative district which encompasses Mill Creek, Snohomish, Lake Stevens and parts of Marysville. In the State House Jared served on the Transportation, Environment & Energy and College & Workforce Development committees.

Megan Dunn, District 2 County Council Member**425-388-3494** / megan.dunn@snoco.org / Robert Drewel

Building, 8th Floor, 3000 Rockefeller, M/S 609, Everett, WA 98201

A life-long advocate for protecting our environment, Chair of Conservation, Sustainability, and Recreation Committees.

Nate Nehring, District 1 County Council Member**425-388-3494** / Nate.Nehring@snoco.org / Robert Drewel

Building, 8th Floor, 3000 Rockefeller, M/S 609, Everett, WA

Nate has prioritized fiscal responsibility, public safety, and economic growth.

.....

(Tell these elected officials we are concerned that the FAA and FEMA may entertain Harvey's expansion proposal.)

STATE DISTRICT 44 LEGISLATORS**Sen. John Lovick, Democrat** / 253.275.1405 /john.lovick@leg.wa.gov / 226 John A. Cherberg Building, PO Box 40444, Olympia, WA 98504-0403 (Senator Lovick has worked with us before.)**Rep. Brandy Donaghy, Democrat** / 360-786-7804 / go to<https://housedemocrats.wa.gov/Donaghy/contact> / Olympia

Address: JLOB 326, PO Box 40600, Olympia, WA 98504-0600

Rep. April Berg, Democrat / info@aprilberg.com / PO

Box 14893, Mill Creek, WA 98082

CONGRESSIONAL DISTRICT 1 LEGISLATORS**U.S. Senator Maria Cantwell, Democrat** /<https://www.cantwell.senate.gov/contact/help/form>**U.S. Senator Patty Murray, Democrat** /<https://www.murray.senate.gov/write-to-patty/>**U.S. Representative Suzan K. DelBene, Democrat** /<https://delbene.house.gov/forms/writeyourrep/?zip5=98290>

.....

(We in Snohomish WA, do have concerns over the impact to a healthy habitat for our wetland and river. Climate change is also a huge concern, NOAA's climate stewardship is supposed to protect land, water, resources and people. We need to ensure a healthy ecosystem in Snohomish. Airport expansion threatens this.)

FEDERAL**NOAA Fisheries** / West Coast Regional Office / Seattle Branch / Washington/Oregon**Lynne Barre, Branch Chief** / (206) 526-4745 / Email:lynne.barre@noaa.gov**NOAA Marine Fisheries Advisory Committee**

- **Jennifer Lukens, Director Office of Policy** / jennifer.lukens@noaa.gov / 301-427-8004
- **Heidi Lovett, Senior Policy Analyst** / heidi.lovett@noaa.gov / 301-427-8034

DEPT. OF ECOLOGY STATE OF WA / Northwest**Region Offices: Island, King, Kitsap, San Juan, Skagit, Snohomish, and Whatcom counties****Shoreline Office**

- **Receptionist** — 206-594-0000
- **Director** — Tom Buroker / thomas.buroker@ecy.wa.gov
- **Location** — 15700 Dayton Ave. N., Shoreline WA 98133

FEMA WA STATE**Tim Cook** / Phone: (253) 512-7072 / Fax: (253) 512-7207 / tim.cook@mil.wa.gov / Washington Emergency

Management, MS: TA-20, Bldg 20, Camp Murray, Washington 98430-5122

EPA**Email:** epa-seattle@epa.gov (There is also a form to submit with comment or questions on epa.gov)**Mail:** U.S. EPA, Region 10 / 1200 Sixth Avenue, Suite 155 / Seattle, WA 98101

FAA

Federal Aviation Administration

National Engagement and Regional Administration
800 Independence Ave., SW Room 306W
Washington, D.C. 20591

866.835.5322 (866-TELL-FAA)

**Airports Division / 1601 Lind Ave. SW Suite 315 /
Renton, WA 98057 / (425) 227-2600**

Sarah P. Dalton, Manager, Airports Division

Benjamin J. Mello, Planning and Capacity Specialist
benjamin.j.mello@faa.gov

EPA CONTINUED

Physical Location: Region 10 Main Office, Park Place
Building / 1200 6th Avenue, Seattle, WA 98101 / **Main phone: 800-
424-4372 or 206-553-1200**

.....
**Washington Operations Office / 300 Desmond Dr. SE, Suite
102 / Lacey, WA 98503 / Main phone: 360-753-9437**

WRITE TO THE EDITORS OF THE HERALD AND THE SNOHOMISH TRIBUNE

Send letters by email to letters@heraldnet.com, by fax to 425-339-3458 or by regular mail to The Daily Herald, Letters, P.O. Box 930, Everett, WA 98206. Include your name, address and daytime phone number. (They'll only publish your name and hometown.) They reserve the right to edit letters, but if you keep yours to 250 words or less, we won't ask you to shorten it. If your letter is published, please wait 30 days before submitting another.

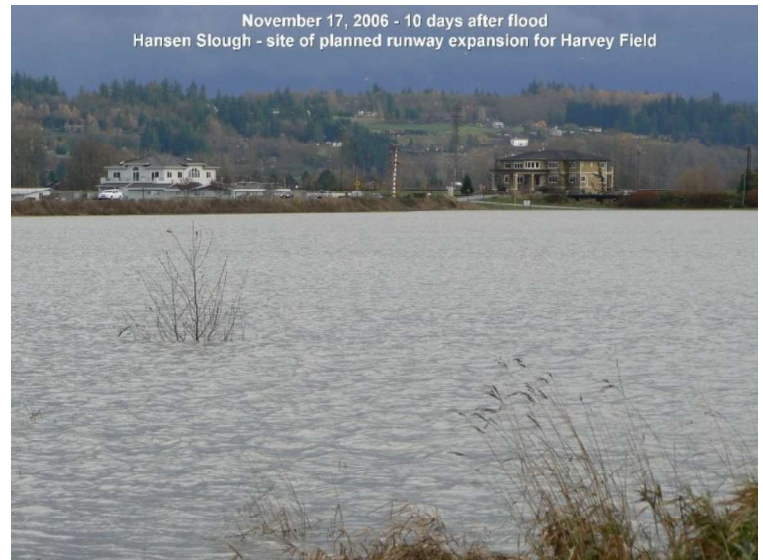
Email: letters@snoho.com The *Tribune* provides a general forum for pertinent local public comment, but the viewpoints published in letters to the editor do not carry any implied endorsement or fact verifications by the *Tribune*. All letters must be signed by the author and include a phone number and address for verification. *The Snohomish County Tribune* will edit all letters for brevity, clarity and style. Letters must be 250 words or less.

THREE MARSHLAND COMMISSIONERS TBD

Gary W. Brandstetter

Secretary/Manager and Legal Counsel
Marshland Flood Control District
P.O. Box 85
Snohomish WA 98291-0085

360-568-6044 / marshlandfloodcontrol@gmail.com



Want more information? 16 years have passed since we worked together to stop airport expansion. If you love our community, your home, your business, and are concerned with the safety in the skies over Snohomish and at the airport, contact us. **Ask to be added to our email list so you know what's going on.** You'll get info about: discussions between neighbors, newspaper articles, neighborhood meetings, talking points when communicating with decision makers, initiatives etc.

We worked together in 2006, let's do it again in 2022.

From: [Morgan Davis](#)
To: [Ben Watanabe](#); [Michael Whitney](#); [Jerry Cornfield](#); [Kayla Dunn](#); [newstips@heraldnet.com](#); [Barrow, Julie](#)
Cc: [Beth](#); [Brooke Eidem](#); [Brandi Whitson](#); [dave.somers@snoco.org](#); [marshlandfloodcontrol@gmail.com](#)
Subject: Fwd: Letter dated 12/19/22 re Environmental Assessment; Harvey Field
Date: Tuesday, December 20, 2022 5:38:49 PM
Attachments: [CCF_000469\(1\).pdf](#)

Hello local Snohomish County press reporters and Julie,
Here is a forwarded blistering letter sent by the Marshland Flood Control District to Harvey Airfield's hired airport consultant. I believe your readers will be very interested in this news story as it affects the whole Snohomish community.

I attended a portion of the Dec. 1st 2:00 PM meeting and also was met with a failure to respond to my questions to the facilitator and FAA representatives. Curiously, county officials and especially the county public works director decided not to attend the meeting. The facilitator did say he invited them to attend.

How can the public respond to an environmental assessment when the Harveys and their consultant won't even disclose what they want, like extending the runway and relocating Airport Way, while the County is seemingly colluding with the Harveys by not disclosing the costs to relocate Airport Way and for what benefit that would be to the taxpayers?

BTW, why in the world is the FAA allowing flight tests and stress tests of aircraft over the populated Snohomish area?

My grandfather, Thomas A. Davis, a Union Army Civil War Veteran, a survivor of 18 notable battles including Antietam, Shepherdstown, Chancellorsville, Brandy Station, and Raid on Richmond with General Phil Sheridan, homesteaded just south of Thomas Lake in 1885 and donated the land for the Thomas A. Davis Road (now called 35th Avenue SE) and was a co-founder of Marshland Cemetery in 1899.

My dad, Blaine Davis, knew Noble Harvey and his son Eldon Harvey as he bought dynamite from them to clear stumps on his small farm, now Cougar Park in the City of Mill Creek. I went through Snohomish schools with Eldon's son, Dick Harvey, and daughter, Marilyn Harvey. Dick Harvey was Kandace Harvey's first husband. My son went through Snohomish schools with their son, Lance Harvey.

During WWII Eldon founded Harvey Airfield with a small east-west runway and a civil-air patrol to help in the war effort. When SR 9 was built in 1959, the small runway was relocated to SE-NW. This former homesteaded floodplain farmland has grown considerably since then with commercial storage units for not only small airplanes, but for motorhomes, boats, trailers, 5th wheels, motorcycles, apartment units, coffee stand, and a bar and restaurant.

It looks to me like the FAA, which wants a new SEA-TAC International Airport at the Snohomish County Paine Field Airport, also wants Harvey Airfield to accommodate all the General Aviation aircraft that will be displaced by the new Commercial Passenger jets at Paine Field.

It is also my opinion that the current Harvey Airfield is solvent, profitable, and is not facing bankruptcy, and does not need corporate welfare from the county and federal taxpayers to expand and extend its runway for larger and heavier aircraft.

Truly,

Morgan Davis, longtime Snohomish area resident.----- Forwarded message -----

From: **Merritt Weese** <merrittsno8@gmail.com>

Date: Tue, Dec 20, 2022 at 2:05 PM

Subject: Fwd: Letter dated 12/19/22 re Environmental Assessment; Harvey Field

To: Morgan Davis <morgandavis360@gmail.com>

----- Forwarded message -----

From: **Marshland Flood Control** <marshlandfloodcontrol@gmail.com>

Date: Tue, Dec 20, 2022 at 10:58 AM

Subject: Letter dated 12/19/22 re Environmental Assessment; Harvey Field

To: <julie.barrow@rsandh.com>

Ms. Barrow:

The letter regarding the EA; Harvey Field is attached below. No hard copy will be mailed.

Gary W. Brandstetter

Secretary/Manager and Legal Counsel

Marshland Flood Control District

P.O. Box 85

Snohomish WA 98291-0085

360-568-6044

marshlandfloodcontrol@gmail.com

MARSHLAND FLOOD CONTROL DISTRICT

P.O. Box 85 · Snohomish, WA 98291-0085
360-568-6044 · marshlandfloodcontrol@gmail.com

December 19, 2022

Julie Barrow
RS&H
4582 South Ulster Street, Suite 1100
Denver CO 80237

julie.barrow@rsandh.com

Re: Environmental Assessment (EA); Harvey Field

Ms. Barrow:

Harvey Field is located within, and pays assessments as a member of, the Marshland Flood Control District. Marshland is a Special Purpose District operating under RCW Chs 86.09 and 85.38. Its statutory mission is to protect against floods with 8 miles of earthen dikes, known as levees, and to maintain a federally constructed drainage system for 6000 acres in order to improve agricultural activities on its long-term commercially significant prime agricultural land, including some Prior Converted Wetland. The Airport is, therefore, receiving the benefit of both District levees and District drainage while it operates a use which is subservient to the District's agricultural purposes.

The immediate issue is determination of an Environmental Assessment (EA) of some proposed "improvements" for which the Airport is seeking approval and funding by the Federal Aviation Administration (FAA). Marshland has been advised you are the Project Manager for the EA. You are to receive written comments. Marshland was advised by Ilon Logan and Adam Merrill of the FAA that you are obligated to pass comments on to the FAA. Since you were not present on December 1, 2022 when a "Scoping" meeting was held at the Airport, Marshland feels obligated to advise you of what it has been led to believe by the FAA is the proper protocol – which Marshland is expecting will be followed.

First, Marshland participated in the Airport's 2018 20-year plan process in 2015 and 2016. The improvements discussed at that time were (1) wider runways, (2) wider centerlines and (3) an extended runway to accommodate a fully loaded B-II aircraft.

To the best of Marshland's knowledge, the primary, if not only, B-II aircraft operating at Harvey Airfield is stripped of passenger seats so that it can use the existing runway(s) while conducting flights for a skydiving business. Skydiving is a recreational activity. It is an activity of long-standing at the Airport, but was previously operated with smaller aircraft. Those smaller aircraft did not require runways extended into a floodplain depression that was originally a tidal "Slough" area. Hanson Slough currently can and does serve as a floodwater storage area. Extending a runway for a recreational activity that does not need an extension to operate is at odds with the mission of Marshland to protect against flooding and drain property as efficiently as possible.

What was particularly unexpected at the "Scoping" meeting was the assertion that an extended runway was not being discussed. In fact, your stand-in, David Fulls, denied any discussion time to that topic despite express discussion of moving/relocating Airport Way. Such a relocation would only be necessary if the runway were extended into Hanson Slough. How can an "Environmental Assessment" be properly or effectively conducted without considering the impacts of a public road relocation in order to accommodate a desired runway extension?

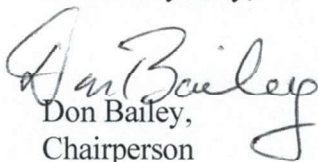
Let Marshland be clear, Ms. Harvey and her consultants attended a Marshland meeting on May 11, 2015 and specifically discussed the Airport's desire to relocate Airport Road in order to extend the runway. Later, on September 6, 2016, they also provided plans for how a culvert system could go under the extended runway in order to allow floodwaters to flow through with a mitigated obstruction. Copy enclosed.

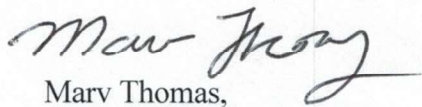
Marshland is also aware that you, Ms. Barrow, submitted a memorandum to Snohomish County dated June 2, 2022. It argued that an extended runway should be a "public work" exempted from the 2% density and 15% obstruction density fringe restrictions of SCC 30.65.250 and 30.65.255. Since relocation of a public road like Airport Way would be exempt, the only "improvement" for the Airport for which an exemption was being sought was an extended runway, clearly depicted on Figure 2 of your memorandum. Copy enclosed. Widening the existing runway and centerlines would have no density or obstruction issues requiring resolution. Any EA which avoids or ignores discussion of an extended runway would be a sham.

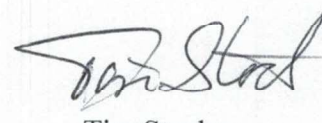
Based upon the information available to Marshland we, the three elected Commissioners of the District, OPPOSE the proposed relocation of Airport Way and its deceptively undeclared purpose to extend a new runway into Hanson Slough. Obstructions to flood flow and storage are environmentally unsound and unnecessary, especially for a one-user recreational activity. Marshland will be in touch with governmental officials from County, State and Federal Agencies concerning this EA.

Finally, attached is a list of questions Marshland believes any meaningful EA should answer. Please do so.

Yours very truly,


Don Bailey,
Chairperson


Marv Thomas,
Commissioner


Tim Stocker,
Commissioner

GWB/g
Attachment

C: Dave Somers, County Executive
Snohomish County Council
Mike McCrary, PDS
Erik Stockdale, SWM
USACE
FEMA
City of Snohomish
Marshland Zone 1 Members
Harvey Website

Does the FAA, as a Federal Agency recognize climate change?

Does the FAA agree that sea levels are rising now and will rise more in the future?

Does the FAA recognize that Harvey Airport is located within the floodplain of the Snohomish River?

Does the FAA recognize that the Snohomish River has tidal effects 6 miles upstream from its mouth in Everett?

Does the FAA recognize that Harvey Airport is less than 6 miles upstream from the mouth of the Snohomish River?

Does the FAA recognize that when there is a flood – of the 5 to 10 year variety – the dikes of the Marshland Flood Control District – of which Harvey Airport is a member – are overtopped and the Airport Runways are at least partially underwater for a period of days?

Does the FAA recognize that floodwaters temporarily fill Hanson Slough into which the Airport desires to expand?

Does the FAA recognize that areas which provide “storage” for floodwaters allow higher portions of the floodplain to drain faster, causing less damage?

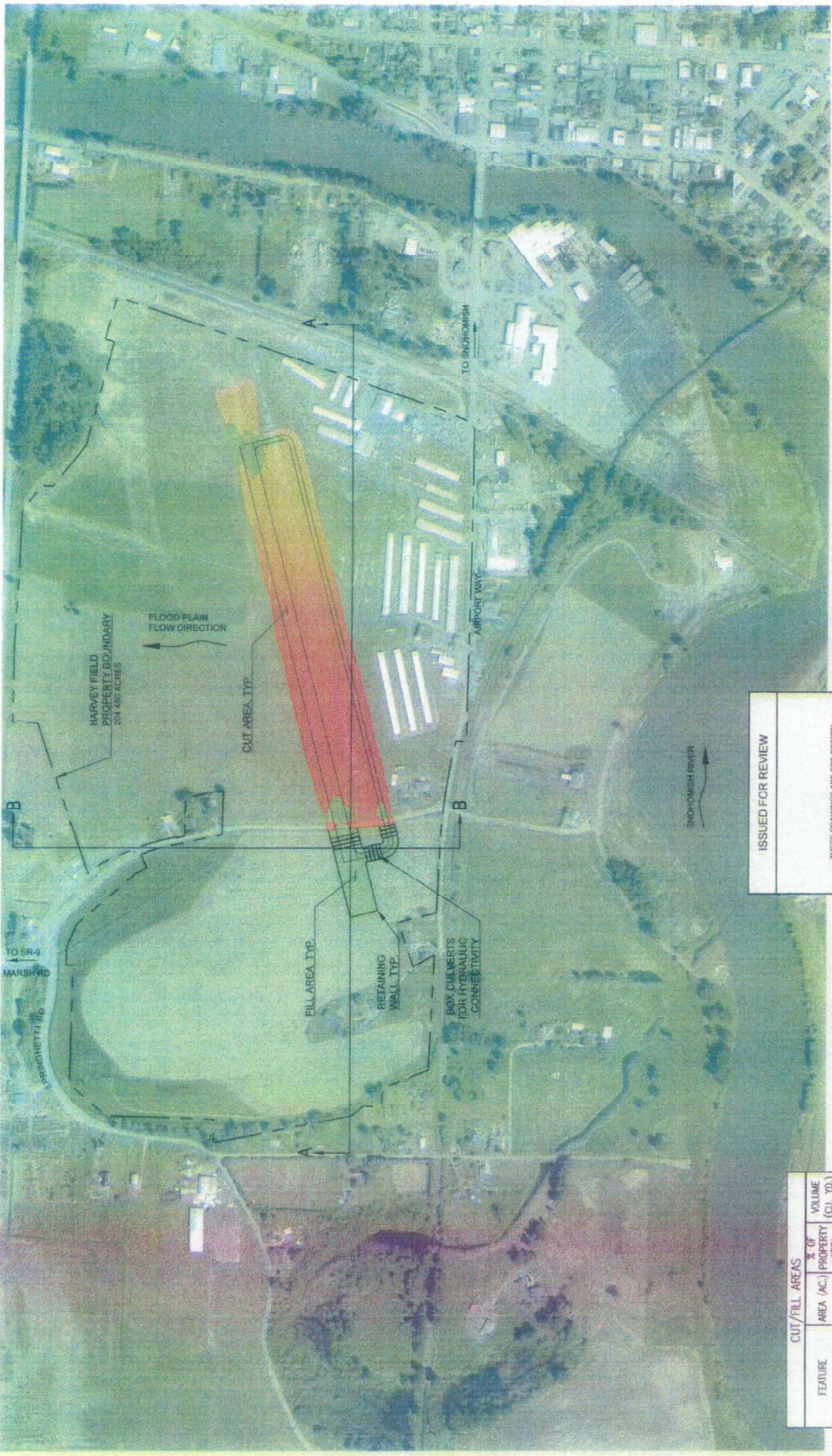
Does the FAA recognize that loss of flood storage areas means floodwaters stay longer causing greater damage to other floodplain areas and their infrastructures such as Highway 9?

Does the FAA have obligations to “consult” with other Federal Environmental Agencies such as FEMA?

Does the FAA recognize that, in some other areas of the Country, whole cities are being moved away from rivers in order to allow better passage of floodwaters?

Based on answers to the above questions, why would the FAA approve, much less fund, flood obstructions such a runway extensions into Hanson Slough?

Will the EA be using topographic maps that document past Airport projects which Marshland members believe have elevated areas of floodplain property in Airport control such as: (1) fill used to erect Airport hangers in the past, (2) installation of a culvert system which raised ground level about 3 feet along a former ditch line about 15 feet wide, and (3) filling a wetland about ¼ acre in size on the former Johnson property near a former dynamite shop?



CUT/FILL AREAS			
FEATURE	AREA (AC.)	% OF PROPERTY AREA	VOLUME (CU YD.)
HARVEY FIELD PROPERTY	204.480	-	-
NEW FILL	3.927	1.92%	33,940
NEW CUT	18.072	9.23%	37,760
CULVERT OPENINGS	0.448	0.22%	2,890
FILL - CULVERTS	3.479	1.70%	31,050



ISSUED FOR REVIEW

THESE DRAWINGS ARE FOR DESIGN PURPOSES ONLY AND ARE NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

CINDY A. REBEL REG. NO. 00795 DATE 06/27/16
FOR AND ON BEHALF OF JVIATION, INC.



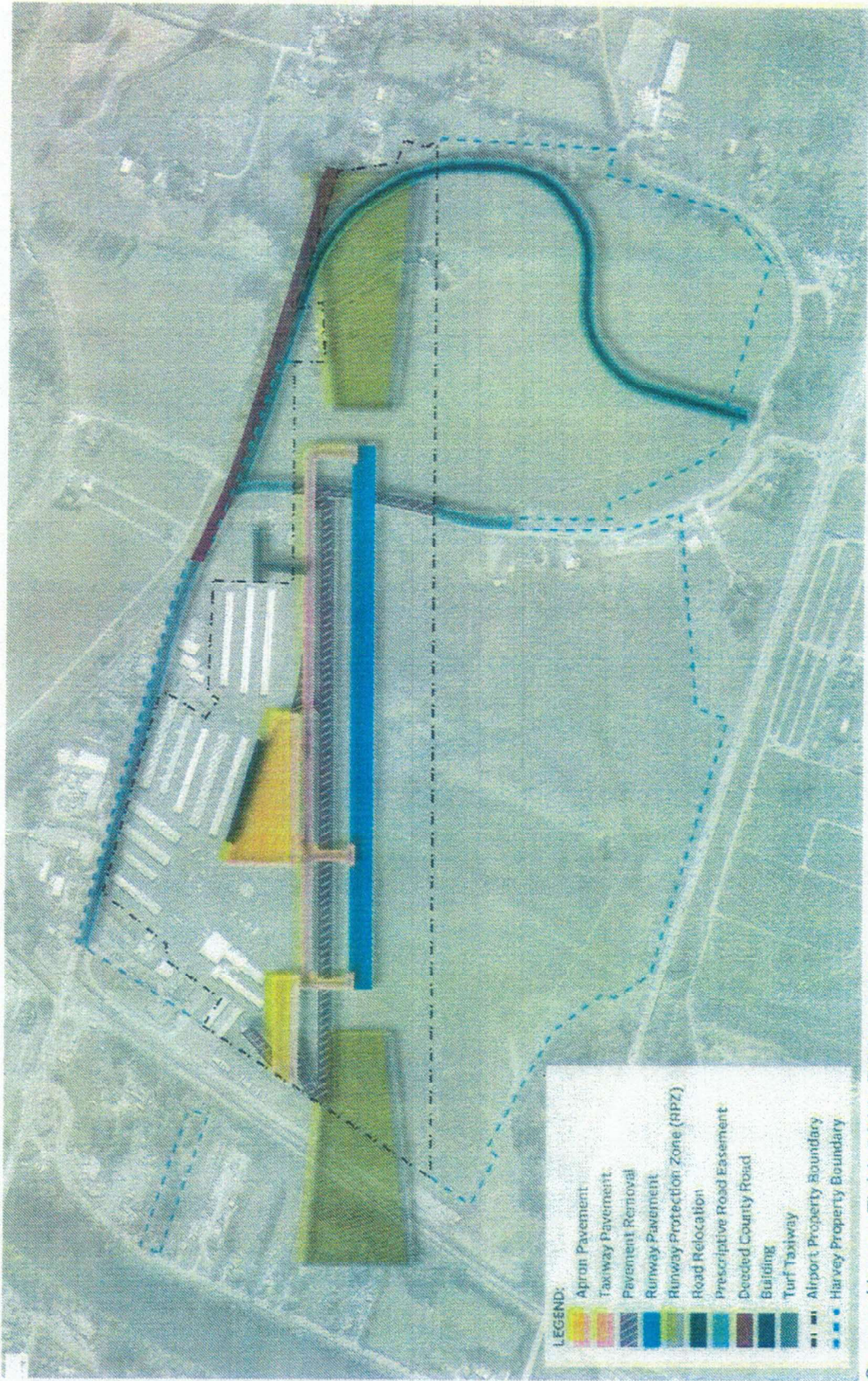
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310 NW 7th Street • SUITE 203 • COVINGTON, WA 99330
PHONE: 509-241-1320 • WWW.JVIATION.COM

HARVEY FIELD AIRPORT
SNOHOMISH, WASHINGTON
MASTER PLAN UPDATE
FLOOD HAZARD PERMIT EXHIBIT

DATE: JUNE 27, 2016

SHEET 1 OF 2

Figure 2
Proposed Project



From: [Michael Edwards](#)
To: [Barrow, Julie](#)
Subject: public comments on Harvey field - Edwards 13025 Springhetti Rd
Date: Friday, December 16, 2022 9:17:44 AM

Julie,

I am Michael (Mike) Edwards, I live at 13205 Springhetti Rd with my spouse Christine. We moved into our home in May 1996.

I have followed with great interest the effort to expand Harvey Field over the past years. My neighbor who used to live across the street, Dan Huntington, was on a committee at Kandy's request some years ago and kept me abreast of the work. Kandy also spoke to our Lions Club several years ago about the work. I have also spoken with my friend Hank Robinett about it on multiple occasions as well. And read all the news articles I have seen over the years.

I remember during the shutdown noting how very quiet around here it had suddenly become, with hardly any planes flying over. Many, many days without a single plane. Yes, it was nice. Almost as nice as it was when Springhetti Rd was closed for a few months when it was being widened years ago. But I understood it came with an economic price. So, I was pleased as the overflights slowly increased over the months/years since and perhaps it is about back to normal now.

I am in strong support of finding a way for Harvey Field to expand as needed to become a more viable regional airport. I see it as an opportunity for economic growth providing good jobs for members of our community. And I also have high hopes in the manner of regional flight improvements with technology changes, that they will have a deep and direct impact on our ability to recreate and do business in easier, cheaper and faster ways than most of us can even imagine today.

Surely there is a way that the flood plain issues can be resolved by serious people.

Frankly, I think if the county was a stronger advocate for local communities around the valley to ensure development does a better job of managing drainage and potentially increased water runoff they introduce to their downhill neighbors (which of course all ends up on the valley floor eventually) then that could help with much-increased short- and medium-term water flows from heavy rain or snow melt. As it is, I fear such developments such as on Kenwanda Golf Course will result in additional runoff in shorter periods of time that could well be on a par with what results from Harvey Field expanding into the flood plain. Don't misunderstand me, I am in favor of the Kenwanda development, just not the heavy-handed manner DR Horton has conducted their engagement with the Kenwanda to address runoff concerns. I expect my water problems are about to get worse for that. And I will be dumping that extra water onto Rosemary Bailey and then our valley floor.

As to the potential for increased noise of planes flying overhead... perhaps some day I will regret this, but I see it as a price we pay to ensure the economic vitality of our area that the young people have opportunities needed to live in our community. Perhaps there are mitigation strategies for that

noise as well. (Like electric planes!)

Thank you for the opportunity to comment on this matter.

Michael Edwards
13205 Springhetti Rd

Commenter P-17

I attended the public meeting and had many questions answered. I understand that the current airport configuration doesn't comply with current FAA standards, and that due to its' status as a reliever airport it is eligible for a FAA grant. I also learned that the majority of general aviation airports do not meet the current standard and continue to operate.

1[As a longtime resident of Snohomish, I value the benefits Harvey Field brings to this community, however the proposals for modifications to the runway outweigh these benefits. I am concerned with the traffic impacts to the area. In an already congested area the disruption to traffic from the relocation of Airport Way and the associated increased construction traffic adds to strain on residents and commuters.]

2[Of greater concern is the ongoing threat to the flood plain from added fill and disruption to the flow of flood waters. This instance of changes to the flood plain is particularly impactful as runway expansion would add fill to a seasonal lake.]

12/31/2022 John First

From: [Hansen, Cindy L.](#)
To: [Barrow, Julie](#)
Subject: expansion of Harvey Airfield
Date: Wednesday, December 07, 2022 12:58:56 PM

Why would the county subsidize a private airport expansion? I feel that the money spent on this would be wasteful when it could be put to better use. The road system would be impacted for a private airport. If the owners of Harvey's airfield want expansion they should pay for it. Not the public!

From: [Bonny Headley](#)
To: [Barrow, Julie](#)
Subject: Harvey Field Runway Improvement Project
Date: Sunday, December 18, 2022 12:30:55 PM

I attended the Harvey Field open house with informational posters in Snohomish WA recently. I am adamantly opposed to "improvements" to this airfield. My concerns are that this represents further degradation of the environment for no community purpose, only private gain.

This airfield functions adequately as it is. It is located in a floodplain. Proposed changes would involve significant hauling of fill into that floodplain, tearing out a well-functioning lightly trafficked road and building another road in a currently unpaved area. This is not needed. We have real needs for expansion of roadways on Hwy 9, adjacent to the field.

Given climate change, we can anticipate further flooding in future. We should be planning for that eventuality, shoring up the levees, planting trees, NOT building greater infrastructure in this vulnerable area.

The airport has operated safely for many years. The owners maintain it well, and there is no reasonable need for further infrastructure incursion into the environment. Monies should be spent elsewhere, where they can make a difference in safety.

Thank you,
Bonny Headley
514 Rainier St.
Snohomish WA
98290

From: [Nika Herford](#)
To: [dave.somers@co.snohomish.wa.us](#); [Eric.Parks@co.snohomish.wa.us](#); [Megan](#); [strom.peterson@snoco.org](#); [nate.nehring@snoco.org](#); [jared.mead@snoco.org](#); [sam.low@co.snohomish.wa.us](#); [m.mccrary@snoco.org](#); [redmon@snohomishwa.gov](#); [kuleta@snohomishwa.gov](#); [d.ray@snohomishwa.gov](#); [guzak@snohomishwa.gov](#); [l.burke@snohomishwa.gov](#); [merrill@snohomishwa.gov](#); [neals@snohomishwa.gov](#); [flynn@snohomishwa.gov](#); [Semir](#); [john.lovick@leg.wa.gov](#); [April.Berg@leg.wa.gov](#); [Marshland Flood Control](#); [Barrow, Julie](#); [Semir.Ibrahimovic@leg.wa.gov](#)
Cc: [jennifer.lukens@noaa.gov](#); [epa-seattle@epa.gov](#); [thomas.buroker@ecy.wa.gov](#); [heidi.lovett@noaa.gov](#); [benjamin.j.mello@faa.gov](#); [Tim Cook](#); [lynne.barre@noaa.gov](#); [fema-r10-info@fema.dhs.gov](#); [Doug Owens](#); [casework@murray.senate.gov](#); [suzan.delbene@mail.house.gov](#)
Subject: Comments regarding Harvey Airfield Expansion/Environmental Assessment
Date: Saturday, December 31, 2022 10:23:52 PM
Attachments: [Marshland Flood Control .pdf](#)

December 31, 2022

Ms. Julie Barrow, RS&H
4582 South Ulster Street, Suite 1100
Denver, CO 80237

Dear Ms. Barrow,

Thank you for requesting comments from private citizens and public officials regarding Harvey Airfield's wish to expand and the requirement to conduct an environmental assessment in coordination with the FAA and other relevant agencies.

I am providing my comments as a neighbor south of the Harvey Airfield/Hanson Slough property, who has lived in my house since March 2005, and as a 13-year emergency management specialist, who has responded to multiple natural disasters (mostly flooding) helping disaster victims and families in several states and Puerto Rico, within and outside of the continental United States.

I have gone through two flooding events when the Snohomish River overtopped the flood protection levees, maintained by the Marshland Flood Control District, and filled Hanson Slough to the north, and Batt Slough to the south, of my home. It doesn't take a levee overtopping event to cause water to accumulate in either slough. I know from my emergency management colleagues that the floodplain near our home essentially has a large aquifer underneath it, and that is why when the Snohomish River rises, due to tides and rainwater or rapid melt from rain further upstream and coming down from the mountains, the groundwater rises to cause standing water to accumulate, without water even having to overtop the river's levee. When the river does overtop its banks, the path of the water is naturally to the lowest path of ground which is Hanson Slough and Batt Slough, around my neighborhood. The water can also be fast-moving. Interestingly, Hansen Slough fills up and is faster moving than Batt Slough to the south.

Before Washington State Department of Transportation expanded the intersection of Marsh Road and Airport Way into Hanson Slough to the east and raised the height of Springhetti Road, the overtopping flood waters would rush through Hansen Slough, over Springhetti Road and Highway 9 and continue west into the rest of the floodplain. After the road was raised, it essentially became a dam and prevents water from going over Highway 9 and dissipating into the rest of the flood plain. Also, water is now being diverted off Highway 9 into Hansen Slough, instead of the other way around. There are no proper culverts to enable the water to escape Hansen Slough and be absorbed by the rest of the floodplain, at this point. The next time the river overtops, when the rain continues in the mountains and enters the river upstream, and Hansen Slough gets full enough, the water will have nowhere else to go, but into properties that are lower than the elevated Springhetti section of road. The neighbors to the south of Harvey Airfield and the Harvey's property within Hansen Slough, as well as the other properties, including, and nearby, the airport will be even more inundated with water. It is not a matter of if, it is a matter of when. For perspective, my property's elevation is approximately 22 feet. The airport's is approximately 14 and Hansen Slough is even lower than the airport.

When I looked into Washington State's project that elevated Springhetti Road, I discovered that the state did not obtain the proper permits from Snohomish County to do the project. The only permit

that was obtained was a Shoreline permit. No environmental assessment or hydrologic study was done. It was/is a violation of floodplain guidelines and regulations.

Since Hansen Slough and Harvey Airfield property is several feet lower than my property, by nearly 10 feet, it would require an extraordinary amount of fill dirt to raise any construction in those areas to escape flood waters and would simply be washed away and onto neighboring properties in a probable levee overtopping incident. When the state was building up Springhetti Road, much of the construction was washed away and had to be redone, and many of the jersey barriers that the state had put on the expanded Highway 9 section were washed away by floodwaters. The proposal to expand the runway and move Airport Way to the south into Hansen Slough, which used to be designated, and truly serves as, a floodway, is a losing proposition, with multiple practical, structural and environmental adverse impacts. As it is, we all have various amounts of standing groundwater near or on our properties, at times, because of the large aquifer underneath all of us, when we have a saturating rain, and with more run-off water from increased building on properties at higher elevations to the south of us and elsewhere, there is more runoff contributing to the problem. Even when one of my neighbors illegally brought in crushed concrete to build a road and placed multiple temporary structures (against floodplain code) on his property, I had standing water on the other side of the fence from where he did this, when I had never had any standing water issues before.

Years ago, the Harvey's Hansen Slough property used to be a recognizable wetland, not the consistent green grass that it is now. Some have said that it was boggy, stagnant and unusable. Environmentalists would argue that it was critical to wildlife, like other areas in the floodplain. The Harvey's requested, and were granted, permission to change the designation of the land from "floodway" to "density fringe," so that the land could be used for agriculture. When it was "floodway," it was land that apparently could not be used for agriculture. Since the permissible designation changed, it has been farmed for hay. I often wonder how toxic the hay may be with water being diverted from Highway 9 into the area. Nonetheless, the land is intended to be used for agriculture, not runway extensions and public road diversions. As I write my remarks tonight, much of Hansen Slough is covered in water, just groundwater, not water that has overtopped the river levee. It doesn't take much for it to fill up and when the levee overtops, the water in the previous floodway picks up a considerable amount of speed. The last time this happened, I also watched water run down 111th St SE and watched a Community Emergency Response Team walk through the flood waters in waders towing an inflatable boat to rescue my neighbors east of the railroad tracks.

Snohomish County is also in the process of replacing a culvert on our street, east of the railroad tracks, that was originally put in after the 1990 flood that broke through the levee and sent a four foot wall of water through our neighborhood. The railroad trestle was destroyed, houses were knocked off of foundations, barns floated away, multiple animals died, and people needed to be rescued by boat and helicopter in the valley during that flood. This was not the only flood that caused devastating damage. There used to be a bridge that crossed over Batt Slough (the original Snohomish River bed), before the 1990 flood. After the flood, it was replaced by a culvert that has since sustained damage over time and the County is working on replacing it. It is a project that County Commissioner Sam Low said was "a lawsuit waiting to happen." Why would the County bother to fix a culvert over Batt Slough when water to the slough does not always flow throughout the year due to tide/fish gates? This is because there are salmonoids and other wildlife (eagles, heron, beavers, river otters, endangered bull trout possibly still) that have used this area of the floodplain to grow up, thrive, reproduce and sustain the ecosystem for millennia. A partnership between Washington Fish and Wildlife, Department of Ecology and Marshland Flood Control District and the US Corps of Engineers has enabled fish passage through this body of water by using a series of Fish/Tide gates. Why would they go to the trouble of replacing the culvert if there was not a requirement to do so to support and protect the wildlife that depends on the flow of water. A few of my neighbors grew up fishing for salmon in the old river bed area. I have pictures of salmon in the canal that is tidal and is supposed to get "flushed" regularly May-October.

The bottom line is that this is a sensitive critical habitat area with multiple restrictions. There are not just flood considerations.

All of the implications of expanding the runway and having to divert Airport Way will obviously cause

more flooding and environmental contamination. These efforts have been proposed and denied in the past on multiple occasions, and the environmental conditions, including climate change, health and vitality of floodplains, killer whales and other species that depend on dwindling riparian flood plain, are in worse shape than they have ever been.

My husband, also an emergency management professional, and I are personally and professionally against any airport expansion, most notably because of the obvious flooding dangers, and also because there is no benefit for us to have a diverted Airport Way almost on our doorstep, and more loud plane traffic (that is already over the 65 decibel limit that the airport claims to meet on its website). The skydiving jet that began operations at Harvey Airfield years after I bought my home has been an extreme nuisance, it serves no positive public purpose for any of us in the valley. It disturbs the peace, causing additional pollution beyond the pollutants that are already caused by the airport, and only serves the private needs of the Harvey's and the skydivers who don't really care about how their activities affect the lives of everyone who lives near, or in, the Snohomish valley. The plane can be heard miles away from the airport, and for those of us that live right by the airport, it is a mentally and physically dangerous vehicle that is using a runway that is not sufficient for it. The pilots have a lot of latitude and are disrespectful; the airport tries to placate the neighbors in the city of Snohomish, more than us to the south, but doesn't care about any of us. Otherwise, they would not be using the plane in the first place, and trying to get taxpayers to pay for a runway that would enable them to try to attract more large and loud planes. They could use their smaller, quieter planes, keep the decibels within safe limits, enable us to carry on conversations on our own properties, and contribute to the beauty of the valley, not promoting the uglier side of living in the valley, if they truly cared about Snohomish and the neighbors. My home was built in 1896 by farmers and most of the other homes in my neighborhood and to the north of the airport were built before the airport began operations in the 1940s. The airport runway used to run east to west, not north to south. If it was built that way now, it would not have as much of an impact on the neighbors.

I know that other neighbors and the Marshland Flood Control District have already submitted their comments (see attached), some with pictures and newspaper articles showing previous flooding and discussing other issues, so I don't need to duplicate what they have done. I will just add that I support and concur with the information that they provided.

I will also add that I take offense to having to spend my precious "free" time providing these comments when there are clear-cut reasons not to proceed with this project, and even the Environmental Analysis – it is a waste of taxpayer resources, and is pursuing questions that already have clear answers and have already been determined that the answers should be no to proceed with expansion by public officials. I spend nearly every moment at work directly helping individuals and communities recover from disasters, some of which are simply due to mother nature, despite good guidelines and policies, and others that are a result of decisions public officials and private enterprises have made, to put people in harm's way, for monetary purposes. Pursuing environmental analysis for expansion purposes is so clearly a wrong path; we can all see a "train wreck" coming, and we have seen multiple plane crashes as well. The B-II Grand Caravan jet should not be flying now, the current runway is not rated for this aircraft. It is also based at Harvey Airfield and does not meet the critical design itinerant aircraft that the FAA must consider for using its funds to upgrade airports and change road infrastructure. The plane's pilot obviously has skill and guts to fly this plane and especially to land on a runway not designed for it, but he does fly it like a fighter jet coming in for a landing on an aircraft carrier. It is loud, dangerous and could one day crash and burn, which would be bad enough, but it could end up crashing into someone else's property and killing more than just the plane's occupants.

Let's avoid wasting more public and private dollars, people's precious time, emotions, and quality of life and settle into saving our beautiful valley for what it was intended (agriculture, tourism) and more peacefully coexist with human life, domesticated animal life, wildlife and the environment. These taxpayer dollars would be better spent on municipal airports that serve the public's general welfare.

Let's make 2023 and beyond, happy years for our community, and do what's best for the vast majority of people who have various stakes in this issue, even those who want to pursue a course

that may not ultimately be best for them either.

Thank you for the opportunity to comment.

Sincerely,

Veronica (Nika) Owens

9720 111th ST SE

Snohomish, WA 98296

206-601-3616

MARSHLAND FLOOD CONTROL DISTRICT

P.O. Box 85 · Snohomish, WA 98291-0085
360-568-6044 · marshlandfloodcontrol@gmail.com

December 19, 2022

Julie Barrow
RS&H
4582 South Ulster Street, Suite 1100
Denver CO 80237

julie.barrow@rsandh.com

Re: Environmental Assessment (EA); Harvey Field

Ms. Barrow:

Harvey Field is located within, and pays assessments as a member of, the Marshland Flood Control District. Marshland is a Special Purpose District operating under RCW Chs 86.09 and 85.38. Its statutory mission is to protect against floods with 8 miles of earthen dikes, known as levees, and to maintain a federally constructed drainage system for 6000 acres in order to improve agricultural activities on its long-term commercially significant prime agricultural land, including some Prior Converted Wetland. The Airport is, therefore, receiving the benefit of both District levees and District drainage while it operates a use which is subservient to the District's agricultural purposes.

The immediate issue is determination of an Environmental Assessment (EA) of some proposed "improvements" for which the Airport is seeking approval and funding by the Federal Aviation Administration (FAA). Marshland has been advised you are the Project Manager for the EA. You are to receive written comments. Marshland was advised by Ilon Logan and Adam Merrill of the FAA that you are obligated to pass comments on to the FAA. Since you were not present on December 1, 2022 when a "Scoping" meeting was held at the Airport, Marshland feels obligated to advise you of what it has been led to believe by the FAA is the proper protocol – which Marshland is expecting will be followed.

First, Marshland participated in the Airport's 2018 20-year plan process in 2015 and 2016. The improvements discussed at that time were (1) wider runways, (2) wider centerlines and (3) an extended runway to accommodate a fully loaded B-II aircraft.

To the best of Marshland's knowledge, the primary, if not only, B-II aircraft operating at Harvey Airfield is stripped of passenger seats so that it can use the existing runway(s) while conducting flights for a skydiving business. Skydiving is a recreational activity. It is an activity of long-standing at the Airport, but was previously operated with smaller aircraft. Those smaller aircraft did not require runways extended into a floodplain depression that was originally a tidal "Slough" area. Hanson Slough currently can and does serve as a floodwater storage area. Extending a runway for a recreational activity that does not need an extension to operate is at odds with the mission of Marshland to protect against flooding and drain property as efficiently as possible.

What was particularly unexpected at the "Scoping" meeting was the assertion that an extended runway was not being discussed. In fact, your stand-in, David Fulls, denied any discussion time to that topic despite express discussion of moving/relocating Airport Way. Such a relocation would only be necessary if the runway were extended into Hanson Slough. How can an "Environmental Assessment" be properly or effectively conducted without considering the impacts of a public road relocation in order to accommodate a desired runway extension?

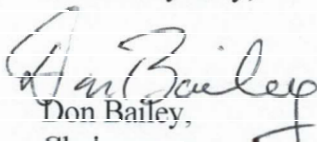
Let Marshland be clear, Ms. Harvey and her consultants attended a Marshland meeting on May 11, 2015 and specifically discussed the Airport's desire to relocate Airport Road in order to extend the runway. Later, on September 6, 2016, they also provided plans for how a culvert system could go under the extended runway in order to allow floodwaters to flow through with a mitigated obstruction. Copy enclosed.

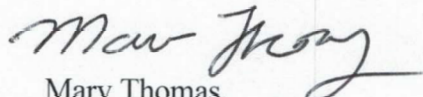
Marshland is also aware that you, Ms. Barrow, submitted a memorandum to Snohomish County dated June 2, 2022. It argued that an extended runway should be a "public work" exempted from the 2% density and 15% obstruction density fringe restrictions of SCC 30.65.250 and 30.65.255. Since relocation of a public road like Airport Way would be exempt, the only "improvement" for the Airport for which an exemption was being sought was an extended runway, clearly depicted on Figure 2 of your memorandum. Copy enclosed. Widening the existing runway and centerlines would have no density or obstruction issues requiring resolution. Any EA which avoids or ignores discussion of an extended runway would be a sham.

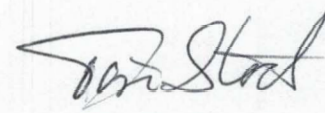
Based upon the information available to Marshland we, the three elected Commissioners of the District, OPPOSE the proposed relocation of Airport Way and its deceptively undeclared purpose to extend a new runway into Hanson Slough. Obstructions to flood flow and storage are environmentally unsound and unnecessary, especially for a one-user recreational activity. Marshland will be in touch with governmental officials from County, State and Federal Agencies concerning this EA.

Finally, attached is a list of questions Marshland believes any meaningful EA should answer. Please do so.

Yours very truly,


Don Bailey,
Chairperson


Marv Thomas,
Commissioner


Tim Stocker,
Commissioner

GWB/g

Attachment

C: Dave Somers, County Executive
Snohomish County Council
Mike McCrary, PDS
Erik Stockdale, SWM
USACE
FEMA
City of Snohomish
Marshland Zone 1 Members
Harvey Website

Does the FAA, as a Federal Agency recognize climate change?

Does the FAA agree that sea levels are rising now and will rise more in the future?

Does the FAA recognize that Harvey Airport is located within the floodplain of the Snohomish River?

Does the FAA recognize that the Snohomish River has tidal effects 6 miles upstream from its mouth in Everett?

Does the FAA recognize that Harvey Airport is less than 6 miles upstream from the mouth of the Snohomish River?

Does the FAA recognize that when there is a flood – of the 5 to 10 year variety – the dikes of the Marshland Flood Control District – of which Harvey Airport is a member – are overtopped and the Airport Runways are at least partially underwater for a period of days?

Does the FAA recognize that floodwaters temporarily fill Hanson Slough into which the Airport desires to expand?

Does the FAA recognize that areas which provide “storage” for floodwaters allow higher portions of the floodplain to drain faster, causing less damage?

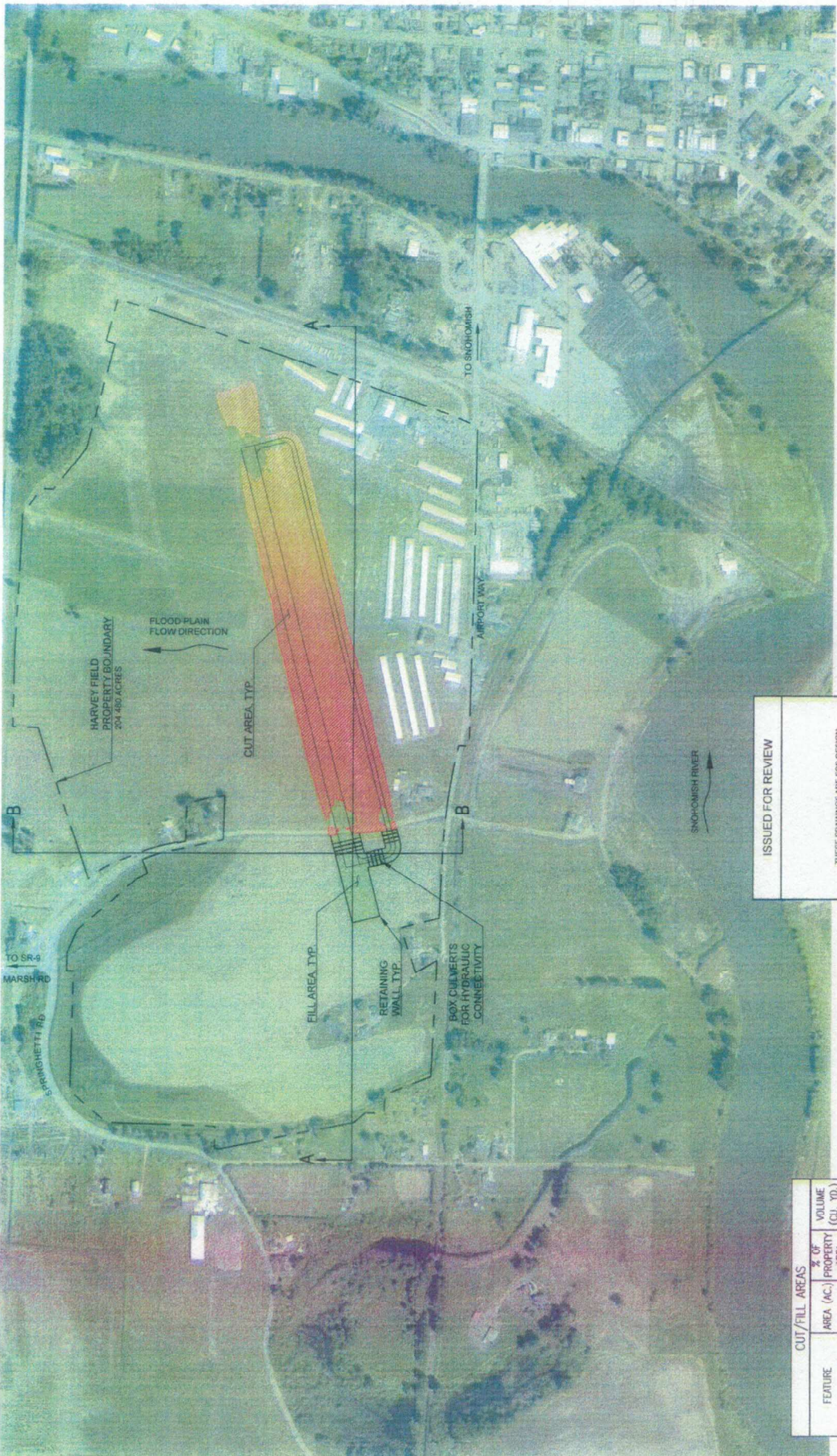
Does the FAA recognize that loss of flood storage areas means floodwaters stay longer causing greater damage to other floodplain areas and their infrastructures such as Highway 9?

Does the FAA have obligations to “consult” with other Federal Environmental Agencies such as FEMA?

Does the FAA recognize that, in some other areas of the Country, whole cities are being moved away from rivers in order to allow better passage of floodwaters?

Based on answers to the above questions, why would the FAA approve, much less fund, flood obstructions such a runway extensions into Hanson Slough?

Will the EA be using topographic maps that document past Airport projects which Marshland members believe have elevated areas of floodplain property in Airport control such as: (1) fill used to erect Airport hangers in the past, (2) installation of a culvert system which raised ground level about 3 feet along a former ditch line about 15 feet wide, and (3) filling a wetland about ¼ acre in size on the former Johnson property near a former dynamite shop?



CUT/FILL AREAS			
FEATURE	AREA (AC.)	% OF PROPERTY AREA	VOLUME (CU YD.)
HARVEY FIELD PROPERTY	204.480	-	-
NEW FILL	3.927	1.92%	33,940
NEW CUT	18.072	9.23%	37,760
CULVERT OPENINGS	0.448	0.22%	2,890
FILL - CULVERTS	3.479	1.70%	31,050



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CINDY A. REISSEL
NAME
REG. NO. 00795
DATE
FOR AND ON BEHALF OF JVIATION, INC.

ISSUED FOR REVIEW



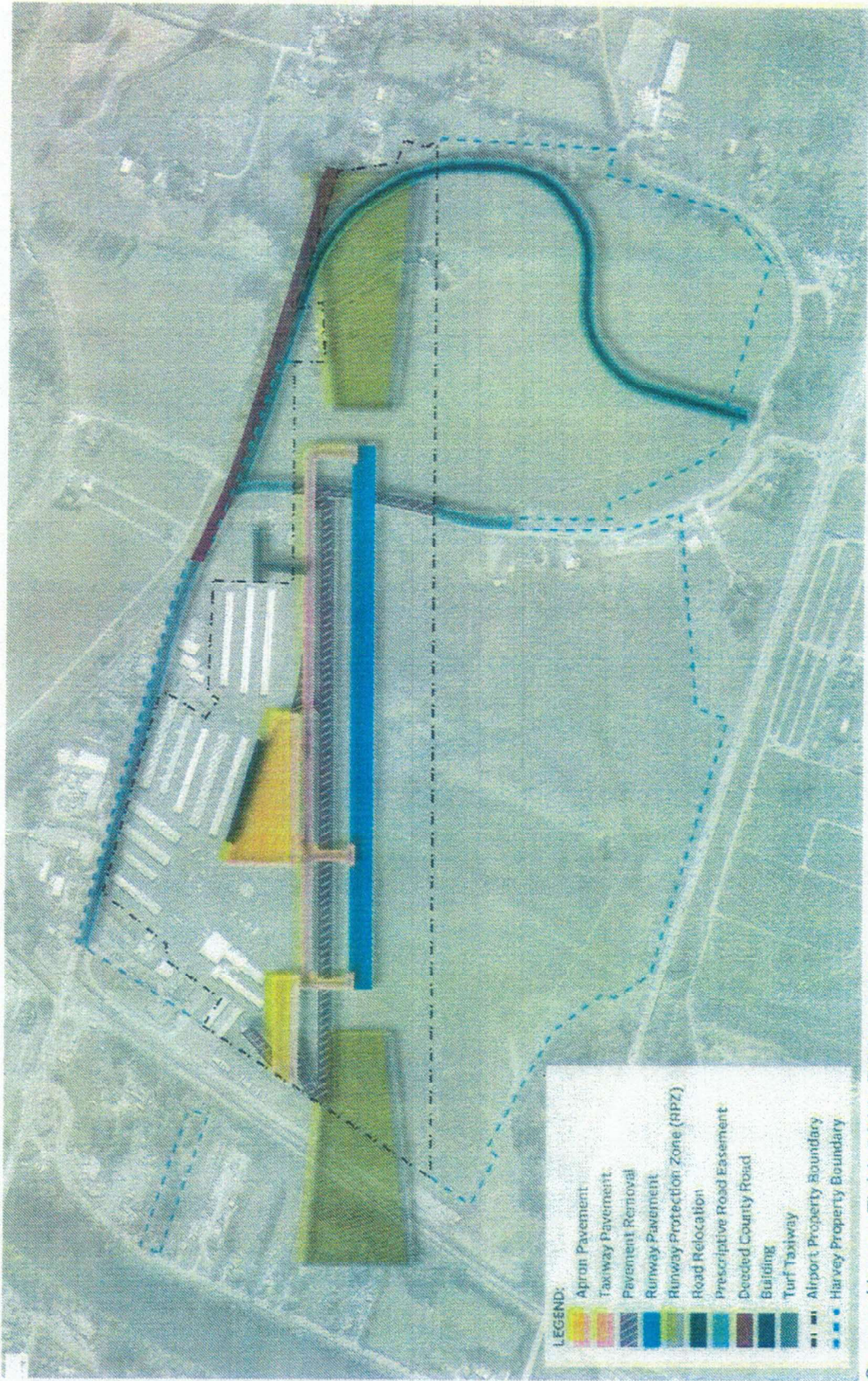
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PHONE: 541-241-1320 • WWW.JVIATION.COM

HARVEY FIELD AIRPORT
SNOHOMISH, WASHINGTON
MASTER PLAN UPDATE
FLOOD HAZARD PERMIT EXHIBIT

DATE: JUNE 27, 2016

SHEET 1 OF 2

Figure 2
Proposed Project



From: [Shorty Hjort](#)
To: [Barrow, Julie](#)
Subject: Harvey Airfield Comments
Date: Friday, December 23, 2022 1:03:42 PM

Hello,

My family and I have lived in the Snohomish area for over 100 years. Over these years, the flight pattern has been over our homes and the flight noise increases every year. Now, it is impossible to have any quality time outside on a clear day because of the roar of an airplane engine over our heads. The thought of Harvey Airfield increasing in size or repositioning to allow more flight traffic over our heads is terrifying. The noise factor alone is detracting our property value, but it does not change or lower the amount in property taxes Snohomish County charges us each year.

Not only is Harvey Airfield in the flood plain and the runway is edged up to the roadway and powerlines, but so is Mrs. Harvey's 2 story home. On the other end, yes, there is a railroad and Lowell-Snohomish River Rd. Between the three roadways traffic is backed up for miles trying to get into and/or through Snohomish. Businesses struggle getting in and out of their parking lots and lose customers because of the traffic. Now there is talk of moving a roadway and powerline, using fill dirt to fill in an area that was dug out to control flooding. The flood control districts have enough to deal with and no budget to replace what they have already spent.

Paine Field is a few miles away and a few more miles is Arlington Airport, there is no need for Harvey to expand. In fact, there is no need for Harvey Airfield.

Sincerely,

Tom Hjort
Linda Hjort
Jean Hjort

Commenter P-22

12/6/2022 Robert Huffman	Ironworkers local 86	1[I have heard these lies before. I moved to Snohomish to get away from the noise at Paine field. They extended the runway because the FAA said "it was required". Yes it was required if you wanted to fly larger passenger planes out of there. If they didn't expand the airport then they couldn't use it for passenger flights. Same at Harvey, they claim it is required, but only if they want to fly larger planes. Right now the runway is fine for what it is being used for. Don't let them even get a foothold on expansion or you will soon see passenger flights, removal of airport road , and a longer runway, if not two runways. Major changes to downtown Snohomish and then the apartments, condos that follow when a commuter airport is built. Believe me, county officials will distort the truth(I call it lies) to get what they want and a lot of people will think it's a good thing, added tax revenue but is it worth it? Stop this action before it gets started or you will see another Paine field in Snohomish!]
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From: windchimehouse@comcast.net
To: [Barrow, Julie](#)
Cc: windchimehouse@comcast.net
Subject: Thank you for giving consideration to our concerns over the environmental assessment portion of your proposal.
Date: Friday, December 16, 2022 1:40:04 PM
Importance: High

12.15.22

Dear Ms. Barrow,

Thank you for giving consideration to our concerns over the environmental assessment portion of your proposal.

This plan appears to be conservative by comparison to that of the 2006 plan, however, some of the same issues that worried us in 2006 are inherent in this plan again. And, when you weigh the benefits vs the disadvantages of the airport expansion to the public, it still seems the people of Snohomish are being disadvantaged to the airport's benefit.

The airport, a private business, wants a grant (public money) to combine with their own monies for improvements. However, very few of us in town and on the farmland own a private aircraft. Many of us however, do own homes, have businesses, enjoy the tourism and the shops and eateries, visit the farms, go to school here, participate in sports on the many fields and take advantage of the big recreational spaces here in Snohomish. So, our focus is on what is ours.

There are several areas of environmental concern to us.

- The impact of water displacement to the public, not just the airport, by filling the south slough beyond Airport Road which has been acting as a catchment water basin in the Snohomish floodplain for years. (How do you calculate the long-term financial impact to Snohomish when this water goes elsewhere? What does the County, FEMA, the Dept. of Ecology and the EPA say about that water displacement, isn't that a big risk to others?)
- If airport expansion is allowed there is the impact to Snohomish during demolition and construction and thereafter of moving Airport Road, a road used by the public, not just the airport. (What would be the timeframe for this? We're talking thousands and thousands of truckloads of dirt over all our roads for how long? There will be an impact to daily life, tourism and business in town. Tourists are not going to be excited to come here if there's ongoing construction.)
- Once improved, won't there be short-term and long-term impact in the numbers of flights, noise and accident risk to the public? (If you would put everything on the table here, what is the 10- or 20-year plan at the airport?)
- The use of public monies to benefit a private business. When we think about grant money, we generally associate use of that money with doing something that benefits the community or the public. Isn't it likely the improvements made will actually cost us more in the way of taxes? How is this airport benefitting us in the town of Snohomish?

Environmental concerns in more depth: If the expansion is permitted the number and size of the aircraft will definitely increase, the noise will increase, the potential for an accident will increase, (the bird migration patterns run North to South and South to North, they have not gone away), the demolition and construction project will impact local traffic and businesses for who knows how long and create the potential for other forms of contamination or pollution, and the renovated airport will make more traffic for the town. Additionally, and of even greater concern: the project will permanently alter the floodplain (that slough basin) and when the floods come, the wetland will find its way somewhere else - that will not be the airport - but will be other people's property. And once the slough basin is flat and/or elevated who will be held responsible for creating a new manmade water crisis. Consultants can run all the numbers they want and declare this percentage or that percentage safe for development, but Mother Nature does not care about percentages. Mother Nature is not predictable, and if we pay attention to weather patterns, we know rainstorms and flood events are unpredictable, and increasing in severity.

Regarding the pilots of Snohomish: The fact is, while a couple of local pilots are respectful of the town,

guest pilots are not as thoughtful or respectful of airspace. Guest pilots don't live here, they may not stay within or follow the invisible approach and departure lanes in the sky. And Harvey Airfield and the FAA cannot guarantee all the pilots will use the flight paths as they are shown in the "Airport Layout Plan – Future." Unfortunately, you cannot convince us that outsiders care as much as some of our local pilots.

Regarding safety: If a private plane like the unfortunate Cessna 208B (Nov. 18, 2022) flown by those Raisbeck Engineers can test over the town, then crash in the field and drop a wing 200 yards away from the fuselage, we have good reasons to be concerned about what's flying over our homes, schools and businesses. And the planes ARE flying over our homes because we watch and hear them every day. Increased air traffic is not going to be safer statistically and airplane noise is not going to be less. Lengthening the runways may improve the flight inclines, but ultimately, it will permit more and bigger airplanes.

What's good about the airport: We have been here since 2004, we accept Harvey Field as our neighbor, we see the airport as recreational. We know the Harveys do good in our community. We recognize the small planes, the parachutists, and the balloons. It's characteristic of Snohomish and we accept it. And many of us even appreciate the parachutists who are quite amusing and the beautiful balloons and some of the more responsible pilots. Justifying this present airport expansion because of "safety" reasons is questionable because of the previous airport expansion plans in 2006, and because the airport just didn't suddenly become unsafe. It's not unsafe. We believe our local pilots are responsible. We know being concerned over the safety is a PR pitch for those who don't live here. **It's a position statement to request public monies in the way of grants to obtain a "general aviation" airport designation and incrementally grow the Harvey Airport footprint.**

Regarding grant money consequences: If awarded, the consequences of this airport expansion project would be far reaching and irreversible. Collectively, those persons impacted, (not the airport,) might not be able to tolerate the environmental (displaced flood water) consequences over time. You may see this as an "airport improvement" but the resulting plan would not be an improvement for the City of Snohomish and surrounding farmland. For the City of Snohomish and surrounding farmland it would be an increased risk. **We do not want to see the City of Snohomish and our farmland begin a slow and steady decline in value. Certainly, you understand this position.**

Alternative thoughts: Geologically speaking, this Snohomish Valley is like a giant bowl. Logically, there are limitations on the airport footprint. Future improvements should really be a cooperative exchange between the neighbors of Snohomish (the town and the farmers) and the airport. If there was true cooperation respecting both entities existence, **acknowledging everyone's investments**, and reasonable growth (a plan involving the city and the farmers), the future could be good for both. It's really a question of true cooperation. If there was a path to discuss alternative ideas it would be a good idea.

Thank you for your consideration,

Beth and Paul Jarvis
1914 5th Street
Snohomish, WA 98290
Phone: 360-563-9376

Commenter P-24

12/2/2022 skyler Kelm

1[I would love to see Airport Way rerouted if the new configuration includes designated bicycle path shoulders. Snohomish is a great bicycling destination, but the current connection from downtown Snohomish to Springhetti Road is terrible for bicycles because Airport Way has zero shoulders. Please consider widening Airport Way to include bike path shoulders along its entire length from Springhetti Road to the railroad tracks.]

Harvey Field Runway Improvement Project Environmental Assessment (EA)



Comment Form

Use the space below to write in a comment and drop it in the comment box. Refer to the other side of this handout for other ways to comment. Comments on the scope of the EA will be accepted from Dec. 1-31, 2022 and will be part of the official scoping record.

Comments

I live just South of Airport!
about a foot ball feild south of Runway
on other side of Slu. I do not
Support extending the Runway!

I'm concerned for the flooding in
our area already and any fill dirt
will worsen the flood area.

I'm concerned for the value of my
home. I wouldn't want to loose equity
or loose my home that I'm raising
my family in.

The Airplanes are already loud enough
and low enough as is. I Don't want
that to increase. Snohomish is a wonderful
place to live and we Don't need
bigger or better Airplanes.

Before including your address, email, or other personal identifying information, be advised that your personal identifying information may be made publicly available at any time. While you can ask us to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so. Written requests to withhold personal information may be mailed to: RS&H, Attn: Julie Barrow - Harvey Field EA, 4582 South Ulster Street, Suite 1100, Denver CO 80237.

Contact Information

Name: Nathan Lovelace.

Representing agency, org, business: local bussiness owner

Address: 9809 111th St SE Snohomish WA 98296

Email/Phone: NateLove17@yahoo.com 425 478-8715

Comments are not limited to this form. Please attach any additional sheets necessary.

From: [Darrel Martin](#)
To: [Barrow, Julie](#)
Subject: Harvey field expansion
Date: Sunday, December 11, 2022 12:12:15 PM

I am against this. First, I am opposed to filling in and harming what used to be a productive side channel wetland, and what still functions as floodplain drainage. Second, I think it's wrong to push through developments that benefit a small fraction of people, while negatively affecting thousands more by making us deal with construction, increased noise, increased traffic and increased airport traffic. Lastly, I am sure many people would much rather see the flood plain restored to its former wetland glory. Why should Harvey field take precedence?

-Local resident.

From: [Candace McKenna](#)
To: [Barrow, Julie](#)
Subject: Opposition to Harvey Field Runway Improvement Project
Date: Friday, December 30, 2022 4:35:48 PM

Thank you for the opportunity to comment on the proposed EA. I am a City of Snohomish resident.

I am opposed to any improvements to Harvey Field that include impacting the existing flood plane and/or re-routing Airport Way:

1. Airport way is a vital road in and out of Snohomish that is already over capacity during peak traffic hours.
 - a. I oppose further overloading it with construction traffic, including truck traffic required to transport fill
 - b. I oppose closing Airport Way for any reason and placing added burden on Highway 9 which is already a north/south traffic bottleneck
2. Any impact on existing flood plane puts roads and properties in the Snohomish Valley at risk. I have seen Highway 9 flooded and do not wish to see that again, nor do I want to see negative impacts, including flooding, on existing agricultural and home properties.

While the proposed changes are intended to improve airport safety, we understand the Harvey Field will not close or have type of aircraft served impacted. Therefore the risks involved with re-routing Highway 9 are great and the benefit negligible.

Thank you,

Candace McKenna
425 9th Street
Snohomish, WA 98290
425 308-8168

Commenter P-28

I was at the info get together at the airport. There was so much to absorb. It seemed like an information dump where I felt like I didn't know all that I was looking at and what questions to ask. People were worried about the runway being lengthened.

1[After looking at the info at home I think the question should be, is do you want to move the runway to the south some to clear the train hazard on the north end? Or how far south would Airport Wy have to be moved south to satisfy your concerns?]

2[If Harvey gets funding from the FAA will the public be part owners? Or will Harvey get ALL the benefit with limited risk? It seems like the general public should benefit from this funding. Not just Harvey and the select few pilots.]

12/13/2022 Doug Nelson

Commenter P-29		1[Where will all the water that sits in Hansen Slough go? What is plan for redirection of this water?] 2[Where will Airport Road be relocated? If it goes around Hansen Slough and comes out on 111th and Springhetti, what is the plan for all the morning and evening traffic that backs up? That will make a significant impact on the entrance to my business and the ability of large trucks and trailers leaving and entering.]
12/7/2022	Nancy Penrose	Big Trees Inc

Harvey Field Runway Improvement Project Environmental Assessment (EA)



Comment Form

Use the space below to write in a comment and drop it in the comment box. Refer to the other side of this handout for other ways to comment. Comments on the scope of the EA will be accepted from Dec. 1-31, 2022 and will be part of the official scoping record.

Comments

I am a pilot based at Harvey Field.

I appreciate the effort being undertaken to evaluate, plan and assess improvements at Harvey to increase the safety of tenants and visitors.

Harvey is a beautiful site to fly most out of, but its current state with regards to runway lighting make it a less than ideal place for night operations.

The field has a degree of difficulty in the day, due to runway width and obstructions on final approach. Those difficulties are higher at night.

I support the efforts to improve safety at Harvey Field.

Before including your address, email, or other personal identifying information, be advised that your personal identifying information may be made publicly available at any time. While you can ask us to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so. Written requests to withhold personal information may be mailed to: RS&H, Attn: Julie Barrow - Harvey Field EA, 4582 South Ulster Street, Suite 1100, Denver CO 80237.

Contact Information

Name: _____

Representing agency, org, business: Pilot

Address: _____

Email/Phone: _____

Comments are not limited to this form. Please attach any additional sheets necessary.

From: [Dylan Riley](#)
To: [Barrow, Julie](#)
Subject: Fwd: Harvey Airfield Airport Master Plan Comments
Date: Friday, December 30, 2022 5:28:23 PM
Attachments: [SSD.png](#)

----- Forwarded message -----

From: Dylan Riley <gcdriley@gmail.com>
Date: Fri, Dec 30, 2022 at 3:57 PM
Subject: Harvey Airfield Airport Master Plan Comments
To: <chendrickson@harveyfield.com>, <Sonia.Cruz@faa.gov>

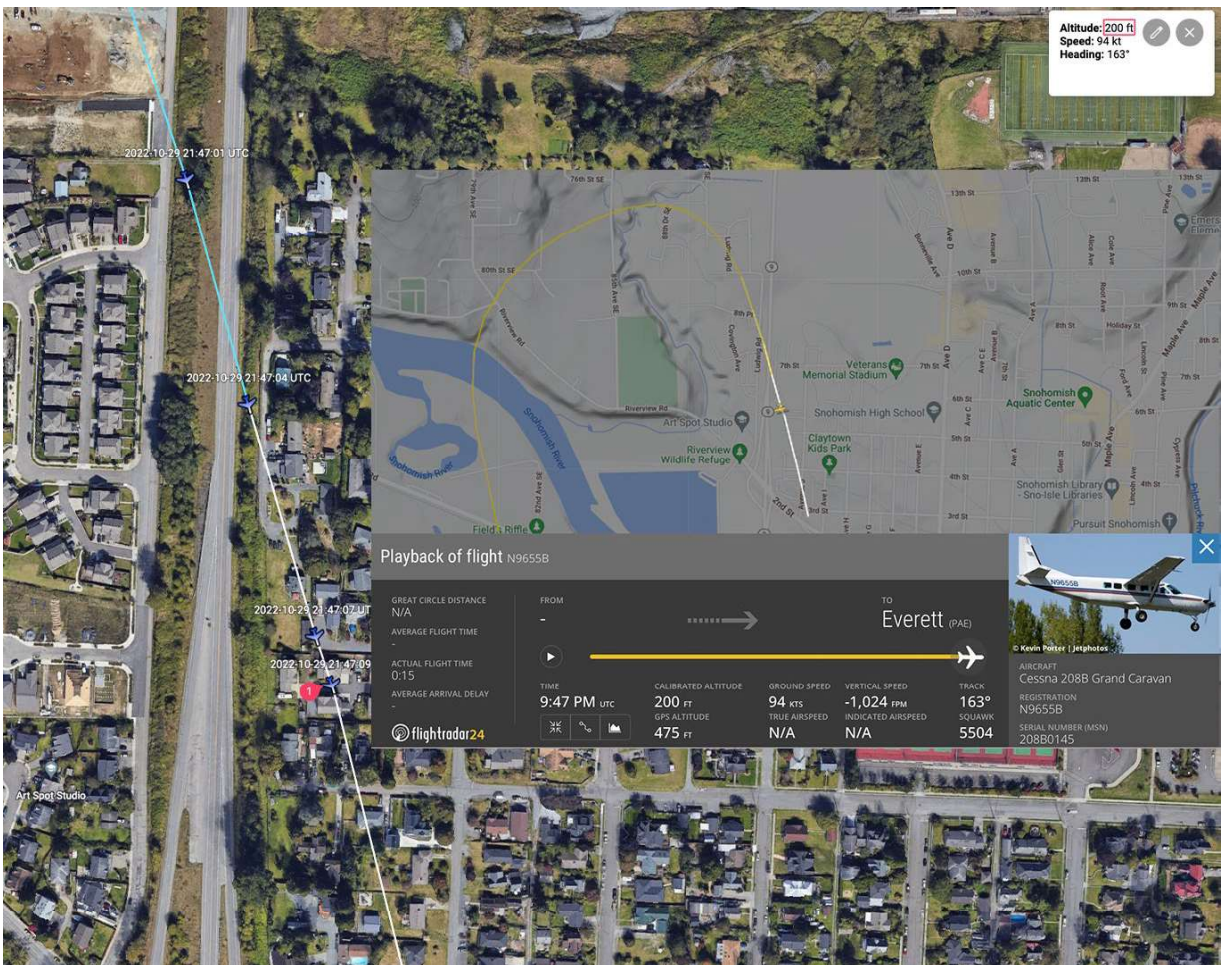
Dear Team,

I am writing to express my concern about the planes that fly too low over my neighborhood. As a resident living near the airport, I have noticed that the planes frequently fly under the specified altitudes, causing a disturbance to the community.

Not only is the noise from the planes disruptive, but the low flying planes also pose a safety hazard. It is unsettling to see the planes flying so close to the ground and I worry about the potential for accidents.

I understand that the airport needs to operate efficiently, but the safety and well-being of the community should also be a priority. I request that measures be taken to ensure that all planes adhere to the proper altitudes when flying over residential areas.

I have included an example below and can include more if requested.



How would expanding the runway mitigate these concerns?

Thank you for your attention to this matter.

Sincerely, Dylan Riley

From: [Charles Riley](#)
To: [Barrow, Julie](#)
Subject: Harvey Field Improvements
Date: Friday, December 30, 2022 5:59:05 PM

Hello Julie,

As a resident of Snohomish here is a listing of concerns that may impact the Harvey Field Improvement and the town of Snohomish:

The airfield has no air traffic control. It cannot control the traffic that currently uses the airfield; therefore, I would like to know what the plan is for the future of control/monitoring as I think a larger, wider field would be for even larger wider airplanes. I am not worried about current but I am worried about future sizes. If current is not monitored then I am guessing that larger aircraft would also not be monitored. Aircraft flies in lower than they should ... they are off the flight pattern, they are too low (so low that it is not safe to fly a drone to 400' ceiling in case it should interfere with a plane flying in to land. I have seen what happens with aircraft crashing into a neighborhood and have no desire to experience it. Safety issue and noise issue.

<https://archive.seattletimes.com/archive/?date=19910414&slug=1277347> I would suggest reading this article regarding:

- Frequency of major floods
- Dikes breaking
- Dredging issues
- River reversing course and going back up river

All of these point to future crisis with any sort of earth build up for the airfield.

Safety issues for people and animals and huge costs to rebuild / recover. And I don't think the government (at least per previous history) quite covers costs to start over / repair damage to people, animals, property, or cleanup to the environment. At least not quickly ... almost 3 years for the river road to be fixed ... not 3 days, 3 weeks or 3 months. Safety issue.

There might be FAA funds for improvements. Hmmm, I think that comes from my taxes which limit me from doing my improvements. And yet millions had to be spent on building Highway 2 higher up across the valley because of a flood in the 1970's. Again, money from tax payers ... maybe there should be a systemic and holistic review of all agencies to coordinate and minimize impact to an area. Environmental issue.

And on the environmental side ... since the Snohomish Valley is a bird migratory path ... I would think more &/or bigger airplanes flying in would be a very dangerous situation for the pilot, any passengers, tourists visiting Snohomish or residents of Snohomish should there be a bird strike (or for larger airplanes – a bird going through an engine). Safety issue.

Thank you for requesting input. I would be happy to discuss in more depth.
Katherine A. Riley

From: [Charles Riley](#)
To: [Barrow, Julie](#); windchimehouse@comcast.net; [Charles Riley](#)
Subject: Fwd: Harvey Field
Date: Saturday, December 31, 2022 8:47:11 PM

Sent from [Mailspring](#), the best free email app for work

----- Forwarded Message -----

From: Charles Riley <chucksno@comcast.net>
Subject: Harvey Field
Date: Dec 31 2022, at 7:39 pm
To: Julie.Barrow@sandh.com, windchimehouse@comcast.net, Charles Riley
<chucksno@comcast.net>

Hello Julie,

Regarding my concerns for the Harvey Field Improvements:

Though the words may not have been said about larger and bigger aircraft my guess is that is why the airfield would need wider and longer runways. That being said ... I would wonder about the bird migratory path where birds would interfere with small airplanes and even worse the being sucked into any larger aircraft engines. I imagine the birds will have difficulty deciphering the memo to limit their flying.

I would also be concerned for any fuel dumping to lighten an airplane over residents, fields or river.

Please review this article from 1991 A River's Revenge -- The Snohomish Defies Decades of Dike Building

<https://archive.seattletimes.com/archive/?date=19910414&slug=1277347>

Which would only highlight the issues of adding dirt, changing land height, changing river routes especially during flooding and that we don't just have 100 year floods in the Snohomish Valley. A flood in the 70's required a new build of the Highway 2 Trestle due to the other one being covered and flooding all in the valley to Marysville. The one in the 90's took out the Lowell - Snohomish River for almost 3 years. A review in 2006 analyzed the building up of land mass would direct the river against the town of Snohomish with the businesses on the south side of 1st Street taking the hit. The article states the river backed up and flowed upstream during one of the floods ... I would be a nervous home owner or business owner in Monroe since there is a good portion built on fill. And of course the waste treatment plant being flooded is not good for any one. Supposedly there are barrels buried in the banks which no one knows is in them ... enough of a concern that when brought up the decision was not to expand building and development along the river of 1st Street which currently has some companies doing industrial work and Snohomish maintenance; certainly wouldn't want to stir up a release there.

All Safety issues.

There is also the situation of no control over air traffic. So if it isn't controlled now ... and I

have been living in my home since 1989 (and it was built in 1932 before Harvey Airfield) and complaints have not been taken care of in all that time - why would I believe anything more would be taken care of?

My son's email has information stating requirements for altitude ... and the tracker shows the Harvey Airfield Jumper plane coming in at 200 feet though the info is stating 475 ... so are the gauges in error on the plane?

Why do planes come in over 5th Street and Ave J when they are supposed to come in over 3rd Street.

Nothing has ever been resolved in decades so I have no trust that anything will be better for potentially bigger or larger airplanes.

Now that there are drones that have a ceiling of 400 feet, I think that planes not adhering to 500 feet coming in over residential area would be another safety issue.

I understand that Harvey Airfield is R ... recreational? I knew that when we bought our home. Expansion to go to GA is not a need. Maybe a want but not a need especially since there is no control.

And frankly, I pay tax dollars that look like they will go to a private business and I would like to keep some of those tax dollars to do my own property improvements. I don't know why I have to have my well earned money taken out of my pockets to fund someone else's property. I think I am paying well and above on my taxes than the maybe 4% that is being paid out by a private business.

I worry about the impact to the residents of Snohomish, property damage that could happen to the downtown area, if something should happen to anyone visiting as a tourist in our town via flood or accident of a plane coming down.

I am happy to have more in depth discussion on any of the above items.

Sincerely,

Katherine Riley

Sent from [Mailspring](#), the best free email app for work

From: [Ed. Rosenthal](#)
To: [Barrow, Julie](#)
Subject: Harvey Field Planning
Date: Friday, December 09, 2022 10:50:54 AM

As a resident of Snohomish County since the early 90's it seems there's been a relentless pursuit to diminish the nature and quality of life of nearby Snohomish by 'improving' Harvey Field.

I believe this is a case of 'bigger not being better', and with so many logistical obstacles continuing to push this change on our community seems unfair and unwise.

Edward Rosenthal
15413 139th Av SE
Snohomish Wa 98290

From: [Don Satko](#)
To: [Barrow, Julie](#)
Subject: Snohomish airport expansion
Date: Saturday, December 31, 2022 7:35:11 PM
Attachments: [satko responce to airport.docx](#)

Julie,

Attach is my response to the airport expansion.

Thank you,

Don Satko

To whom it may concern,

My family has lived here since 1989, I am second generation owner of the property directly to the south of the Hanson slough. Over the decades we have seen the field directly to the north of the slough filled in with flood waters and pushed up against our property. Over the years when flooding the slough and the field that Kandace Harvey has proposed Airport Way be moved to has been UNDER WATER. This has been a natural water relief area during mild and heavy flooding. The water in the field has been up to the TOP of our property which is at a substantially higher elevation .

The Harvey's have not been honest with the community or with the Government officials that are looking into the expansion of the airport in moving Airport Way. When it comes to moving Airport Way and expanding the airport runways it will take a considerable amount of fill material to match the already established elevations. By adding the fill this would increase the water in other areas of the valley and directly toward our community to the south. Over the years and decades the field to the North of Hanson slough has been filled in and the slough diverted to as far South as possible to increase the Harvey's property potential.

The expansion would affect wildlife , migrating birds and water fowl from northern areas of the state and Canada. To mention a few , trumpeter and tundra swans, snow geese, snowy owls, bald eagles ,red tail hawks, blue herons, great horn owls, osprey, wood peckers and many more.

I have seen an increase in some plane traffic but mainly the recreational jump plane that flies out of Harvey field .If there is an established flight path these pilots do not know where it is , as they fly over my home and split the two large cedars on my property to get back to pick up more passengers .My Mother has complained about this in the past where it has disrupted family time and caused undue stress on her pasture animals.

To put our neighbors' properties in harm's way due to what appears to be economic greed is not what Snohomish is about. Thank you for your consideration

Don Satko

9605 111th Street SE

Snohomish, WA. 98296

Commenter P-36

From: [Randy Sleight](#)
To: [Barrow, Julie](#)
Subject: Comments tied to scoping meeting held December 1st, 2022
Date: Friday, December 16, 2022 11:34:04 PM
Attachments: [Comments on the Scope of the Environmental Assessment of the proposed Safety Improvements for Harvey Airfield in Snohomish County.docx](#)

Thank you for the opportunity to comment on the proposed scoping for the environmental assessment of the proposed safety improvements which I fully support for Harvey Airfield. It is important to keep the automobile traveling public a little further separated from the light aircraft landing or taking off from the airfield.

My more detailed comments are attached and I am willing to answer any question or follow up of the plans I reviewed and approved for construction back in the 90's if anyone can track down those plans or specific permits. I am sure the permits themselves are on file with the County, but the grading plans may be more difficult to track down. I do recall looking at the grading quantities and slopes for the proposed runway construction rebuild at that time thou, as well as several hanger plans.

COMMENTS ON THE SCOPE OF THE ENVIRONMENTAL ASSESSMENT OF THE PROPOSED SAFETY IMPROVEMENTS FOR HARVEY AIRFIELD IN SNOHOMISH COUNTY, WASHINGTON. BY RANDOLPH R SLEIGHT PE, PLS RETIRED CHIEF ENGINEERING OFFICER SNOHOMISH COUNTY PDS.

Historic Comments:

The Airfield itself and the associated hangers, restaurant, runways, and taxiways lie on property that has been under the Harvey Family control since the 1850's when John Harvey moved his wife and family to homestead where the property is located today well ahead of Statehood in November of 1889. Thus, the Harvey's were Pioneers in the Territory and State of Washington well before even the advent of motorized aviation. Although, some of the first aerial flights in this region were by balloons, which even today are occasionally seen leaving and returning to the Harvey Airfield, as are hang gliders, ultra-lights and parachute jumpers also practice and gain skills at this Airport, along with light aircraft usage.

The airfield has grown slowly over time from the 40's on to date, prior to many of the current FAA standards for flight glide slopes and setbacks or clearance to obstructions being in place. Thus, some of the buildings do not meet the current FAA safety standards for setbacks to structures or even for setbacks and clearances to public roads for new airports of this type.

It appears that several of the potential proposals would rectify those safety concerns and should be considered for implementation as soon as possible while mitigating any environmental impact due to the proposed project.

Scope of potential impacts:

The primary potential impacts that I could envision deal with potential flood blockage by both the Airport Road extension to the south to form more of a tee intersection with an east west connection in alignment with the light on highway 9. Like the old rail line trestle to the east of that extension, the proposed Airport roadway and Centennial Trail extension and any runway extension of about 300 feet would need to provide for the ability to pass the 100-year flood below the roadway surface if possible or at least have means to not block the flood flow during such an event.

Most of the dikes in Marshland, French Slough and further downstream are supposed to start overtopping during only a 5-year flood event. After the 1990 floods which inundated the valley, the worst flood flows on record in this vicinity, a record of high-water marks can be found marked on the brick building on the north side of the river in the town of Snohomish. The correlation of these high-water marks with proposed Airport runway elevations should at least be looked at.

In addition to flood blockage issues and being able to route a flood across property to the south and west of the proposed runway and split flows back to the north on the west side of the proposed runway where the existing grassed runway is proposed for paving and widening to 75 feet. Evaluation of the amount of fill and displacement of flood storage capacity may be an issue to look at.

Topographically, it appears that the parcel that was acquired to the south by the Harvey's rises to an old barn that is now falling, but this structure is near the high point and material of a sand and gravel nature likely could be cut or borrowed from this location to assist in both building the proposed road and runway

extension. In doing so more of a cut and fill balance of material could likely be achieved and thus closer to a zero-level flood rise would be expected.

Likely, a new grading permit would be necessary since the prior permit I reviewed in the 90's for over 12,000 cubic yards of material has long since expired and been completed. However, it appears from my cursory review of the original Shoreline permit that not all or almost 6000 cubic yards originally envisioned by that permit had not been used or physically constructed. However, likely a new Shoreline permit will be necessary to do the new construction envisioned in building the new runway west of the original runway over the grass runway. The County Planning and Development Services Department should be consulted on the issue of permits like Flood Hazard, Shoreline and now an LDA permit or Land Disturbing Activity Permit and Full Drainage plan and Critical Area Site Plan. Although, I believe most of this area where work is being proposed would have been prior converted cropland rather than wetland.

My recollection of other utility projects that have run across the Valley like the Clearview Water Line bore under the Snohomish River and other work in this vicinity, the near surface soils constituted sands and gravels of an outwash or alluvial floodplain nature. However, downstream from the mill many logs were also encountered in the river area itself as they either had been historically washed down the river naturally or part of log rafts that may have sunk on the way to the earlier Everett Mill sites.

The scoping should include geotechnical work sufficient to properly establish the subgrade characteristics for both a relocated Airport Road, a runway relocation to the grass runway site and the anticipated extension areas. Some recommendations for specs for soil suitable for the fill south of Airport Road would be good to meet FAA standards for the proposed Aircraft loading.

The scoping should identify all potentially affected utilities for extension or relocation.

What is the anticipated night glare or type of aircraft lighting that is anticipated? Since a number of homes are now on the hillsides of Lowell Larimer this lighting should be an aid to navigation of aircraft, but not obtrusive to homeowners like beacons, searchlights etc. that would be visually upsetting to the homeowners.

What type of changes in noise are anticipated? Will the proposal add more helicopter usage to this airport?

What type of security arrangements can be made to assure that the flying public is safe?

What are the general obstructions to glide paths and safety areas that need to be mapped to meet FAA standards? Obviously, the fences at the end of the existing runway would need to be moved as would the road to not obstruct the extension of the proposed runway. One could not move the runway to the north as the railroad and river are in that direction so the only logical extension would be to the south and to try and get away from the existing building to meet setbacks from those potential obstructions. In addition, I suspect the height of the trees in the surrounding area need to be updated as poplar, cottonwoods and willows have grown along the river.

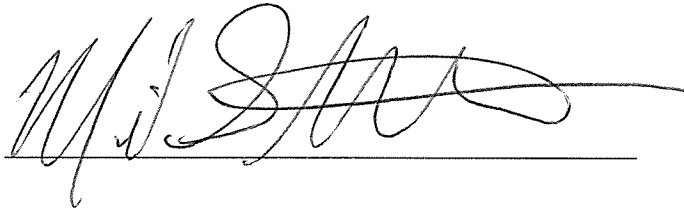
I trust that FAA will work with the State, County, City of Snohomish, local tribes like Tulalip, Snohomish and Snoqualmie and the Harvey family to provide an improved light aircraft facility with safety improvements that would benefit the Snohomish County Community for years to come. While still

protecting and mitigating impacts to other nearby agricultural farms and businesses, fishing opportunities along the river from the new City boat ramp to the east and to provide further recreational aircraft opportunities to the cadre of aviators in this region. Even the biking community indirectly could benefit by this project if an extension of the Centennial Trail across the Valley could occur at the time of construction of the Airport Road relocation and runway extension.

To Whom It may concern,

After the meeting some of our concerns are as follows: Filling area with fill dirt will block trestle and displace water to us on the river side of tracks. Our business would and will be impacted enormously. Our income would be completely affected and our homes would be damaged. Our next concern is Noise and flight pattern going directly above our homes and business. Our outdoor wedding ceremonies and receptions already being effected by noise and flight pattern. It too has been a concern how they fly so low over our two homes. We definitely would not want and are concerned about even larger planes being flown into Harvey Field, even though you are told us no larger planes will be added. It seems logical that the airport can remain the same and continue as is. Why not do that so it does not impact others homes and businesses?

- Mick & Bridgitte Stocker 12-15-2022

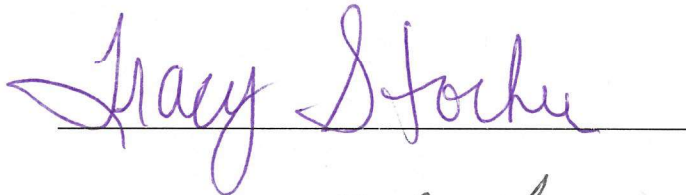
A handwritten signature in black ink, appearing to read 'Mick Stocker', written over a horizontal line.

Mick Stocker

To Whom It may concern,

After the meeting some our concerns are as follows: Filling area with fill dirt will block trestle and displace water to us on the river side of tracks. Our business would and will be impacted enormously. Our income would be completely affected and our homes would be damaged. Our next concern is Noise and flight pattern going directly above our homes and business. Our outdoor wedding ceremonies and receptions already being effected by noise and flight pattern. It too has been a concern how they fly so low over our two homes. We definitely would not want and are concerned about even larger planes being flown into Harvey Field, even though you are told us no larger planes will be added. It seams logical that the airport can remain the same and continue as is. Why not do that so it does not impact others homes and businesses?

- Tim & Tracy Stocker 12-15-2022



Commenter P-39

1[Aside from minimalist and insufficient public outreach to people who will be impacted by this project, the scoping proposal is deficient.]

2[Expansion must consider socioeconomic impacts if there is any expectation that Snohomish County taxpayers will fund the relocation of Airport Way. I will state that I vehemently oppose the use of any County funds to move Airport Way for a private business owner; I believe this constitutes a prohibited gift of public funds. The County simply has no funding to support private landowners/businesses, and funding for this project would deplete resources for other County needs, potentially with major inequity.]

3[Furthermore, impacts to floodplain from a massive amount of fill adjacent to the river need to be modeled for effects downstream and across the river at the City's wastewater treatment facility, not just at Harvey Field. While I appreciate the Harvey family history in this area and Kandace Harvey's firm support for her family's business, I feel that the rest of the community trying to farm in the minimal ag land left in floodplain have been compromised by the unfortunate historic decision about the location of their airport. There will be socioeconomic impacts on those of us who are transforming our practices to sustainable agriculture if the airfield expansion increases flood damage downstream. In a region seriously threatened by climate change, food security should outweigh recreational air traffic, and impacts to ag must be considered. In addition, impacts to air quality, water quality, and surrounding lands need to be considered since Harvey persists in providing leaded aviation fuel and has been included in a federal study regarding this issue. While Harvey does not report significant damage due to flooding, floodwaters do travel across the airfield, and transfer of lead, hydrocarbon, and other pollutants to the river and surrounding after overtopping floods should be considered.]

4[Finally, the airfield expansion needs to consider the potential impact on increasing numbers of overwintering waterfowl from runway expansion, pollutants, and any bird control occurring to avoid collisions. Avian flu is decimating bird populations on top of habitat loss, salmon are critically endangered, and wildlife just doesn't need one more nail in the coffin to support narrow private interests.]

Thank you for including my comment, and instead of ignoring those of us impacted by this project, please include me in all notices of public hearings, meetings, and comments.

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