Notice of Type II Development Review Application and Optional SEPA Determination of Non-Significance

The Clark County Department of Community Development has received an application for development review, as described below. Based on a review of the submitted application materials, the county expects to issue a **Determination of Non-Significance** (DNS) for the proposal allowed by state law and Clark County Code, Section 40.570.040(E) – Optional DNS Process. As lead agency, the county has determined that the requirements for environmental analysis, protection, and mitigation measures are adequately addressed in the development regulations and comprehensive plan adopted under Chapter 36.70A RCW, and in other applicable local, state, or federal laws and rules, as provided by RCW 43.21.240 and WAC 197-11-158. Our agency will not require any additional mitigation measures under SEPA. The proposal may include mitigation under applicable codes and the project review.

Comments received within the deadline will be considered in the review of the proposal. **Your response to this notice may be your only opportunity to comment on the environmental impacts of this proposal**. No additional comment period will be provided unless probable significant environmental impacts are identified during the review process, which would require additional study or special mitigation. The proposal may include mitigation under applicable codes and the project review process may incorporate or require mitigation measures regardless of whether an Environmental Impact Statement (EIS) is prepared.

Date of this notice: June 27, 2017

Closing date for public comments: July 12, 2017 – fifteen days from notice

Information regarding this application can be obtained by contacting the staff contact person listed below or in person at the Community Development Permit Center, 1300 Franklin Street, first floor, Vancouver, Washington, 98660.

Project Name:	**GREEN MOUNTAIN AIRPORT**
Case Number:	**PSR2015-00011; SEP2015-00014; BLA2015-00015; EVR2015-00011; HAB2016-00035; WET2016-00032**
Location:	**5530 NE 199th Avenue**
Request:	**The applicant is requesting Site Plan Review approval for an existing airpark and structures. The site is located on approximately 24.37 acres in the A & R-5 zone districts.**

Community Development
1300 Franklin Street, Vancouver, Washington
Phone: (360) 397-2375 Fax: (360) 397-2011
www.clark.wa.gov/development

For an alternate format, contact the Clark County ADA Compliance Office.
Phone: (360)397-2322
Relay: 711 or (800) 833-6384
E-mail: ADA@clark.wa.gov

Applicant:	**Jordan Ramis, PC** **Jamie Howsley** **1499 SE Tech Center, Suite 380** **Vancouver, WA 98683** **(360)567-3913** **Jamie.howsley@jordanramis.com**
Contact Person:	**Same as applicant**
Property Owner:	**Sally Runyan** **5530 NE 199th Avenue** **Vancouver, WA 98682**
Comp Plan Designation:	Rural
Parcel numbers:	**115374-000; 115375-000; 115384-000;115376-000**
Township: 2N	**Range: 3E** — **Section: NW ¼ of Section 17 and NE ¼ of Section 18**
Neighborhood Contact:	Neighborhood Associations Council of Clark County (NACCC) Christie BrownSilva, Chair E-mail: naccc.chair@gmail.com (360) 326-4353 Stephan Abramson, Vice Chair Email: abramson@lifescipartners.net (360) 574-3363 Sue Lintz, Secretary Email: tonysuel@aol.com (360) 693-9153
Staff Contact:	Jan Bazala (360) 397-2375 ext. 4499 Jan.bazala@clark.wa.gov

Applicable code sections

Clark County Code: Title 15 (Fire Prevention), Section 40.210.020 (Rural Residential Zoning District), Section 40.230.060 (Airport District), Section 40.320 (Landscaping), Section 40.350, (Transportation), Section 40.350.020 (Transportation Concurrency), Section 40.360 (Solid Waste and Recycling), Chapter 40.386 (Storm Water Drainage and Erosion Control), Section 40.410 (Critical Aquifer Recharge Area), Section 40.440 (Habitat Conservation), Section 40.450 (Wetland Protection Ordinance), Sections 40.500 and 40.510 (Procedures), Section 40.520.040 (Site Plan Review), Section 40.540.010 (Boundary Line Adjustments), Section 40.550.010 (Road Modifications), Section 40.570 (SEPA), Section 40.570 (SEPA

Archaeological), Section 40.610 (Impact Fees), Title 24 (Public Health), RCW 58.17, and the Clark County Comprehensive Plan.

Application Filing date: March 20, 2015
Fully Complete date: May 15, 2017

Public Comment

The public is encouraged to comment on this proposal. Comments received by the closing date noted below will be considered in the staff report. This notice is intended to inform potentially interested parties about the application and invite written comments regarding any concerns.

Public Comment Deadline: July 12, 2017

In person: The Community Development Permit Center is located in the Public Service Center, first floor, 1300 Franklin Street, Vancouver, Washington 98660.

Mail: Attn: Jan Bazala
Department of Community Development
P.O. Box 9810
Vancouver, WA. 98666-9810

An accurate mailing address for those mailing comments must be included or they will *not* qualify as a "Party of Record" and, therefore, will not have standing to appeal the decision.

Email: Jan Bazala@clark.wa.gov

SEPA Options

As lead agency under the State Environmental Policy Act (SEPA) Rules [Chapter 197-11, Washington Administrative Code (WAC)], Clark County must determine if there are possible significant adverse environmental impacts associated with this proposal. The options include the following:

- **DS - Determination of Significance**: The impacts cannot be mitigated through conditions of approval and, therefore, requiring the preparation of an Environmental Impact Statement (EIS);
- **MDNS - Mitigated Determination of Non-Significance**: The impacts can be addressed through conditions of approval, or;
- **DNS - Determination of Non-Significance**: The impacts can be addressed by applying the Clark County Code.

Responsible Official: Marty Snell, Community Development Director

Timelines and Process

Decisions on Type II applications are made within 78 calendar days of the Fully Complete date (noted above), unless placed on hold for the submittal of additional information.

Community Development Web site - www.clark.wa.gov/development

- Weekly Preliminary Plan Review Status Report - includes current applications
- Pre-Application Conferences and Land Use Hearing agendas
- Applications and handouts for each type of land use permit

Appeals

The responsible official's decision on the application may be appealed to the Hearing Examiner by the applicant or any person or group that qualifies as a "Party of Record." To qualify as a party of record, you must have submitted written comments or a written request to be identified as a Party of Record within the comment deadline.

An accurate mailing address for those submitting comments must be included or they will not qualify as a "Party of Record" and, therefore, will not have standing to appeal the decision. An appellant must submit an appeal application and appeal fee within 14 calendar days after the written notice of the decision is mailed.

Refer to the *Appeals* handout for more information and fees.

SEPA Appeal

A **procedural SEPA appeal** is an appeal of the determination (i.e., determination of significance, determination of non-significance, or mitigated determination of non-significance).

A **substantive SEPA appeal** is an appeal of the conditions required to mitigate for probable significant issues not adequately addressed by existing Clark County Code or other law.

A **procedural or substantive appeal** must be filed within fourteen (14) calendar days of this determination, together with the appeal fee. Such appeals will be considered at a scheduled public hearing and decided by the Hearing Examiner in a subsequent written decision.

Attachments

- Proposed project site/land division plan
- Map of property owners receiving notice

Distribution

This notice is being provided to the following agencies with jurisdiction whose services may be impacted by implementation of this proposal:

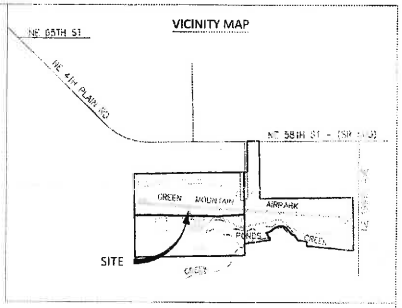
Federal Agencies:	U.S. Army Corps of Engineers - Enforcement Division
Tribes:	Cowlitz Indian Tribe Yakama Nation Chinook Tribe
State Agencies:	Department of Natural Resources (S.W. Region) Department of Ecology Department of Fish and Wildlife Department of Transportation
Regional Agencies:	Fort Vancouver Regional Library Southwest Clean Air Agency Vancouver-Clark Parks & Recreation
Local Agencies:	Clark County Community Development Land Use Review Fire Marshal's Office Clark County Public Health Clark County Public Works Development Engineering Transportation Division Clark County Conservation District Clark County Water Resource Council City of Vancouver Transportation
Special Purpose Agencies:	Fire Protection District # Clark Public Utilities Clark Regional Wastewater District/City of Vancouver Water/Sewer
The Media	The Columbian The Oregonian The Reflector Vancouver Business Journal The Post Record
Other:	Applicant Clark County Neighbors Clark County Natural Resources Council Clark County Citizens United C-Tran Neighborhood Association

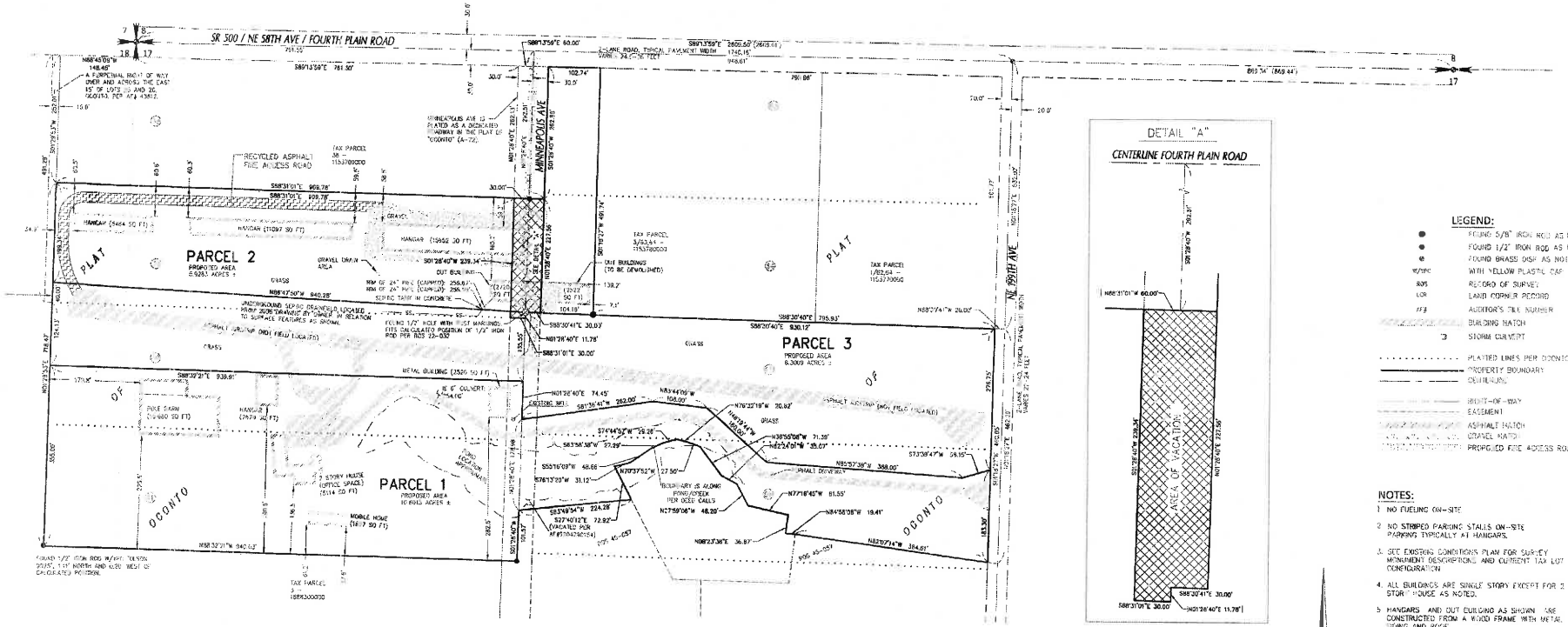
Additional attachment for agencies:

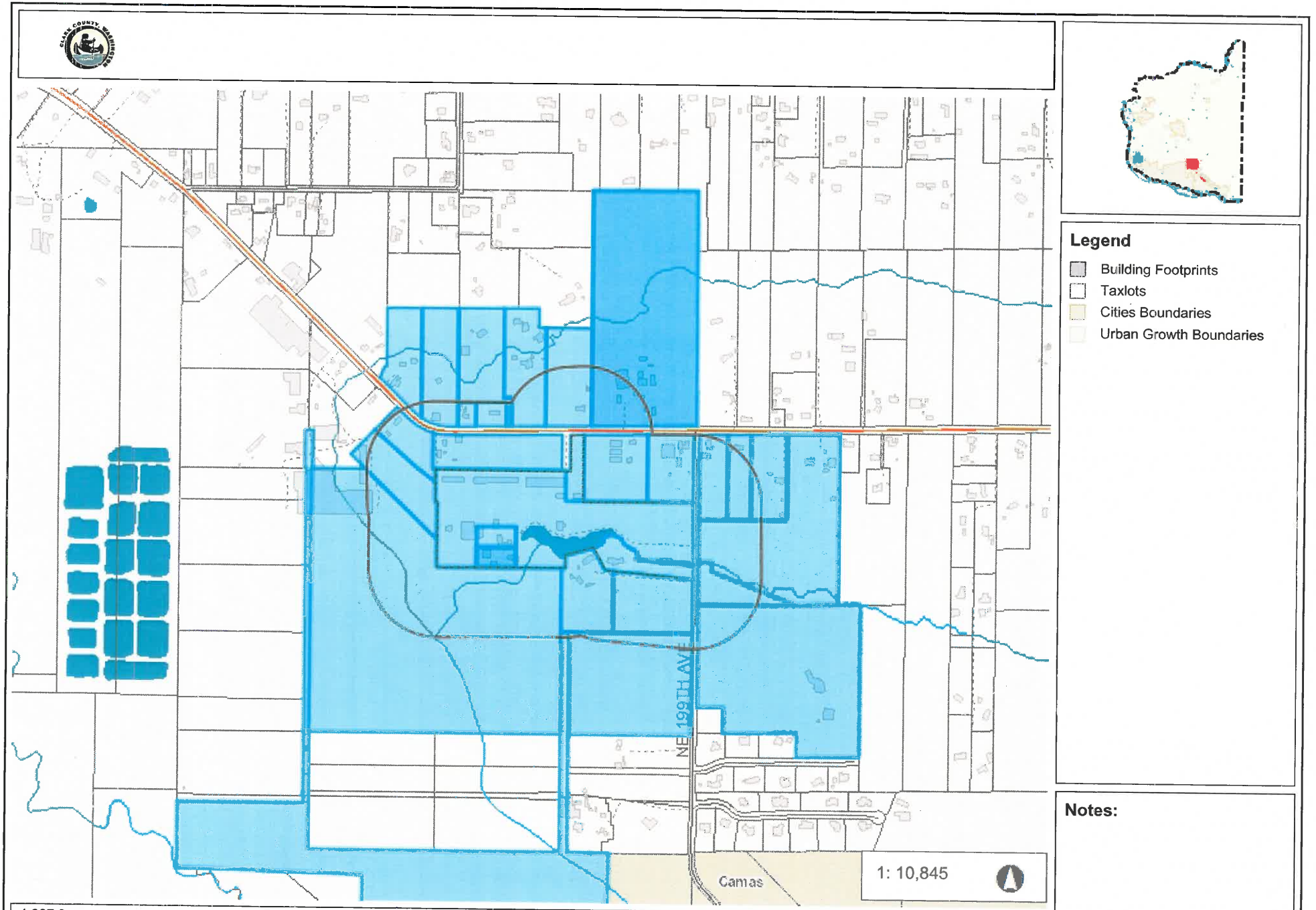
- SEPA checklist

PROPOSED SITE PLAN

A PORTION OF THE OCONTO SUBDIVISION IN THE JOHN PROEBSTEL DLC
LOCATED IN THE NE 1/4 OF SEC 18 AND THE NW 1/4 OF SEC 17
TOWNSHIP 2 NORTH, RANGE 3 EAST, W.M.
CLARK COUNTY, WASHINGTON




SR 500 / NE 58TH AVE / FOURTH PLAIN ROAD
MINNEAPOLIS AVE
NE 199TH AVE
PARCEL 1
PROPOSED AREA
10.8162 ACRES ±
PARCEL 2
PROPOSED AREA
0.9283 ACRES ±
PARCEL 3
PROPOSED AREA
6.3009 ACRES ±
PLAT OF OCONTO
RECYCLED ASPHALT FIRE ACCESS ROAD
HANGAR (3464 SQ FT)
HANGAR (7097 SQ FT)
HANGAR (10952 SQ FT)
METAL BUILDING (3526 SQ FT)
POLE BARN (7680 SQ FT)
HANGAR (7979 SQ FT)
2 STORY HOUSE (OFFICE SPACE) (5114 SQ FT)
MOBILE HOME (1817 SQ FT)
OUT BUILDING (70 BE DEMOLISHED)
SEPTIC TANK IN CONCRETE
UNDERGROUND SEPTIC DRAINFIELD LOCATED FROM ZONE DRAWING BY OWNER IN RELATION TO SURFACE FEATURES AS SHOWN.
FOUND 1/2" ROD WITH RUST MARGINS - SITE DESIGNATED POSITION OF 1/2" IRON ROD PER ROS 22-032
FOUND 1/2" IRON ROD W/YPC "OLSON 20915" 1.57' NORTH AND 0.20' WEST OF CALCULATED POSITION
TAX PARCEL 3/33341 — 115370000
TAX PARCEL 1/82264 — 115370000
TAX PARCEL 38 — 115370000
TAX PARCEL 2 — 188430000
GRAVEL DRIVE AREA
GRASS
ASPHALT DRIVE (NO FIELD LOCATION)
SMALL DRIVEWAY
BOUNDARY AS ALONG FENCE/DITCH PER DEED CALLS
LOCATION UNCERTAIN
N88°45'09"W 148.45'
A FUNCTIONAL RIGHT OF WAY UNDER AND ACROSS THE EAST 15' OF LOTS 19 AND 20, OCONTO PER AFN 45812.
MINNEAPOLIS AVE IS PLATED AS A DEDICATED ROADWAY IN THE PLAT OF "OCONTO" (A-72).
S88°13'59"E 761.50'
S88°13'59"E 2600.60' (2618.61')
LANE ROAD, TYPICAL EASEMENT WIDTH VARIES 24.7'-36.7' WIDE
S88°31'01"E 969.78'
S88°30'40"E 339.34'
S88°47'50"W 840.28'
S88°30'40"E 795.92'
S88°30'40"E 930.12'
S88°30'41"E 30.00'
N01°28'40"E 11.78'
S88°31'01"E 30.00'
N88°30'41"W 26.00'
S88°32'21"E 939.89'
N01°28'40"E 74.45'
S81°36'41"W 262.00'
N83°44'06"W 106.00'
N76°32'19"W 30.93'
S74°44'51"W 79.28'
S83°58'38"W 37.09'
S55°16'09"W 48.66'
S76°13'20"W 31.12'
S83°49'54"W 224.28'
S27°40'12"E 72.92'
(VACATED PER AF#5004290154)
N70°37'52"W 27.50'
N27°59'06"W 48.20'
N36°56'08"W 71.20'
N22°24'08"W 35.07'
N85°57'38"W 368.00'
N77°18'45"W 61.55'
N84°58'08"W 19.41'
N88°23'36"E 36.87'
N82°07'14"W 384.81'
S73°39'47"W 58.15'
N88°32'21"W 940.03'
N01°28'40"E 227.56'
N01°28'40"E 239.54'
N01°28'40"E 262.00'
N01°28'40"E 235.00'
N01°28'40"E 227.56'
N01°28'40"E 235.00'
N01°28'40"E 262.00'
S01°28'40"W 239.54'
S01°28'40"W 227.56'
S01°28'40"W 262.00'
S01°28'40"W 235.00


NE 199TH AVE
Camas
1: 10,845
1,807.6
0
903.78
1,807.6 Feet
WGS_1984_Web_Mercator_Auxiliary_Sphere
Clark County, WA. GIS - http://gis.clark.wa.gov
This map was generated by Clark County's "MapsOnline" website. Clark County does not warrant the accuracy, reliability or timeliness of any information on this map, and shall not be held liable for losses caused by using this information.
Legend
Building Footprints
Taxlots
Cities Boundaries
Urban Growth Boundaries
Notes:

SEPA Checklist

A. BACKGROUND

1. Name of proposed project, if applicable:

Green Mountain Airport (FAA Designation: WA-67)

2. Name of applicant:

Sally Runyan

3. Address and phone number of applicant and contact person:

Applicant is represented by the attorney of record:

James D. Howsley
Jordan Ramis PC
1499 SE Tech Center Pl., Suite 380
Vancouver, WA 98683
jamie.howsley@jordanramis.com
360 567-3900 office
360 567-3913 direct

4. Date checklist prepared:

April 28, 2016 – Revised September 1, 2016 – Revised January 23, 2017
Updated May 19, 2017

5. Agency requesting checklist:

Clark County

6. Proposed timing or schedule (including phasing, if applicable):

This application is for the retroactive permitting of aircraft hangars, related aviation facilities, and rural residential accessory structures. No new structures are proposed. The County is expected to impose conditions of approval, which presumably will be installed in 2017.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. ALSO HABITAT AND WETLAND REPORTS

This SEPA checklist.

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

Clark County Site Plan Review application.
Legal Lot Determination.
Boundary Line Adjustment.
Pre-Application Waiver
Type I Wetland and Habitat

10. List any government approvals or permits that will be needed for your proposal, if known.

Clark County Site Plan Review.
Legal Lot Determination.
Boundary Line Adjustment.
SEPA determination.
Pre-Application Waiver
Type I Wetland and Habitat + ROAD MODIFICATION

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

The applicant proposes retroactive approval for existing airplane hangars, related aviation facilities, and rural residential accessory structures. No new structures are proposed, and there is no change in use proposed. The site size is 24 acres, and the hangars being approved have a capacity of 30 small planes.

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

The address is 5530 NE 199th Ave., Vancouver, WA 98662. The Parcel Nos. are 115374-000, 115375-000, 115376-000, and 115384-000. A complete Developer's GIS Packet is attached with the application.

B. ENVIRONMENTAL ELEMENTS

1. **Earth**

a. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other

b. What is the steepest slope on the site (approximate percent slope)?

According to the County GIS Packet, 100% of the parcel exceeds a 0-5% slope.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

Soil types are generally clay and include Hesson clay loam (HcB), Hockinson loam (HtA) and Hesson clay loam (HcD).

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

None are apparent, and the property is generally flat which improves soil stability.

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

Not applicable, as neither filling nor grading are proposed.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Clearing is not proposed, and no new structures are proposed. Conditions of approval are likely to require some paving, which may require removal of topsoil. Erosion control will be implemented during construction as needed. A Demolition permit has been obtained for the 2522 building to be removed with guidance from PBS Environmental.

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

Currently there are approximately 67,752 sf of roof and 99,637 sf of asphalt on this 1,061,557 sf site, or 16% impervious surface. The amount of impervious surface after the project will be determined by conditions of approval, however if an additional 20,000 sf was required, the percentage of impervious surface would increase to 18%.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

During demolition, active erosion control measures will be implemented.

2. Air

a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

No new structures are proposed, and no increase in vehicle trips or airplane trips is anticipated.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

Not applicable, as the only off-site sources of emissions include vehicle exhaust from surrounding traffic and they will not affect the airpark.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

Not applicable, as no new sources of emissions are proposed.

3. **Water**

a. Surface:

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

Yes. A year-round, unnamed man-made pond lies on the south edge of the site. The pond is fed by an unnamed seasonal creek that is oriented east-west, and lies south of the subject site. The creek leads west toward Lacamas Creek.

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

None is anticipated, because the likely conditions of approval regard the northern area of the site, well away from the pond.

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

None.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

None.

APPLICANT MAY PROPOSE USING POND FOR FIRE FIGHTING PURPOSES. PER ECY, NO WATER RIGHT NEEDED J.B.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

The parcel is entirely outside the 100 year floodplain. See the southeast portion of FEMA FIRM Panel 53011C0411D.

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

None.

b. Ground:

1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.

No groundwater use is proposed.

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

No wastewater will be generated or discharged.

c. Water runoff (including stormwater):

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

See the Stormwater report prepared by PBS.

2) Could waste materials enter ground or surface waters? If so, generally describe.

No waste materials will be generated.

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

See the Stormwater report prepared by PBS.

4. **Plants**

a. Check or circle types of vegetation found on the site:

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

b. What kind and amount of vegetation will be removed or altered?

Some areas of grass will likely be paved over for fire access as required by conditions of approval.

c. List threatened or endangered species known to be on or near the site.

None.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

None.

5. **Animals**

a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

birds: hawk, heron, eagle, songbirds, other:
mammals: deer, bear, elk, beaver, other:
fish: bass, salmon, trout, herring, shellfish, other:

b. List any threatened or endangered species known to be on or near the site.

None.

c. Is the site part of a migration route? If so, explain.

The whole region is part of the Pacific Flyway.

d. Proposed measures to preserve or enhance wildlife, if any:

None.

6. **Energy and natural resources**

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

Not applicable, since new structures are not proposed.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

Not applicable, since new structures are not proposed.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

Not applicable, since new structures are not proposed.

7. **Environmental health**

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

None, because new development is not proposed, and there are no fueling facilities on site.

1) Describe special emergency services that might be required.

None, because small airplanes are similar to automobiles in terms of the fuel and engine systems. The same emergency vehicles and personnel that would respond to an auto accident can respond effectively to an airplane accident.

2) Proposed measures to reduce or control environmental health hazards, if any:

None.

b. **Noise**

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

None, because the airport is not a noise sensitive use.

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

The noise levels created by small airplanes have existed in this location for several decades. On a long term basis going forward, the runway is limited in length and unable to be extended; therefore the risk of future use by larger and louder airplanes is not present. The airport hours of operation are generally during daylight in clear weather. Thus the hours of use vary by season, with the longest hours and most use occurring on summer weekends.

3) Proposed measures to reduce or control noise impacts, if any:

The nature of this airport already limits flying activity due to weather conditions.

8. **Land and shoreline use**

a. What is the current use of the site and adjacent properties?

The site includes the airport and a single family dwelling. Northeast of the site are vehicle repair and auto recycling businesses. East and south are farm uses and scattered single family dwellings. West is a dairy. North is rural residential.

b. Has the site been used for agriculture? If so, describe.

Historically it may have been used for agriculture before the runway was installed decades ago. The large grass areas are mowed, and maintained with agricultural grade equipment. The site has not been used for agriculture that produces edible products for many decades.

c. Describe any structures on the site.

There are two single family dwellings with outbuildings on the southwest portion of the site. There are three aircraft hangars with a total capacity of 30 planes on the northwest edge of the site. Two maintenance buildings are on the north-central portion of the site. There is a storage garage on the south central portion of the site.

d. Will any structures be demolished? If so, what?

Yes, the nonconforming structure on the east side of Minneapolis Avenue will be demolished.

e. What is the current zoning classification of the site?

Parcels 115375, 115376 and 115384 are zoned R-5. Parcel 115374 is zoned Airport.

f. What is the current comprehensive plan designation of the site?

R-5.

g. If applicable, what is the current shoreline master program designation of the site?

Not applicable.

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

There is a creek that generally forms the south boundary of the east portion of the site, with a pond on the south central portion.

i. Approximately how many people would reside or work in the completed project?

The airport has no employees. The two existing single family dwellings will remain.

j. Approximately how many people would the completed project displace?

None.

k. Proposed measures to avoid or reduce displacement impacts, if any:

None.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

The proposal will be compatible with the existing zoning following completion of the conditions of approval.

9. **Housing**

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

No additional housing units are proposed.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

None.

c. Proposed measures to reduce or control housing impacts, if any:

None, because no new development is proposed.

10. **Aesthetics**

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

The maximum height is approximately 25 feet (the primary dwelling), and the principal exterior building material is painted sheet metal.

b. What views in the immediate vicinity would be altered or obstructed?

None, because the limited height of the buildings will not obstruct views.

c. Proposed measures to reduce or control aesthetic impacts, if any:

None.

11. **Light and glare**

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

None, because new development is not proposed.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

No, because the buildings are painted green.

c. What existing off-site sources of light or glare may affect your proposal?

None.

d. Proposed measures to reduce or control light and glare impacts, if any:

None.

12. **Recreation**

a. What designated and informal recreational opportunities are in the immediate vicinity?

The airport itself is a recreational use. Lacamas Lake is to the southeast.

b. Would the proposed project displace any existing recreational uses? If so, describe.

The existing recreational uses would not be displaced.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

This proposal provides recreation opportunities at the airport.

13. **Historic and cultural preservation**

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

None.

b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

None.

c. Proposed measures to reduce or control impacts, if any:

None, because there are no significant cultural resources, as demonstrated in the archeological predetermination report

14. **Transportation**

a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

The hangars are served by Minneapolis Ave., a minimally developed county road that extends south from NE 58th St (aka SR 500). The dwellings are served by NE 199th Ave. A road vacation application for a portion of Minneapolis Ave. was approved by the Board of County Councilors in December of 2017 and has been recorded. The northerly 292 feet of Minneapolis Ave remains a county road.

b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

The approximate distance to the nearest transit stop is at least one mile.

c. How many parking spaces would the completed project have? How many would the project eliminate?

Parking is provided on the turf areas adjacent to the hangars. This is not a heavy use airfield. The goal is to preserve the landscaping. Historic use patterns show parking is sufficient. Development of paved parking spaces is not proposed, in order to minimize stormwater impacts.

↳ CODE REQUIRES PAVED OR GRAVEL SURFACE J.B.

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

The travel surface of Minneapolis Ave. may need to be slightly widened. New internal roads for fire access may be required.

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

The airport is private and is used for recreational flying. Air transport services are not provided.

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

A maximum of 32 daily trips is projected, which will occur on summer weekends only.

g. Proposed measures to reduce or control transportation impacts, if any:

None, because the number of vehicle trips is negligible.

15. **Public services**

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

The 30 hangar spaces will slightly increase the need for fire and police protection.

b. Proposed measures to reduce or control direct impacts on public services, if any.

Interior fire walls will be added to the hangars, and the supply of fire-fighting water from the on-site pond has been approved by Ecology. See attached e-mail from Ecology.

16. **Utilities**

a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

No new utility services are proposed.

C. SIGNATURE

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

Signature: [signature]

Date Submitted: May 19, 2017

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Approval for the hangars will allow the storage of 30 small airplanes. The primary impact will be noise. Regarding release of toxic substances, fuel and fueling services are not provided on the site.

- Proposed measures to avoid or reduce such increases are:

Because the planes are single engine, the noise level will be controlled. And because there is no space for extension of the runway, it is very unlikely that twin engine airplanes (or larger) will use the airport and generate additional noise.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

It will not affect plant and animal species, because the hangars are not located in a wildlife habitat area.

- Proposed measures to protect or conserve plants, animals, fish, or marine life are:

The existing surface water bodies are not affected and will be preserved.

3. How would the proposal be likely to deplete energy or natural resources?

The planes use aviation gasoline supplied off-site from other airports, and the hangars use small amounts of electricity.

- Proposed measures to protect or conserve energy and natural resources are:

The small, single engine planes that use the airport are comparatively fuel efficient. The hangar spaces are not typically heated in the winter or air conditioned in the summer.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

Use of the environmentally sensitive areas on the south edge of the property is not proposed.

- Proposed measures to protect such resources or to avoid or reduce impacts are:

The hangars are located at the opposite end of the property from the environmentally sensitive area.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

Not applicable, because this property is not on or near a shoreline.

- Proposed measures to avoid or reduce shoreline and land use impacts are:

Not applicable, because this property is not on or near a shoreline.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

There will be slight increases in the demand for roads, fire and police protection, and electric service.

- Proposed measures to reduce or respond to such demand(s) are:

Interior fire walls will be added to the hangars, and the supply of fire-fighting water from the on:site pond has been approved by Ecology. See attached e-mail from Ecology.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

Because the hangars being permitted are at the opposite end of the property from the environmentally sensitive area, there are no conflicts.