



in San Juan County. ORS is defined in the SJCCP as an essential public facility (EPF). The plan outlines a goal to ensure land use needs for EPFs are addressed through a coordinated land use system¹. The plan notes that land use decisions should prevent the siting of incompatible uses adjacent to general aviation airports².

The SJCCP establishes an Airport Overlay District encompassing the airport and surrounding area to protect the public health, safety and welfare and to promote compatibility between airport uses and adjacent land uses³. The SJCP directs the county to designate FAA Airspace Zones and Aircraft Accident Safety Zones⁴ and to establish development standards and regulations outlining allowable uses within the District. The San Juan County Code (SJCC) implements SJCCP policies. Specifically, SJCC 18.35.150 defines the purpose and requirements for an airport overlay district. The code also defines performance and use-specific standards for airports (SJCC 18.40.030) and for airport overlay districts (SJCC 18.40.031). SJCC 18.40.032 defines prohibited developments, uses, and activities for the following five aircraft accident safety zones specific to the Orcas Island Airport. Aircraft accident safety zones are illustrated in the Eastsound Subarea Plan Official Map (included as Appendix 1 to this report). A miniaturized version of the map is depicted in **Figure 1.5**.

- **Zone 1:** Runway Protection Zone
- **Zone 2:** Inner Safety Zone, North and South Portions
- **Zone 3:** Inner Turning Zone
- **Zone 4:** Outer Safety Zone
- **Zone 5:** Sideline Safety Zone/Airport Development Zone

The Eastsound Subarea Plan augments the SJCCP by providing additional guidance for the area immediately surrounding the Eastsound community. In support of its goal to anticipate and manage growth in Eastsound, the subarea plan attempts to minimize conflicts between the airport and surrounding land uses. As illustrated in Attachment 2 the airport property is located within the Eastsound Airport District, which accommodates the airport and related facilities and prohibits residential development⁵. Adjacent designations include Service and Light Industrial (which accommodates existing airport-related facilities and services located outside the Airport District), Marina (which recognizes existing north shore marina and resort uses and allows compatible commercial and residential development), and areas designated as Eastsound Residential and Village Residential/Institutional which include a mix of residential densities..

Socioeconomic Trends

The 2010 United States Census identified a population of 5,354 for the Orcas Census County Division (CCD). The 2016 American Community Survey (ACS) estimate for the Orcas CCD was 5,408. The San Juan County Department of Community Development projects population on the island will grow to 5,602 by 2030 and 5,768 by 2040 under a medium growth projection scenario.

The SJCCP designates a portion of the island, which includes the ORS, as an Urban Growth Area (UGA). Per the Washington State Growth Management Act, UGAs must accommodate 50% of a county's total increase in population growth over a 20-year planning period. The Eastsound UGA is illustrated in Attachment 3.

¹ San Juan County Comprehensive Plan, Appendix 6 – Transportation (2016), p.3

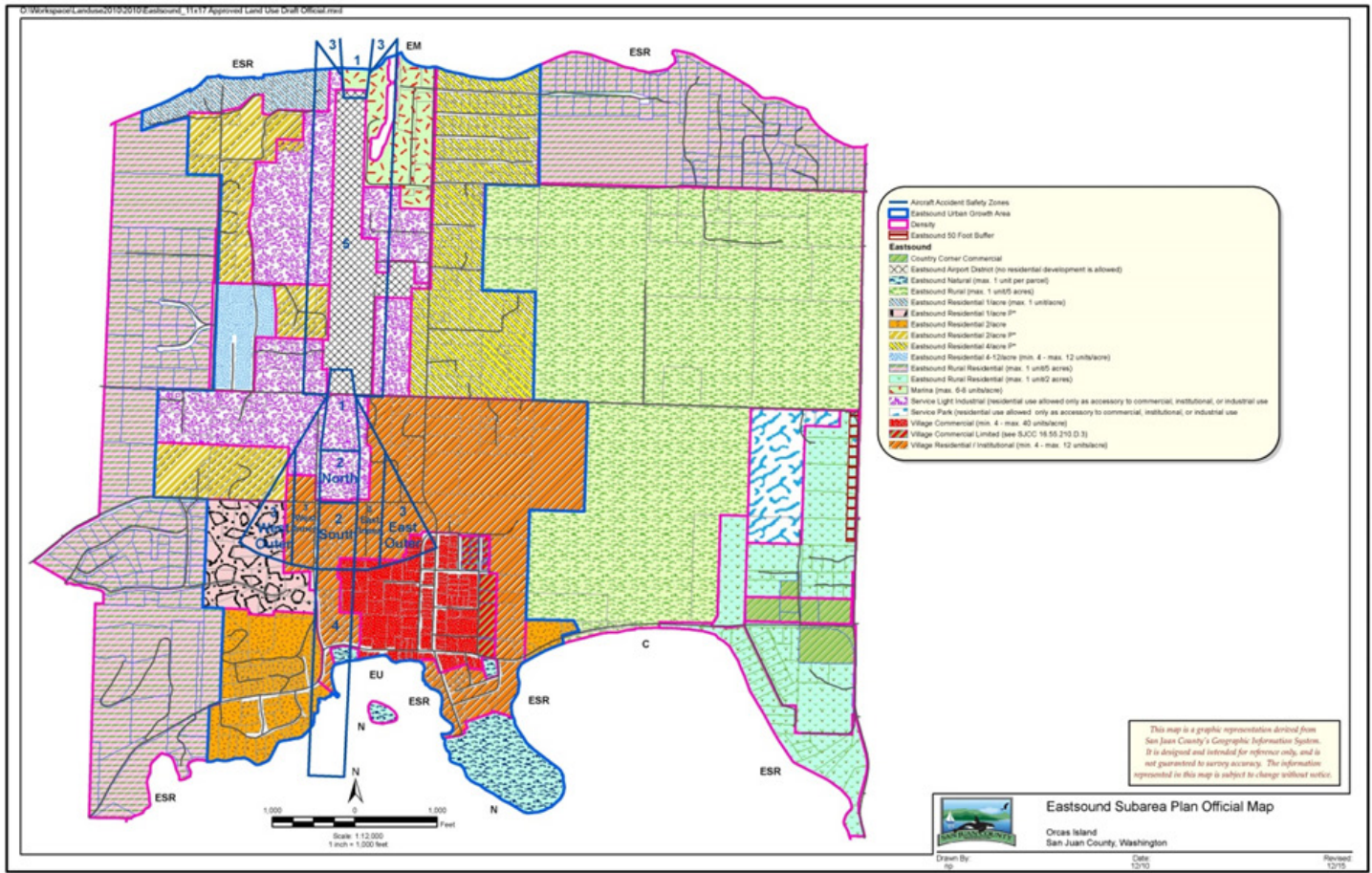
² San Juan County Comprehensive Plan, Section B, Element 2, Land Use (2010), p. 6.

³ Ibid, p. 28.

⁴ Eastsound Subarea Plan, Section 5 – Eastsound Landuse Districts, H – Eastsound Airport District, p. 30.

⁵ Note: The FAA has developed Part 77 airspace delineations but does not use or recognize San Juan County's terminology for "Aircraft Accident Safety Zones."

Figure 1.5. Eastbound Subarea Plan



⁴ Eastsound Subarea Plan, Section 5 – Eastsound Landuse Districts, H – Eastsound Airport District, p. 30.

ENVIRONMENTAL DATA

This section describes the surrounding environmental conditions of the ORS as of the fall of 2017. The inventory included adheres to FAA guidelines, and briefly examines the impact categories identified in FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, as follows:

- Air quality
- Biological resources (including fish, wildlife, and plants)
- Climate
- Coastal resources
- Department of Transportation Act, Section 4(f)

- Farmlands
- Hazardous materials, solid waste, and pollution prevention
- Historical, architectural, archaeological, and cultural resources
- Natural resources and energy supply
- Noise and compatible land use
- Socioeconomics, environmental justice, and children’s environmental health and safety risks
- Visual effects (including light emissions)
- Water resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers).



Air Quality

The U.S. Environmental Protection Agency (EPA) sets air quality standards for six pollutants known to impact human health, and cannot approve an action that is not supportive of the attainment and maintenance of National Ambient Air Quality Standards (NAAQS) conformity. Conformity applies to areas designated as “maintenance” or “non-attainment” for any of the criteria pollutants. The six criteria pollutants include carbon monoxide (CO), particulate matter (PM), ozone (O3), sulfur dioxide (SO2), lead (Pb), and nitrogen oxide (NOx).

The EPA defined geographic areas in one of four ways, with respect to air quality. “Non-attainment” areas are those areas where standards have been violated for one of the six monitored pollutants. “Maintenance” areas are those geographic areas that had a history of non-attainment, but now consistently meet the NAAQA. Geographic areas classified as “attainment” are those that are typically monitored, but have had no violations. Areas

are considered “non-classified” if air quality is generally not a concern. Orcas Island is a non-classified area, however air quality, including construction emissions, would need to be considered for any future project during the environmental documentation process in compliance with the National Environmental Policy Act (NEPA).

Biological Resources

Threatened and Endangered Species

The Endangered Species Act of 1973 (ESA) is administered by the U.S. Fish and Wildlife Service (USFWS). Under ESA, species may be listed as either threatened or endangered. The EPA defines “endangered” species as those plants and animals that have been designated as being rare enough that they are in danger of becoming extinct. “Threatened” species are those plants and animals that are likely to be endangered within the foreseeable future. According to the USFWS and Washington State Department of Fish and Wildlife (WDFW), the following species are listed as threatened, endangered, or species of concern in the vicinity of the Airport.

..... **Figure 1.7. Non-fish Species**

Species	Genus	WA State Status	Federal Status
Taylor’s Checkerspot (butterfly)	Euphydryas editha taylori	Endangered	Endangered
Brown Pelican	Pelicanus occidentalis	Endangered	Species of Concern
Marbled Murrelet	Brachyramphus marmoratus	Threatened	Threatened
Humpback Whale	Megaptera novaeangliae	Endangered	Endangered
Killer Whale (Orca)	Orcinus orca	Endangered <i>(all populations)</i>	Endangered <i>(southern resident population)</i>
Sea Otter	Enhydra lutris	Endangered	Species of Concern
Steller Sea Lion	Eumetopias jubatus	Threatened	Species of Concern
Western Pond Turtle	Actinemys marmorata	Endangered	Species of Concern
Green Sea Turtle	Chelonia mydas	Threatened	Threatened
Leatherback Sea Turtle	Dermochelys coriacea	Endangered	Endangered
Loggerhead Sea Turtle	Caretta	Threatened	Endangered



Chapter 1

INVENTORY OF EXISTING CONDITIONS

Table 1.8. Fish and Shellfish

Species	Genus	WA State Status	Federal Status
Bull Trout/Dolly Varden	Salvelinus confluentus/S. malma	Candidate	Threatened
Chinook	Oncorhynchus tshawytscha	Candidate	Threatened
Chum	Oncorhynchus keta	Candidate	Threatened
Ozette Lake Sockeye	Oncorhynchus nerka	Candidate	Threatened
Steelhead	Oncorhynchus mykiss	<i>Candidate</i>	<i>Threatened</i>
Bocaccio	Sebastes paucispinis	Candidate	Endangered
Canary Rockfish	Sebastes pinniger	Candidate	Threatened
Yelloweye Rockfish	Sebastes ruberrimus	Candidate	Threatened
Pinto (Northern) Abalone	Haliotis kamtschatkana	Candidate	Species of Concern

Table 1.9. Other Species of Concern

Species	Genus	WA State Status	Federal Status
Island Marble Butterfly	Euchloe ausonides insulanus	Candidate	Species of Concern
Great Arctic Butterfly	Oeneis nevadensis gigas	Candidate	None
Sand Verbena Moth	Copablepharon fuscum	Candidate	None
Valley Silverspot Butterfly	Speyeria zerene bremnerii	Candidate	Species of Concern
Bald Eagle	Haliaeetus lucocephalus	<i>Sensitive</i>	<i>Species of Concern</i>
Black Oystercatcher	Haematopus bachmani	None	None
Golden Eagle	Aquila chrysaetos	Candidate	None
Common Loon	Gavia immer	Sensitive	None
Great Blue Heron	Ardea herodias	None	None
Northern Harrier	Circus cyaneus	None	None
Peregrine Falcon	Falco peregrinus	Sensitive	Species of Concern
Short-eared Owl	Asio flammeus	None	None
Wilson's Snipe	Gallinago delicata	None	None
Northern Flying Squirrel	Glaucomys sabrinus	None	None



Essential Fish Habitat (EFH)

Essential Fish Habitat (EFH) are those waters and substrate necessary for fish spawning, breeding, feeding, and growth to maturity as defined under the Magnuson-Stevens Fishery Conservation and Management Act (MSA). The MSA requires the National Marine Fisheries Service (NOAA Fisheries) and regional fishery management councils to minimize, to the extent practicable, adverse effects to EFH caused by fishing activities. The MSA also requires Federal agencies to consult with NOAA Fisheries about actions that could damage EFH. The Airport is located within the San Juan Islands Hydrologic Unit 17110003, which is designated as EFH for Chinook, Coho, and Pink salmon. These salmon species may occur in the marine waters to the north of the Airport property.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA), enacted in 1918, prohibits the taking of any migratory birds, their parts, nests, or eggs except as permitted by regulations, and does not require intent to be proven. Section 703 of the MBTA states:

“ Unless and except as permitted by regulations ... it shall be unlawful at any time, by any means or in any manner, to ... take, capture, kill, attempt to take, capture, or kill, or possess ... any migratory bird, any part, nest, or eggs of any such bird...

The Bald and Golden Eagle Protection Act (BGEPA) prohibits knowingly taking, or taking with wanton disregard for the consequences of an activity, any bald or golden eagles or their body parts, nests, or eggs, which includes collection, molestation, disturbance, or killing. The project area is within the Pacific Flyway bird migration route, which encompasses most of western Washington. Many common migratory bird species nest and breed along this flyway route.

Climate

Although greenhouse gasses (GHGs) are not directly discussed within FAA Order 1050.1F, they are discussed in the 1050.1F Desk Reference. GHGs are discussed here because research has shown a direct correlation between fuel consumption and GHG emissions. The FAA is participating in a number of initiatives to better understand the role played by commercial aviation in the production of GHG emissions. The FAA has developed the Aviation Climate Change Research Institute to attempt to advance understanding of regional and global climate impacts of aircraft emissions.

The amount of GHGs emissions created at the Airport are unknown; however, due to the modest operations at this airport, emissions are likely minimal.

Increasing concentrations of GHG in the atmosphere from anthropogenic emissions such as fossil fuel combustion is causing climate change, a global phenomenon with local impacts.^{6,7,8} Climate change impacts include warmer air temperatures, increased sea level rise, increased storm activity, and an increased intensity in precipitation events.

According to the Washington Coastal Resilience Project (WCRP), sea level rise will exacerbate

⁶ FAA Order 1051.1F Desk Reference. FAA Office of Environment and Energy. July 2015

⁷ IPCC (2014). Fifth Assessment Report. Available at: <https://www.ipcc.ch/report/ar5/syr/> United States Global Change Research Program (2009). Global Climate Change Impacts in the United States. Available at: <http://www.globalchange.gov/what-we-do/assessment/previous-assessments/global-climate-change-impacts-in-the-us-2009>.

⁸ As explained by the EPA, “greenhouse gases, once emitted, become well mixed in the atmosphere, meaning U.S. emissions can affect not only the U.S. population and environment but other regions of the world as well; likewise, emissions in other countries can affect the United States.” EPA, (2009) Climate Change Division, Office of Atmospheric Programs, Technical Support Document for Endangerment and Cause or Contribute Findings for Greenhouse Gases under Section 202(a) of the Clean Air Act 2-3. Available at: http://www.epa.gov/climatechange/Downloads/Endangerment/TSD_Endangerment.pdf.



existing risks and vulnerabilities, such as shoreline and coastal bluff erosion, storm surge, flooding, and groundwater intrusion.⁹ Future sea level depends on how much and how quickly atmospheric greenhouse gases cause the earth system to warm, as well as how sensitive each process contributing to sea level rise is to that warming.

CO₂ is the most critical anthropogenic GHG because it is a long-lived gas that remains in the atmosphere for up to 100 years. The Intergovernmental Panel on Climate Change (IPCC) estimates that aviation accounted for 4.1% percent of global transportation GHG emissions¹⁰

WCRP has developed a set of probabilistic sea level rise projections for coastal Washington State representing “low” and “high” trajectories of future greenhouse gas emissions. The WCRP projections give an 83% probability that absolute sea level (the height of the ocean surface relative to a fixed, unmoving reference point, such as the center of the earth) will rise by at least 1.0 feet and a 0.1% probability that it will rise as much as 8.3 feet by 2100.⁹

Coastal Resources

Coastal Zone Management

Consistency with coastal zone regulations falls under the auspices of the National Oceanic and Atmospheric Administration (NOAA) regulations, and state regulations under Washington’s Coastal Zone Management Program.

Washington was the first state to establish an approved Coastal Zone Management Program as part of the federal Coastal Zone Management Act. Washington’s Coastal Zone comprises the state’s fifteen coastal counties that have shoreline either along the Pacific Ocean or Puget Sound.

San Juan County is one of 15 counties within Washington’s coast zone. As such, the Airport must obtain permits for certain actions with federal implication, such as the adoption of an Airport Layout Plan and Airport Capital Improvement Program that seeks federal funding assistance.

Coastal Barriers

This category involves the undeveloped coastal barriers along the Atlantic and Gulf coasts and therefore is not applicable to the Airport.

Department of Transportation Act, Section 4(f) Resources

Section 4(f) of the U.S. DOT Act of 1966 (now codified at 49 U.S.C.) protects significant publicly owned land including public parks, recreation areas, or wildlife or waterfowl refuge of national, state, or local significance, or land of an historic site of national, State, or local significance. The Secretary of Transportation will not approve any program that requires the use of this publicly owned land, unless there is no feasible and prudent alternative to the use of this land, and the project includes all possible planning to minimize harm.

A review of Orcas Island maps shows a number of potential resources in the vicinity of the project. Doughty Point Park is located approximately 1.5 miles west of the Airport. Turtleback Mountain Preserve is located approximately 4.5 miles southwest of the Airport. Moran State Park is located approximately 4.0 miles southeast of the Airport, and Buck Park and Orcas Island Skatepark are located approximately 0.75 miles southeast of the Airport. Orcas Island Middle School is also located approximately 0.75 miles southeast of the Airport, and Eastsound Village Green Park is located approximately 0.75 miles south of the Airport.

⁹ Miller, I.M., Morgan, H., Mauger, G., Newton, T., Weldon, R., Schmidt, D., Welch, M., Grossman, E. 2018. Projected Sea Level Rise for Washington State – A 2018 Assessment. A collaboration of Washington Sea Grant, University of Washington Climate Impacts Group, University of Oregon, University of Washington, and US Geological Survey. Prepared for the Washington Coastal Resilience Project. updated 07/2019

¹⁰ GHG allocation by economic sector. Environmental Protection Agency (2015). Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2013. Available at: <http://www.epa.gov/climatechange/ghgemissions/usinventoryreport.html#fullreport>

Chapter 1

INVENTORY OF EXISTING CONDITIONS



There is a recreational trail located south of the Airport, between Mt. Baker Road and Enchanted Forest Road that is considered a 4(f) resource. It is located on land owned by the Port of Orcas and was granted through an easement to the County. The easement is approximately 10-foot wide and is a non-motorized ingress/egress, providing written allowances to maintain and improve the area (WH Pacific EA).

Farmlands

The Soil Survey of San Juan County indicates that Sholander-Speiden complex is considered prime farmland, if it is irrigated. Although there is Sholander-Speiden complex located south of Mt. Baker Road, this area is not irrigated; therefore, it is not considered prime farmland. Deadmanbay-Moran creek complex is also considered prime farmland, but there is only a small amount of this located on the western edge of the property south of Mt. Baker Road.

Hazardous Materials, Solid Waste, and Pollution Prevention

The Resource Conservation and Recovery Act (RCRA) of 1976 directs the EPA to protect the environment and human health and welfare from improper hazardous waste management practices. The RCRA requires labeled and effective containers for hazardous waste, record keeping, and transport manifests.

An Airport's airside and landside operations use, transport, or generate various kinds of hazardous materials. These substances include hazardous wastes and hazardous substances as well as petroleum and natural gas substances and materials.

The Airport has one 10,000-gallon underground fuel storage tank. The fuel service area has spill containment aprons. The Airport generates solid waste associated with aircraft use and the operation of a fixed base operator. When these materials are discarded, they may fall under RCRA regulations as hazardous waste.

A records search of the Washington State Department of Ecology's Facility/Site Database (<http://www.ecy.wa.gov/fs/>) showed no history of spills or dumping on the site. This was further verified by searching Washington State Department of Ecology's Cleanup Site

Search database (<https://fortress.wa.gov/ecy/gsp/SiteSearchPage.aspx>); therefore, it is unlikely that the Airport ground is contaminated by hazardous materials.

The Airport generates solid waste from Fixed Base Operators and from aircraft using the Airport. Solid waste is picked up as part of a regular garbage collection cycle. Solid waste from the Airport is disposed of at the Orcas transfer station located at 3398 Orcas Road.

Historical, Architectural, Archeological, & Cultural Resources

A desktop review of the Washington Information System for Architectural and Archaeological Records Data (WISAARD) has determined there are no historic properties located within the Orcas Island Airport project area.

A cultural resources survey was carried out for proposed improvements to the Orcas Island Airport in 2013 (Elder, Reed, and Sparks 2015). The survey included extensive pedestrian and subsurface survey, and identified no cultural resources.

One significant property lies in proximity to the project area. 1159 North Beach Road—the Michael & Myra Donohue House—was nominated for National Register of Historic Places and is on the Washington Heritage Register. Its significance lies in Criterion C as a property that embodies the distinguishing characteristics of its period of construction. The house is a late example of the Greek Revival style, dating to 1890.

Natural Resources & Energy Supply

FAA Order 1050.1, Environmental Impacts: Policies and Procedures, asserts that Airport improvement projects will be examined to identify effects on local energy supplies or natural resources. If impacts are identified, energy producers and environmental stakeholders must coordinate activities. In its appendix, the FAA order makes reference to Executive Order 13123. Executive Order 13123 encourages the use of renewable energy and requires federal agencies to reduce air emissions and the consumption of petroleum, energy, and water.



INVENTORY OF EXISTING CONDITIONS

Electric energy is used to power navigation aids, airfield lighting, and Airport buildings. Petroleum fuels are used to power aircraft, maintenance vehicles, and other equipment, such as generators. Other natural resources affected by the Airport are discussed in the water quality, wetlands, biotic communities, and threatened and endangered species sections.

Coordination with natural resource and energy supply companies is recommended prior to the construction of new facilities requiring these services.

Noise & Compatible Land Use

Land use within the vicinity of the Airport consists of service and light industrial, as well as marina and residential. **Figure 1.5** and Attachment 4 illustrate designated land uses and corresponding development density surrounding the airport. Aircraft-generated noise impacts are the primary source of incompatibility between airports and surrounding land uses. Preparing and implementing plans for compatible land uses in the vicinity of an airport is strongly encouraged by the FAA. The FAA has determined that the cumulative noise energy exposure of individuals to noise resulting from aviation activities must be established in terms of yearly day/night average sound level (DNL) as FAA's primary metric. FAA Order 1050.1F, Appendix B also states:

“ No noise analysis is needed for projects involving Design Group I and II airplanes (wingspan less than 79 feet) in Approach Categories A through D (landing speed less than 166 knots) operating at airports whose forecast operations in the period covered by the NEPA document do not exceed 90,000 annual propeller operations (247 average daily operations) or 700 annual jet operations (2 average daily operations). Also, no noise analysis is needed for projects involving existing heliports or airports whose forecast helicopter operations in the period covered by the NEPA document do not exceed 10 annual daily average operations with hover times not exceeding 2 minutes.



The annual operations of the Airport consist of approximately 41,000 aircraft. Because this falls under the threshold of 90,000 propeller operations or 700 annual jet operations, the Airport is exempt from developing noise contours.

Socioeconomics, Environmental Justice, & Children’s Environmental Health/Safety Risks

The area around the Airport is service and light industrial, with some residential properties. These properties are more highly populated in the summer months, compared to the winter months because many of the properties are summer homes. The Airport has not identified any development projects that require land acquisition. It will be necessary to evaluate the impacts of future projects on surrounding communities.

The Airport has been present on Orcas Island for over 55 years. The surrounding areas have been predominantly service and light industrial, with some low density residential. There are no concentrations of minority or low-income populations within the immediate vicinity of the Airport.

Under Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks, Register, the FAA must evaluate environmental health risks and safety risks that may disproportionately affect children by creating new or exacerbating existing adverse impacts to priority areas including asthma, unintentional injuries, development disorders (including lead poisoning), and cancer. This includes products or substances that a child is likely to touch or ingest, such as air, food, drinking water, recreational waters, soil, or products they might use or be exposed to.

There are no places where children congregate (e.g., schools, recreation centers, or daycare centers) immediately adjacent to the Airport, although Buck Park, Orcas Island Skatepark, Orcas Island Middle School, and Eastsound Village Green Park are located within a mile to the south/southeast of Airport property

Visual Effects

The Airport has a medium-intensity runway and taxiway lighting system, and is also equipped with a rotating beacon, a lighted windsock and segmented circle, a two-light precision approach path indicator on the left side of Runway 34, and a four-light visual approach slope indicator on the left side of Runway 16. The Airport lighting is contained on-site and does not spill over into the neighboring properties; however, it may be visible to the adjacent homes and businesses at night. In addition, the beacon may be visible at distances greater than one mile from the Airport.

Water Resources

Wetlands

Executive Order 11990, Protection of Wetlands, requires the FAA to protect, preserve, or enhance wetlands. This order is often called the ‘no net loss’ provision for wetlands, and is the source for how mitigation programs are developed. According to the U.S. Fish and Wildlife Service National Wetlands Inventory (<https://www.fws.gov/wetlands/>), the Airport and its vicinity have estuarine and marine deepwater and wetland habitats, freshwater emergent wetlands, freshwater forested/shrub wetlands, and freshwater ponds (**Figure 1.6**).

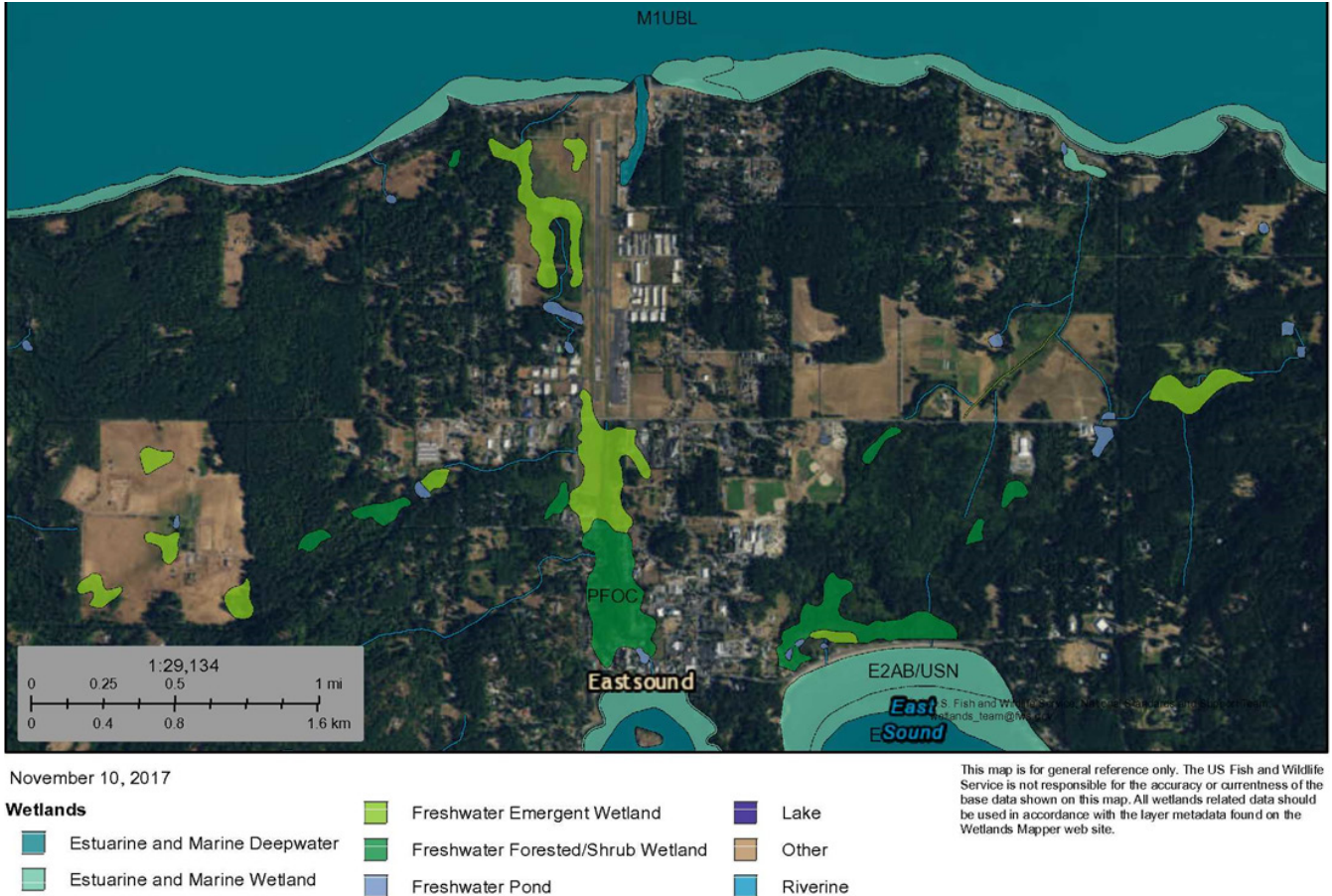
Floodplains

Executive Order 11988 directs Federal agencies to “take action to reduce the risk of flood loss, to minimize the impact of floods on human safety, health and welfare, and to restore and preserve the natural and beneficial values served by floodplains...” A review of on-line Flood Insurance Rate Maps, prepared by the Federal Emergency Management Administration shows the area is not within the mapped floodplain.

Water Quality

Water quality is generally governed under the provisions of the federal Water Pollution Control Act, as amended by the Clean Water Act and other amendments. Washington State Department of Ecology maintains a listing of water bodies and impediments to meeting water quality standards for each body. These standards are typically thresholds for the presence of a particular element or general conditions.

Figure 1.6. U.S. Fish and Wildlife Service National Wetlands Inventory



Source: U.S. Fish and Wildlife Service National Wetlands Inventory, (www.fws.gov/wetlands/)

The primary water quality concern for airports is runoff generated from the creation of impervious surfaces, as well as potential impacts from oil or fuel spillage, and de-icing chemicals. The Airport does not generally use de-icing chemicals; however, oil and fuel are used in airport maintenance and operations, and aircraft operations. The fueling station has a spill containment pad and the Airport maintains a set of procedures that are followed in the event of a spill. These procedures will prevent contaminants from entering the surface and groundwater, as well as local water bodies.

Wild & Scenic Rivers

Since passage of the Wild and Scenic Rivers Act in 1968, six rivers (segments) in the state of Washington have been designated as part of the

National System, although a seventh, the Snake River was nominated but not recommended. These include segments of the Klickitat River, the Skagit River, and the White Salmon River. There are no System Rivers on, near, or of similar drainage confluence downstream from the Airport.

Solid Waste Recycling Plan

To comply with the FAA Modernization and Reform Act of 2012 (FMRA). Section 132 (b) this master plan specifically identifies specific aspects to further decrease solid waste by increasing resources that can be recycled in a more efficient manner.

ORS, as a Port and County facility, falls under the requirements of the 2012 San Juan County Solid and Hazardous Waste Management Plan. The

Chapter 1

INVENTORY OF EXISTING CONDITIONS



purpose of this plan is to establish the basis for implementing any new or revised solid waste systems that may serve the County's needs. It is also used to inform the public regarding the current solid waste management system and changes to the collection system.

The Orcas Island community currently trucks and barges all collected solid and hazardous waste off the island. This is accomplished using San Juan Sanitation and the Orcas Island Transfer Station. ORS uses the San Juan Sanitation services to dispose of all collected solid waste on the Airport. The current agreement between San Juan Sanitation and the Airport allows for the trucking off site of 1.5 cubic yards of disposable solid waste once every two weeks (every other Thursday), and trucking off site of 1 cubic yard of clean recyclables also every two weeks (every other Tuesday). All hazardous waste is dropped off at the Orcas Island Transfer station once a year in mid-June to be barged off the Island to the mainland. Most initial disposable waste and recyclable collection points at ORS are via trash receptacles and dedicated recycling bins located within the Terminal Building. As described, trash and mixed recycling dumpsters are picked up on alternating weeks (26 times a year) by San Juan Sanitation. Each dumpster is rented at the rate established by the local provider.

Additional recycling could be encouraged by ORS through enhanced signage in the Terminal Building to encourage passengers to use the recycling bins. By increasing recycling and decreasing waste the Airport could reduce the size of the trash dumpster and save up to \$20 per month.

Very little hazardous waste is typically collected by the Airport. The hazardous waste that is collected is usually small or contained, such as batteries. This type of hazardous waste is collected with other refuse and disposed of at the landfill, which has the capability to accept this type of waste, as per guidelines.

No other specific waste is collected by ORS, with the exception of unsolicited waste usually generated by scheduled or chartered air passenger travelers (campers, recreationalists, etc.). Since waste disposal costs are high on the Island, it is not uncommon for travelers to

discreetly dump trash in the airport receptacles before they depart. This is highly discouraged, however, active enforcement, control or discouragement through increased rates or other measures would be expensive and difficult, especially for the total amounts collected.

It is unknown if construction waste is recycled or disposed of off-airport. Future projects should include a plan to recycle millings and other materials either on- or off-airport. For off-site recycling San Juan Sanitation provides construction recycling for the following:

- Wood (all types including roofing shingles, siding, decking)
- Fiber Board, Particle Board, Plywood
- Sheet Rock, Ceiling Tiles – painted is ok
- Concrete & Asphalt
- Brick & Rocks
- Asphalt Shingles (Residential 3-Tab Only)
- Glass (jars, windows)
- Appliances (may require special loading)
- Scrap Metal (all types including ferrous and non-ferrous metal)
- Aluminum, Brass, Copper, Iron, Steel
- Electric Wire
- Plastic Film – lumber wrap, insulation bags, Visqueen, etc.
- Plastic Pipe (including PVC, HDPE)
- Plastic Containers (no liquid residual)

Construction recycling is available at \$80 per ton plus dumpster rental cost and delivery/pick-up fees.