Chapter 5 – Environmental Review

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Parametrix, a member of the Century West airport master plan team, prepared an Environmental Overview Memorandum for Bowers Field.

Introduction

The purpose of this environmental review is to identify physical or environmental conditions of record, which may affect the recommended improvements at Bowers Field Airport. This review included land use, water resources (wetlands, stormwater), species of concern, federal lands, and essential fish habitat.

The scope of work for this element is limited to compiling, reviewing, and briefly summarizing information of record from applicable local, federal, and state sources for the airport site and its environs. The environmental memorandum is included in **Appendix C** and a brief overview is provided below.

Protected Species and Habitat

The environmental review focused on federally threatened or endangered species within the project area (one-mile radius of the airport). A review of state threatened or endangered species was not included as part of this review, since this document provides baseline information for federally funded projects.

The review queried the Washington Department of Fish and Wildlife (WDFW) and Priority Habitat and Species (PHS) data and has identified there are no federally listed threatened or endangered species or critical habitat within the project area. Whiskey Creek and Mercer Creek are located in the project area, but do not appear to be accessible to fish. However, fish presence (steelhead and chinook) are documented within Whiskey Creek approximately 1.3 miles downstream, outside the project area.

Wetlands

The National Wetland Inventory (NWI) identifies several potential wetlands on and adjacent to the airport. The two airport parcels located north of Hungry Junction Road are entirely within a potential wetland. There is a large wetland located west of and in between the two runways. Additional small areas of potential wetlands are located on airport property, particularly near Whiskey Creek and Mercer Creek. There is a small freshwater pond identified on the northwest side of the Runway 11 end.

Wastewater and Solid Waste Treatment

An 8-inch sanitary sewer line that runs along Airport Road, Bowers Road, and Falcon Road serves the airport and industrial park. The sewer lines are part of the City of Ellensburg's sewer system, which connects to the city's Wastewater Treatment Facility.

Waste Management of Ellensburg provides solid waste collection services to the airport. The waste is then transferred to the Ellensburg Transfer Station, which is ultimately transferred to the Greater Wenatchee Regional Landfill.

Stormwater

Tightline drainage systems exist for both Runway 11/29 and Runway 7/25, which were constructed with the original infrastructure in 1941. Runway 11/29 has catch basins spaced at approximately 500-foot intervals along the east side of the runway, which are connected with a series of 12-inch, 18-inch, and 24-inch concrete pipes. The runway is crowned and stormwater flows to the shoulders and is collected in catch basins with wooden grates. Drainage on the west side of the runway is connected to the east drainage system via culvert crossings. The stormwater is conveyed to the south end of the runway end and discharges to an open ditch located south of Taxiway E.

The airport frequently experiences flooding on the north end of Runway 11/29 and nearby access roads. Flooding is common during the spring when stream levels are high from snowmelt and irrigation waters have turned on.

Hazardous Materials and Cleanup Sites

Six sites regulated for hazardous materials are located on the south side of the airport. These sites include a mix of designations including hazardous waste management, hazardous waste generation, independent cleanup, leaking underground storage tank, state cleanup site, and underground storage tank site. A list and map of the sites are located in the environmental memorandum.

Prior to development of sites with a previous history of hazardous materials and/or cleanup, it is recommended that a Phase I Environmental Site Assessment (ESA) be conducted to determine site history. If the Phase I ESA indicates the potential presence of contamination, site sampling may need to be conducted to confirm the presence and concentration of any contaminants that may be present.