

DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT
BUILDING AND LAND DEVELOPMENT DIVISION
ENVIRONMENTAL ASSESSMENT
AND
ADDENDUM AND
PRELIMINARY REPORT TO THE ZONING & SUBDIVISION EXAMINER
FEBRUARY 8, 1979 - PUBLIC HEARING

APPLICANT: Port of Seattle 224-78-R (ADDENDUM I)
FILES: 210-79-U (PRELIMINARY)

ENVIRONMENTAL ASSESSMENT

A. SUMMARY OF PROPOSED ACTION:

File 224-78-R:

The applicant's proposal is for a zone reclassification to RM 900-P (High Density Multiple Family Dwelling Restricted Service Classification, with site plan approval) from RS 7200 (Single Family Residence) to allow for the construction of the Corporate Headquarters Office Facility for the Boeing Company. Relative to King County Ordinance #3812 (adopted July 24, 1978), the project sponsor proposes to develop approximately five acres within a total site of approximately 30 acres with a headquarters building and accessory site improvements to be built as Phase I, and space for a future building to be constructed under Phase II.

The Phase I project includes a two-story building which would enclose approximately 95,000 square feet of space for offices and an additional 55,000 square feet for support facilities with parking for 235 cars underneath. Access roads would be constructed, an existing informal airport viewpoint and the Airport Surveillance Radar (ASR) structure would be relocated, and substantial re-grading and landscaping of the site would occur. Approximately 200 employees would be assigned to the headquarters facility.

Although, the sponsor has no current plans for further construction, space for a future Phase II expansion building is provided on the site. For purposes of potential impact analysis, it is assumed that the expansion building, if built, would be, at a maximum, similar in size to the Phase I building and would house a similar number of employees.

(For further information see Final Environmental Impact Statement entitled "The Boeing Company Corporate Headquarters Facility" ((March, 1978)).

File 210-79-U (Unclassified Use Permit):

This is a request for an Unclassified Use Permit to allow for the development of a heliport in conjunction with the establishment of the Boeing Corporate Headquarters Facility as described above. The proposed heliport pad would be located in the southeast corner of the proposed Boeing Corporate Headquarters complex. The proponent estimates that there will be approximately two round trips per day from the proposed headquarters facility to other plant locations within the Seattle Metropolitan area.

B. GENERAL INFORMATION:

Owner: Port of Seattle
 PO Box 1209, Seattle, WA 98111
 Attention: Glen V. Lansing
 Phone: 587-4845

Proponent: The Boeing Company
 7755 East Marginal Way S.
 Seattle, WA 98108
 Attention: Donald C. Davis
 Phone: 655-3974

Proponent's Mr. Richard McCann, Attorney at Law
 Representative: 1900 Washington Bldg, Seattle, WA 98101
 Phone: 682-8770

Requests: RM 900-P (File 224-78-R)
Unclassified Use Permit (File 210-79-U)
Existing Zone: RS 7200 (Single Family Residence)
STR: E 29-22-4
Location: Lying on the east side of 12th Ave. S.,
approximately between 167th St. and 172nd St.
(if both extended)
Size: Approximately 5 acres within a parcel
of approximately 30 acres. The exact lo-
cation would be determined at the time of
public hearing on the site plan.
Water District: Port of Seattle
Sewer District: Port of Seattle
Fire District: Port of Seattle
School District: #401

C. HISTORY/BACKGROUND:

1. At the outset of application 224-78-R the proponents and King County agreed that an environmental impact statement should be prepared for the project. In December of 1977 a Draft Environmental Impact Statement was circulated for review and comment to various state, local and private individuals. In March, 1978 a Final Environmental Impact Statement was issued. The Final Environmental Impact Statement, March, 1978, discusses the proponents total project as requested under Division Files 224-78-R and 210-79-U.

2. The subject property was zoned RS 7200 at the time of the Highline Area Zoning Study and adopted by Resolution No. 34259 on December 11, 1967.

3. In response to Ordinance No. 00263: Our files show that there were no specific requests made for more intensive zoning on the proposed site at the time of the last area zoning in 1967.

4. The originally adopted Sea-Tac Communities Plan (King County Ordinance #2883) adopted September, 1976: illustrated the subject property, conceptually, as open space within the northerly 2/3 of the site and airport related facilities within the remaining southerly 1/3 of the subject property. However, King County Council Motion #2957, adopted April 4, 1977, stated in part that, "...airport facility development occurring on the west side of Sea-Tac Airport should be limited to the area south of S. 176th St....". This motion was intended to clarify contradictions in text and maps contained in Sea-Tac Plan.

5. The originally adopted Highline Communities Plan (King County Ordinance #3538, adopted December, 1977) depicted the subject property as open space within the northerly and southerly 1/4 of the site with the central 1/2 of the subject property being shown as parks and recreation.

6. On March 23, 1978, the public hearing on the applicant's proposal was commenced by the King County Zoning and Subdivision Examiner. After receiving initial testimony from the representatives of the proponents and opponents, the King County Zoning and Subdivision Examiner indicated that he would close the public hearing on this matter. On March 31, 1978, the King County Zoning and Subdivision Examiner issued a Report and Recommendation to the King County Council. Within that report the Examiner made the following conclusion and recommendation:

Conclusion:

"The Council should consider and decide upon proposed revisions to the community plans before the Examiner proceeds further with the hearing on this application."

Recommendation:

"Remand the application to the Examiner with the stipulation that the public hearing be reopened after the Council has acted upon the proposal to

amend the Highline Communities Plan and the Sea-Tac Communities Plan."

7. On April 24, 1978, the King County Council passed Motion No. 3478 concurring with the recommendation of the Zoning and Subdivision Examiner listed under item C-6, above.

8. On July 24, 1978, the King County Council passed Ordinance No. 3812 amending the Highline Communities Plan (Ordinance #3538, Section 1) to revise the plan's land use designation for approximately five acres of land located on the west side of Sea-Tac Airport. Within the language of Ordinance #3812 the King County Council took the following action:

"...BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

"SECTION 1. The 'Highline Communities Plan', page 201, Burien Development Plan Map, is hereby amended, revising the land use designation for approximately 5 acres of property on the west side of Sea-Tac Airport in accordance with Attachment A.

"SECTION 2. In amending the Highline Communities Plan, the Council affirms the previously adopted land use plan for other portions of the Sea-Tac's west side with particular emphasis on the following:

"(a) Reinforcement of single family residential land use for neighborhoods west of 12th Ave. S.;

"(b) Retention of the 'Airport Open Space' designation east of 12th Ave. So., between S. 154th St. and approximately S. 166th Place for the purpose of buffering, not as a reserve for future development.

"(c) Airport facility development (i.e., general and corporate aviation and cargo and maintenance facilities) occurring on the west side of Sea-Tac Airport should be limited to an area south of S. 176th St. (extended) and should have street access only from S. 188th St., 12th Pl. S., or Des Moines Way S. (south of S. 176th St.). Airport facility development north of S. 176th St. is incompatible with the physical development of the community and the adjacent residential neighborhoods.

"SECTION 3. To enhance the residential reinforcement policy adopted for neighborhoods west of Sea-Tac Airport, the Council recognizes the need to establish specific conditions for development of the office use. Such conditions should be implemented via any subsequent zoning reclassification and should define specific use of the property, open space and landscaping circulation, and other features of development deemed important to land use compatibility.

"SECTION 4. Site Plan approval should be a requirement of any subsequent zoning reclassification and a separate public hearing should be held in the affected communities during the site plan approval process.

"SECTION 5. Any subsequent zoning reclassification to implement this plan amendment should be to the most restrictive zone classification that permits office use and parking facilities. This section is not intended to prejudice any subsequent application for an unclassified use permit necessary for heliport operation.

"SECTION 6. The County Council recognizes the need to reinforce the westside communities as residential areas. Thus, this ordinance will not take effect until the Port of Seattle adopts a resolution prohibiting the

location of air carrier maintenance and/or cargo handling facilities on the west side of the airport north of South 176th Street."

9. On August 8, 1978, by Resolution No. 2741, the Port of Seattle amended the Sea-Tac Communities Plan in accordance with the amendments made by the King County Council to the Highline Communities Plan, and, by Section 2 in Resolution No. 2741, adopted the following prohibition:

"Section 2. The Sea-Tac Communities Plan, while providing for general aviation/corporate aviation uses south of the subject property, shall continue to prohibit any 'air carrier maintenance and/or cargo handling' use north of S. 176th Street (extended)...."

10. On August 8, 1978, the "Westside Hilltop Survival Committee" filed various lawsuits naming the Port of Seattle, King County, and the Boeing Company as respondents. The two basic issues raised by the lawsuits center around the enacted amendments to the Highline Communities Plan and Sea-Tac Communities Plan as well as the adequacy of the Final Environmental Impact Statement prepared for the proposed project. At the time of the writing of this report a trial date had not been scheduled to litigate these issues.

D. AGENCIES CONTACTED:

1. (See Appendix A of Final Environmental Impact Statement)
2. In addition to those letters received through the EIS process, the following letter has been received from the City of Normandy Park in response to the request for comment on Division File 210-79-U (Unclassified Use Permit):

"The City of Normandy Park is in receipt of the 22 December announcement regarding the Proposed/Final Declaration of Significance/Non-Significance for Proposal 210-79-U. Our concern is focused on the flight path of the helicopters which will utilize the proposed project site. If the flight path is in a north/south manner, similar to the pattern of the Sea-Tac aircraft, then this City foresees no adversities except for additional noise in the area.

"However, if the proposed copter path is for an east/west direction, then the City of Normandy Park has serious concerns about the intensification of noise, the introduction of aircraft over our residential neighborhoods, and the aerial crossings above our elementary school."

E. PURPOSE OF THE RM 900 ZONE CLASSIFICATION, THE "P-SUFFIX" (SITE PLAN APPROVAL) DESIGNATION, AND THE UNCLASSIFIED USE PROVISIONS OF THE KING COUNTY CODE (TITLE 21):

1. RM 900 zone:

"The purpose of the RM 900 classification is to permit a maximum population density along with professional offices which will relate in terms in traffic generated, impact upon one another and public services required."

Principle uses permitted: Apartments, hotels-motels, private clubs, professional offices, business offices and banks.

2. "P-Suffix":

"21.46.150 site plan approval. Area designation symbols. Area shown upon the zoning map with a use classification followed by the letter 'P' indicate the area to be conditional suitable for a use as indicated by the classification, provided such areas are designed and developed in accordance

with guidelines, performance standards, permitted uses, or other requirements contained in the classification, area zoning, or stated purpose of the classification."

3. Unclassified Use Permit (KCC 21.44):

"The purpose of this classification is to provide for uses possessing characteristics of such unique and special form to make it impractical. There being included automatically in any other zone classification. The purpose of this review is to determine that the characteristics of any such use could not be unreasonably incompatible with the type of uses permitted in the surrounding areas."

Typical permitted use: Heliport.

F. PHYSICAL LAND CHARACTERISTICS:

(See elements of the physical environment, page 22, of the Final Environmental Impact Statement for discussion of topics relative to topography, air, vegetation, water, wildlife, and land use.)

G. ACCESS:

(For discussion of impacts and mitigating measures relative to transportation and circulation see Final Environmental Impact Statement, pages 60-65).

H. NEIGHBORHOOD CHARACTERISTICS:

(For discussion of the neighborhood characteristics and the land use relationships within the immediate area of the subject property see Final Environmental Impact Statement, page 48-56).

I. PUBLIC SERVICES:

(For discussion of public services available relative to the applicant's proposal see Final Environmental Impact Statement, page 66-71).

J. APPLICABLE COMPREHENSIVE PLAN PRINCIPLES & POLICIES:

1. Comprehensive Plan Policy B-30:

"Major business and professional offices shall be encouraged to develop in concentrations and locate in conjunction with urban and community business areas."

2. Comprehensive Plan Policy B-31:

"Professional offices and allied services often serve local residential areas, so shall be encouraged to locate in conjunction with any type of business area."

COMMENT: The subject property is located on the west side of the Seattle-Tacoma International Airport. The land use within the immediate area is presently made up of the following: that area north of S. 176th St. and approximately to a depth of 800'± east of 12th Ave. S. currently functions as open space between the Sea-Tac International Airport to the east and the single family residential communities to the west of 12th Ave. S. That area south of S. 176th St. and east of 12th Ave. S. is designated for airport related use under the Sea-Tac Communities Plan. The nearest community business area is located approximately one mile to the northwest (Burien Community Business Shopping Area) and on the east side of Sea-Tac International Airport adjacent to Pacific Highway South. It should be noted that the Sea-Tac

Airport, while being zoned for single family residence, is, in terms of character, an industrial-type activity.

Relative to item C-8, above, the King County Council has passed Ordinance #3812 on July 24, 1978, amending the Highline Communities Plan to allow for the construction of office buildings and accessory facilities within a five-acre (plus or minus) area of the proposed total 30-acre site.

3. Policy A-3:

"Routes and facilities of the transportation system should be so located and designed as to meet the demands of both existing and proposed land uses with the most beneficial effect on such uses."

4. Policy A-36:

"Airports and heliports intended primarily for light planes and passenger helicopters and designed to serve more than just the immediate area shall be located functionally convenient to a major arterial street."

5. Policy A-38:

"Other types of airports or heliports, such as military or those serving an industrial use, may have specialized requirements or circumstances requiring review of their location or land uses in the vicinity at time of development."

COMMENT: With reference to Figure 2 of the Final Environmental Impact Statement (page 15), vehicle access would be via separate entrance roads at the north and south, both leading to a security gate at the office site. The majority of staff and all service traffic would be required to use the south entry road which will connect with S. 188th St./12th Pl. S. at its intersection with Des Moines Way S. This intersection is scheduled to be moved approximately 300' to the east of its present location by the State Highway Department in conjunction with the on-going extension of SR 509 southward to an interchange with S. 188th St./12th Pl. S. This south access road that will serve the proposed site is planned by the Port to provide access to the relocated viewpoint, the "airport surface detection equipment (ASDE), tower, and other other airport related uses proposed for land to the south of the proposed site. Construction of the south access road is not contingent upon development of the subject property. The north entry would be predominantly used by customers, officers, some executive staff and special guests of the sponsor, and would begin at S. 156th Way (formerly Renton-Three Tree Point Rd.) east of 12th Ave. S. From there, it would run south approximately one mile to the building site through a buffer area which would be retained by the Port of Seattle as an airport greenbelt. The two access roads would be designed to terminate at the Boeing security gate. This design would be intended to prevent the use as a north-south public traffic link through the airport buffer area. No access onto 12th Ave. S. is proposed.

The "King County Interim Transportation Plan, Focus 1990" designates S. 154th St. as a secondary arterial while Des Moines Way S. functions as a major arterial presently being upgraded to a freeway facility to S. 188th St./12th Pl. S.

With reference to Division File 210-79-U, the applicant proposes to to develop a small heliport facility within the most southeast corner of the total site. The applicant states that a helicopter would be used in conjunction with the corporate office complex on an intermittent basis to other Boeing facilities within the Puget Sound area. The proposed helicopter service would not be commercial in nature and would only serve to shuttle a limited number of corporate personnel and guests. In order to mitigate any potential impacts to the residential communities to the

west of 12th Ave. S., the applicant proposes no flight operations west of 12th Ave. S. (Except only in emergency situations).

6. Policy E-8:

"Areas designated for open space purposes should be held inviolate against diversion to non-open space uses, and should not be considered as a reserve for such uses. If an overriding public purpose by another governmental agency requires the taking of open space land, compensation should be made for the area taken by the provision of an equal or better area and facilities."

7. General Policy #3 (Open Space Element, King County Comprehensive Plan Supplement, King County Ordinance No. 1096):

"Areas or strips of open space should be retained between residential neighborhoods or communities and between residential and adjacent non-living areas to provide variety in the environment."

COMMENT: Varying portions of the subject property were originally shown on the initially adopted Sea-Tac Communities Plan and the Highline Communities Plans open space and recreation. With reference to King County Ordinance #3812, the King County Council has revised the Highline Communities Plan to allow for office use within a five-acre area of the applicant's total 30-acre site. In so doing the King County Council reaffirmed its intentions to "reinforce" the single family residential land use to the west of 12th Ave. S. and to retain the "airport open space" designation east of 12th Ave. S. between S. 156th Way and approximately S. 166th Pl. for the purpose of buffering the Seattle-Tacoma International Airport from the residential area to the west of 12th Ave. S. More over, the King County Council made clear that the "airport open space" area shall not be considered a reserve for future development.

While the existing informal viewpoint is proposed to be relocated, the potential for other park uses, incorporated with the viewing area, would be lost under the present proposal. In order to meet the intent of Policy E-8 and to provide for the establishment of an equitable park site for the residential communities to the west, the proponents of this project should provide to King County such areas necessary to meet the intent of the Sea-Tac Communities Plan and the Highline Communities Plan to establish an observation-recreational facility in the immediate area. Relative to Policy E-8, above, it should be noted that the applicant's request is not an aviation use directly related to the operation and maintenance of the Sea-Tac Airport.

With reference to Figure 2 of the Final Environmental Impact Statement, the proposed plans for development of the office complex illustrates that the nearest structure (Phase 2 Building) would maintain a setback of approximately 200' from 12th Ave. S. while the initial Phase 1 building would setback 600'+ from said roadway. Within these setback areas the applicant is proposing intensive landscaping in order to buffer and soften the proposed development from the residential communities to the west. That area to the north of the subject property (north of approximately S. 166th Pl. and east of 12th Ave. S.) has been reaffirmed by King County through Ordinance #3812 and the Port of Seattle through Resolution No. 2741 to be retained as a landscaped buffer area between the residential communities to the west and the Sea-Tac International Airport to the east.

K. THE HIGHLINE COMMUNITIES PLAN(KING COUNTY ORDINANCE NO. 3530) AND THE SEA-TAC COMMUNITIES PLAN (KING COUNTY ORDINANCE NO. 2883):

1. By way of reference, the relationship of the applicant's proposal to the initially adopted "Sea-Tac Communities Plan" and the

"Highline Communities Plan" has been previously discussed under Item J-7, pages 4-5, of the Division's preliminary staff report of March 23, 1978.

2. Relative to Item C-8, above, the King County Council on July 24, 1978, passed Ordinance #3812 amending the Highline Communities Plan, page 201, Burien Development Plan Map, to illustrate office use for approximately five acres of the applicant's total 30-acre site on the west side of Sea-Tac International Airport in conformance with Attachment A and provisions of said Ordinance #3812. Section 5 of King County Ordinance #3812 requires that any approval of this application for a corporate office complex only be permitted under the most restrictive zone classification permitting such use. Under Resolution #25789 (King County Zoning Code) the RM 900 zone is the first classification which permits office use (KCC 21.16.020 (16)). As a result of the change in application by the proponents, the previous determination that the proposed heliport was a customary "accessory use" to the corporate office complex (under the M-P zone) is not provided for in the RM 900 zone classification. Therefore, the applicant has requested that an Unclassified Use Permit be granted to allow the heliport within the southeast corner of the subject property.

3. On June 19, 1978, the King County Council passed Ordinance No. 3747 providing for guidelines as to the relationship of the Highline Communities Plan (and Northshore Communities Plan) as to it relates to existing King County policies and ordinances (King County Comprehensive Plan, King County Zoning Code, etc.). By adopting King County Ordinance #3747, the King County Council has concluded that the Highline Communities Plan represents the most recent policy guidelines and therefore shall prevail, in instances of conflict, over King County plans and policies. Relative to Item C-8 and K-2, above, the King County Council through the passage of Ordinance #3812 has indicated that five acres within the applicant's total 30-acre site is conditionally suitable for the development of an office complex.

4. The following policies from the Highline Communities Plan are applicable to this proposal:

a. Policy H-1:

"Ensure environmental protection in areas of hazards, wetlands, shorelines, view and substantial remaining natural vegetation. (HCP, page 19.)"

b. Policy H-3:

"To the greatest extent possible, existing trees should be preserved and incorporated as a site amenity in all new development. (HCP, page 24.)"

c. Neighborhood Stability

"Goal:

"Enhance and protect permanent residential neighborhoods."

"Objective:

"Minimize the encroachment connected with urban growth and development. (HCP, page 33.)"

d. Policy H-17:

"Setbacks and landscaping should be provided as buffering between areas planned for different land uses. (HCP, page 33.)"

e. Policy H-18:

"Conversion of land uses within or near single-family residential areas should be accomplished through orderly transition program. (HCP, page 36.)"

f. Policy H-22:

"Landscaping should be included as part of all partment, business, commercial, industrial and public facility development. (HCP, page 38.)"

g. Policy H-33:

"Along major arterials, consolidate access points to frontage properties where possible. (HCP, page 43.)"

h. Policy H-3:

"Preserve and enhance views and vistas. (HCP, age 24.)"

i. Park and Recreation Proposal Pc. 8:

"Construct an airfield viewing park on the west side of Sea-Tac at approximately S. 170th St. (HCP, page 102.)"

5. The following policies from the Sea-Tac Communities Plan are germane to the applicant's proposal:

a. "No further use requiring sanitary disposal shall be made of acquisition areas, or other airport development areas, until sewer service can be properly provided." (6.3.2, page 7).

b. "Construction sites should be required to have holding ponds to temporarily contain stormwater runoff." (6.3.3, page 9).

c. "Extensive planting of trees and other ground cover should be encouraged along roadways for drainage and aesthetic purposes." (6.3.3, page 12).

d. "Land surrounding the airport shall be developed under appropriate control to assure compatibility." (6.5.3, page 1).

e. "Air carrier cargo/maintenance development on the west side of Sea-Tac will be limited to the area south of S. 176th St." (6.5.4., page 7).

f. "An area on the west side of Sea-Tac Airport, currently used as a viewpoint, should be developed as a park for people interested in observing aircraft operations." (6.5.4., page 11).

g. "...The land on the west side includes homes and substantial amounts of undeveloped land. In this case compatibility is defined as residential protection and buffering." (6.6.1, page 2).

h. "Use natural features and open spaces to separate different land uses and to define land use areas wherever possible." (6.6.1, page 7).

i. "Enhance and protect permanent residential neighborhoods." (6.6.1, page 7)

j. "Conversion of land uses within or near single-family residential areas should be accomplished through orderly transition programs." (6.6.1., page 9)

k. *"The Airport acquisition areas should be primarily open space, put to community multiple use."* (6.6.3, page 6).

COMMENT: With reference to Section K-3, above, and the submitted plans as detailed within the Final Environmental Impact Statement, any approval of this application can be made subject to conditions which can carry out the intent of the objectives, policies and proposals cited above.

L. IMPACTS ON THE NATURAL SYSTEMS:

(See Final Environmental Impact Statement for this proposal).

M. SOCIAL IMPACTS:

(See Final Environmental Impact Statement for this proposal).

CONCLUSIONS AND RECOMMENDATIONS

A. CONCLUSIONS:

1. Environmental Significance: A Final Environmental Impact Statement has been prepared to accompany the proposed project through the decision making process. In reviewing the information and data supplied within the final Environmental Impact Statement we conclude that the proposed project would not be unreasonably incompatible with, nor detrimental to, the surrounding area, provided conditions are stipulated to assure that impact mitigating measures would be provided.

2. With reference to King County Ordinance #3747, the King County Council has stipulated that in areas where potential conflicts may exist between the King County Comprehensive Plan of 1964 and an adopted Community Plan, the policies and maps of the adopted Community Plan shall prevail.

3. The applicant's request does not comply with the locational criteria of the Comprehensive Plan of 1964 for the location of an office complex. Other policies cited under Section J, above, can be satisfied through the implementation of mitigating measures to lessen impacts within the surrounding area.

4. With reference to King County Ordinance #3812 and Port of Seattle Resolution #2741, the applicant's request complies with the intent of the amended Highline Communities Plan and Sea-Tac Communities Plan.

5. If the recommendations listed below are adopted, the provisions of King County Ordinance #3812 can be satisfied.

6. If this application is approved, specific site plans and development conditions should be required to protect the interest of adjacent single family residences to the west of 12th Ave. S. and to satisfy the intent of King County Ordinance #3812. The "P"-Suffix (KCC 21.46.150 - Site Plan Approval), as requested by the applicant, is an appropriate vehicle by which King County can assure that the proposed site is developed in orderly fashion compatible with the surrounding community.

7. If approved, the proposed office use, with development conditions, for a portion of the west side Sea-Tac buffer area will not significantly deteriorate the "airport open space" function and residential "reinforcement" concept initially envisioned by the Highline and Sea-Tac Communities Plans.

B. RECOMMENDATION:

(1) Approve: RM 900-P for the total site subject to the conditions listed below:

(2) Approve: The Unclassified Use Permit for the proposed heliport subject to the conditions listed below:

RM 900 Conditions;

1. As a pre-ordinance condition, the applicant shall provide a legally recorded document binding the Port of Seattle, its successors, and assignees stating that the area north of the subject property, between 12th Ave. S. on the west, S. 156th Way on the north, and the existing topographic break on the east (approximately elevation 400' MSL Figure 7, Page 23, Final EIS), shall remain in perpetual open space and shall not be developed for any other land uses other than open space and nonintensive recreational uses.

2. As a pre-ordinance condition, the Port of Seattle shall make available to King County appropriate other lands, approved by King County, adjacent to the Sea-Tac Airport in order to provide for the equitable completion of the park component of the "View Point Park" as originally conceptualized by the Sea-Tac and Highline Communities Plan. If appropriate land within the ownership of the Port of Seattle is not available, the applicant shall provide funding to King County in order to purchase other property(s) as a suitable site for the development of a community park to serve the hilltop and westside residential areas.

3. As a pre-ordinance condition, the applicant shall demonstrate that adequate (a) sanitary sewers from the Port of Seattle and (b) public water (in compliance with King County Ordinance #3087) are available for the proposed office complex.

Post-ordinance conditions:

1. The provisions of KCC 21.46.150 through 21.46.200 (Site Plan Approval). The submitted site plan shall not be granted approval until such time as at least one public hearing is held in the Highline Community area in conformance with Section 4 of King County Ordinance #3812.

2. The use of the subject property shall be limited to the Corporate Headquarters Office Facility for the Boeing Company and accessory uses only as presently proposed and documented within the Final EIS. Inasmuch as there are no specific plans provided indicating the size, shape and height of the additional structure (Phase II) to be located on the subject property, it is hereby stipulated the additional structure shall be of the same general size and character as the initial building to be constructed on the subject property. The final plans of this structure shall be reviewed through the "P"-suffix process subject to at least one public hearing in the community similar to Phase I approval. If all conditions applying to the Phase I development have not been met, this shall be cause to not approve any portion of the Phase II development.

3. A total of no more than five acres of ground area shall be utilized for all of the proposed structures to be located on the subject property.

4. The applicant shall provide a detailed landscape plan, the purpose of which shall be to provide a view-obscuring buffer between the proposed development and the residences fronting along 12th Av. S. The height, type, and spacing of such planting to be installed, in conjunction with the proposed berm, shall be such that the purpose of the buffer area shall be reasonably obtained within 2 years from time of final completion of said buffer area. The applicant shall attempt to provide tree plantings at a ratio

of 2 evergreens to 1 deciduous. No removal of trees shall be undertaken until such time as the required site plan has been approved. Landscaping shall be installed as an integrated, on-going part of the site development.

5. The applicant shall provide a \$25,000 landscape bond to insure the installation and survival of the required plantings. Said landscape bond will be said to have been satisfied if after one year from final installation of all plantings such plantings appear to be firmly established throughout the site.

6. No access shall be permitted onto 12th Ave. S. between S. 176th St. and S. 156th Way.

7. The applicant shall design the proposed private access roads and security gates in such a manner so as to prevent north-south through traffic between S. 156th Way and S. 188th St.

8. The applicant shall obtain approval from the King County Division of Hydraulics for both interim and final drainage plans. No grading shall take place on the subject property until such time as the approved interim drainage system is in place. The required interim drainage system shall be maintained until the required landscaping and final drainage system have been installed and the threat of erosion and sedimentary runoff has passed. Minor grading to install this system may be allowed subject to the issuance of a grading permit. Both interim and final drainage plans shall minimally include the following:

Detention facilities for the proposed project per King County Ordinance #2281 and 2812.

Consideration of the existing retention pond in the development of the required interim and final drainage plans.

Unclassified Use Permit:

a. In conformance with the plans received by the Division of Building and Land Development November 15, 1978.

b. No more than three take-offs/landings shall be permitted in any one day, unless specifically approved after rehearing and reconsideration of this particular condition.

c. No maintenance or storage of helicopters shall be permitted on the subject property.

d. No storage of gasoline and no on-site fueling shall be allowed.

e. Helicopter ingress and egress to the helipad shall not be from/to the west, except under emergency conditions.

f. The approved Unclassified Use Permit shall be operated in compliance with the above conditions and may be revoked through the provisions of KCC 21.66.010.

TRANSMITTED to parties listed hereafter:

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Richard McCann, 1900 Washington Bldg., Seattle, WA 98101
Pauline Conradi, 16035 - 12th Ave. S., Seattle, WA 98148

FILE: 224-78-R
210-79-U

TRANSMITTED to parties listed hereafter:

Roger Leed, 3516 E. Olive, Seattle, WA 98122
Alice Wetzel, 578 S. 158th, Seattle, WA 98148
K.C. Planning Division, Attn: Harold Robertson
Raymond Vye, 16043 - 12th Ave. S., Seattle, WA 98148
Bob Grimstad, 839 S. 157th Pl., Seattle, WA 98148
Chris Hanson, 16416 - 2nd SW, Seattle, WA 98148
Mr. Kano, c/o Seattle, Trust, 655 SW 152nd, Seattle, WA 98166
Virginia Dana, 2648 S. 142nd St., Seattle, WA 98168
Burien Chamber of Comm., 15030 - 8th Ave. SW, Seattle, WA 98166
Marian MacKenzie, 21230 - 15th Ave. S., Seattle, WA 98148
Peter Neurath, Highline Times, 633 SW 152nd, Seattle, WA 98166
Carol Burwalk, 1010 S. 174th St., Seattle, WA
Mike Colasurdo, 1129 SW 121st Pl., Seattle, WA
Barbara Summers, 1016 S. 174th St., Seattle, WA
John & Marie Gerwenka, 6132 S. 168th St., Seattle, WA 98148

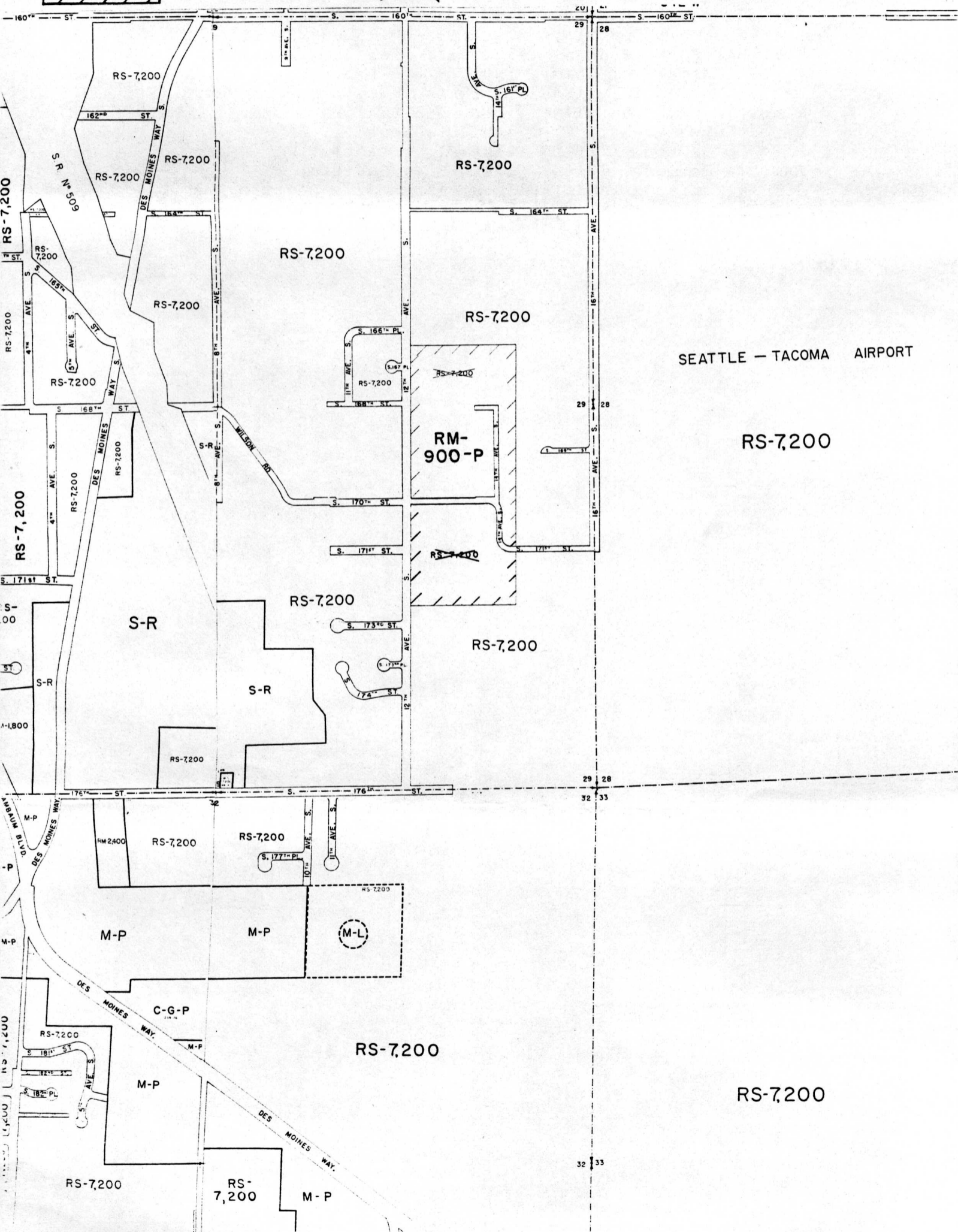
EBS:57:blo
1/30/79

Applicant: The Port of Seattle
Zone Change; RS-7200 to RM-900-P
STR: E 29-23-4

 Proposed Reclassification

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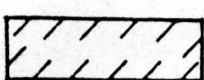




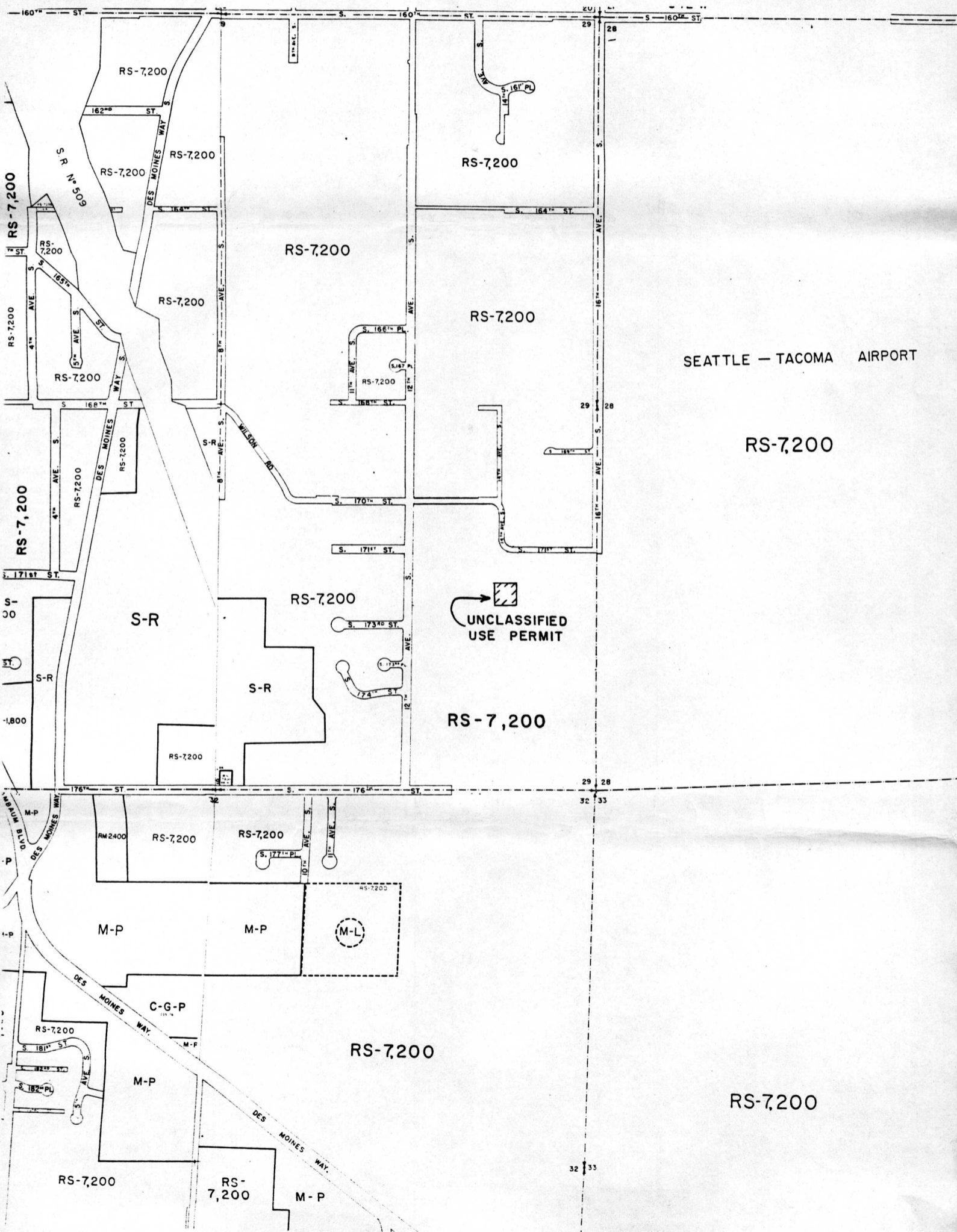
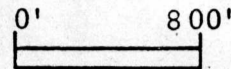
Applicant: Glenn V. Lansing

Request: An unclassified use permit to locate a helicopter pad at the site of a proposed headquarters office building.

STR: E 29-23-4



Proposed Reclassification



RESOLUTION NO. 2741

A RESOLUTION of the Port Commission of the Port of Seattle providing for the amendment of Unit 18 of the existing Comprehensive Scheme of Harbor Improvements applicable to Sea-Tac International Airport by deleting from the Scheme and authorizing the sale of certain real property located on the west side of the Airport, and for amending the Sea-Tac Communities Plan with respect to said real property.

WHEREAS, The Boeing Company has informed the Port of Seattle of its desire to purchase or lease that certain real property (the "Subject Property") situated on the westerly side of the Sea-Tac International Airport (the "Airport"), which is shown and legally described on Port Drawing No. PM-STIA-118 dated June 1978 and attached hereto as Exhibit A, for construction of a corporate headquarters office facility ("the Boeing headquarters facility"); and

WHEREAS, Unit 18 of the Comprehensive Scheme of Harbor Improvements on Sea-Tac International Airport ("the Comprehensive Scheme") was heretofore adopted by the Port Commission of the Port of Seattle by Resolution No. 1194 and ratified by the qualified electors of the Port District at a special election held therein on November 5, 1946, which Comprehensive Scheme has been subsequently amended in the manner provided by law; and

WHEREAS, the Port of Seattle has established certain planning and developmental policies and guidelines relating to the Airport and its vicinity as developed in the Sea-Tac Communities Plan by Resolution No. 2626; and

WHEREAS, the Sea-Tac Communities Plan has been adopted by King County pursuant to King County Ordinance No. 2883; and

WHEREAS, the Sea-Tac Communities Plan is augmented by the Highline Communities Plan adopted by King County, which is the official land use planning document used by King County in approving development proposals in the Highline area; and

WHEREAS, the Subject Property is currently designated in the Sea-Tac Communities Plan in part as "Open Space" and in part as "Airport Facility"; and

WHEREAS, the Highline Communities Plan designates the Subject Property as "Airport Open Space"; and

WHEREAS, Resolution No. 2626 expresses a concern for the compatible development on the west side of the Airport and requests additional program recommendations from the Port staff toward this objective; and

WHEREAS, a Westside Landscaping Plan has subsequently been prepared, approved, and is in the process of implementation; and

WHEREAS, considerable discussion and dialogue has occurred involving the community, King County, the FAA and the Port, and some concerns and opposing views regarding compatibility appear to remain, especially regarding aviation activity on the west side of the Airport; and

WHEREAS, the issue of aviation activity generally on the west side of the Airport will be the subject of a comprehensive Environmental Impact Statement to be prepared in accordance with the National Environmental Policy Act (NEPA); and

WHEREAS, the Boeing headquarters facility will be a non-aviation land use; and

WHEREAS, a final Environmental Impact Statement (EIS) for the Boeing headquarters facility has been prepared jointly by King County and the Port of Seattle pursuant to the Washington State Environmental Policy Act of 1971 (R.C.W. 43.21c), SEPA Guidelines (W.A.C., Chapter 197-10) and King County Ordinance 1700; and

WHEREAS, such Environmental Impact Statement has been considered by the Port Commission; and

WHEREAS, the sale or lease of the Subject Property to The Boeing Company for the Boeing headquarters facility is contingent upon a zoning reclassification, comprehensive plan amendments, Federal Aviation Administration approval, and miscellaneous permits and construction plans and approvals; and

WHEREAS, an official public hearing was held on July 25, 1978 after notice of such hearing was duly published as provided by law on the question as to whether the Comprehensive Scheme should be further amended and modified to provide for the foregoing additions and deletions; and

WHEREAS, members of the Port Commission heard from all persons desiring to speak at said public hearing with regard to the proposed amendments to the Comprehensive Scheme and the Sea-Tac Communities Plan, including without limitation the environmental aspects of the proposed amendments; and

WHEREAS, the members of the Port Commission at said public hearing viewed maps, plans, and other data indicating the property proposed to be deleted from the Comprehensive Scheme and relating to the proposed amendment of the Sea-Tac Communities Plan, which maps, plans, and other data were and are now on file in the office of the Port Commission; and

WHEREAS, the members of the Port Commission have discussed and considered the proposed amendments to the Comprehensive Scheme and to the Sea-Tac Communities Plan in light of all comments by members of the public at the public hearings; and

WHEREAS, after the foregoing review and deliberations, the members of the Port Commission find:

- (a) that the proposed Boeing headquarters facility is consistent with the original and current objectives of the Sea-Tac Communities Plan in that it maintains, and in some respects enhances, the buffer qualities desired in the area;
- (b) that the requirements of the Port of Seattle for "Airport Facilities" can be adequately met utilizing the land south of the Subject Property. Such "Airport Facilities" will consist of Air Carrier Cargo and Maintenance uses south of South 176th Street (extended) and General/Corporate Aviation uses north of South 176th Street (extended); and
- (c) that continuation of "Open Space" use for the land immediately north of the Subject Property should remain as a complement to the proposed Boeing headquarters facility and as a desirable community buffer; and
- (d) that the proposed Boeing headquarters facility will not result in any significant adverse environmental impacts.

NOW THEREFORE, BE IT RESOLVED by the Port Commission of the Port of Seattle as follows:

Section 1. The Sea-Tac Communities Plan shall, upon satisfaction of the conditions stated in Section 6 below, be amended to redesignate the Subject Property from "Open Space" and "Airport Facility" to "Office/Park --Buffer Use Area", and the Port staff shall be authorized to make appropriate revisions to the Plan documents to reflect the aforesaid amendment.

Section 2. The Sea-Tac Communities Plan, while providing for General Aviation/Corporate Aviation uses south of the Subject Property, shall continue to prohibit any "Air Carrier Maintenance and/or Cargo Handling" use north of South 176th Street (extended). "Open Space" use shall remain the sole use of the land north of the Subject Property to South 154th Street, except for The Boeing Company access roadway.

Section 3. The Comprehensive Scheme shall, upon satisfaction of the conditions stated in Section 6 below, be amended to delete the Subject Property therefrom, if it will be sold, rather than leased, to The Boeing Company.

Section 4. The Subject Property shall, upon satisfaction of the conditions set forth in Section 6 below, be sold or leased to The Boeing Company for use in connection with the proposed Boeing headquarters facility, and if the Subject Property will be sold, rather than leased, it shall be declared surplus and no longer needed for Port District purposes.

Section 5. Upon such sale or lease to The Boeing Company, an aviation and air rights easement over the Subject Property shall be reserved on terms the same as, or similar to, those set forth in Exhibit B attached hereto.

Section 6. The actions and authorizations set forth in preceding Sections shall be subject to, and shall automatically become effective without further actions by the Port Commission upon satisfaction of all of the following conditions:

- (a) Rezoning by King County of the Subject Property from RS-7200 to a zoning classification that will permit construction and utilization of the Boeing headquarters facility as generally described in the Environmental Impact Statement heretofore prepared jointly by King County and the Port of Seattle; and
- (b) Approval by the Federal Aviation Administration of the proposed sale or lease and use of the Subject Property, to the extent such approval may be required; and
- (c) Execution of an agreement between the Port and The Boeing Company providing for the purchase and sale or lease, of the Subject Property upon terms and conditions hereafter to be reviewed and found acceptable by the Port Commission; and

If all of the foregoing conditions shall not have been satisfied and the Subject Property sold or leased to The Boeing Company by July 1, 1980, this Resolution No. 2741 shall be repealed automatically without further action by the Port Commission of the Port of Seattle.

ADOPTED by the Port Commission of the Port of Seattle at a regular meeting held this 8th day of August, 1978, and duly authenticated in open session by the signatures of the Commissioners voting in favor thereof and the seal of the Commission.

PAUL S. FRIEDLANDER

MERLE D. ADLUM

HENRY T. SIMONSON

ORDINANCE NO. 3812

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AN ORDINANCE relating to the Highline Communities Plan; amending Ordinance No. 3538, Section 1, to revise the Plan's land use designation for approximately 5 acres of land located on the west side of Sea-Tac Airport.

STATEMENT OF FACTS:

1. December 19, 1977, the King County Council PASSED Ordinance No. 3538 adopting the Highline Communities Plan as an addendum to the King County Comprehensive Plan and establishing the Highline Communities Plan as "the official zoning guideline for the Highline area."

2. The land use designation for an area on the west side of Sea-Tac Airport, lying east of 12th Ave. S. and bounded generally on the north by S. 166th Pl. (extended) and on the south by S. 173rd St., (extended) was classified as "Airport Open Space" and "Parks and Recreation" in the Highline Communities Plan, as adopted by Ordinance No. 3538, and identified on Attachment A.

3. The land use designation of the Highline Communities Plan for the areas west of 12th Ave. S. (known as the "Hilltop" and Westside Residential Community") is primarily single family residential, four to six units per acre, as adopted by Ordinance No. 3538.

4. King County has funded the "Sea-Tac Westside Residential Reinforcement" study, to begin in July, 1978. The study will investigate the feasibility of an innovative, two-part project for revitalization of the residential neighborhoods on the west side of Sea-Tac Airport. The study will examine the topics of sanitary sewer construction and recycling homes purchased by the Port of Seattle.

5. The Boeing Company proposes to build a corporate headquarters office facility on approximately 30 acres west of Sea-Tac Airport at the location described in (2) above.

1 6. During its deliberations on the Highline Plan, the
2 County Council adopted the following language as a part of its
3 final action: "Recognition is hereby made of the fact that the
4 Boeing Company is proposing to construct a corporate headquarters
5 building on the west side of the Sea-Tac Airport at a site
6 located in a proposed buffer area on Port of Seattle property,
7 consisting of approximately 30 acres of land which lies east of
8 12th Avenue South and extending northerly from the ASDE Radar
9 Tower to approximately South 166th Place, which is presently des-
10 ignated for open space and will require a reclassification and
11 amendment to the Sea-Tac Plan and the Highline Communities Plan.

12 It is further recognized that an Environmental Impact State-
13 ment with respect to such proposal is now in preparation by
14 King County, but that no request is currently pending before
15 King County for any land rezone or application for any grading,
16 building or other permit which may become necessary before the
17 proposed construction can proceed. The community has not had an
18 opportunity to publicly participate in the proposal but will be
19 given that opportunity during the hearing process in the event an
20 application is filed.

21 Accordingly, it is hereby acknowledged that the adoption
22 of the Highline Communities Plan is without prejudice to the
23 subsequent consideration by King County of any such request or
24 application by or on behalf of the Boeing Company."

25 7. Final Environmental Impact Statement: The Boeing
26 Company Corporate Headquarters Facility, March, 1978, has been
27 prepared examining the potential environmental impacts of the
28 proposal. The EIS recognizes that implementation of the proposed
29 corporate office complex would have to be preceded by an amend-
30 ment to the Highline Communities Plan (by King County) and an
31 amendment to the Sea-Tac Communities Plan (by the Port of Seattle)
32 to designate "Office: land use at the site. The EIS further
33

1 recognizes that a zoning reclassification would also be required
2 if the proposal were to be implemented.

3 8. A reclassification request has been filed by the Port
4 of Seattle and the Boeing Company to change the existing RS-7200
5 single family dwelling classification at the site to
6 Manufacturing Park (MP) to allow construction of the proposed
7 facility (Building and Land Development File No. 224-78-R,
8 Proposed Ordinance No. 78-149).

9 9. March 23, 1978, the Office of the Zoning and Subdivision
10 Examiner held a public hearing on Item 224-78-R, Port of Seattle,
11 RS-7200 to M-P.

12 10. March 31, 1978, the Examiner issued a report and
13 recommendation to the King County Council which contained the
14 following:

15 "CONCLUSION: Remand the application to the Examiner with the
16 stipulation that the public hearing be reopened after the
17 Council has acted upon the proposal to amend the Highline
18 Communities Plan and the Sea-Tac Communities Plan."

19 FINDINGS:

20 THE COUNCIL FINDS THAT:

21 1. The Westside Hilltop Residential Community Group and
22 the Westside Residential Community Group have each put forth
23 position papers, both dated June 29, 1977 stating their concerns
24 and requesting that King County, the Port of Seattle and the FAA
25 take certain actions to reinforce their areas as residential areas.
26 As summarized below, the appropriate jurisdiction for addressing
27 these requests varies.

28 A. Requests which can be addressed by King County:

29 1) Appropriate provisions for buffering, landscaping
30 and beautification.

31 2) Limiting access to the airport from 12th Ave
32 one service road.

33 3) Guarantees defining the ultimate extent

1 development.

2 4) Housing repair for the Sunnydale area

3 5) Relocating vacant Port of Seattle purchased homes
4 to vacant land in the Sunnydale area.

5 6) Neighborhood improvements, e.g. storm and sanitary
6 sewers, walkways.

7 B. Requests which can only be addressed by the Port of
8 Seattle:

9 1) Allocation of a portion of funds generated from
10 private leases in Airport Open Use areas to finance neighborhood
11 improvements on the west side.

12 2) Purchase guarantees for homes on the west side.

13 3) Soundproofing homes on the west side.

14 4) Prohibiting the location of general aviation facil-
15 ities and/or cargo handling facilities on the west side north of
16 176th St..

17 5) Guarantees defining the ultimate extent of west side
18 development.

19 6) Prohibition of engine maintenance run-ups between
20 10:00 p.m. and 7:00 a.m..

21 C. Requests which can only be addressed by the FAA:

22 1) Prohibition of aircraft flights over the west side.

23 2. King County either has or will address the requests
24 appropriate to its jurisdiction.

25 3. The Port of Seattle is working to prohibit engine main-
26 tenance run-ups during certain hours and is considering other
27 community request appropriate to its jurisdiction.

28 4. The FAA states that because of safety, small aircraft
are routed over the west side during heavy traffic periods.

5. Community studies and environmental impact studies
indicate the need to establish and preserve a buffer area between
Sea-Tac and the west side residential communities.

1 6. The proposed office use designation for a portion of the
2 buffer with development conditions to be later applied will
3 preserve the buffer function and will reinforce the west side
4 residential communities.

5 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

6 SECTION 1. The "Highline Communities Plan", page 201,
7 Burien Development Plan Map, is hereby amended, revising the
8 land use designation for approximately 5 acres of property on
9 the west side of Sea-Tac Airport in accordance with Attachment A.

10 SECTION 2. In amending the Highline Communities Plan, the
11 Council affirms the previously adopted land use plan for other
12 portions of the Sea-Tac's west side with particular emphasis
13 on the following:

14 (a) Reinforcement of single family residential land use
15 for neighborhoods west of 12th Ave. S;

16 (b) Retention of the "Airport Open Space" designation east
17 of 12th Ave. So., between S. 154th St. and approximately S. 166th
18 Place for the purpose of buffering, not as a reserve for future
19 development.

20 (c) Airport facility development (i.e., general and corpo-
21 rate aviation and cargo and maintenance facilities) occurring on
22 the west side of Sea-Tac Airport should be limited to an area
23 south of S. 176th St. (extended) and should have street access
24 only from S. 188th St., 12th Pl. S., or Des Moines Way S. (south
25 of S. 176th St.). Airport facility development north of
26 S. 176th St. is incompatible with the physical development of
27 the community and the adjacent residential neighborhoods.

28 SECTION 3. To enhance the residential reinforcement policy
29 adopted for neighborhoods west of Sea-Tac Airport, the Council
30 recognizes the need to establish specific conditions for
31 development of the office use. Such conditions should be
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1 implemented via any subsequent zoning reclassification and should
2 define specific use of the property, open space and landscaping
3 circulation, and other features of development deemed important
4 to land use compatibility.

5 SECTION 4. Site Plan approval should be a requirement of
6 any subsequent zoning reclassification and a separate public
7 hearing should be held in the affected communities during the
8 site plan approval process.

9 SECTION 5. Any subsequent zoning reclassification to imple-
10 ment this plan amendment should be to the most restrictive zone
11 classification that permits office use and parking facilities.
12 This section is not intended to prejudice any subsequent applica-
13 tion for an unclassified use permit necessary for heliport
14 operation.

15 SECTION 6. The County Council recognizes the need to rein-
16 force the westside communities as residential areas. Thus, this
17 ordinance will not take effect until the Port of Seattle adopts
18 a resolution prohibiting the location of air carrier maintenance
19 and/or cargo handling facilities on the west side of the airport
20 north of South 176th Street.

21 INTRODUCED AND READ for the first time this 10th day of
22 April, 1978.

23 PASSED this 24th day of July, 1978.

24 KING COUNTY COUNCIL
25 KING COUNTY, WASHINGTON

26 Bernard Stern
27 Chairman

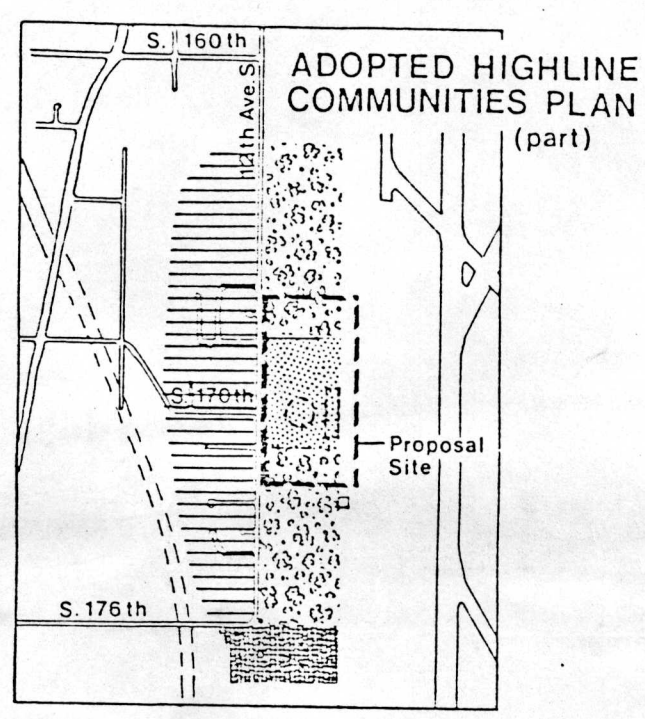
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



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30 Deputy P. A. ...
31 Deputy Clerk of the Council

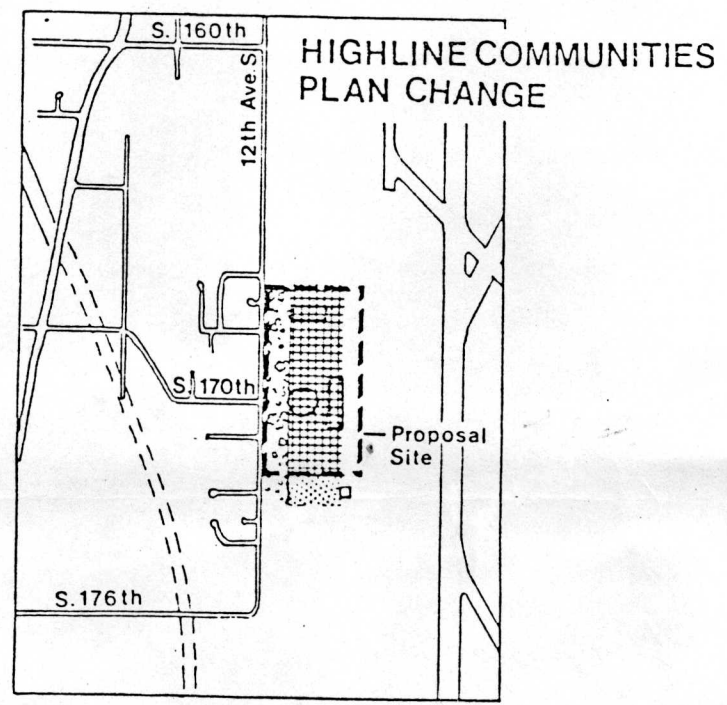
32 APPROVED THIS 31st day of July, 1978.




33 [Signature]
King County Executive

Attachment A



-  Single Family: 4 to 6 units /acre
-  Airport Open Space
-  Parks and Recreation
-  Airport Facility



-  Office
-  Airport Open Space
-  Parks and Recreation

