

Jun 17 99 01:01p

RCAA

206-824-3451

p. 1

Mayor
Ms. Terry Anderson

Deputy Mayor
Shirley Thompson

Councilmembers
Steve Stevenson, Sr.
Frank Hansen
Kathy Gehring
Joe Brennan
Don DeHan



17900 International Blvd., Suite 401 • SeaTac, Washington 98188-4236
City Hall: (206) 241-9100 • Fax: (206) 241-3999 • TDD: (206) 241-0091

City Manager
Calvin P. Hoggard

Assistant City Manager
Jay Holman

City Attorney
Robert L. McAdams

City Clerk
Judith L. Cary

FRIDAY LETTER
June 11, 1999

Dear Mayor and City Councilmembers:

Port of Seattle Haul Permit for the 1999 Airfield Improvement Project: Public Works has issued a haul permit to Gary Merlino Construction for the hauling of rock and concrete for the airfield project. The haul routes include SR518, SR509, South 188th Street, South 154th Street, and South 156th Street. The north route via 154th Street/156th Street to the site is expected to average 10 one-way truckloads per hour, while the South route via 188th Street is expected to average 16 one-way truck trips per hour. The hours of operation while school is in session, from now until June 21, and September 8 – December 4 (an "outside" date, in case of extensions) will be 8:30a.m. – 3:30p.m. During school summer recess from June 22 – September 7, the hours of operation will be 6:00a.m. – 4:00p.m. The hauling operation is expected to commence next week and is expected to last approximately 3 to 4 months, weather permitting.

← ??

International Festival: The three day event will be held at Angle Lake Park, 19408 International Boulevard beginning Friday, June 25 at 11:00a.m.. Activities will include arts and crafts, children's events, international foods, informational displays, live entertainment, and of course, the parade. The parade will begin at 10:30a.m. at Tyee High School, traveling west on South 188th Street, where it will proceed southbound on 33rd Avenue South ending at Angle Lake Park. Volunteers for the children's events are encouraged; please contact Lydia Assefa-Dawson at (206) 248-6101.

All New Summer Yard Debris Event: In response to the popularity of the bi-annual Yard Debris Events, the City of SeaTac is holding the first ever Summer Yard Debris Collection Event on Saturday, June 12. The event will be held at Tyee High School, 4424 South 188th from 9:00 a.m. - 3:00p.m. Residents are invited to bring up to three loads of residential yard debris to this free event. Branches should be cut to no more than 8 feet in length and 4 inches in diameter. This event is for SeaTac residents only.

Goodbye and Good Luck: Longtime SeaTac Patrol Officer Christine Masters has been selected to move to a position as White Center Storefront Officer. Christine was selected due to her outstanding community policing skills, which were utilized in SeaTac for several years. She will be missed; and hopefully will come back and say hello as much as possible. This kind of growth opportunity will enhance Christine's career. The new assignment begins June 16.

Request → PAs
for disclosure
of the
contract?

Does Sen.
Patterson
know of this?
Does RCAA?



19900 4th Ave SW
Normandy Park, WA 98166
(206) 824-3120
FAX (206) 824-3451

March 30, 1998

City of Des Moines
21630 11th Avenue South
Des Moines, Washington 98198-6398

File

Attention: Bob Olander

Dear Bob,

I am enclosing a copy of a packet of documents concerning facilities proposed in the City of Des Moines by a group calling itself Environmental Materials Transport LLC of Bellevue, Washington ("EMT"). EMT is proposing construction of a temporary barge terminal near Des Moines Creek Beach Park. Their proposal also proposes construction of a conveyor system that would transport material from the barge terminal through Des Moines Creek Park to Port property at Sea-Tac airport.

The documents include simulated photographs/graphics depicting the proposed barge terminal and conveyor system, taken from various perspectives. They include an aerial view, views looking from the park toward Puget Sound (2 photos), views of the conveyor's route through Des Moines Creek Park (2 photos), along 18th Avenue South, and a color map showing the proposed route.

The package also contains videotape describing the proposal. A handout (3 pages) titled "The Conveyor Option" concludes the proposal is a "reasonable alternative". Also included is document (one page) titled "Contract with the Communities", a document (4 pages) titled "Frequently Asked Questions", and a chart (one page) comparing the proposed conveyor belt system as an alternative to trucking fill material.

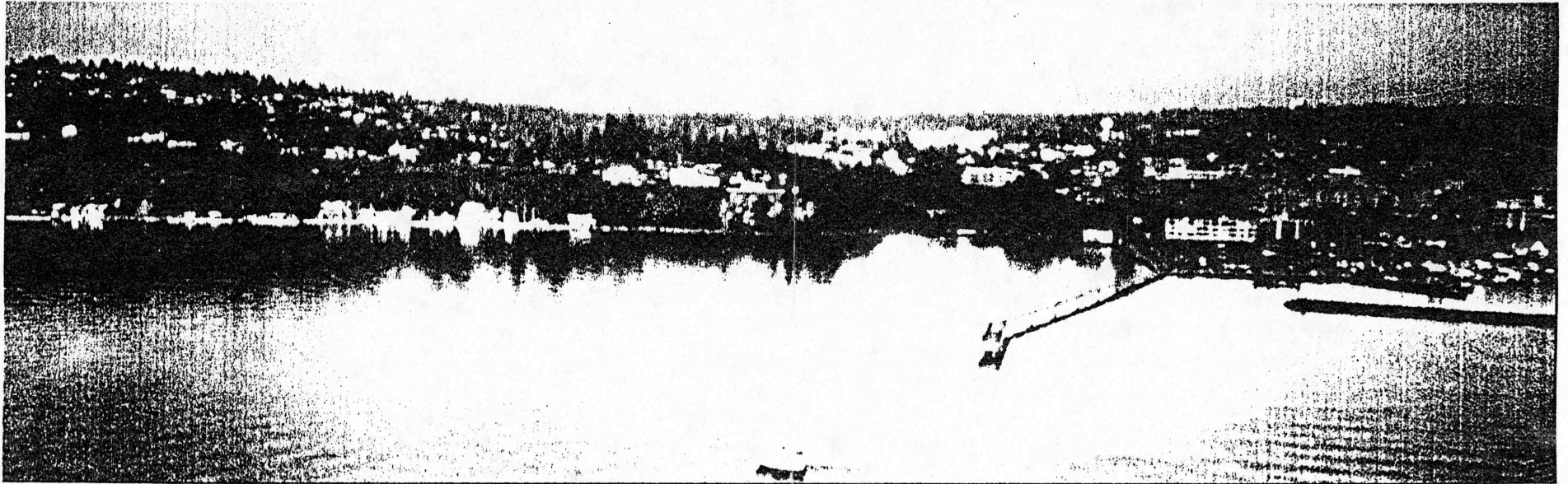
I am enclosing copies of the videotape and the documents. Color copies of the photos are currently being made. I am enclosing black and white copies of these photos and will forward the color reproductions shortly. Please pass this information on as appropriate.

Sincerely,

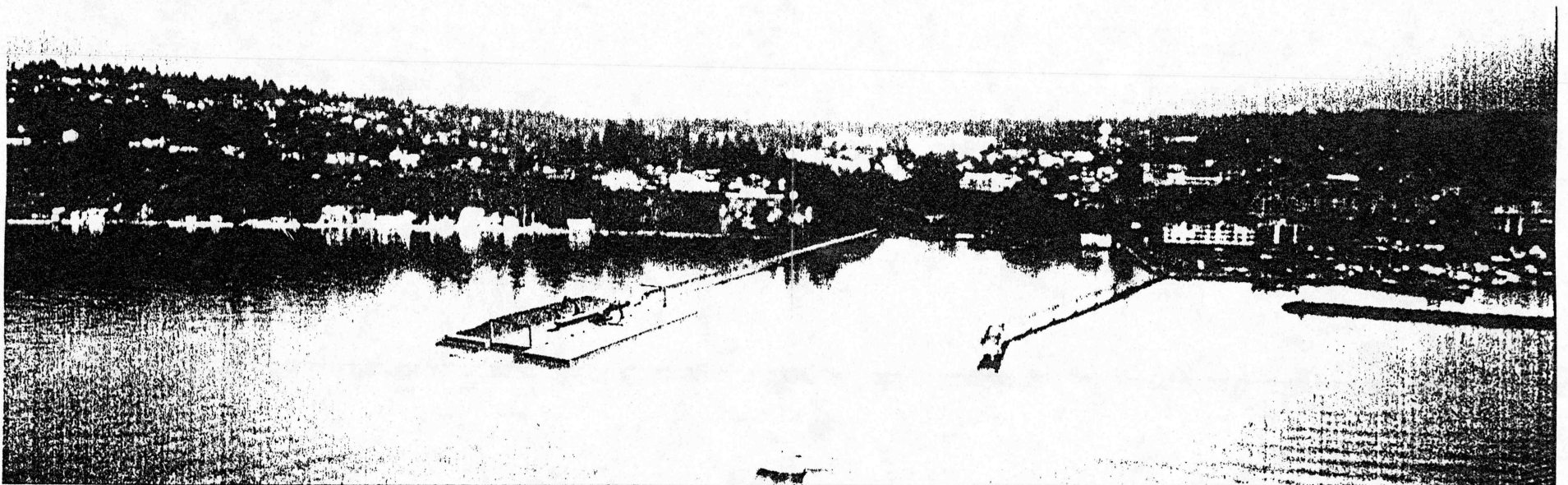
Al Furney

Enclosures

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Existing And Final View



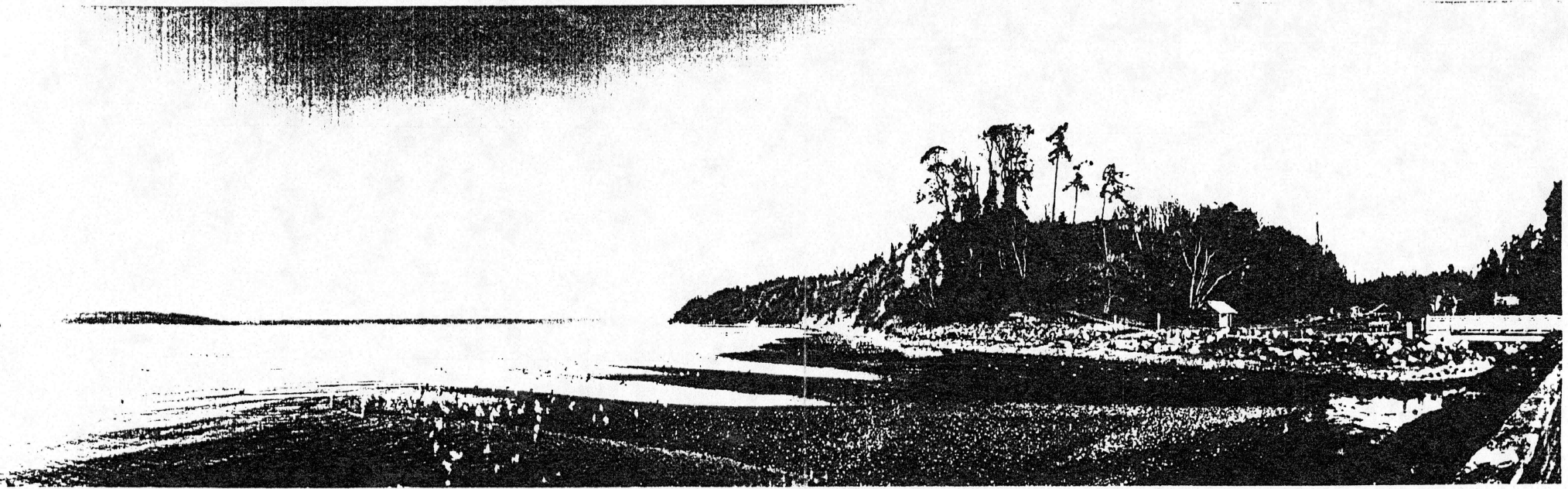
Simulated View

ENVIRONMENTAL MATERIALS TRANSPORT L.L.C
13353 Bel Red Road Ste. 104
Bellevue, WA 98005
(425) 401-9839
16 MAR 88

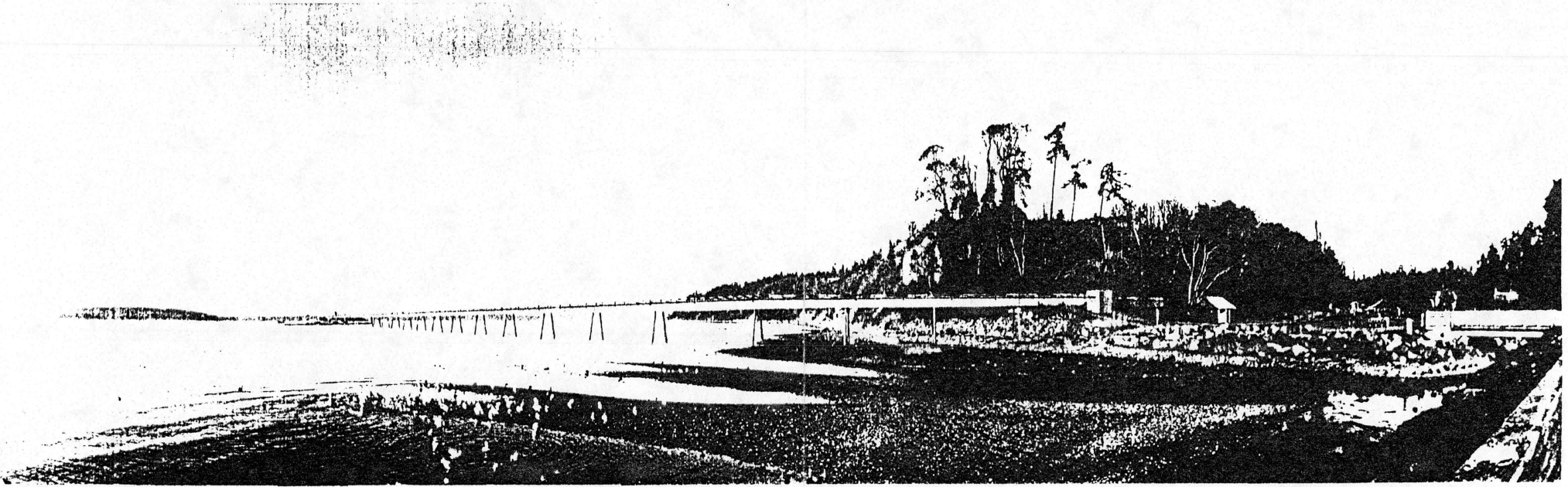
AERIAL VIEW OF PROPOSED BARGE LOADING FACILITY

Conveyor Option

MENTAL Inc.
Computer Graphics
88 Virginia Street
Seattle, WA 98101



Existing And Final View



Simulated View

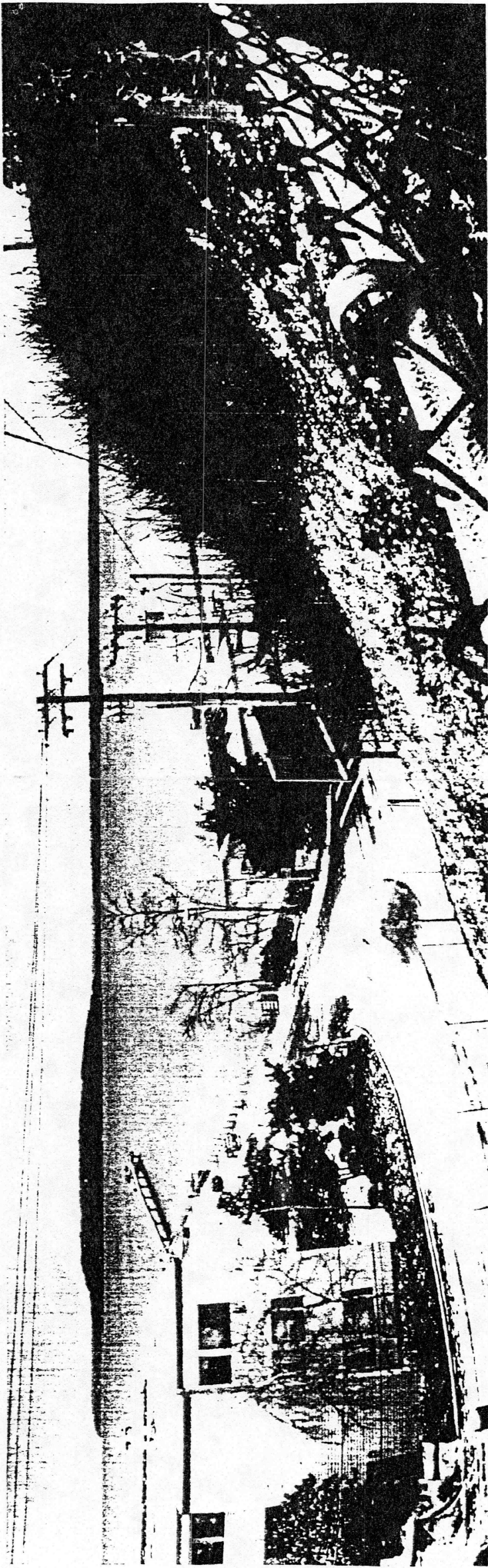
ENVIRONMENTAL MATERIALS TRANSPORT L.L.C.

13353 Del Red Road Ste. 104
Bellevue, WA 98005
(425) 401-9939

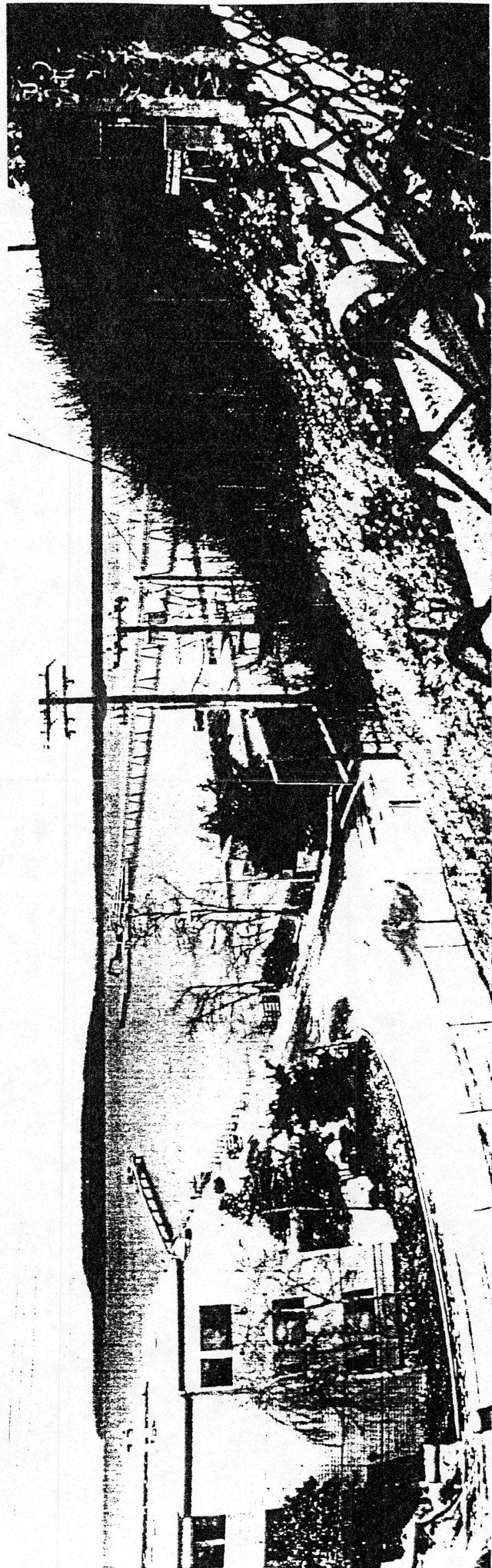
18 MAR 98

VIEW FROM DES MOINES BEACH PARK
Conveyor Option

MENTAL Inc
Computer Graphics
89 Virginia Street
Seattle, WA 98101



Existing And Final View

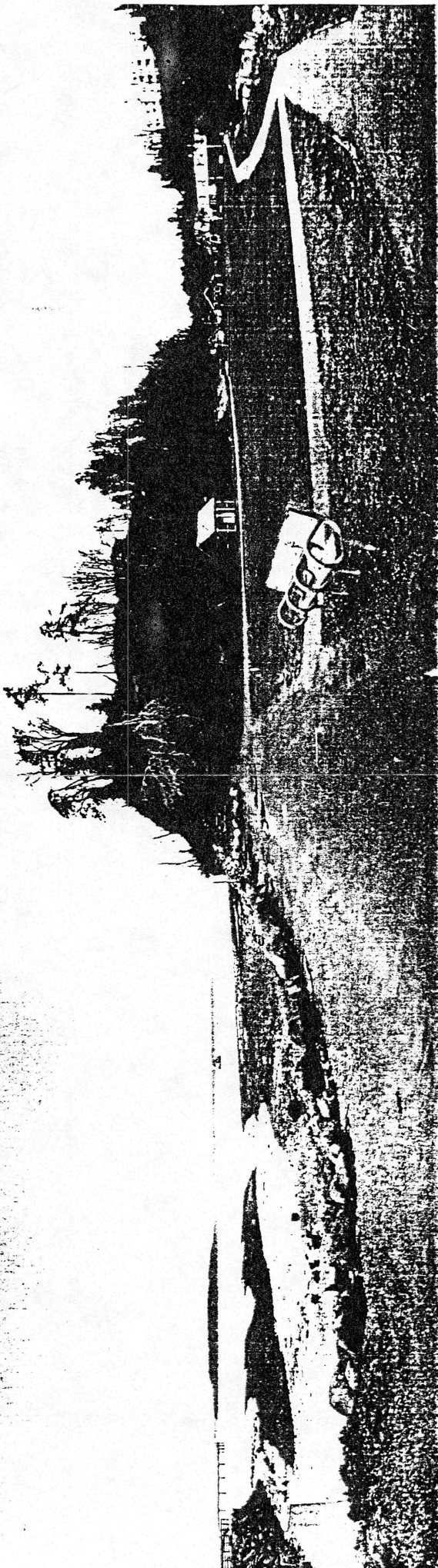


Simulated View

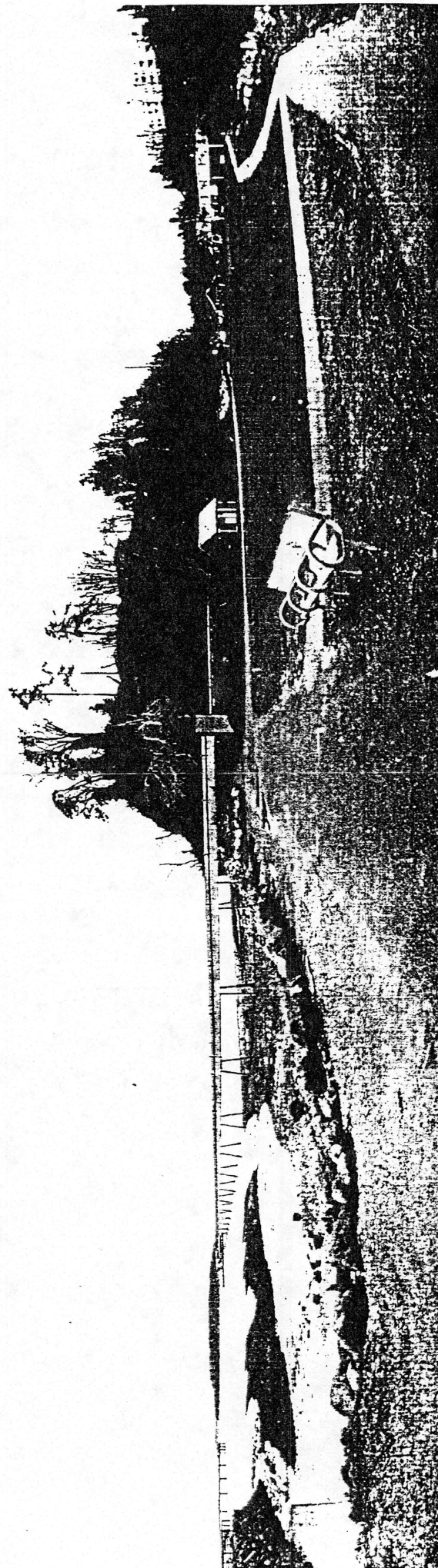
ENVIRONMENTAL MATERIALS TRANSPORT L.L.C
13151 Bel Red Road Ste 104
Bellevue, WA 98005
(425) 401-9938
18 MAR 98

VIEW FROM OVERLOOK PARK II
Conveyor Option

MENTAL Inc
Computer Graphics
89 Virginia Street
Seattle, WA 98101



Existing And Final View

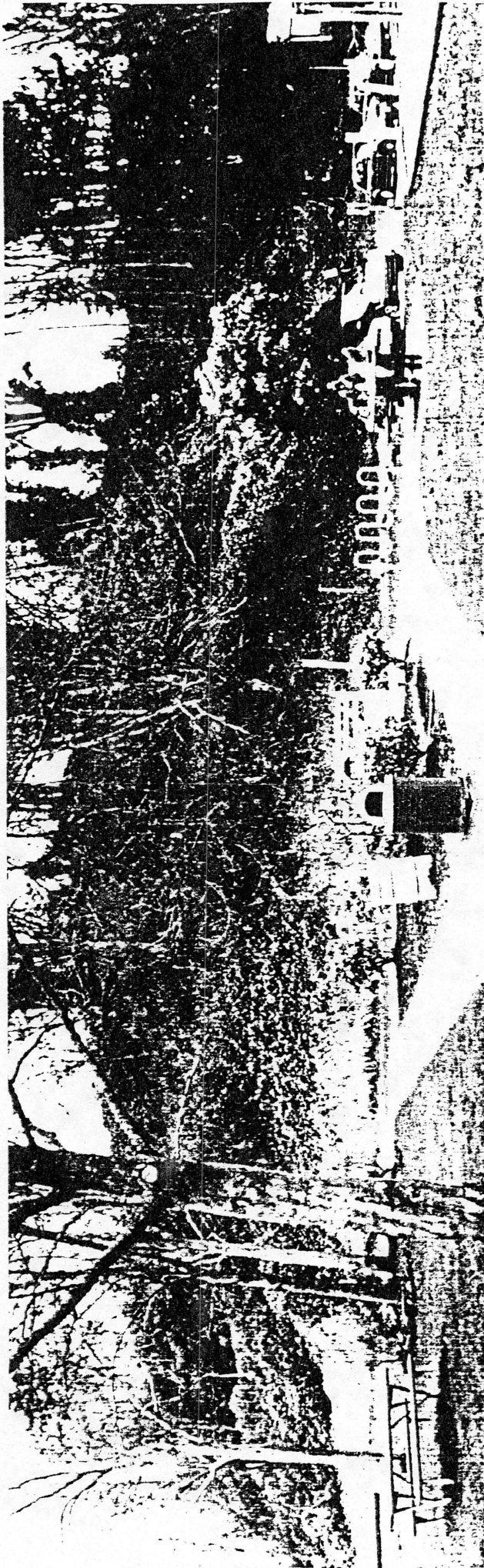


Simulated View

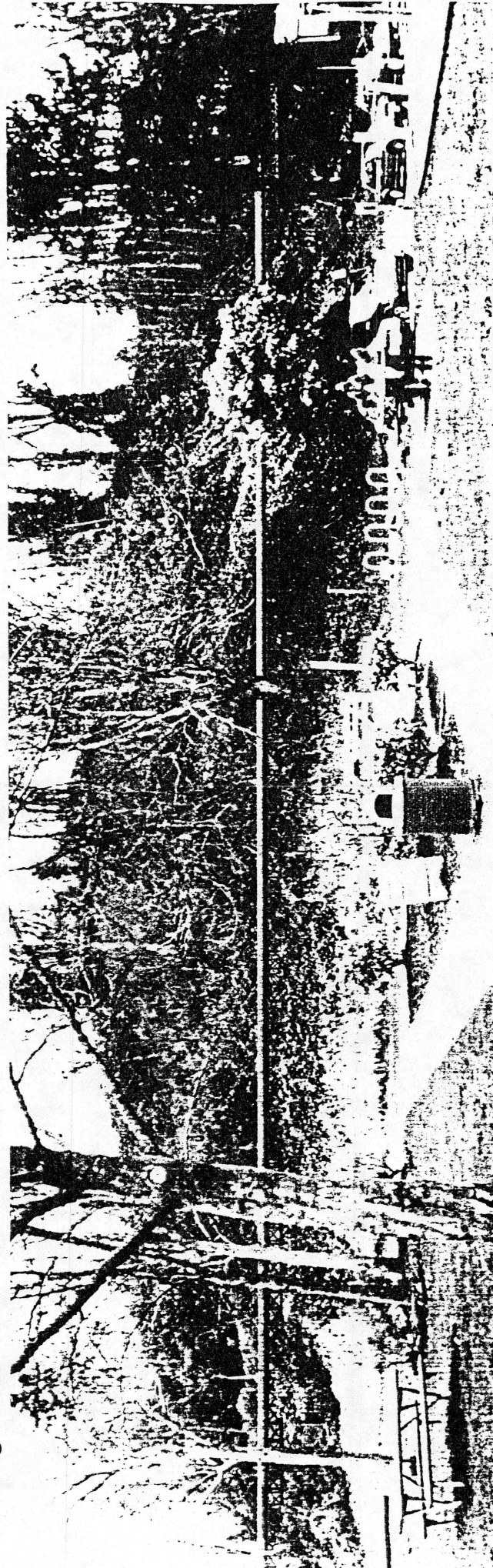
VIEW NORTH IN DES MOINES BEACH PARK
Conveyor Option

ENVIRONMENTAL MATERIALS TRANSPORT L.L.C
13352 B at Red Road Ste 104
Bellevue, WA 98005
(425) 401-9939
18 MAR 98

MENTAL Inc
Computer Graphics
89 Virginia Street
Seattle, WA 98101



Existing And Final View



Simulated View

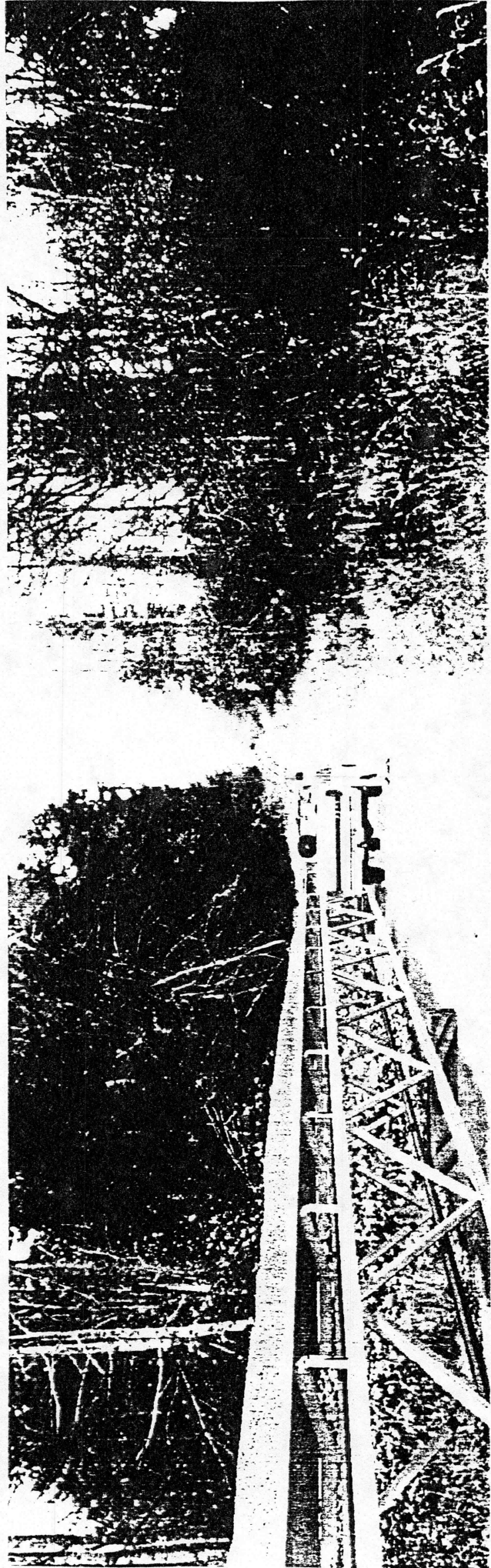
ENVIRONMENTAL MATERIALS TRANSPORT L.L.C
1553 6th Ave Road Ste. 104
Seattle, WA 98105
(425) 401-9838
18 MAR 98

VIEW NORTH FROM SENIOR CENTER
Conveyor Option

MENTAL, Inc
Graphic Graphics
89 Virginia Street
Seattle, WA 98101



Existing And Final View



Simulated View

VIEW NORTH ALONG 18TH AVE.
(On Secured Port Property)
Conveyor Option

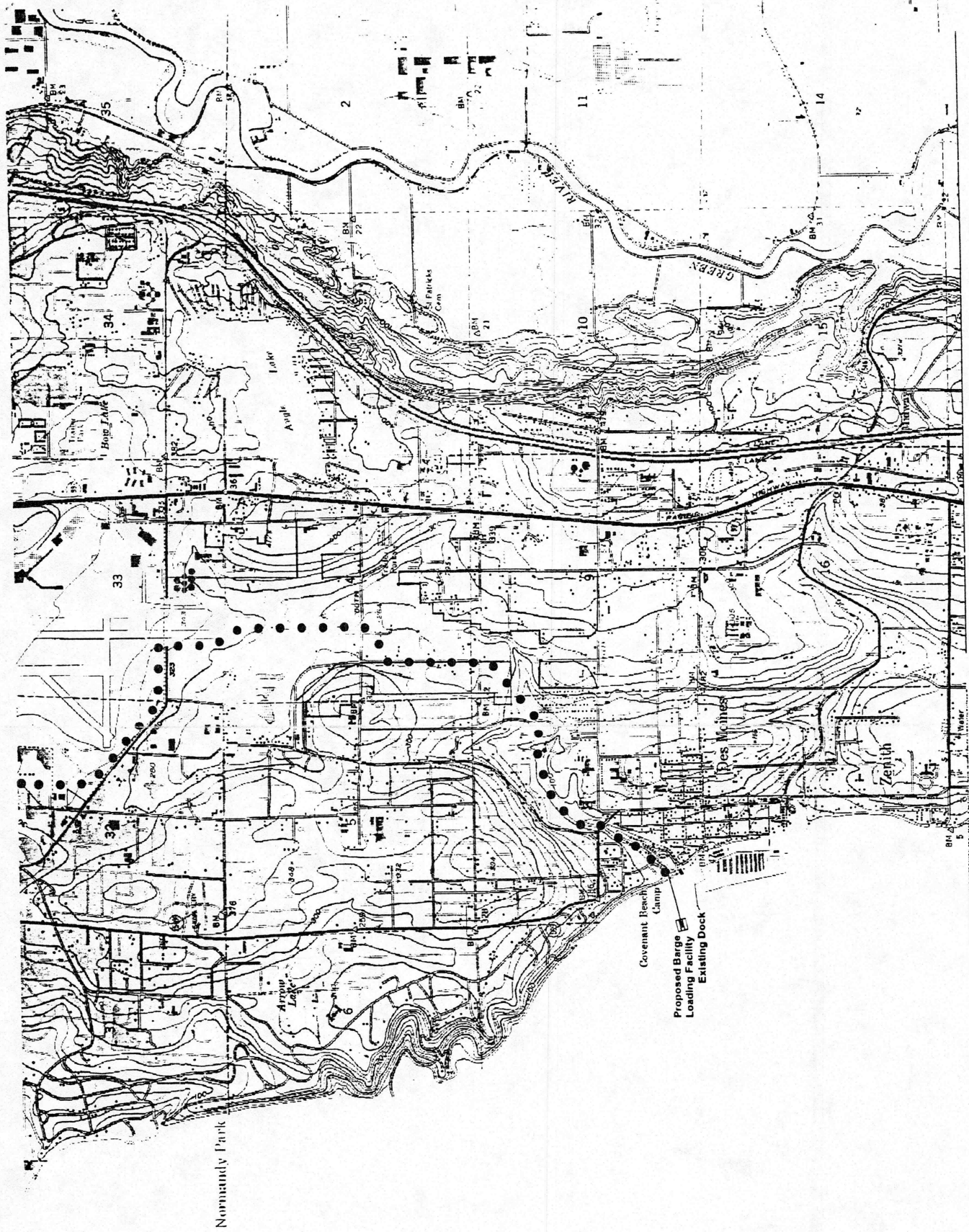
ENVIRONMENTAL MATERIALS TRANSPORT L.L.C.

13353 Bot Road Ste. 104
Bellevue, WA 98005

(425) 401 9939

18 MAR 98

MENTAL inc
Computer Graphics
83 Virginia Street
Seattle, WA 98101



S O U N D

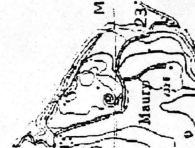
Normandy Park

Government Beach Camp
 Proposed Barge Loading Facility
 Existing Dock

Des Moines

Zenith

envi Ranch



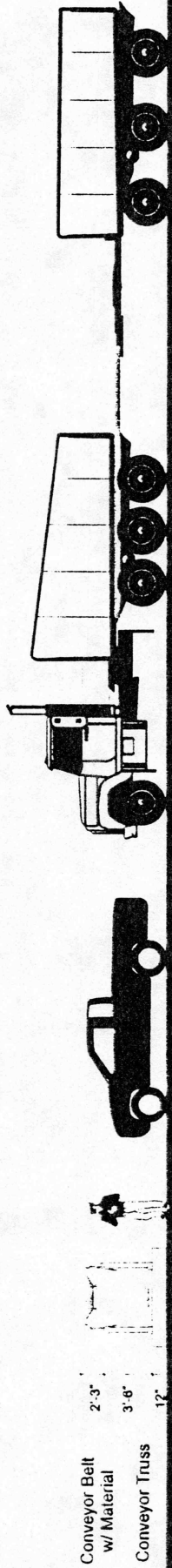
MAURY ISLAND
 23; Robinson Point

Key Map

ENVIRONMENTAL MATERIALS TRANSPORT L.L.C.
 2333 Barlow Ave. Ste. 104
 Maury Island, TN 37055
 (423) 681-8339
 18 MAY 88

Conveyor Option

MENTAL INC.
 Computer Graphics
 28 Virginia Street
 Seattle, WA 98101

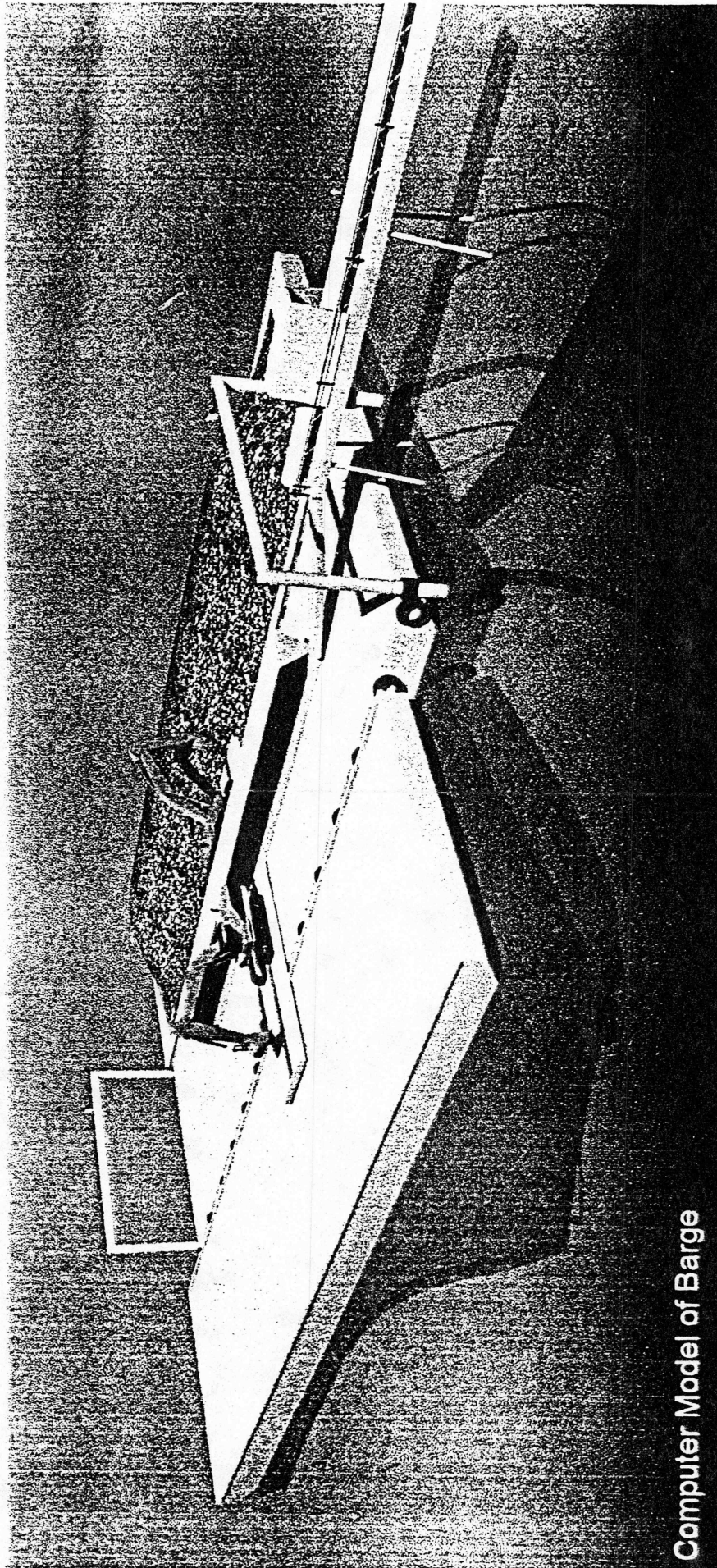


Conveyor Belt
w/ Material
2'-3"
3'-6"
12'

Conveyor Truss
12'

Conveyor

Section



Computer Model of Barge

ENVIRONMENTAL MATERIALS TRANSPORT L.L.C.
11445 Bell Road, P.O. Box 104
Bellevue, WA 98006
(206) 837-4939
18 MAR 84

Conveyor Option

MENTAL, Inc.
Computer Graphics
11445 Bell Road
Bellevue, WA 98006

ENVIRONMENTAL MATERIALS TRANSPORT

The Conveyor Option

When the builders of the Tom Bigbee Waterway project in Alabama needed to move 145 million cubic yards of material, they chose a conveyor system patented by a Washington man. The same temporary, modular conveyor system was used when 2 million cubic yards of materials needed to be moved in 4 months to build Highway 167 linking Puyallup, Renton and other cities in the Green River Valley. Conveyors have been in use for many years in this area. The Denny Regrade used a conveyor system more than 60 years ago in a large project to reshape the north end of Seattle's downtown area. And Metro's West Point Sewer Treatment Plant project used barges, a temporary dock and conveyors to keep trucks hauling construction material off neighborhood streets.

A Realistic Alternative if Construction Proceeds

"This system is unique, cost-effective and has a proven record of safety and efficiency," said George Smith, senior engineer for the Washington State Department of Transportation on the Highway 167 project. "This system is innovative because it can be installed without bulldozing or leveling a route, it can be removed quickly and easily and it can move a lot of materials quickly. It really worked well on Highway 167 and it kept thousands of trucks off the roads."

Bill Burman, construction inspector for Metro on the West Point Treatment Plant project, said the conveyor system used to bring construction materials to the job provided some important environmental benefits. "The greatest thing that the conveyor did for the environmental part of the project was the reduction of truck trips," Burman said. "It was very easy to restore the area once we were done with the conveyor system. It was just a matter of pulling it out...and it was like it was never there. It was a natural area before and it's again a natural area."

Scott Smith, former president of the Magnolia Community Club, led efforts to oppose the West Point project. But, he supported the use of conveyors over trucks when it became inevitable that construction would proceed. "We didn't have these big batches of trucks or the problem with traffic," Smith said. "The other advantage, although Metro didn't use it, was that the conveyor could have worked 24-hours-a-day without having any trucks going through the community at all. The other factor was wear and tear on the streets with the number of trucks that were suggested originally."

At the end of the project "they removed the conveyor belt, the (concrete) batch plant, the pier and now the beach is essentially the same way it was before the project began," Smith said. "I don't think that there is any question that we wanted to use anything other than trucks."

Now, Environmental Materials Transport, LLC, a subsidiary of the Washington company that invented and patented a modular and mobile conveyor system, is proposing that it be considered as an alternative to trucking fill materials to Sea-Tac International Airport should construction on a third runway proceed.

Conveyors are Part of Everyday Life

Conveyors are a time proven technology used around the world for moving various kinds of materials safely and efficiently. Other types of conveyors which people might be familiar with include escalators and moving sidewalks, grain elevators, baggage belts, grocery check-out stands and innumerable examples in food processing facilities. Many car washes even use a type of conveyor.

Dealing with Controversy

While everyone acknowledges that the construction of the third runway is a highly emotional issue, and that several lawsuits are pending, Hank Hopkins, inventor of the patented conveyor and president of Environmental Materials Transport has proposed it only as a back-up plan should construction occur.

"I don't want any of the elected officials in the cities around the airport to do anything that their constituents don't want them to," Hopkins said. "I don't believe they should back away from their overall position on runway construction. But if, and only if, construction does proceed, I believe that our conveyor proposal represents a real opportunity to have an attractive alternative with far fewer environmental problems than would be caused by trucking these materials over area streets and highways."

Here's How it Would Work

Here's what the conveyor proposal would consist of and how it would work. (Please also review the computer generated graphics included in this packet for a visual depiction of the route and appearance of the proposed conveyor system.)

The system would include a temporary dock and pier in Puget Sound where an average of four barges per day would be unloaded by excavators. The modular conveyor would travel along the hillside on the northern edge of Des Moines Beach Park and then along the service road that borders Des Moines Creek and a Midway Sewer District line. The conveyor would travel beneath Marine View Drive South in a culvert or under a new bridge proposed for the road. Then it would follow a sewer line service road that borders the creek in an inaccessible ravine area. The City of Des Moines wants to open this inaccessible area up for a park, which would occur after the conveyor was removed. The conveyor would pass the Midway Sewer District's treatment plant and then go onto fenced airport property. Once on airport property, it would travel over or under any streets it would cross (South 200th and South 188th Streets). There are several electrical lines already in the area that could be used to power the clean and quiet conveyor system.

Removal and Restoration

The conveyor system would be removed after completing its task and the conveyor route restored to its original condition or, in some cases, improved. Because the conveyor is modular, it does not require a path to be built or bulldozed, so removal and site restoration is much easier than with standard conveyors.

Security, Safety and Environmental Protection

The conveyor would be fenced for security and covered to reduce noise and protect air quality in the public park area and where it passes in close proximity to occupied residences. To protect water quality, the conveyor belt would be continuously cleaned as it operates. Security cameras and personnel would guard the system 24 hours a day. Operations would be fully computerized so the system would shut down immediately if any trouble developed. Maintenance personnel would be on site at all times.

To ensure safety and environmental protection for surrounding communities, Environmental Materials Transport is proposing a Contract with Communities. (See enclosed.)


Limiting Truck Impacts

This conveyor system would provide a contingency plan for construction that would eliminate the traffic impacts caused by trucking the fill materials on area streets and highways. Trucking would require about 800,000 round trips, by double dump trucks. This translates into 60 round trips per hour, 12 hours a day, six days a week, for more than four years.

The conveyor would reduce the time needed to transport fill materials by 40 percent, including the time needed to build the system — about six months.

Conclusion

While there continues to be a significant amount of controversy regarding the construction of the third runway, we believe it makes sense to have a contingency plan that limits the environmental impacts caused by trucking the needed fill material should construction proceed. The Environmental Materials Transport proposal presents an opportunity to develop a realistic alternative.



ENVIRONMENTAL MATERIALS TRANSPORT

Contract with the Communities

Environmental Materials Transport LLC is proposing to build a temporary conveyor system to transport fill materials to Sea-Tac Airport in the event that construction of a third runway proceeds. This conveyor would provide a contingency plan for construction that would eliminate the impacts of trucking fill materials.

To ensure safety and environmental protection, Environmental Materials Transport proposes the following contract with the communities of Des Moines and SeaTac bordering the proposed project.

- ❖ A bond will be obtained as security to ensure that all the terms and requirements of permits needed to build and operate the conveyor system are performed. This includes meeting or surpassing environmental protection requirements of the City, State and Federal agencies so that tidelands, shorelines, water and air quality, and fish and wildlife in and around the project are protected.
- ❖ This bond will also ensure that the dock, pier and conveyor are removed, and the route restored to its original or improved condition, when the project is completed.
- ❖ The conveyor will be covered to protect air quality and insulated to reduce noise levels all the way from the dock, through public park area and anywhere it passes within close proximity to occupied residences.
- ❖ The independent company contracted by the City of Des Moines to conduct the environmental study of the project, will also provide independent monitors to scrutinize the environmental performance of the system during its construction and use. These environmental monitors will report regularly to city and state environmental officials.
- ❖ Detailed security and maintenance plans will ensure the system is kept safe and that those using the park and living in adjacent neighborhoods are protected. The conveyor will be fenced and monitored by security cameras 24 hours-a-day to prevent unauthorized access and security personnel will be on duty around the clock.



ENVIRONMENTAL MATERIALS TRANSPORT

Frequently Asked Questions

Regarding the proposal to use a temporary conveyor system to transport fill material for the third runway, if built

Q. Who would build and run the conveyor belt?

- A. The conveyor belt is a patented, modular system that would be designed, built and run by Environmental Materials Transport, LLC, a wholly-owned subsidiary of a 31-year-old Washington State Corporation. Environmental Materials Transport is not affiliated with the Port of Seattle, and would bid on, and be awarded this project, according to the procedures of the Port of Seattle. The conveyor system Environmental Materials is proposing has been successfully used in several major projects, including construction of Washington State Highway 167, at construction materials suppliers in Vancouver and Victoria, British Columbia, and at the Tom Bigbee Waterway project in Mississippi and Alabama. These conveyor systems have been proven to be efficient, cost effective and safe for the environment.

Q. Does supporting the option of a conveyor belt versus trucking mean supporting the third runway?

- A. No. The proposed conveyor belt is simply a much less environmentally harmful alternative than the 800,000 double dump truck trips that would be needed to transport the fill material over a three-to-four-year period. The conveyor belt would be an available alternative if, and only if the construction of the third runway proceeds.

Q. How much would it cost?

- A. Environmental Materials Transport will fund more than \$13 million in conveyor construction costs.

Q. Is it safe?

- A. The state Department of Ecology, the City of Des Moines, and other state and federal agencies are, as part of an environmental study, looking at the conveyor system. One of the benefits of using a conveyor system is that it would eliminate the need for trucks to haul the fill material, avoiding exhaust emissions, traffic hazards, road wear, congestion, dust and other environmental and social impacts associated with 800,000 trips of heavy vehicles hauling fill directly over freeways and neighborhood roads for four years.

Q. What would the conveyor belt look like?

- A. The conveyor belt is a temporary and portable 7-foot-wide, 5-foot-high machine. It is quiet and safe. It would be covered and fenced for safety and would include built-in noise reduction and air quality protection systems in key areas. It would be fenced and monitored by security personnel and video cameras.

Q. How would the conveyor belt work?

- A. The conveyor belt would be constructed to run along a route beginning at a temporary, all weather dock paralleling the existing pier in Des Moines. An average of four barges per day would supply the fill material. The fill material would be loaded onto the conveyor belt and routed along the hillside and service road on the northern edge of Des Moines Beach Park, beneath Marine View Drive to fenced airport property for unloading and distribution.

Q. What would be used for fill material and where would it come from?

- A. The fill material would be comprised primarily of sand and gravel from sources that have access to water so they could be delivered by barge to the temporary dock and pier. These potential sources range from south Puget Sound to Canada.

Q. How would the barges needed to supply the fill material affect the marine environment?

- A. Tug boats and barges routinely transport sand, gravel and other construction fill material around Puget Sound. Barge routes are controlled by the Coast Guard and have been proven to be a safe, reliable and environmentally sound method of materials transport.

Q. How would fill material be put onto the conveyor belt?

- A. Quiet excavators would be used to unload the barges and place materials on the conveyor.

Q. How long would the conveyor belt be and what is the route?

- A. The conveyor belt would be approximately 2 miles long and would run from a temporary pier in Des Moines, along the hillside on the northern edge of Des Moines Beach Park, and along the Midway Sewer District's utility road that parallels Des Moines Creek to fenced Port of Seattle property.

Q. Who would be responsible if there were any sort of accident that affected the communities and environment?

- A. Environmental Materials Transport will be responsible for repair of any accident. This responsibility will be backed up by a performance bond to ensure protection of tidelands, shorelines, water and air quality and fish and wildlife in and around the project.

Q. How would people and animals be protected from it?

- A. The conveyor belt would be covered in the public park area, and fenced in key areas and in close proximity to occupied residences, as well as monitored by video cameras, security personnel and environmental monitors.

Q. Have conveyors been used for other large projects in our region?

- A. Conveyors were used extensively during the Denny Regrade project in Seattle. Between 1903 and 1928, the 100-foot-high Denny Hill, which covered 62 city blocks, was leveled. Conveyors were among the methods used to transport the material to barges for disposal.

Q. What would the area be like once the conveyor belt is removed?

- A. Once the conveyor belt and temporary pier are removed, the area would appear as it did before the conveyor was in place and some areas would actually be improved. Conveyor removal and site restoration are made much easier by the system's design, which does not require excavation or bulldozing of a route.

Q. Would we still be able to use our beaches and parks with this system in place?

- A. Access to beaches and parks would not be affected while the proposed conveyor belt is temporarily in place.

Q. What hours would it operate?

- A. The conveyor belt would operate 20 hours per day, 6 days per week.

Q. Is it noisy?

- A. The conveyor belt would be covered with a noise reducing barrier and would be more quiet than an idling dump truck. With the noise suppression system in place, the noise from the conveyor should be no greater than the noise from Des Moines Creek.

Q. How long would the conveyor belt project take including assembly?

- A. The proposed conveyor belt system would cut the length of the project to provide fill by 40% compared to trucking which would require approximately 800,000 double dump truck trips over a four-to-five-year period. The conveyor would take approximately six months to build and the entire project would last about 2½ years.

Q. Who monitors the conveyor belt?

- A. The conveyor belt would be monitored by video cameras, security personnel, system operators, and independent environmental monitors contracted by the City of Des Moines.

Q. Would the material from the conveyor drop in the water and on the ground?

- A. The conveyor belt system is equipped with transfer stations which constantly clean the belt and assure that materials remain on the belt. A wiper system continuously cleans the empty belt as it returns to receive more materials.

Q. What happens if the conveyor belt develops a mechanical problem?

- A. The conveyor belt automatically shuts down if any type of a problem is detected.

Q. Would trucks still be needed for the airport project if a conveyor belt is used?

- A. Some trucks may still be used on airport property, but the conveyor belt option eliminates the need for truck transport of fill material on public streets and highways.

Q. Would it remain in place after the job is completed?

- A. The conveyor belt and temporary pier would be dismantled and removed upon completion of the project.

Q. Would it affect traffic?

- A. The conveyor belt would run along a route that would not have any affect on traffic. It would pass beneath or over any streets it would cross.



ENVIRONMENTAL MATERIALS TRANSPORT

Comparison of Trucking Vs. Conveyor Belt System as a Means of Transporting Fill Material If the Third Runway is Built

TRUCKING	CONVEYOR BELT
<ul style="list-style-type: none"> • Double dump trucks more than 70 feet long would run 270 days per year for over 4 years. This equals more than 800,000 round trips, six days a week, 12 hours a day. A double dump truck would leave and enter the construction site once every minute. 	<ul style="list-style-type: none"> • The Department of Ecology, the city of Des Moines and other state and federal agencies are, as part of an environmental study, looking at the conveyor system. One of the benefits of using a conveyor system is that it would eliminate the need for trucks to haul the fill material, avoiding exhaust emissions, traffic hazards, road wear, congestion, dust and other environmental and social impacts.
<ul style="list-style-type: none"> • If all these dump truck trips were combined, and the truck were put nose to tailgate, it would form a line 10,600 miles long, more than the distance from Seattle to Paris and back. 	<ul style="list-style-type: none"> • The conveyor belt would span a two mile distance. It would travel above or beneath roadways and would not affect traffic. The conveyor belt would run 20 hours per day, 6 days per week for approximately 1.5 to 2.5 years. It would require six months to construct.
<ul style="list-style-type: none"> • Double dump truck routes would likely begin at the Duwamish Waterway and travel up Highway 509, or would travel on State routes 167 and 518, along I-5 and 405 and along Des Moines Memorial Drive, and South 160th or South 176th before converging on port property. 	<ul style="list-style-type: none"> • The conveyor belt route would run from a temporary pier in Des Moines along the hillside on the northern edge of Des Moines Beach Park and along the Midway Sewer District's maintenance road that parallels Des Moines Creek to fenced Port of Seattle property.
<ul style="list-style-type: none"> • Large trucks would consume more than 3 million gallons of diesel fuel while supplying fill material for the third runway project. 	<ul style="list-style-type: none"> • The conveyor belt would run quietly on safe and abundant electricity.
<ul style="list-style-type: none"> • The final SeaTac Airport Environmental Impact Statement estimates that this amount of truck use would require pavement overlays or reconstruction of roads at the end of the construction period. A mitigation cost study conducted by HOK Engineering indicated it would cost \$186 million to repair damaged roadways after heavy truck use. An EIS on the runway project estimated 704 tons of pollution would come from truck exhausts. 	<ul style="list-style-type: none"> • A performance bond would be obtained to ensure that all the terms and requirements set by the city and state agencies for the permits needed to build and operate the conveyor system are performed. This includes meeting or surpassing environmental protection requirements so that tidelands, shorelines, water and air quality and fish and wildlife in and around the project are protected.
<ul style="list-style-type: none"> • Trucks would travel many miles per each round-trip through existing traffic. Over a 3-year period 13,500,000 large truck miles would be added to the almost 4,000,000,000 average annual large truck miles currently traveled in Washington State. 	<ul style="list-style-type: none"> • The temporary dock, pier and conveyor would be removed and the route restored to its original or improved condition when the project is completed.
<ul style="list-style-type: none"> • A fatality or injury occurs every 731,545 miles of large truck travel and most fatal crashes involving a large truck occur during the week and during daytime hours (6:00 a.m. to 5:59 p.m.) as stated by the U.S. Dept. of Transportation National Highway Traffic Safety Administration. 	<ul style="list-style-type: none"> • Use of the conveyor system could result in mitigation money for communities along its route.
<ul style="list-style-type: none"> • Economic loss due to crashes involving large trucks could total up to \$168 million. An estimated 18 additional fatalities or serious injuries could occur if large trucks supply fill during the third runway project. 	



City of Normandy Park

801 SW 174th Street, Normandy Park, Washington 98166-3679
Telephone (206) 248-7603 Facsimile (206) 439-8674
Police Department Telephone (206) 248-7600 Facsimile (206) 246-9732

City Council
Mayor
John Wiltse
Mayor pro-tempore
Charlie Harris
Kathleen Quong-Vermeire
Stuart Creighton
John Rankin
Guy Spencer
Tom Johnson

File
RECEIVED
NORMANDY PARK
OCT 21 1998
BY _____

City Manager
Merlin G. MacReynold
Director of Public Safety
Rick Kieffer
City Clerk-Treasurer
Brenda J. Rolph
Public Works Ops Manager
Karl Franta
City Planner
Stephen Bennett
Recreation Coordinator
Karen McAllister-Wagner

October 21, 1998

Judith Kilgore, Director
Department of Community Development
City of Des Moines
805 South 219th Street
Des Moines, WA 98198-6340

RE: Comment on Conveyor Belt and Temporary Barge Dock Draft Supplemental Environmental Impact Statement (SEIS)

Dear Ms. Kilgore:

The City of Normandy Park appreciates having the opportunity to comment on the Draft Conveyor Belt SEIS. We especially appreciate your granting of the two-week extension to the comment period. The following paragraphs contain the City of Normandy Park Administration's comments, concerns, and objections pertaining to this proposal and the adequacy of the Draft SEIS for the Comprehensive and Shoreline Plan amendments necessary to approve this project.

Question of City of Normandy Park Jurisdiction for this Proposal: It appears that the proposed alignment of the conveyor belt would take it through Lot 7 of the Covenant Beach Estates subdivision. This parcel and the northern half of the South 220th Street right-of-way are within the jurisdictional boundaries of Normandy Park in accordance with Normandy Park Ordinance 309 and Des Moines Resolution 19865 (see attached map). If the alignment does in fact pass through property within the Normandy Park City Limits, the Draft SEIS is deficient because it does not identify the various land use actions that must be approved by Normandy Park for the project to proceed. We trust that the Final SEIS will either (1) clarify that the alignment does not pass through property within the Normandy Park city limits or (2) that the Final SEIS will provide similar analysis of Normandy Park Comprehensive Plan and Zoning amendments, Sensitive Areas Ordinance variances, and other land use approvals as is found in Section 3 of the Draft SEIS for City of SeaTac and Des Moines land use actions required.

Incompatibility with Normandy Park Comprehensive Plan: The proposed amendments to the Greater Des Moines Comprehensive Plan which would allow this temporary industrial use would be incompatible with the policies of the Normandy Park Comprehensive Plan policies



addressing the protection of residential neighborhoods such as the Covenant Beach Estates neighborhood and the Normandy Park Beach Houses at the toe of the bluff. The City of Normandy Park opposes the proposed Des Moines Comprehensive Plan amendments because they are in direct conflict with the following Normandy Park Comprehensive Plan policies:

Objective 1.1: Preserve the character of existing single family neighborhoods through the elimination of incompatible uses and the management of transitions between the various land uses.

Policy 1.1.1: Eliminate incompatible land uses or blighting influences from otherwise stable, viable residential neighborhoods through active code enforcement or other available regulatory measures.

Policy 1.4.2: The city will ensure all proposed changes in land use do not create significant adverse impacts on topography, geology, soil suitability, surface water, ground water, frequently flooded areas, wetlands, climate, and vegetation and wildlife of the location for which they are proposed.

Objective 1.6: The Environmental Protection Agency has found exterior sound exposure levels in excess of an L_{dn} of 55 dbA may be incompatible with residential land uses. It is in the public interest to protect the character and stability of residential neighborhoods from incompatible land uses and associated activities and from heavy commercial traffic that compromises the transportation level of service or that exceed the weights that the streets are designed to carry, therefore, the City shall:

- A. Provide Normandy Park residents with stable and relatively quiet residential neighborhoods;
- B. Maintain an adequate residential tax base;
- C. Assure that residential neighborhoods are protected from undue adverse impacts associated with incompatible land uses or transportation activities including, but not limited to, noise, air and water pollution, glare, excessive traffic, and inadequate on-street parking;
- D. Assure that residential neighborhoods are identified and protected from detrimental exterior noise levels; and
- E. Assure that residential streets are protected from heavy commercial traffic that inhibits the free flow of traffic or that exceeds prescribed weight limits.

Objective 1.9: Federal Regulations establish that the responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise levels rests with the City government, therefore, the City shall:

- A. Safeguard the health and safety of the residents of the City by insuring that the city's physical and human environments are protected and enhanced as progress and change take place within and outside of its municipal boundaries;
- B. Prevent community and environmental degradation by limiting noise levels.

Policy 1.9.1: Discourage the introduction of noise levels which are incompatible with current or planned land uses, encourage the reduction of incompatible noise levels, and discourage the introduction of new land uses into areas where existing noise levels are incompatible with such land uses.

Incomplete Analysis of Normandy Park Municipal Code Noise Regulations: The analysis of Normandy Park Municipal Code noise regulations found on pages 12-6 and 12-7 incorrectly concludes that the only regulations regarding noise are the time restrictions on construction-related equipment found in NPMC Chapter 7.88. A more detailed review would have shown that NPMC Chapter 18.68.030 (Limit on noise impacts) states that "Residential neighborhoods shall not be subject to adverse land uses, activities or traffic which generate exterior noise exposure levels exceeding an L_{dn} of 55 dbA, or existing levels as of the effective date of the ordinance codified in this chapter, whichever is greater." Chapter 18.68.040 goes on to require "Proponents of projects which will increase exterior noise levels to which residential areas are

exposed above those existing on the effective date of the ordinance codified in this chapter, or above an Ldn of 55 dbA, whichever is higher, must submit a noise mitigation plan to the city planning department for review and approval before required permits are issued to allow the project to proceed.”

Further analysis is required in the Final SEIS to determine potential compliance with the NPMC regulations. Chapter 18.68 standards are in “Ldn” which does not correspond with the analysis in the Draft SEIS that is in “Leq.” Subsequent to that analysis, it could be determined if the proposed mitigation measures in the Draft SEIS would meet the requirement for a mitigation plan in NPMC Chapter 18.68.040.

Risk to Life and Safety of Normandy Park Residents: The most disturbing aspect of this proposal is that it would require piles to be placed within a few hundred feet (in some cases tens of feet) from an extremely unstable bluff. It is of some consolation that piles proposed in sensitive areas would be augured into place and not driven, however, what assurances are there that auguring the piles will not create vibrations sufficient to further destabilize the bluff. If there is even the slightest miscalculation regarding the effects of constructing the temporary mooring and conveyor, occupants of the numerous dwellings at the top and toe of the Covenant Beach Estates bluff will be risking loss of life and safety merely by remaining in the homes during construction. The applicant should be required to provide alternative, comparable accommodations during construction to all residents who desired it and sign a contract with the City of Normandy Park and provide sufficient funds in escrow in a local commercial bank to cover the estimated cost of property damage associated with a major landslide.

Loss of Property Value and Amenities: The high value of property in the south end of Normandy Park is due in large part to the view they enjoy and their adjacency to the shoreline of the tranquil and picturesque Eastern Passage of the Puget Sound. Loss of these amenities during the operation of this proposal is a tangible damage. It can be calculated from the differences between rents paid for similar waterfront, view property and properties without these amenities. Moreover, if a south-end owner needed to sell their property during the operation of this project they would experience significantly reduced property values due to incompatibility of this use and impairment of the view. The applicant should be required to mitigate these losses of amenities and sales value for all affected property owners in Des Moines and Normandy Park.

Estimated Impacts on Salmon Species Proposed for Listing under ESA: On page seven of Appendix A in the Draft SEIS concludes that “the project will result in a temporary reduction in the productivity of eelgrass that constitutes an important element in the nearshore habitat for migrating juvenile [chinook]salmon.” It goes on to say “that the proposed conveyor project is not likely to adversely affect juvenile chinook salmon or their critical habitat.” The historic pattern of reducing Puget Sound nearshore natural resources is the main reason the National Marine Fisheries Service is considering listing this very species as threatened under the Endangered Species Act. Any additional impact at a time when listing is under consideration by NMFS is a serious step in the wrong direction.

Mitigation of Beach House Access: Page 3-12 of the Draft SEIS correctly recognizes that the conveyor belt must be constructed to allow “uninterrupted access to residents along the shoreline

north of the proposed project alignment". This should be clarified to ensure that the uninterrupted access would also be maintained during construction.

Lack of Notification of Normandy Park Residents: The list of parties receiving notice in the last appendix of the Draft SEIS document appears to include about 15 private residents at Des Moines addresses. Why were no Normandy Park residents included in the mailing list? City of Normandy Park officials recently met with a group of concerned residents who live Covenant Beach Estates and on the beach north of the mouth of Des Moines Creek. Many of those residents indicated that they never saw any information posted at the site of the proposed conveyor belt or received any information in the mail. This is surprising since these residents would be some of the most heavily impacted by the proposed project. The following is a list of residents who are very concerned about this proposal. Please see that these parties are notified of any document availability dates or decision-making meetings associated with this proposal.

Scot Sanborn
200 South 218th
Normandy Park, WA 98198

Elain Maros
21815 4th Avenue South
Normandy Park, WA 98198

Laura Anderson
21836 4th Avenue South
Normandy Park, WA 98198

Marilee Wamsley
315 South 219th
Normandy Park, WA 98198

Barb Turner
311 South 219th
Normandy Park, WA 98198

Karen Yokers
21904 4th Place South
Normandy Park, WA 98198

Richard Wagner
21824 4th Place South
Normandy Park, WA 98198

Judy Goodwin
21933 4th Place South
Normandy Park, WA 98198

Dick Fain
305 South 218th
Normandy Park, WA 98198

Geoff Rowe
17478 - 7th SW
Normandy Park, WA 98166

David & Kathryn Reynolds
4519 - 174th Ave SE
Bellevue, WA 98006

Chris McQuaker
3021 W. Viewmont Way W.
Seattle, WA 98199

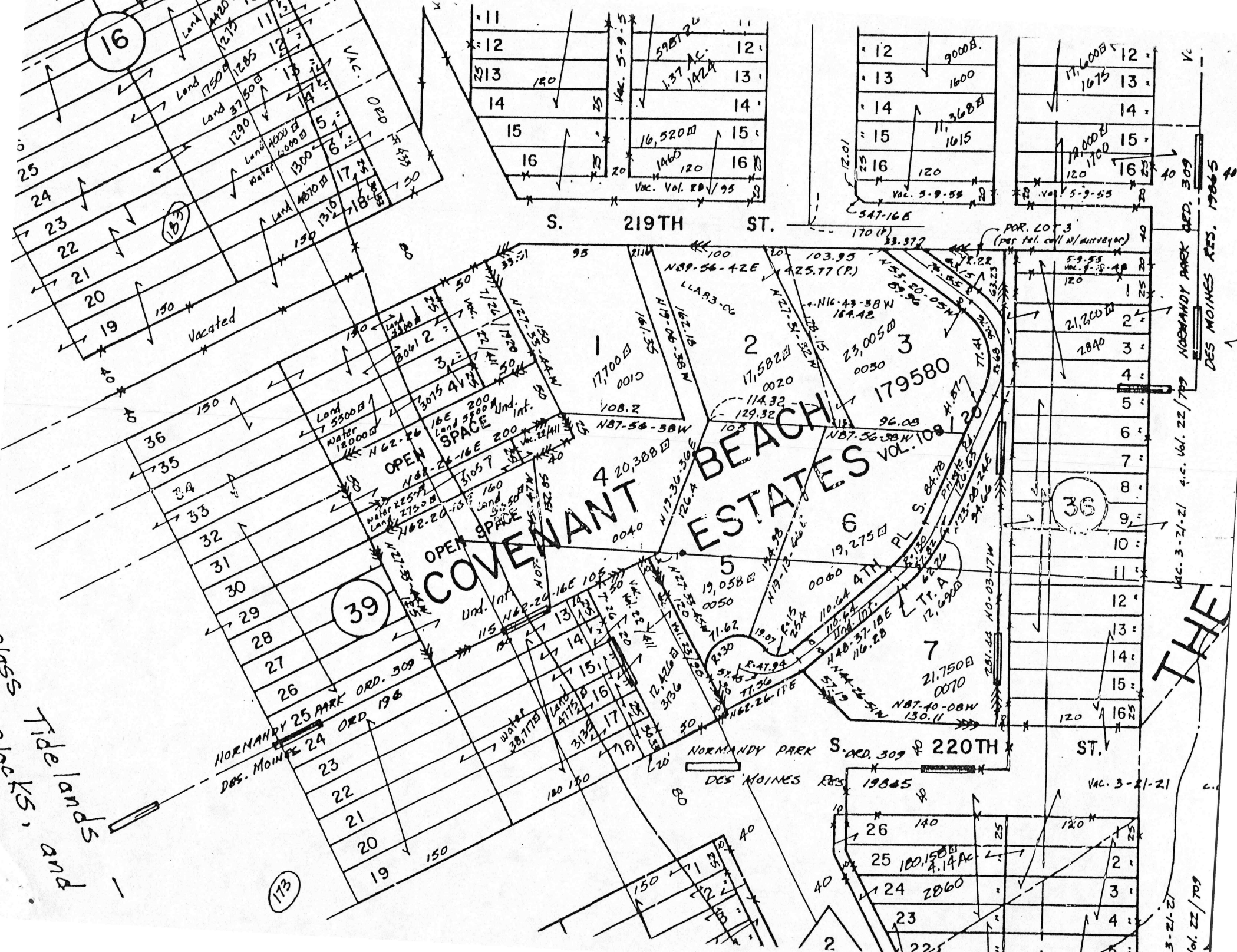
Thanks again for providing the extended opportunity to comment on the Draft SEIS for the Greater Des Moines Comprehensive Plan. If you have any questions about these comments please contact me at 248-7603.

Sincerely,



Stephen Bennett, AICP
City Planner

cc: City Manager
Concerned Residents and Property Owners listed above



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Tide lands

COVENANT BEACH ESTATES VOL. 108

NORMANDY PARK ORD. 309
DES MOINES RES. 19865

NORMANDY PARK S. ORD. 309
DES MOINES RES. 19865

THE

NORMANDY PARK ORD. 309
DES MOINES RES. 19865

DES MOINES RES. 19865

Subject: Airport-Conveyor System

Date: Wed, 21 Oct 1998 18:16:48 -0700

From: Seaview <seaview@concentric.net>

Organization: Seaview

To: jkilgore@cityofdesmoines.com

File

We have just become aware of information and meetings which have been held regarding the feasibility of trasporting fill dirt via a conveyor system which would dock at Des Moines Beach Park. As neighbors to the immediate north we are technically in the City of Normandy Park, but would be equally impacted by such a plan.

We are concerned that we have not received any notice from the contractor or the City regarding this issue. In the future please be sure we are included for notices, meetings, etc. Our mailing address is Tom or Miriam Holt, 309 South 219th, Normandy Park, WA 98198. Phone 206-574-0564.

Thank you for your cooperation.

Miriam Holt

cc- City of Normandy Park- 206-439-8674 fax -

Are you aware of this issue? Are you in contact with City of Des Moines? Any info you can share would be appreciated -

M. Holt

Steve,

Please respond,

Mac Regal

MEMPHIS,

FX: 206. 574. 0567

*FORK TO
MS. HOLT AND
RAYMOND*

my

comment

CRITTEN

10/23/98

SRB

10/21/98 6:23 PM

10/01/98 10:08 FAX 000 150 1400



Washington State Senate

Olympia Office:
405 John A. Cherberg Building
PO Box 40482
Olympia, WA 98504-0482

Senator Julia Patterson
33rd Legislative District

(360) 786-7664
Toll-Free Hotline: 1-800-562-6000
TTY: 1-800-635-9993
e-mail: patterson_ju@leg.wa.gov

*Kimberly,
Please copy
Council.
MacPlym*

October 5, 1998

Robert Josephson
Jerry Schutz
Mgr. Planning & Local Coordination
Wash. State Dept. Of Transportation
NorthWest Region
15700 Dayton Ave. N., MS:121
Seattle, WA 98133-9700

Dear Mr. Josephson and Mr. Schutz:

On January 21, 1997 a letter was written by Mr. Josephson to Michael Cheyne, the 3rd Runway Project Team at the SeaTac Airport. The subject of this letter was Fill Material Alternative Delivery Method Study for Third Runway, Phase I. (Copy enclosed)

In that letter you noted several things that need to be answered and several requirements that were to be made clear with respect to using WSDOT highways and rights of way. I am writing today to find out if the Port of Seattle is meeting the requirements you set forth, and if the WSDOT is following up and enforcing these requirements.

On behalf of the thousands of my constituents who reside near the airport, from whom I have received numerous complaints that the Port is not following the requirements to mitigate the impacts to state highways, I am asking you to please go over each requirement in that letter of January 21, 1997 and tell me what the Port has done on each and every point, and how the WSDOT has enforced these requirements.

I look forward to a written reply at your earliest convenience.

Sincerely,

Julia Patterson
State Senator
33rd District

File

RECEIVED
NORMANDY PARK

OCT - 7 1998

BY _____

October 5, 1998

Judith Kilgore, Director
Department of Community Development
805 S. 219th St.
Des Moines, WA. 98198-6340

Re: Conveyor Belt/Barge Dock

Dear Ms. Kilgore:

As a resident of Normandy Park and owner of Lot #3, Covenant Beach Estates, I have concerns regarding the proposed conveyor belt and temporary barge dock that would be built adjacent to my property.

First, I have seen no proposed land use signs posted anywhere in the vicinity of where this conveyor belt and barge dock would be located that notifies concerned citizens of where to express written comments. Since this has significant impact and the firm is required to do an environmental impact statement, isn't a posting also required?

While I have the common concerns about noise, dust, security, pollution I also have very specific concerns as detailed below:

* The plans that I have seen for this project show the conveyor belt running through lot #7 of Covenant Beach Estates, Normandy Park. The City of Des Moines owns this lot. The covenants, as I read them, do not allow anything other than residential use of the land (Article II - Land Classifications). Also stated in this section of the covenants is that the Pedestrian Easement in Lot #7 is considered part of the Common Area and that "there shall be no use of the Common Area, except for recreational uses which do not injure the Common Area, increase the cost of maintenance, or cause unreasonable disturbance or annoyance to Owners in their enjoyment of their Parcels..." It is unclear to me by the drawings if this project infringes on the Common Area as defined by the Covenants, but is of serious concern.

Changes to the Covenants require agreement by at least 6 of the Parcels. I believe that will be very hard to obtain.

If part of the conveyor belt lies within the property limits of Normandy Park, does it not have to comply with the Normandy Park zoning rules?

* The bank just to the north of the proposed site is known to be unstable. Slides over the past years have been severe with homes on the bluff and beach homes in peril at times. The vibration for continuous pile driving to construct this system is of great concern, again, especially as part of Covenant Beach Estates. As it stands now, the parcel owners have to share in the maintenance of the retaining walls and bulkheads in Parcels 1 & 4. I see potential slide danger from the construction of this system that could do costly damage to the bulkhead and retaining wall system in place and would hold the City of Des Moines and the Contractor liable for any such damage.

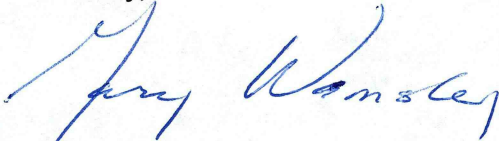
* The value of my property is greatly diminished by any conveyor/barge system. Part of the value of the property is the view. The scenery would no longer be a community waterfront marina view, but a commercial/industrial view. Access to the tidelands that I share ownership of

would be awkward and potentially disturbed. The noise of the continuous operation of the system lowers the appeal of the property. I am currently building in Des Moines and was hoping to sell this property soon. The conveyor system makes it difficult for me to get the proper value of the property.

* It is my understanding that to implement this proposal, the City of Des Moines must amend its Comprehensive Plan and also its zoning for that property (other than Lot #7, Normandy Park). Is that proposed to be a temporary change or permanent? Does this mean just the beginning of turning Des Moines into a commercial port area? If this were approved as a temporary change what would stop anyone else from asking for similar exceptions.

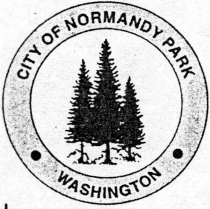
Des Moines is a unique area with a wonderful community feel. Changing it into an industrial/commercial type waterfront would greatly affect me personally but also the entire communities of Des Moines and Normandy Park. I hope that is in each city leader's mind when they look at all the issues involved.

Sincerely,



Garry E. Wamsley
315 S. 219th St.
Normandy Park, WA 98198

✓ Cc: Merlin MacReynold, City Manager
Normandy Park



City of Normandy Park

801 SW 174th Street, Normandy Park, Washington 98166-3679

Telephone (206) 248-7603 Facsimile (206) 439-8674

Police Department Telephone (206) 248-7600 Facsimile (206) 246-9732

City Council

Mayor

John Wiltse

Mayor pro tempore

Charlie Harris

Kathleen Quong-Vermeire

Claire Drosdick

Stuart Creighton

John Rankin

Guy Spencer

September 25, 1998

City Manager

Merlin G. MacReynold

Director of Public Safety

Rick Kieffer

City Clerk-Treasurer

Brenda J. Rolph

Public Works Ops Manager

Karl Franta

City Planner

Mary Davis

Recreation Coordinator

Karen McAllister-Wagner

Bob Olander
City Manager
City of Des Moines
21630 11th Avenue S.
Des Moines, WA 98198

Dear Bob:

Per our telephone conversation yesterday, I am formally requesting that the City of Des Moines extend the public comment period regarding the amendments to the Comprehensive Plan and Shoreline Master Program that would permit a temporary barge dock and conveyor system to be constructed through Des Moines Beach Park and northeast to Sea-Tac Airport. I believe the Normandy Park Residents may be significantly negatively impacted by this project.

I appreciate your assistance with this request, as the City of Normandy Park needs more time to review the potential impacts on our residents.

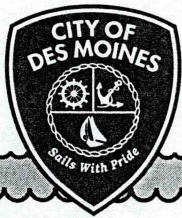
Sincerely,

Merlin G. MacReynold
City Manager

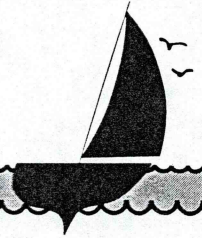
cc: Normandy Park City Council
Judith Kilgore, Director, Dept. of Community Development



City of Des Moines



COMMUNITY DEVELOPMENT
805 SOUTH 219TH STREET
DES MOINES, WASHINGTON 98198-6340
(206) 878-8626 FAX: (206) 870-6544



Steve,
Please review ASAP
& meet with me on
this. Mac Hlyuk

September 4, 1998

Dear Citizens,

Enclosed is the Draft Supplemental Environmental Impact Statement for proposed amendments to the Greater Des Moines Comprehensive Plan. The proposal before the City of Des Moines is to consider amendments to the Comprehensive Plan and Shoreline Master Program that would permit a temporary barge dock and conveyor system to be constructed through Des Moines Beach Park and northeast to Sea-Tac Airport. The system would deliver fill material for construction of improvements associated with the Port of Seattle's Airport Master Plan, including the proposed new third runway. The applicant, a private company seeking to bid on the Port's contracts to deliver fill material, proposes to operate the conveyor system for approximately 30 months, and to remove all features of the system at the end of that time.

The EIS that accompanies this letter provides additional detail on the nature of the proposal, an analysis of the impacts of the proposal and its alternatives, and a discussion of measures that could be taken to mitigate project impacts. The City is legally obligated to consider this conveyor proposal in a fair and objective manner, and would like your review and comments on the proposal and alternatives, as well as the review of environmental impacts and mitigation measures, discussed in this document.

We will hold an Open House at City Hall on the evening of September 24, from 5:00 to 7:00 p.m. Following the close of the public comment period on October 6, we will prepare a Final EIS that responds to public comments, and will then forward the proposal on to the City Council for its review and decision.

Thank you for your careful consideration of this important proposal before the City.

Sincerely,

Judith S. Kilgore, Director
Department of Community Development