

FINAL

environmental impact statement

Initial Development
of the Westside

General /Corporate

Aviation Facility

Sea-Tac International Airport

Port of Seattle

April 1979

PORT OF SEATTLE

P.O. BOX 1209

SEATTLE, WASHINGTON 98111

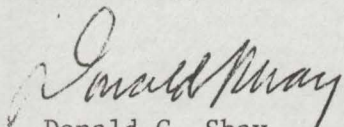
April 12, 1979

To: Interested Persons and Agencies

Attached is the Final Environmental Impact Statement (EIS) for the Proposed Initial Development of the Westside General/Corporate Aviation Reserve, Sea-Tac International Airport. This EIS is being circulated to all pertinent government agencies, citizen groups and interested individuals in compliance with the requirements of the State Environmental Policy Act of 1971 (RCW 43.21C), and the SEPA Guidelines (WAC 197-10). This EIS incorporates the contents of the Final EIS for the Proposed Weyerhaeuser Corporate Aviation Facility issued April 1, 1977.

If you have any questions regarding this EIS, please contact Ed Parks, Planning and Research Department, 587-4630.

Sincerely,



Donald G. Shay
Director of Aviation

JD/r

INITIAL DEVELOPMENT OF THE
WESTSIDE GENERAL/CORPORATE AVIATION RESERVE,
SEA-TAC INTERNATIONAL AIRPORT

FINAL ENVIRONMENTAL IMPACT STATEMENT

This statement has been prepared pursuant to the State Environmental Policy Act of 1971, the SEPA Guidelines, and Port Resolution No. 2643 implementing SEPA in Port procedures.

Port of Seattle
Planning and Research Department
April 1979

PROLOGUE

This Prologue is provided to clarify the role of this EIS in the context of other projects, proposals, and issues affecting the west side of Sea-Tac International Airport. The concerns regarding west side development have been based on a longstanding perception of the Airport as either directly impacting the community or potentially doing so in the future. A past record of growth and expansion to the west through property acquisition has provided an obvious reason for much of this concern. With the issuance and adoption of the Sea-Tac/Communities Plan in 1976, a more complete picture of future development on the west side was established than existed previously. However, there has also been a consensus on the part of all involved--i.e., the Port of Seattle, King County, the Federal Aviation Administration, and residents of the neighboring community--, that the development picture remained incomplete. Although the Sea-Tac Plan had as one of its specific objectives resolving uncertainty on the west side, its actual adoption language recognized that additional attention must be given to westside community concerns in conjunction with examining the details of actual development proposals as they become identifiable. Recognizing that the Sea-Tac Plan is the comprehensive land use plan for the Airport and the Sea-Tac Plan EIS assessed the environmental impacts of implementing the Plan, each specific future proposal will be assessed before being implemented both to insure that the environmental impacts are not radically different than those identified for the Plan, and, if applicable, to discuss alternatives or variations of those proposals which would minimize their adverse environmental impacts.

As adopted, the Sea-Tac/Communities Plan indicated no need for further property expansion for airport uses on the west side, nor any basis for the application of "Noise Remedy Programs" to the west side, as were recommended for residential areas under the noise impacted runway approaches. Nevertheless, during the Plan development process, serious consideration had been given to the concept of acquiring some of the residential property (17 acres) west of 12th Avenue South for airport use and "converting" through the gradual application by King County of zoning-based techniques, much of the remainder to higher density residential and/or commercial uses.

Although the "conversion" approach had some support in the community, it became clear that a majority of the affected citizens were opposed to this concept. Opposition was strongly expressed, especially from residents living in the lower elevation portion of the west side. Another segment, the so-called "hilltop" community comprising about 35 acres and over 100 homes, was not opposed to conversion of the west side in general, provided that it accompanied acquisition of all of their property and not just half or about 17 of the 35 acres as had been suggested at one point in plan development.

Because of a lack of firmly identifiable long-term Airport needs for such land and the expressed opposition, the adopted Sea-Tac/Communities Plan designated all of the westside residential community as a "reinforcement" area -- meaning that policies should emphasize upgrading and improvement of the existing single family residential character of the area. Since it was recognized that some residences, in particular many of the hilltop residents, had desired acquisition as a solution to their concerns and uncertainties about their neighborhood, the importance of achieving adequate physical compatibility between existing and future Airport land use on the westside and the adjacent residential use became increasingly evident.

In response, the Plan as adopted emphasized a distinction between the types of uses that should occur on the Airport north and south of S. 176th Street (extended onto the Airport). It indicated that the more "major" aviation activity (air carrier cargo and maintenance uses) should be confined to the deeper, better buffered sites to the south of S. 176th Street extended and that only the smaller General Aviation (GA) aircraft site of about 15 acres (referred to in the Plan as a General/Corporate Aviation Reserve), a public viewing park, the existing radar facilities, and possible a restaurant site should occur north of S. 176th St. extended. Moreover, the Plan recommended that vehicular access should be confined to S. 188th Street rather than 12th Avenue S. to avoid impacting the residential streets. Some recognition of the need to adequately buffer so far as possible the airport's existing and future uses through landscaping was also reflected at the time of Plan adoption but neither this nor any of the other provisions were identified in detail. The Plan's EIS also indicated that further environmental analyses and opportunities for public input would occur when specific development proposals were identified. (See Appendix F.) Some west side residents were thus left with a continuing concern over possible on-airport activities.

The Weyerhaeuser proposal first became known in detail early in 1977, although a general interest in a Sea-Tac site had been expressed by Weyerhaeuser earlier while the Plan was being developed. This proposal involves 2.3 acres of the almost 15 acres designated for GA uses in the Sea-Tac Plan. In addition, the proposed site is located in the extreme southeast corner of the total GA reserve to increase the distance to the residential community. A draft EIS was issued on January 18, 1977 with a public hearing on February 10 and a final EIS issued on April 1, 1977. That EIS assessed the full impacts of the Weyerhaeuser proposal. However, the Port recognizes that certain aspects of the Weyerhaeuser proposal will facilitate any subsequent proposals to develop the remainder of the GA reserve. The Weyerhaeuser proposal is the first of what is likely to be a series of individual corporate or general aviation projects on the 14.2 acre site. Thus future development of the entire GA reserve, even though no specific proposals for such development presently exist, is part of the "total proposal" as provided for in WAC 197-10-060. The Port, therefore, developed this document which examines the impacts of both the present Weyerhaeuser proposal and other possible development of the GA/CA site. This document is an expansion of the April 1977 Weyerhaeuser EIS, incorporating the impacts identified for that proposal with impacts of total development. An initial draft EIS for the GA/CA site was issued on December 23, 1977. A public hearing was held on January 19, 1978. Since partial federal funding of the taxiway extension was part of the proposal, there was a strong possibility that a federal (NEPA) EIS would be required and that such a federal statement would include a speculative assessment of the impacts of future air cargo and maintenance developments south of the GA reserve. Thus no Final EIS was issued. The proposal has since been changed in that no federal funding of the taxiway extension is required.

Because of the delay from issuance of the draft EIS in December 1977, the draft was revised and reissued on January 12, 1979, and a public hearing was held on January 24, 1979. This document is the Final EIS for Initial Development of the Westside General/Corporate Aviation Reserve. To provide linkage of the various documents, selected comments and responses to the earlier EIS and the first draft of this EIS are included as Appendix E.

An additional factor affecting the west side has been the introduction of a pro-

posal by the Boeing Company to develop a Corporate Office Headquarters on land north of the GA Reserve. Unlike the Weyerhaeuser proposal, the Boeing proposal was not provided for in the original Sea-Tac/Communities Plan. The STCP has been amended by the Port, and King County has conditionally amended the Highline Communities Plan so the proposed Boeing property can be rezoned and the proposal implemented. Because the Port of Seattle considers the proposed office use to not be airport dependent, the Port recognized the County's land use jurisdiction over the site, even if ownership of the property remained with the Port. King County, therefore, has served as lead agency for the Boeing proposal. The Port of Seattle is the lead agency for the Weyerhaeuser/GA Reserve proposal, which is totally an airport activity and thus falls entirely within the Port's jurisdiction. Also, it is the Port's view that the Weyerhaeuser/GA Reserve proposal is consistent with the Sea-Tac/Communities Plan provision for a 15 acre GA Reserve and that such use was addressed generally by the STCP EIS.

Although no functional relationship exists between the two proposals, the comprehensive EIS on the Boeing proposal coupled with this EIS on the Weyerhaeuser proposal and future development of the GA site have provided an extensive data base addressing all potential development on those portions of the west side adjacent to residential neighborhoods. A separate chapter (Ch. VIII) in this document addresses GA site development and the Boeing proposal in terms of cumulative or joint impacts as a service to the reader.

It should also be noted that some support was given to the concept of restricting aviation development north of South 176th Street by a King County motion in April 1977 and again referenced in Ordinance #3812 passed July 24, 1978 by the Council interpreting a segment of the "reinforcement" residential area portion of the Plan in such a manner. The Port and the FAA have maintained, however, that the on-airport portions of the Plan are quite clear in providing for certain aviation and other uses north of S. 176th Street (extended), as also is the case with all of the maps and drawings incorporated into the adopted Plan (see Appendix G). In any case, the GA site is totally within the airport's jurisdiction (unlike the Boeing proposal) because of its direct airport use relationship. Complete concurrence between the various agencies, while desirable, has not always occurred. When it does not, decisions have been based on jurisdiction. King County Ordinance #3812 implicitly acknowledges the Port's jurisdiction over aviation related uses by deferring to the Port's position that the Plan authorizes some aviation development north of South 176th Street, i.e., corporate and general aviation development. In that Ordinance, the County conditioned approval of the Plan change on the requirement that the Port prohibit "the location of air carrier maintenance and/or cargo handling facilities on the west side of the airport north of South 176th Street." Since the condition does not attempt to prohibit all aviation development north of South 176th, it is wholly consistent with the Port's understanding of the Sea-Tac/Communities Plan and was so stated by the Port's Resolution of August 8, 1978.

Nevertheless, these various differences in attitudes, concerns, and perceptions among various citizens and the involved agencies have contributed to an unusually complex set of land use issues. To the extent that the information provided by this document, the Final Boeing EIS, and the Plan amendment processes by the two agencies addresses all of the various concerns, a clearer and more detailed picture of the development of airport land adjacent to the west side residential property has emerged.

DEFINITIONS AND ABBREVIATIONS

Airport, STIA, Sea-Tac	-	Sea-Tac International Airport
C.A., CA	-	Corporate Aviation
C.A.F., CAF	-	Corporate Aviation Facility
F.B.O.	-	Fixed Base Operator - provides fueling and services for general aviation activity
G.A., GA	-	General Aviation - "all civil flying not classified as air carrier...that includes transportation of personnel and cargo by corporate owned aircraft, air taxi operations...."*
GA/CA	-	Refers to the alternative of the GA site being developed for the Weyerhaeuser CAF plus light general aviation aircraft development on the remainder of the site
50GA/50CA	-	Refers to the alternative of the GA site being developed half for corporate-size aircraft and half for light general aviation aircraft
Plan, STCP	-	Sea-Tac/Communities Plan
P.O.S., POS, Port	-	Port of Seattle
Site, GA site, Reserve, General Aviation Reserve	-	14.2-acre General/Corporate Aviation Reserve as shown in the Sea-Tac/Communities Plan
T	-	Taxiway
Weyco	-	The Weyerhaeuser Company

*FAA definition

INTRODUCTION

A. Sponsor

Port of Seattle
Planning and Research Department
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Seattle, Washington 98111

B. Description/Location of Proposal

The immediate part of the proposal is to construct a corporate aviation facility (CAF) for the Weyerhaeuser Corporation on 2.3 acres in the southeast portion of the 14.2-acre general aviation (GA) site shown on the westside of Sea-Tac Airport in the Sea-Tac/Communities Plan, and to extend a taxiway along the line of Taxiway C to provide aircraft access to the GA site. The Weyerhaeuser CAF is the initial development on the GA site, and requires the extension of a taxiway, road access, and utilities suitable for future development on the GA site. The impacts of that initial development are presented in Chapter III. The Weyerhaeuser CAF could facilitate additional development on the GA site. The EIS, therefore, also includes an evaluation of the cumulative impacts of several different forms which complete development of the GA site might take. Those cumulative impacts are assessed in the alternatives chapter (Sec. V.D.) in general terms, since there are no specific development projects proposed outside of Weyerhaeuser's CAF.

The location of the GA site, and the Weyerhaeuser CAF's place on it, are shown on Figure I-1.

This proposal covers the extent of possible non-air carrier aviation development north of South 176th Street extended. In general terms, this development is addressed in the Plan as accepted on June 8, 1976 and September 20, 1976 by the Port of Seattle Commission and King County Council, respectively. On December 19, 1977 the King County Council approved the Highline Community Plan which supercedes the Sea-Tac Plan as the official land use planning document for King County.

In amending the accepted Plans for the Boeing Corporate HQ project, the Port Commission and King County Council re-emphasized the land use for that area on the westside of Sea-Tac. However, the conflict described in the prologue was not resolved.

Future GA site developments, which are assessed generally in Chapter V of this document, will be assessed in greater detail once specific proposals are known. The cumulative impacts of complete development are, however, identified in this EIS to the greatest possible extent. Because of the Limited scope of the support and access facilities required for development of the 15-acre GA site, and because of the fact that most major utilities are already provided to the westside of Sea-Tac, this proposal in itself cannot be viewed as being a prerequisite to future proposals that may be made for that portion of the airport south of South 176th extended. That portion of the airport was designated by the Sea-Tac/Communities Plan as an air carrier cargo/maintenance area.

C. Lead Agency, Responsible Official, and Contact Person

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E. Licenses Required

1. Approval of Port of Seattle Commission
2. Port of Seattle Building Permit

F. Location of Background Material

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G. Cost to Public

\$5.00

H. Date of Issuance of Draft

January 12, 1979

I. Date Review Comments Are Due

February 16, 1979

J. Date of Public Hearing

January 24, 1979

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F.	Excerpt from the Sea-Tac/Communities Plan Final EIS
G.	Selected Letters Regarding Westside Sea-Tac Land Use

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SUMMARY

PROPOSAL

The purpose of the proposal is to provide an area for the needed expansion of general aviation facilities at Sea-Tac Airport. The initial part of the total proposal, which is the development of the Westside General/Corporate Aviation Reserve (or GA site), is the construction of a Corporate Aviation Facility (CAF) for the Weyerhaeuser Company on 2.3 acres of the 14.2 acre GA site on the west side of Sea-Tac International Airport. The GA site is proposed to be supplied with all needed utilities, aircraft access via a 2,800 foot extension of Taxiway C, and vehicular access via a roadway entering airport property from S. 188th St. The location of the proposal is shown on Figures I-1 and I-2.

ENVIRONMENTAL IMPACTS

The following impacts relate to the initial part of the proposal--the Weyerhaeuser CAF. The impacts of complete development of the GA site are given in the subsection on ALTERNATIVES following this subsection.

Geology, Topography, and Soils

Topographic changes will be minor for the site is now approximately at field level and the access roadway will conform to existing contours.

Climate

The proposal will not affect the climate.

Water Quality

Drainage patterns will not be significantly changed by the proposal. Runoff from most impervious surfaces would be drained to the industrial waste treatment plant and, after treatment, discharged into Puget Sound below Des Moines Creek. The storm water system would collect roof drainage and channel it to Des Moines Creek. The access roadway would drain naturally to either Des Moines or Miller Creek. The adverse affects on water quality and drainage patterns would be minor.

Air Quality

Besides a temporary increase in particulate (dust) levels during construction, the negative affects on air quality of increased automobile and aircraft movements would be negligible. Aircraft which would be using the GA site generate much less emissions than air carrier-type aircraft, and are far fewer in number. Any increases in pollutant levels would not be detectable in the residential community over 300 feet to the west.

Automobile traffic, assuming full development, would result in increased carbon monoxide emissions but the increase should not be detectable in the neighboring community.

Noise

The noise impacts are evaluated in detail in Appendix A and B of this Draft EIS. Noise levels are measured in dBA for individual events and NEF (Noise Exposure Forecast) for composite values.

The Sea-Tac/Communities Plan has forecast noise levels (in NEF) in the vicinity of Sea-Tac. Addition of the Weyerhaeuser CAF would increase that level 0.1 unit (37 NEF to 37.1 NEF) in 1979 along the Airport border at 12th Avenue South. Areas north and south of the Airport would receive overflights from the additional aircraft, but their increase would be unmeasurable in NEF values.

There would be no increase in noise values because of traffic on the access roadway. Construction noise from the GA site would cause a noticeable (+3 units or more) increase in NEF levels along 12th Avenue. Effective mitigation of construction noises could prevent any serious increase.

Biological

Construction will eliminate some existing vegetation and dislocate wildlife from the site. Planting on the GA site and addition of a 300-foot buffer zone along 12th Avenue South will replace the habitat and enhance the visual and aesthetic appearance of the site.

Cultural

Virtually no impact on population or employment would occur. No change in the recommended zoning or land use is required. The site is designated as a GA Reserve in the Sea-Tac/Communities Plan adopted in 1976 by the Port and King County. Subsequent to that action, the County has suggested by motion that the site should be used as a buffer zone. The Port maintains that the 14.2 acres is for General/Corporate Aviation use. Traffic increases caused by the CAF would be less than 2% of existing traffic on any neighboring arterial.

Historical and Archaeological Conditions

The proposal would not affect any historical or archaeological conditions.

Utilities

Adequate telephone, electrical and fire alarm service is available. Water, storm water, and industrial waste systems are available on the west side of Sea-Tac, and would be extended to the site by the Port. A sanitary sewer line will be extended from S. 188th Street to handle the project site and will connect with the Des Moines Sewer District. In general, existing utility systems are adequate to handle the increased demands.

Aesthetics

The proposed 2.3-acre Weyerhaeuser Corporate Aviation Facility has been designed by The Richardson Associates. The building is finished in wood painted in muted earth tones and is surrounded by landscaping. This proposal and any additional facilities proposed for the site would meet Port of Seattle design standards.

To the west of the 14.2-acre site, a 300-foot-wide landscaped buffer area separates the aircraft facilities from the residential area across 12th Avenue South. The Port has accepted an ADAP grant offer from FAA and will complete the recommended landscape plan in 1979.

Light and Glare

The proposal will generate little additional light or glare in the adjacent community.

ALTERNATIVES

No Action

Present facilities at Sea-Tac accommodate GA aircraft and would continue to operate. No additional impacts would be generated once those facilities reached their capacity. Noise impacts at other airport facilities used by aircraft displaced from Sea-Tac may be increased.

Location of the Proposal at Another Airport

This alternative has impacts essentially the same as "No Action." Other airports currently serving this type of activity would have to accommodate additional traffic over time; thus possibly creating additional noise impacts. Dispersal would not help make the Customs, service, and airline transfer services at Sea-Tac available to GA aircraft which can use them.

Location of the Proposal on Other Areas at Sea-Tac

1. Northeast Sector of the Airport

The same minor increase in flight noise would occur, but those adverse impacts associated with aircraft ground operations and construction noises would be relocated. More intensive use of the air cargo terminals in this area preempts non-air carrier activity.

2. West Side of Sea-Tac, South of S. 176th Street (Weyerhaeuser CAF Project Only)

The greater depth of the land south of S. 176th Street makes it suitable for future air cargo/maintenance activity. Sanitary sewer service, vehicular access, and Taxiway C would be required for such uses. The impacts of the CAF alone would be only marginally reduced. Future use of the 14.2 acre General/Corporate Aviation Reserve would still remain an issue. If left undeveloped, the following impacts of complete GA site development would be avoided.

Alternative Developments Within the General Aviation Site

This subsection summarizes the impacts of the complete proposal, to the extent that those impacts can be identified at this time. Three alternative developments of the entire 14.2-acre site have been analyzed. These consist of: 1) Weyerhaeuser CAF and 11.9 acres of general aviation (GA/CA); 2) one-half corporate and one-half general aviation (50GA/50CA); and, 3) 14.2 acres of only corporate aviation development (CA). There is no proposed time schedule for any development except the Weyerhaeuser CAF. Air quality, noise, and aesthetics are the three impacts which may vary the most.

Air Quality

Although corporate aircraft emit more pollutants than small, light aircraft, the larger number of operations of the smaller aircraft results in roughly the same level of emissions, thus air quality impacts for all alternatives remain approximately the same. In any case, the increase in total airport pollutants would be so small compared to total air carrier emissions that the impacts of GA site development would be minimal. Air quality changes from increased ground traffic would not be detectable in residential areas for any of the alternatives.

Noise

Of the three alternatives examined, all three show an increase in NEF levels predicted for 12th Avenue South. The degree of increase would be between .5 and 1.0 NEF units (GA/CA, 50GA/50CA, and CA, respectively). This increase is minor and assumes take-off and landing patterns are the same as presently being used.

Light general aviation aircraft, however, may occasionally be allowed alternate flight patterns by the tower. This could result in increased noise levels beneath those patterns for the GA/CA and 50GA/50CA alternatives.

Increased vehicular traffic along the access road would cause at most minor noise increases along 12th Avenue, if such noises are detectable there at all.

Aesthetics

Tenant construction standards and the 300-foot-wide landscaped buffer area remain constant for all development alternatives. Corporate facilities, such as the Weyerhaeuser CAF, would be larger and less numerous than GA hangars. If a fixed base operator (for GA aircraft) were to establish on the site, there would be a larger area leased to a single tenant, but the GA activity would be more diverse.

POSSIBLE MITIGATING MEASURES

Energy

The proposal is not a major energy user. Aircraft operations are displaced rather than generated. The ILS capabilities at Sea-Tac would decrease the necessity of flight diversions and the long runways will allow maximum weight operations, eliminating any need to ferry corporate aircraft to a longer-runway airport for fueling and departure.

Vegetation and Wildlife

The removal of site vegetation will be mitigated by perimeter landscaping and the 300-foot wide landscaped buffer area.

Water Quality

Drainage from the site will go to existing systems for treatment and disposal. Addition of a landscaped buffer west of the site will aid in other drainage and soil/water retention.

Air Quality

Federal emission standards for planes and automobiles will mitigate minor impacts of the development.

Noise

A berm between the development and the residential area to the west would keep noise levels below those predicted. Building placement will achieve similar results. Application of a Noise Remedy Program recommended in the STCP is another approach. Based on predicted noise levels, a cost-sharing insulation program would apply to the adjacent residential community. An updating of the Noise Remedy Program is scheduled for 1979/80.

Construction noise could be mitigated by those steps described in Appendix A.

Traffic

Traffic levels would not generate environmental impacts requiring mitigation, since all traffic will be kept off residential streets and on Airport access roadways.

Aesthetics

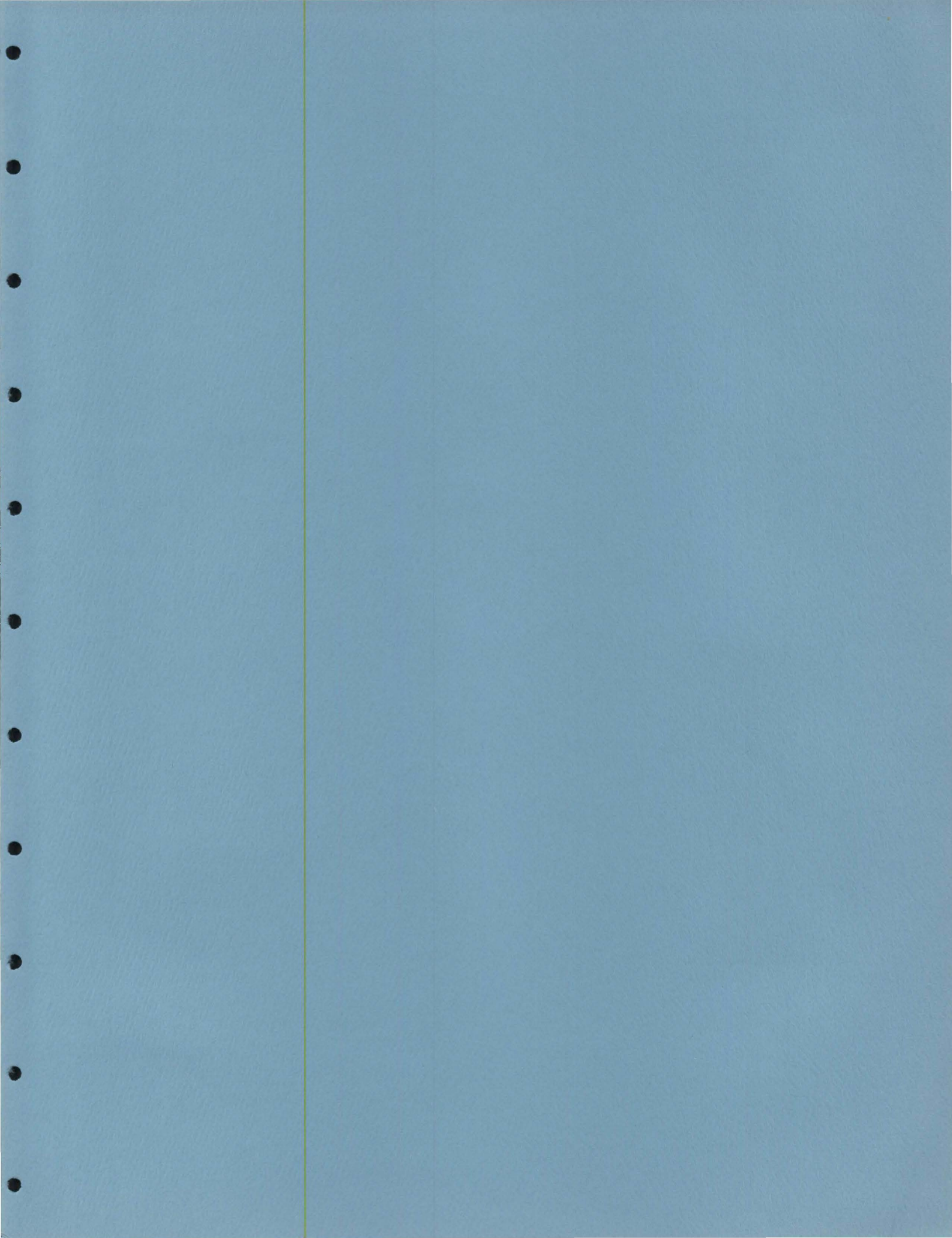
Addition of the 300-foot-wide buffer zone adjacent to 12th Avenue South will improve the visual conditions of the Airport as viewed from the community.

Land Use

Mitigation measures have been taken to buffer the residential community from the effects of the proposed development. The access roadway north of s. 176th Street is separated by a 300-foot-wide landscaped buffer from 12th Avenue South. Use of the 14.2-acre area as a corporate/general aviation facility provides a small-scale transition to viewing of the air carrier-oriented Sea-Tac traffic. Because of the small size of the aircraft, fewer environmental impacts are generated than if air carrier operations were accommodated on the same site. Location of the proposed Weyerhaeuser CAF at the extreme southeast corner of the GA reserve minimizes impacts on the residential community.

REMAINING ADVERSE IMPACTS

The noise of flight operations will add to the overall noise level at Sea-Tac. This is unavoidable as long as the proposal is to be implemented. The conversion of the undeveloped site to GA activities is regarded by some neighboring residents as an adverse impact on land use.



CHAPTER I
DESCRIPTION OF THE PROPOSAL

A. Proposal and Sponsor

Proposal: Initial Development of the Westside General/Corporate Aviation Reserve - Sea-Tac International Airport

Sponsor: Port of Seattle, P. O. Box 68727, Seattle, WA 98188

B. Location of Proposal

The location of the Westside General/Corporate Aviation Reserve--the "Reserve" or "GA site"--is on the west side of Sea-Tac International Airport, bounded on the south by the centerline of S. 176th Street extended easterly and on the north by a parallel line 1,070 feet north at the base of the Airport Surface Detection Equipment (ASDE) tower. The eastern boundary is formed by the obstacle line from proposed Taxiway C; the western border is located approximately 380 feet east of 12th Avenue South. The Reserve is a total of 14.2 acres on a rectangle approximately 1,070' long by 570' wide. Between the proposed development and the Airport perimeter is 7.6 acres of landscaped buffer area (presently being landscaped).

The initial development would consist of the construction of a Corporate Aviation Facility (CAF) for the Weyerhaeuser Company. This project would cover 2.3 acres at the extreme southeast corner of the Reserve. Its boundaries would be the extended centerline of S. 176th Street and a parallel line 250 feet to the north. The proposed depth is 400 feet from the obstacle line. Aircraft access would be via Taxiway C which is 600 feet west of and parallel to Runway 16R-34L. Auto access for the Weyerhaeuser CAF as well as all of the GA Site would begin at South 188th Street and continue north, on Airport property, to the project site. The apron for the Weyerhaeuser CAF would be approximately 800 feet from the nearest residences.

A landscaped buffer area 300 feet in width lies directly west of the General/Corporate Aviation Reserve. Landscaping for this area has been approved for ADAP funding by the Federal Aviation Administration and the Port of Seattle Commission. Work is underway and the project should be completed by fall, 1979.

C. File Numbers of Other Agencies

None

D. Construction Phases and Future Environmental Analyses

The Weyerhaeuser CAF is a construction project in itself, and does not require phased construction over a period of time. The proposed initial development of Taxiway C and utilities construction will not be phased, but will be designed to provide service to the entire GA site, thereby facilitating further development on the site. The exact nature and timing of future developments cannot be defined now. The cumulative impacts of a range of such future developments are assessed in the EIS (Sec. V-D). In addition, any specific future proposals for the GA site will be subjected to separate environmental analyses as they emerge.

E. Project Description and Major Aspects of the Proposal

The initial part of the proposal is to initiate development on the GA site by constructing a CAF for the Weyerhaeuser Corporation on 2.3 acres in the southeast portion of the 14.2-acre site and to extend a partially developed taxiway along the line of Taxiway C to provide aircraft access to the site. Road access and utilities would also be brought to the site. The long-range part of the proposal is to complete development of the GA site. The rest of this section gives the details of the proposal.

Except for the 60-foot ASDE tower directly north there are no existing structures on the site. The area is designated as an "Airport Facility" on the land use map accepted in the Sea-Tac/Communities Plan. No natural or artificial water-bodies or streams exist on or near the site. The nearest residential structure is on the corner of S. 176th and 12th Avenue South and is about 400 feet west and 40 feet below the western boundary of the GA site.

The GA site would be accessible to aircraft via the proposed Taxiway C, a 40-foot light aircraft taxiway, 600 feet west of and parallel to Runway 16R-34L. Built as a pavement base for future provision of the more heavy-duty (and wider) taxiway requirements of air carrier aircraft, the initial development of Taxiway C will be 40 feet wide and 3,000 feet long. Further development of Taxiway C would allow aircraft access to the future air cargo and maintenance areas to the south, as well as to the site. As indicated in the Plan, the north end of Taxiway C formerly served as a limited VFR small plane runway (17-35). This usage has been terminated. Future extension of Taxiway C will allow its eventual use for parallel taxiway access to all of Runway 16R-34L. Other access will be via a two-lane, 24 foot wide roadway entering the Airport at South 188th Street to provide vehicular access to the site. Alignment will be as shown on figures I-1 and I-2. Power and telephone service will be provided from utility poles on 12th Avenue South, and sanitary sewer service will run along the east boundary of the site.

The initially proposed project is the Weyerhaeuser Corporate Aviation Facility (CAF). It is sited on the southeast corner of the Reserve. Weyerhaeuser proposes to lease the 2.3-acre area (250' X 400') from the Port of Seattle. Design for the facility has been contracted to The Richardson Associates (TRA). Included on the project site will be hangar facilities for their four aircraft, office space, workshop and maintenance areas, parking for employees and passengers, and landscaping. The building will contain approximately 25,500 square feet. A plan of the facility is given on Figure I-3.

Corporate aviation has expanded nationwide and the increase in plane size and facility requirements has limited some corporations to large airports with all-weather landing capabilities. Also, from a runway capacity standpoint, larger corporate aircraft are more compatible with air carrier operations than are the small general aviation aircraft.

The Weyerhaeuser Company is a multi-national corporation. Its management travels extensively in order to maintain control over its widespread activities. While its own aircraft can service some of the management travel demand, proximity to other passenger air carriers, both national and international, should greatly facilitate travel accommodations and economize on travel time. The location of Sea-Tac is an important factor in the company decision to locate there. It is within 15 miles of the corporate headquarters and has

easy access to all the major transportation corridors in the region. In addition, Sea-Tac has the most up-to-date safety features of any airport in the area and is at present in the midst of an ongoing improvement program.

Weyerhaeuser Company plans on constant long-term usage of the aircraft facility. At this time, it does not foresee increasing its aircraft in the years ahead. Any significant growth is expected to be in aircraft to serve other areas, and would be based at appropriate locations throughout the United States.

The range of future development alternatives on the GA site includes: "no action," or basically a vegetated buffer area; the Weyerhaeuser CAF alone (with the rest of the GA site as buffer); all light aircraft development plus the Weyerhaeuser CAF; one-half light aircraft plus one-half corporate-size aircraft--essentially corporate jets; and, all corporate-sized (jet type) aircraft. The latter two cases would include several CAFs, similar to the one proposed for Weyerhaeuser, located on the GA site.

The GA site was included in the Sea-Tac/Communities Plan as a transitional airport land use from the air carrier cargo/maintenance area south of S. 176th Street and proposed non-aviation, more public-oriented use around the existing, ad hoc airport viewing area. The requirements for general aviation at Sea-Tac are limited and present facilities consist of a 2.8 acre site located west of the Alaska Airlines hangar and adjacent to Taxiway A on the east side of Sea-Tac. When demand exceeds the capability of this facility or expansion of air carrier activity displaces it, no further area on the east side of Sea-Tac is available for relocation of required general aviation facilities.

Lying west of the runways, the proposed project location is not considered appropriate for air carrier use. Existing vacant land on the terminal (east) side of the Airport can be used to satisfy short term demand for air cargo and maintenance functions, postponing the necessity and cost of high strength taxiway and paving. When such facilities are required on the west side, they would occur south of S. 176th St. (extended). In the Sea-Tac/Communities Plan, the area north of S. 176th Street was not considered of adequate depth for air carrier activities and the greater proximity to a residential neighborhood suggested a greater concern for compatibility. Acquisition of approximately one half of the 35 acre west side "hilltop" residential area was considered during the drafting of the STCP. It was subsequently concluded that the hilltop area should either be acquired in total or not acquired at all because of the disruption that would occur with partial acquisition. In other words, the area was to be treated as a whole. See Appendix F for more discussion of this question.

Actual utilization of the 14.2 acre site would vary according to the demand placed on it, but in general the proposed use would probably consist of a mix of general aviation planes making use of parking and customs facilities at Sea-Tac, and of one or more permanent corporate aviation bases.

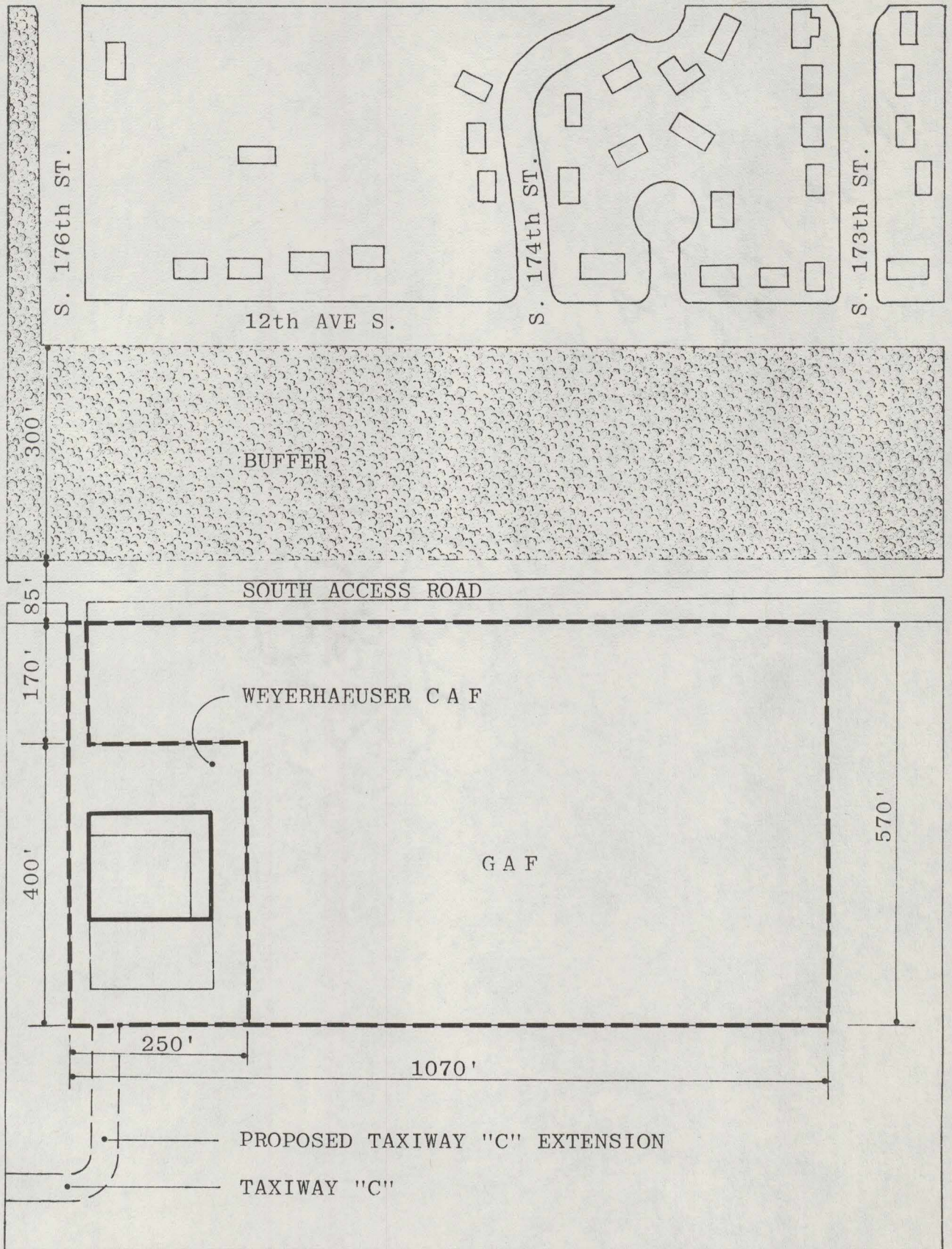
F. Applicable Land Use Plans, Guidelines, and Regulations

There will be no changes in zoning necessary for the development of the GA site. The Sea-Tac/Communities Plan has been adopted as land use guide by King County and the Port of Seattle. As an aviation facility on the airport, county zoning jurisdiction does not apply to the proposal. The Plan, accepted on September 20, 1976 by the King County Council and on June 8, 1976 by the Port Commission, earmarked a "reserve" area (14.2 acres) on the west side of Sea-Tac as "airport facility" for "general and corporate aviation" use. The 2.3 acres for the Weyerhaeuser CAF is on the southernmost section of that 14.2 acres. Adjacent to the site on the south is a 70-acre reserve earmarked by the STCP for future air cargo/maintenance activities.

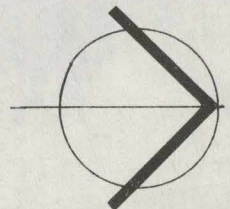
As noted in the Prologue, the King County Council, since adoption of the Plan, has passed a motion (#02957) interpreting their understanding of the Plan as reflecting only "buffer zone" extending north of S. 176th Street (extended) through the project site. The Port of Seattle, operators of Sea-Tac International Airport, reaffirmed their acceptance of the Plan showing "aviation use" of the project site.^{1/} This difference in understanding has been addressed by both bodies, but no mutually acceptable solution has been found. Nevertheless, the Port believes that the Reserve--GA site--is clearly part of the Plan as adopted.

This EIS and a Final EIS for the proposed Boeing Company Corporate Headquarters (proposed for 30 acres immediately north of the General/Corporate Aviation Reserve) dated March, 1978, will provide data to clarify land use policies and guidelines applicable for the area. Subsequent to the acceptance of the Boeing Final EIS, the King County Council has passed Ordinance #3812 amending the land use provisions of the Highline Community Plan.

^{1/} Port letter to King County Council dated April 11, 1977.



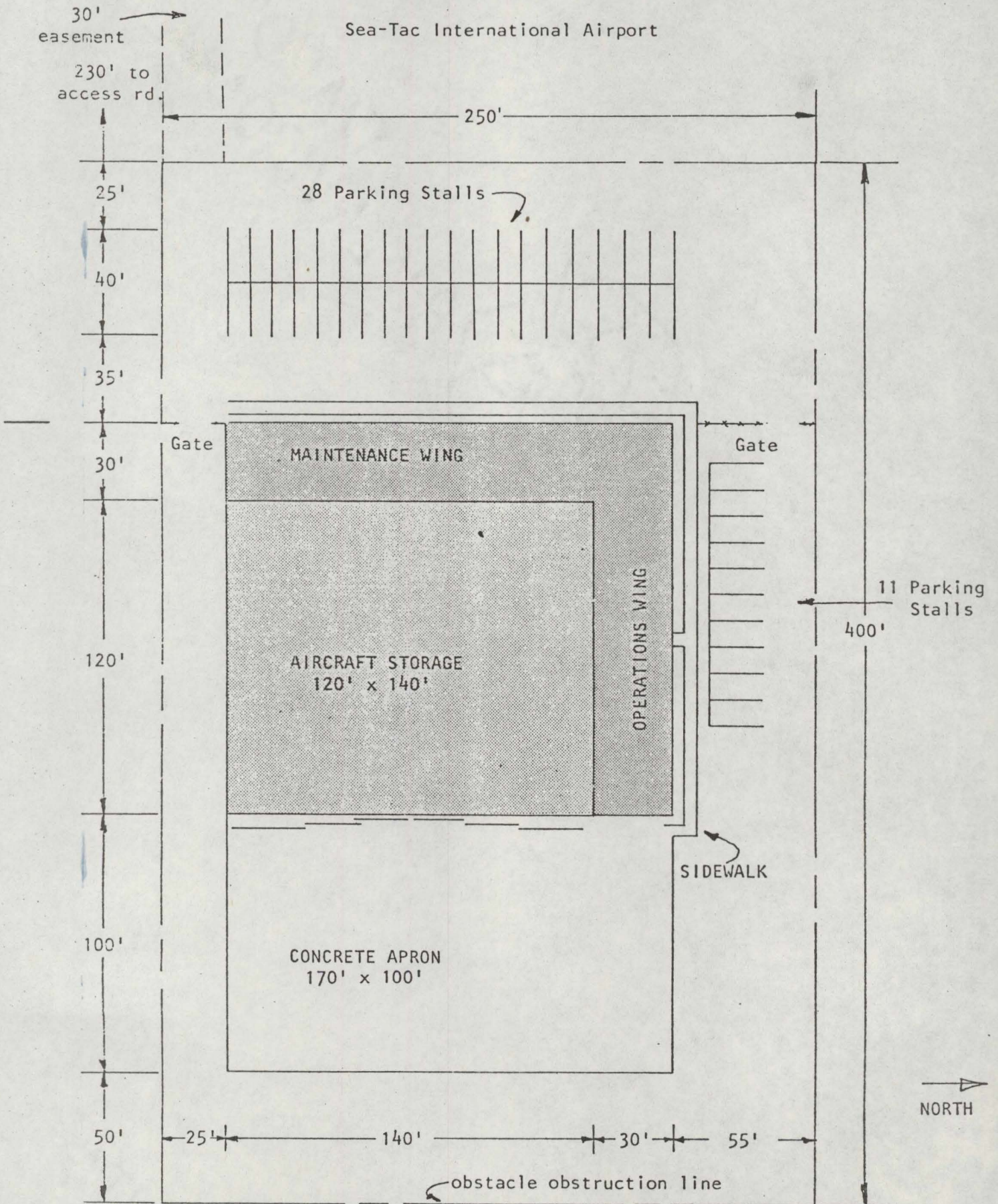
RELATIONSHIP OF PROPOSAL TO RESIDENTIAL COMMUNITY

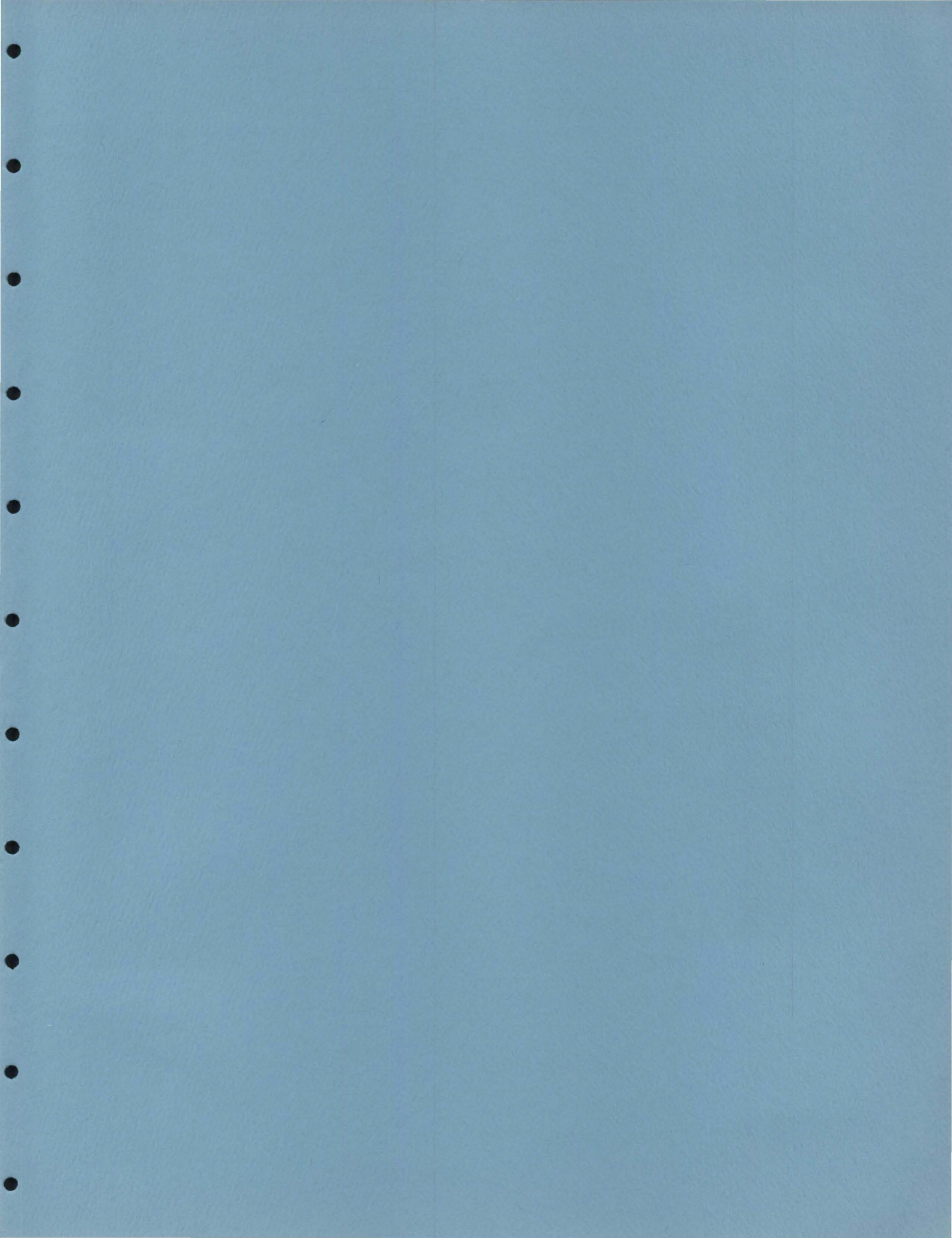


Site Layout

Weyerhaeuser Corporate
Aviation Facility

Sea-Tac International Airport





CHAPTER II
EXISTING ENVIRONMENTAL CONDITIONS

A. Geology, Topography and Soils

Glaciers are believed to have advanced into, and withdrawn from, the Seattle-Tacoma area and were primarily responsible for its composition of subsurface formations and surface relief. The last glacial cycle resulted in the deposition of rock debris over the area corresponding to materials laid down as unstratified deposits and consisting primarily of sand, gravel, silt and clay.

The area surrounding the Sea-Tac Airport is a gently rolling plateau with an elevation of 350 to 450 feet and abrupt slopes to the east, northeast and west. The airport itself has experienced several variations in elevation due to increased demand for facilities at Sea-Tac International Airport.

The site, located on the western boundary of the airport, is at airfield level. To the rear of the proposed reserve the land slopes steeply downward to the west. The area prior to purchase by the airport was a rural agricultural community. Housing foundations, septic tanks, and assorted debris have been buried in the area west of the site along 12th Avenue South. This buffer area has undergone a landscape management analysis and is being landscaped, to be completed by fall of 1979.

B. Climate

The Olympic and Cascade Mountain Ranges which border Puget Sound protect the area from extremes in climate. Temperature ranges from 70° F. during the summer to 30° F. in the winter. Mean annual precipitation is 34 inches and occurs primarily as rain between the months of October and March each year.

The prevailing winds are channeled by the Olympics and Cascades and are northerly or southerly. Seasonal wind patterns are pronounced due to the presence of a semi-permanent low-pressure area off the Pacific Coast during the winter, which results in prevailing southerly winds. During the summer, prevailing winds bring Pacific air through the Straits of Juan de Fuca over the northern part of Puget Sound and from the Grays Harbor area south of the Olympics to the southern part of the Sound. This results in diurnal variations in wind direction which are most pronounced during the summer. There is good mixing of air masses over the Sea-Tac area because of its advantageous location on a windy plateau.

C. Water Quality

Three creeks drain a large portion of the Airport area. Two of these have been studied with regard to water quality. Miller Creek flows from the north end of the airport southwest to Puget Sound and drains approximately 5,200 acres. Des Moines Creek, with its headwaters near the south end of Sea-Tac, flows nearly parallel to Miller Creek and drains approximately 3,700 acres. Walker Creek is a tributary to Miller Creek and flows to a swampy area at 174th and Des Moines Way.

Both Miller and Des Moines Creeks have exceeded the Washington State water quality standards for coliform bacteria from time to time according to an element of the Sea-Tac Communities Plan completed by Stevens, Thompson, Runyan, Inc. In the warm summer months the temperature criteria have also been exceeded. Both creeks are typical of most urban streams where pavement and other impervious surfaces alter stream discharge patterns and cause flooding during the storms.

Stormwater runoff from the GA site, the taxiway, and most of the access road area goes by way of the storm sewer system into Des Moines Creek and eventually into Puget Sound.

D. Air Quality

King County and the Port of Seattle commissioned an extensive air quality evaluation for the Sea-Tac/Communities Plan (1).

The Airport is situated on a windy, well-ventilated plateau and as a consequence, the air pollutants contributed by both aircraft operation and vehicular traffic are quickly dispersed. Aircraft contribute approximately 90 percent of all major pollutants while motor vehicles are responsible for all lead emissions. With respect to the various pollutants:

1. Particulates. The area is defined as an Air Quality Maintenance Area for particulates. The closest atmospheric sampling station (part of the Puget Sound Air Pollution Control Agency network) is stationed at McMicken Hts., S. 176th and 42nd Avenue S. In 1977, the station did not observe any violations of the $150 \mu\text{g}/\text{m}^3$ 24-hr daily standard or the $60 \mu\text{g}/\text{m}^3$ annual mean standard.
2. Carbon Monoxide. Levels of carbon monoxide vary around the Sea-Tac property, with higher levels found in the parking garage and where automobiles operate.

Based on an air quality study done in September 1975 by Environment Resources Associates for an employee parking lot at Sea-Tac Airport, background CO levels are estimated to be about 1 part per million (ppm). This does not include localized increases in CO which may occur along heavily traveled roadways. The local and national ambient air quality standard for CO is 9 ppm for an 8-hour exposure.

3. Hydrocarbons. Hydrocarbon concentrations, associated with the odor of jet fuel combustion around the Airport, exceed federal standards 70 percent of the time during the peak hours of 6 to 9 a.m.
4. Nitrogen oxide. Nitrogen oxide levels appear to be related to Airport activity, with peak levels occurring during periods of greatest Airport activity and stable atmospheric conditions. The annual predicted average is 44 percent of the federal standard.
5. Photochemical oxidants. Photochemical oxidant levels follow the same general pattern as nitrogen oxides and hydrocarbons and peak in the later afternoon. The federal standard is violated 4 or 5 days per year for a total of 8 to 10 hours.
6. Sulfur Dioxide. The McMicken Heights station observed no violations of the sulfur dioxide standards in 1977.

E. Noise

A study of noise levels in the vicinity of the GA site has been recently made by Parry Noise Consulting. The study is included as Appendix A. The existing noise conditions given below are summarized from that study.

Noise sources in the vicinity of the airport consist of a variety of aircraft operations and of surface vehicles on local streets and thoroughfares. All of these have been described in detail in Reference 1. That reference shows that the site area is likely to be exposed to noises greater than 85 dBA from 15 to 30 minutes per day. The Adjusted Noise Exposure, which is more accurate than but directly comparable to Noise Exposure Forecast (NEF) levels, calculated for the area is 40 (1973), 39 (1978), 37 (1983), and 36 (1993). Levels along 12th Avenue are estimated to be about 2 dB less than those GA site levels.

Currently, aircraft noises are created by takeoff, landing, and runup operations of air carrier and privately operated (light and corporate-size) aircraft. To the north and south of the airport, the surrounding communities are exposed to noises from overflying aircraft in the landing and takeoff modes and from aircraft engine noises during maintenance runups. Flight tracks of almost all of these aircraft are constrained to fairly well defined corridors running along the main runway centerlines. Engine maintenance runup areas are located along the east side of the airport complex. There is one such runup area at both the north and south ends of the airport. On the west side of the airport, the adjacent communities are exposed to the sideline components of landing and takeoff noise, including thrust reversal noise on landing, as well as some engine runup noise.

The resulting noise levels in the various adjacent communities depend on time of day, direction of aircraft traffic, type of aircraft and distance between the aircraft and the particular community area. In a non-airport residential community with very little auto traffic, ambient levels would correspond to an equivalent noise exposure forecast (NEF)* value of about 10 units. With moderate surface vehicle traffic this value could be expected to increase by 5 to 10 units to a maximum of about NEF 20. Appendix A discusses at length the significance of various decibel levels and quantities.

Noise levels have been measured recently in the vicinity of the GA site. Measurements were made for autos, propeller aircraft takeoffs, and air carrier aircraft landing and takeoffs at two locations--176th Street and 170th Street, in both cases along 12th Avenue. The measurements showed the average peak noise levels given in the following table:

TABLE II-1
AVERAGE PEAK MEASURED NOISE LEVELS (IN dBA)

	Autos	Propeller Aircraft Takeoff	Air Carrier Aircraft	Ambient
176th St. and 12th Avenue	63.8	58.5	66.7	42.5
170th St. and 12th Avenue	69.2	66.7	77.3	44.0

From Table 1 of Parry Noise Consulting report (Appendix A).

*Noise levels from various sources are often converted to NEF units (in dB) for comparison with the airport noise level values given in Reference 1 of Appendix A as NEF levels.

The airport-related noise level for the year 1978 as given in Reference 1 is about a NEF of 35 along 12th Avenue west of the airport. (Actually, NEF units are one type of decibel quantity). The levels shown in the foregoing table are an indication of the peak values for the main noise events along 12th Avenue. Average peak levels for autos are slightly higher at 170th Street than at 176th Street because the sound level meter was closer to cars at the former site. The auto levels are typical for locations at about 25-50 feet.

Notice that airport noises are 8-10 dB lower at 176th Street. This is probably due to the barrier effect produced by the 50-foot drop in elevation below airport runways in that area. In other words, residences in the 170th Street area are exposed to higher aircraft noise levels than those at 176th Street because there is virtual direct line-of-sight to the airport at 170th Street.

In several cases, it was possible to identify air carrier aircraft landing at both sites, although most readings were of takeoffs. Only propeller aircraft on takeoff could be aurally detected. That is, no landing or taxi noises of propeller aircraft could be heard at either site. This is not surprising since the observed noise levels for propeller takeoffs are essentially equal to local auto noises, while taxi-landing noises would be at least 10 dB lower.

The noises discussed above, along with typical residential noises, such as barking dogs, motorcycles, miscellaneous aircraft flyovers, lawn mowers, and people, make up the existing noise climate in the communities around the airport and on the airport west side in particular.

F. Biological

The GA site supports minimal vegetation--grasses and small shrubbery. Animal life is limited to invertebrates and transient birds and rodents; the site does not serve as a critical breeding, feeding or nesting area for any species.

G. Cultural

The Sea-Tac/Communities Plan (1) described the socio-economic environment of the airport vicinity. The following is summarized from that report.

1. Population. The 1970 census showed the area directly west of the proposed General/Corporate Aviation Reserve (Census Tract 285) to contain over 4,000 persons. The population density is relatively low due to the wetlands, Miller Creek, and large lots predominant in the area. Approximately two-thirds of the residences are owner-occupied and were constructed between 1950 and 1959. The average household size is 3.58 persons and, of those over 25, 75% have completed high school.
2. Employment. The Airport accounts for some 7,000 jobs. The Boeing Company, other industries and businesses and a school district and community college provide additional employment. Average annual income levels vary from \$3,600 to \$18,700, with a mean of \$14,000 in 1970.
3. Land Use. Heavy industrial development is limited to those areas which have rail service. Small fabricating and storage facilities are located immediately to the north and southwest of the Airport.

The Burien business district is the primary commercial center. Secondary business nodes are located at White Center, Des Moines, and Riverton Heights. Other mixed commercial enterprises are scattered throughout the area and along Pacific Highway South (Highway 99).

Single family residential use constitutes 36 percent of the land area, but multi-family residences have begun to develop and now comprise two percent of the total area. Due to the varied terrain and housing styles, densities, age and quality, the community has avoided a monotonous uniformity of appearance. Strong pressure for retained residential land use in the face of increased zoning is evidenced, especially west of Sea-Tac adjacent to the project site.

4. Transportation and Circulation. Four major north-south arterials provide access to the airport and the urban centers of Seattle and Tacoma. These are:

- (1) Interstate 5 with a 1973 average daily traffic* of approximately 70,000 vehicles.
- (2) SR 509 with an average daily traffic of 24,000 at the intersection of SR 518.
- (3) Pacific Highway South with an average daily traffic of 21,000 near the airport.
- (4) Des Moines Way with an average daily traffic of 13,300 in Des Moines.

The major east-west arterials are:

- (1) SR 518 with an average daily traffic of 37,500.
- (2) Renton-Three Tree Point Road with an average daily traffic of 6,000.
- (3) South 188th Street with an average daily traffic of 15,000.

H. Historical and Archaeological Conditions

There are no known historical or archaeological sites on the property to be affected by the project. A reconnaissance survey conducted by the University of Washington Office of Public Archaeology and correspondence with the Washington State Historic Preservation Officer are attached as Appendix C.

*Average daily traffic means total volume of weekly traffic figures divided by 7.

I. Utilities

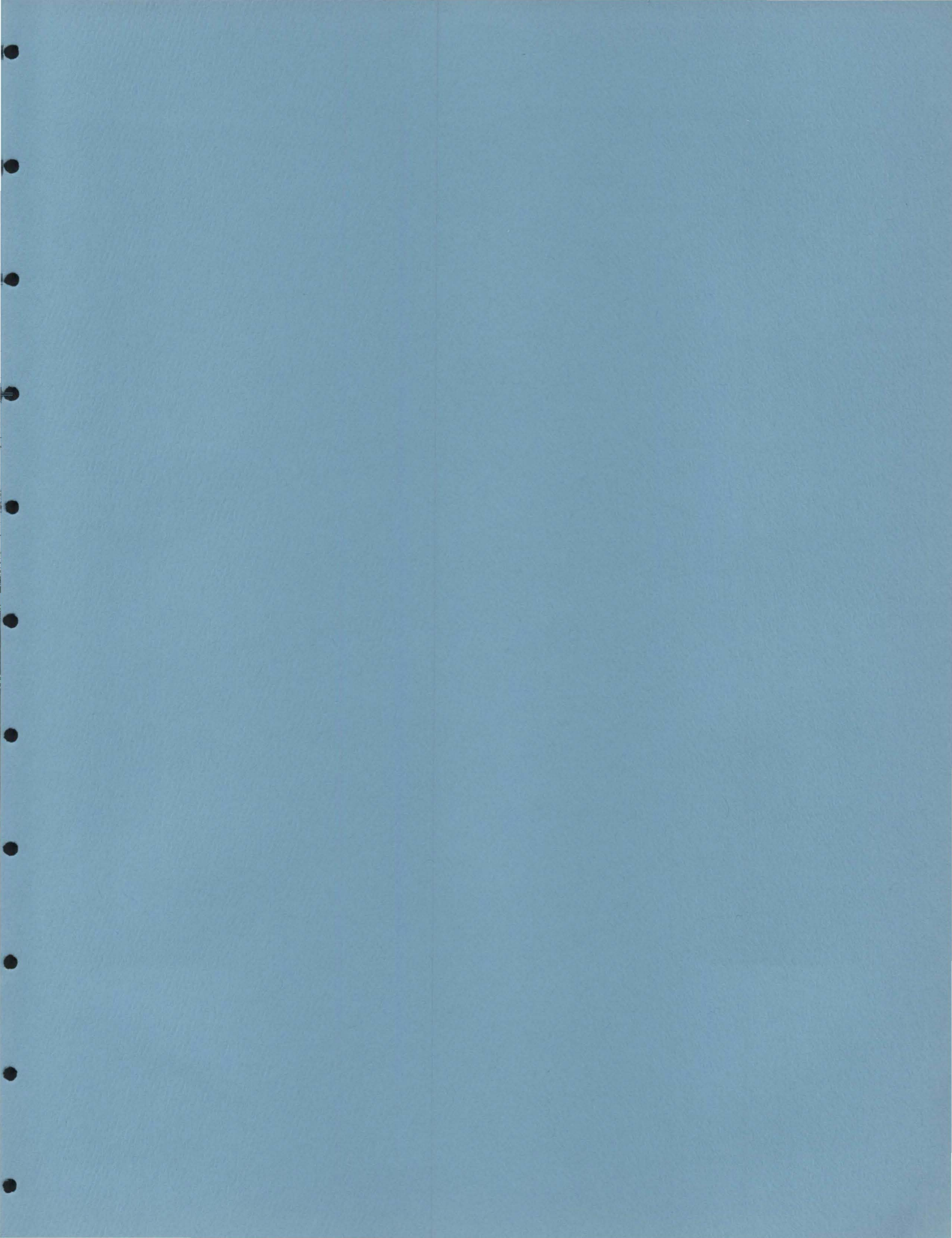
Electric and telephone lines are available from the intersection of 12th Avenue South and S. 176th Street. A water main parallels the east side of the site as does a 36-inch storm sewer which empties into Des Moines Creek. The Airport's industrial waste sewer line is adjacent to the site. No sanitary sewer is present.

J. Aesthetics

The GA site is a relatively level undeveloped site located on the west side of the airport. It is covered with grass and a few shrubs, but contains no structures. The site is separated from the neighboring community to the west by a large drop in elevation and a 300-foot wide strip being designed as a landscaped buffer zone.

K. Light and Glare

The GA site is presently undeveloped, so there are no sources of light placed on it.



CHAPTER III
IMPACTS OF THE PROPOSAL ON THE ENVIRONMENT

This chapter assesses the environmental impacts of the initial GA site developments, i.e., the Weyerhaeuser CAF, Taxiway C extension and access roadway. The cumulative impacts of complete development (including the Weyerhaeuser CAF) of the GA site are not assessed in this chapter because the exact nature and timing of future developments are unknown. Instead, a range of possible "complete development" alternatives has been projected. The impacts of those alternatives are assessed (Sec. V.D.) under the several environmental categories where significant cumulative impacts might conceivably occur. In other words, this chapter and Chapter V together assess the environmental impacts of the complete proposal, as described in Chapter I. When and if specific future development proposals are made for the GA site, those proposals will each be subject to an environmental analysis which will use this EIS to the extent allowed by SEPA guidelines.

A. Geology, Topography and Soils

Except for the minor grading necessary for the Weyerhaeuser project construction, the taxiway preparation, and the access road, there will be no impact on this environmental element.

B. Climate

The proposal will not affect the climate.

C. Water Quality

Water quality can be degraded by contaminants picked up from surfaces during storms. Paved surfaces used for automobile parking or subjected to high traffic volumes can accumulate significant amounts of oil and other contaminants. Aircraft aprons present a similar problem. Roof surfaces, which are unused, would not ordinarily accumulate such contaminants.

Drainage from the Weyerhaeuser CAF parking area and apron would not be discharged directly to surface waters. Instead, runoff from those areas would be drained to the Sea-Tac industrial wastewater treatment plant, where sediment and oil concentrations are largely removed. The effluent from the industrial wastewater treatment plant is combined with the effluent from the Des Moines Sewage Treatment Plant and the combined effluent flows directly into Puget Sound. Roof drainage from the Weyerhaeuser building will be gathered by the existing airport storm sewer system and discharged directly to Des Moines Creek. A new 10" sewer line will be run south from the Weyerhaeuser site and connect with the Des Moines Sewage District lines. This line will be adequate to serve the entire GA Reserve. Drainage from the access road will go either to Miller or Des Moines Creek drainage systems. All water from surfaces which might be appreciably contaminated would thus be treated. Adverse effects on water quality caused by the Weyerhaeuser CAF, access road and taxiway would be minor.

Weyerhaeuser would have a fueling station on the eastern edge of the CAF site. It would consist of three buried fuel tanks, two 10,000-gallon tanks and one 1,000-gallon tank, a fueling apron with a curb around it, and a flush drain leading to the industrial wastewater treatment plant. Therefore, the possibility of a fuel spill presents little threat to water quality, since spilled fuel would be automatically drained to the industrial waste treatment plant.

During construction, uncovered ground can contribute higher sediment loadings to surface runoff and the water courses which collect that runoff. The quantity of sediment picked up in this manner can be greatly reduced by careful construction practices.

D. Air Quality

Any adverse effects on air quality would come primarily from increases in emissions from increased automobile and aircraft movements.

Increased aircraft movements create solid particulates, sulfur oxides, carbon monoxide, hydrocarbons, and nitrogen oxides. The aircraft which would be using the GA site emit far less air pollutants than do the air carrier aircraft at Sea-Tac Airport. For example, the following table lists some major aircraft pollutant emission rates derived from EPA's Compilation of Air Pollutant Emission Factors. The values given are per aircraft landing-takeoff cycle.

TABLE III-1
EMISSIONS PER LANDING-TAKEOFF CYCLE

Aircraft	No. of Engines	Pollutant Emissions (lb)		
		Solid Particulates	Carbon Monoxide	Hydrocarbons
Jumbo Jet	4	5.20	187.2	48.8
Long-Range Jet	4	4.84	189.6	164.8
Medium-Range Jet	3	1.23	51.0	13.2
Corporate Jet	2	0.22	31.6	7.2
Light Piston	1	0.02	12.2	0.4

The aircraft coming to the Weyerhaeuser CAF would be in the corporate jet class, or smaller, and would add about 1,200 operations per year to the 130,000 air carrier operations expected in 1979. The increase in any type of pollutant emissions which would be caused by Weyerhaeuser aircraft is therefore estimated to be less than one-fourth of one percent of all emissions from air carrier aircraft. A more exact estimate of the increase could be calculated using aircraft fleet composition estimates, but the magnitude of the estimated increase is too small to make the calculation worthwhile. Any localized increase in carbon monoxide (CO) levels at the Weyerhaeuser CAF is more than 600 feet away from any residential activities, and would therefore not be detectable at those residences.

Automobile traffic to and from the Weyerhaeuser CAF will result in increased CO emissions, but the distance from residential areas is also too great for any increase in CO levels from this source to be detectable. This conclusion is supported by the air quality evaluation done assuming the entire GA site has been developed (Sec. V.D.4.).

No unsurfaced or unvegetated areas will be created by the project, except during construction activities, so no long-term source of dust would be created. There may be dust created by construction activities.

E. Noise

Noise impacts are evaluated at length in a 37-page report by Parry Noise Consulting (Appendix A). That evaluation is supplemented by Appendix B, which evaluates noise levels from ground operations of the noisiest Weyerhaeuser corporate aircraft. The information below is summarized from those two appendices. It includes construction and operation noise from the Weyerhaeuser CAF. The noise impacts of the three alternatives for complete development of the GA site are given in another chapter (Sec. V.D.). Keep in mind that noise levels from two activities cannot be added directly, but must be combined using a logarithmic equation. For example, two noise sources of equal loudness, say 60 dB, at a receptor location combine to form an equivalent noise only 3 dB louder, or 63 dB, than each of them measured separately.

Appendix B shows that the noisiest Weyco corporate jet, when using the CAF apron or the taxiway, would produce peak noise levels of 60 dBA or less in residential areas along 12th Avenue. This level is from 4 to 8 dBA less than the noise of an automobile driving by homes in that neighborhood. The higher pitch of the jet noise may be more noticeable than the auto noise, but the lower aircraft noise level will tend to compensate for that difference.

Appendix A assesses the noise effects of all the Weyerhaeuser corporate aircraft operations, both in taxiing and takeoff modes, in terms of Noise Exposure Forecast (NEF) levels. The meaning of NEF levels is explained in both Appendix A and reference (1). Briefly, the NEF measures the accumulation of noise from many noise events, such as aircraft flyovers, with those events taking place at night being weighed more heavily in the measurement than those occurring during the day. At levels around 20 NEF, studies have shown that some complaints are usually made ("Public Health and Welfare, Criteria for Noise", EPA, 550/9-73-002, July 27, 1973).

The worst case noise level caused by taxiing Weyerhaeuser corporate aircraft, calculated without considering other existing noises which would tend to mask those aircraft noises, is equal to an NEF of about 17 units. Based on the study cited above, this would be noticeable, but probably not annoying, even if other noises did not tend to obscure the taxiing aircraft noises. Without the Weyerhaeuser activities, NEF values at the site are predicted to be 37 units in 1979; CAF activities would add less than 0.1 unit to that along 12th Avenue. Jet engine maintenance runups are all conducted at sites on the east side, thereby providing an 11-12 dBA noise reduction over levels that would occur if they were conducted at the GA Reserve. In other words, the NEF values discussed above can be considered the critical values for the GA site.

In residential areas north and south of the airport, the additional overflights created by corporate aircraft will be observed as additional takeoff and landing noises. Takeoff and landing flyover noise levels for individual corporate jet aircraft are comparable to those of the smaller commercial aircraft operating at the airport. On the other hand, the number of operations associated with the corporate jet aircraft is very much smaller than the number of commercial jet operations. This difference in operations means that the daily average noise exposure for the corporate jet aircraft is 20-25 NEF units lower than for existing or future commercial aircraft noise. As a result, the 0.1 NEF increase in daily average NEF values due to the Weyerhaeuser aircraft would probably be unmeasurable.

The foregoing assessment indicates that the operational noise levels from the Weyerhaeuser CAF, while noticeable, would cause no more than a small increase in the existing noise levels observed in the residential areas along 12th Avenue.

The traffic on the proposed access road, even when the traffic from complete development of the GA site and from the proposed Boeing Corporate Headquarters is added to that from the Weyerhaeuser CAF, would alone result in an NEF of only 10 units. This level, when combined with the existing, higher NEF levels, would cause virtually no increase in NEF levels along 12th Avenue.

There would also be construction noise during the Weyerhaeuser CAF construction period of about six months. The same kinds of noise levels would be experienced during the construction of future developments on the GA site.

Peak noise levels for construction equipment are in the range from 74-89 dBA at 50 feet for the type of facility proposed. For a worst-case situation the noisiest pieces of equipment would be in simultaneous operation. The resulting noise levels for that situation at a minimum distance of more than 300 feet from the site and along 12th Avenue could exceed the King County community noise regulation limit of 57 dBA if proper noise abatement procedures are not followed. Those procedures are discussed under mitigating measures (Sec. VI.B.4.). A comparison indicates that construction noise levels in the range of 69-75 dBA peaks are similar to a busy department store, a busy street, or a noisy kitchen, but are less than most power mowers at three feet.

Assuming that construction activities are limited to daytime (0700-2200) hours, the estimated NEF levels for construction activity plus the cumulative (total) 1978 NEF airport noise levels from Reference (1) would temporarily increase the NEF along 12th Avenue by about three units. Effective noise mitigation measures would be necessary to reduce this cumulative increase. With noise controls, it may be possible to prevent a serious (+3 dB or more) increase in average noise levels during construction. These controls would probably require prohibition of noisy nighttime activity, as well as use of the facility access road from 188th Street for construction vehicles.

F. Biological

Construction will eliminate some of the existing vegetation and dislocate any wildlife now on the site. After the proposed facility is constructed, the peripheral area will be landscaped to provide some vegetation that is not now present. The replacement of the existing grass and shrubs by peripheral landscaping will provide a refuge for transient fauna, in addition to enhancing the visual and aesthetic quality of the site.

G. Cultural

1. Population. No effects on population distribution have been identified. Employees would not be expected to change their residences as a result of moving their work place to Sea-Tac from Tacoma.
2. Employment. Moving the location of the Weyerhaeuser CAF from Tacoma to Sea-Tac will change the place of work for the approximately 25 people who work on the CAF. However, since the relocation is within the same region, the effect of this small displacement should be minor.
3. Land Use. No changes in recommended land use or zoning will be required if this action is implemented. The Sea-Tac/Communities Plan, an official policy of the Port of Seattle and King County for the future growth and development of the airport and surrounding communities, has designated the GA site (or Reserve) for future corporate/general aviation

development. The King County Council has, since adoption of the Sea-Tac/Communities Plan, suggested by motion that the on-airport property north of S. 176th Street should be used as a buffer zone rather than the General/Corporate Aviation use as shown in the Plan. The Port of Seattle maintains that aviation use of the 14.2 acres is appropriate. However, a 300-foot wide, landscaped buffer strip adjacent to 12th Avenue South will be provided in any case.

4. Transportation and Circulation. The estimated trips generated by the Weyerhaeuser CAF would be on the order of 75 to 100 trips per day, most of which would be expected to go out the access road to the south. If the Boeing proposal goes ahead, there would also be a north access road which might attract a small proportion of the vehicles. This number of trips is less than 2% of existing traffic on any of the neighboring arterials. This is a minor increase, and should have no noticeable effect on traffic flows.

H. Historical and Archaeological Conditions

The proposal would not affect any historical or archaeological values.

I. Utilities

The Port of Seattle will extend existing utilities to service the corporate aircraft facility. These include:

1. Electrical power. The estimated peak electrical load required by the initially proposed Weyerhaeuser facility is 412 kVA. It is expected that the existing electrical network would be able to supply the needed energy. Facilities and telephone extension would be provided from South 176th Street and 12th Avenue South. When necessary, the Port will provide an electrical distribution vault on the westside of Sea-Tac. Puget Power has taken this proposed development into their planning.
2. Communications systems. Existing telephone service is adequate to provide service to the proposed facility. Pacific Northwest Bell is the servicing utility.
3. Fire alarm system. The Port of Seattle maintains a fire department at Sea-Tac. The fire alarm system shall be compatible with the existing airport reporting system and the aircraft facility will be connected to the Airport central station. Aircraft fuel will be stored underground. Weyerhaeuser plans to provide the fueling of its owned and/or operated aircraft only. All necessary precautions will be taken to minimize the chance of accidents.
4. Water. The facility will require both domestic and fire water supplies. It is estimated that initial usage will require 1,500 gallons/day. Four fire hydrants with flows of 1,500 gallons/minute will service the facility.
5. Sanitary sewer system. The existing sanitary treatment facilities are adequate to handle the expected waste volumes which will be an insignificant addition to the present system. The sewer line will be run approximately 5,000 feet to handle the project site and will connect to the Des Moines Sewer District south of South 188th.

6. Storm sewer system. Roof drainage will go to the storm sewer system. Parking and traffic areas are expected to drain to the industrial waste system.
7. Industrial Waste System. Parking and traffic areas are expected to drain to the industrial waste system.

In general, existing utility systems are adequate to handle the increased demands resulting from development of the GA site, including the Weyco CAF project.

J. Aesthetics

Sea-Tac International Airport has a set of on-airport design standards that assure that any new construction will not detract from the high degree of architectural integrity already existing. In addition to building recommendations, the Port of Seattle also requires specific building setbacks and tenant landscape plans prior to approval of building permit.

The initial construction on the general aviation site will be the Weyerhaeuser Corporate Aviation Facility. The building and 23-acre site is in compliance with all phases of the tenant construction regulations.

Designed by The Richardson Associates, the Weyerhaeuser CAF is a wood-clad building compatible with other airport facilities. The hangar building is finished in muted earth tones with Weyerhaeuser corporate green as a trim color. Both the CAF and adjacent parking lot are surrounded by landscaping.

To the west of the 14.2-acre general aviation site, a 300-foot wide landscaped buffer area separates the aircraft facilities from the residential neighborhood across 12th Avenue South. Edward MacLeod and Associates, landscape architects, are under contract to the Port for design and layout of a landscape management program for this landscaped buffer. The Port has also accepted an ADAP grant offer from the FAA to complete the recommended landscape plan in 1979.

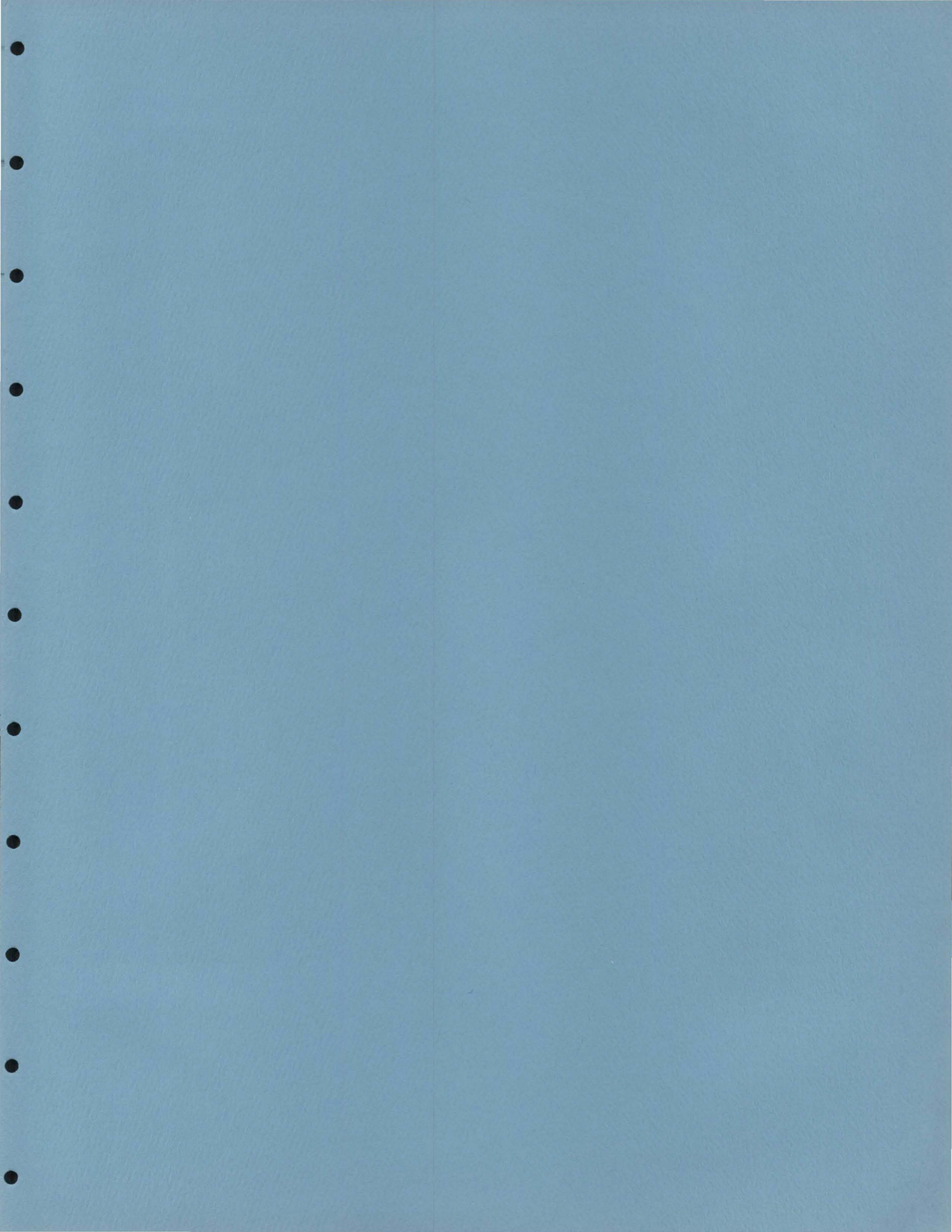
Although definite aesthetic judgments are difficult to make, it seems that the net result of the foregoing changes would be to improve the appearance of the area as viewed from 12th Avenue. From the terminal side of Sea-Tac, the change in appearance is more difficult to assess, since all new developments will be in plain view. The change in appearance, because of the distance, should be of minor impact.

K. Light and Glare

Because of the sensitive nature of aircraft operations, measures mitigating additional light and glare are paramount in development of air-related facilities. The general aviation site would be served by Taxiway "C" which would adhere to current FAA lighting standards. These lights should not be visible from anywhere other than the air operations area.

Apron lighting would be of low intensity "floodlight" variety compatible with aircraft operations. No maintenance or other intricate activity would be conducted out-of-doors, so security and maneuvering lighting would be of concern. Lights would be of low-angle variety and aimed from the west (back) of the site towards the apron.

The Weyerhaeuser CAF should comply with all FAA and Port of Seattle lighting regulations and will generate little additional light, and no glare, in the neighboring residential community.



CHAPTER IV
THE RELATIONSHIP BETWEEN THE SHORT-TERM
USES OF THE ENVIRONMENT AND MAINTENANCE AND
ENHANCEMENT OF LONG-TERM PRODUCTIVITY/IRREVERSIBLE
AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

A. Identification of Trade-offs Between Short-Term Gains and Long-Term Environmental Losses

The major long-term environmental impact of the proposed project is the conversion of 14.2 acres of undeveloped property adjacent to the airfield area of Sea-Tac International Airport and the extension of utilities, aircraft and vehicular access, sewer, power and phone to the west side of the Airport, thereby bringing them closer to the residential community immediately west of 12th Avenue South. This action would follow the Airport and vicinity land use guidelines (Sea-Tac/Communities Plan) adopted by the Port of Seattle Commission and King County Council on June 8, 1976 and September 20, 1976, respectively. See the Prologue for additional discussion on the history of Plan development and related issues.

The proposed site will be used for airport purposes and remain in Port of Seattle ownership. It is some of the last runway-accessible land available for aviation-oriented use at Sea-Tac and, therefore, land in limited supply. The development of corporate aviation facilities is a typical element of a major aviation hub. The needs of locally based national corporations to interface with air carriers is consistent with the goal of the Port of Seattle to stimulate transportation and business in King County. These gains must be weighed against the loss of whatever advantages accrue (e.g., buffering) from the current vacant land.

The initial stage of the project is the construction of a Corporate Aircraft Facility for the Weyerhaeuser Company on 2.3 acres. The Weyerhaeuser Company has been active in the Northwest for seventy-six years. From its corporate headquarters located at Federal Way, it oversees its national and international operations and management coordinating corporate activities to maintain an efficient and effective organization. The outlook is that the company will continue to be based in the Northwest in the years to come and the nature of operations will continue to require a private aircraft facility for management's use. Thus, the company's expenditure of some \$1.4 million in this facility at Sea-Tac is considered a necessary investment with long-term benefits both to Weyerhaeuser and the region's economy. Other long-term public benefits are represented by the lease revenues to be provided the Port and by taxes (leasehold, property, business and occupation, etc.) generated to local and state government by this facility. Again, such long-term benefits will occur only at the expense of converting vacant land and not avoiding certain impacts as described in Chapter III and Sec. V-D.

B. Benefits and Disadvantages of Implementation in the Future

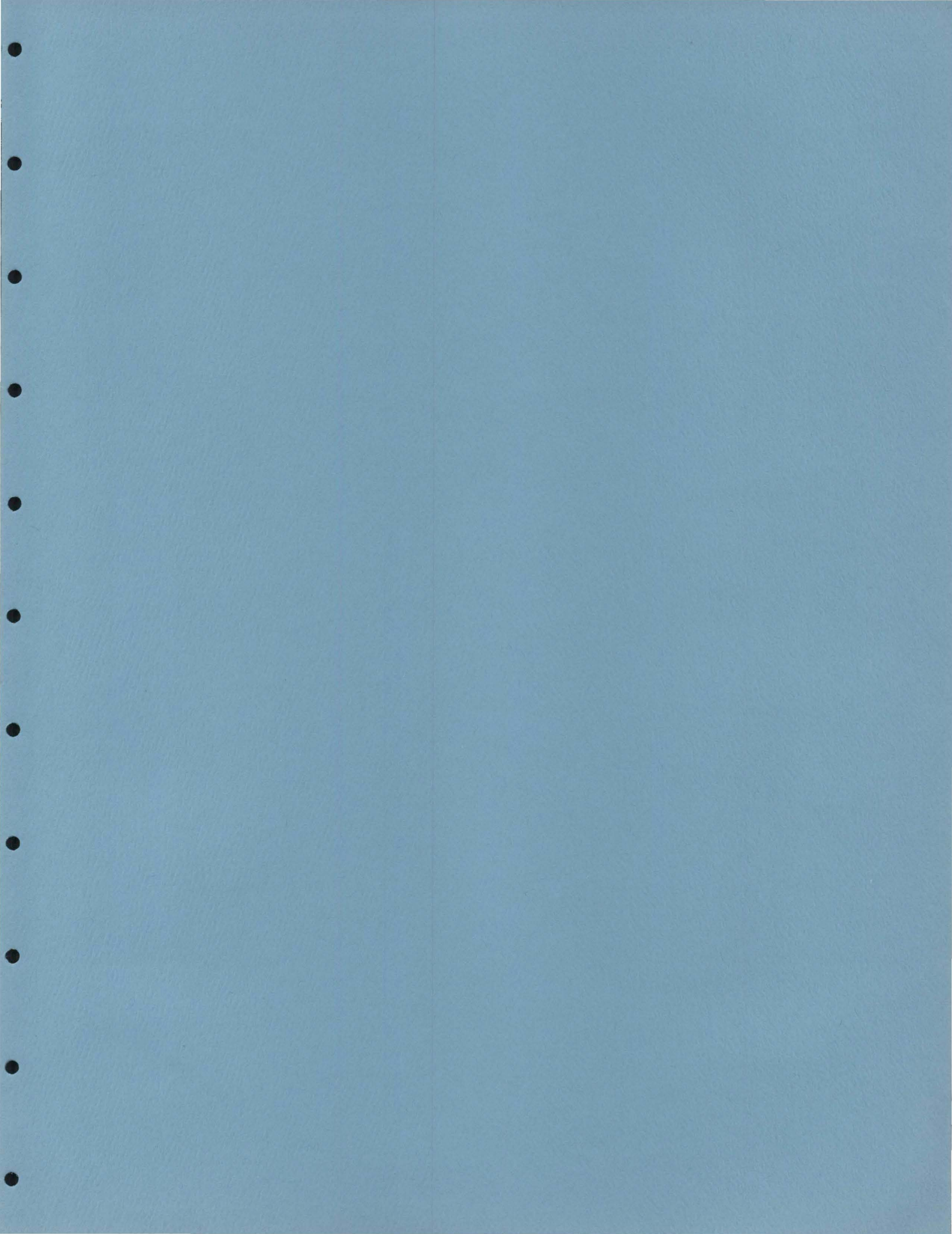
The eventual utilization of the proposed 14.2-acre General Aviation site will help eliminate any uncertainty associated with development of the west side of Sea-Tac International Airport. This action as well as the possible establishment of the Boeing Corporate Headquarters on 30 acres directly to the

north of the reserve would establish for the foreseeable future development of the west side airport area adjacent to residential communities. Already committed by the Port of Seattle is a landscape management area that extends from the Renton-Three Tree Point Road to S. 176th Street. Between any development of the General Aviation Site and 12th Avenue South will be a 300-foot wide buffer area that visually relates not to aviation-related activity, but to the "hilltop" community west of 12th Avenue South.

If the implementation of the initial development proposal is postponed, the current Weyerhaeuser Corporate Aviation Facility at Tacoma Industrial Airport will continue to impact residents in Gig Harbor. With the limited number of jet operations at that airport, the Sabreliner and Gulfstream II of the Weyerhaeuser Company predominate noise impact curves. Their operation at Sea-Tac will comprise less than 0.5% of daily activity. Hence, the proposal mitigates long-term environmental problems by placing operations of the aircraft into a facility already intensely used for jet plane operations. Postponing the proposal would conceivably provide more long-term flexibility in use of the site for a broader range of possible uses.

C. Irreversible or Irretrievable Resource Commitments

The only major irreversible resource commitment accompanying the proposed action is the conversion of 14.2 acres or less of undeveloped land currently viewed by some citizens as a "buffer area" between aircraft operations and their neighboring community. This is, of course, not an irretrievable resource commitment, since the land could at some future time be again converted to another use. There are also the usual resource commitments of men, materials, and energy needed for construction projects such as the CAF project, taxiway, and access road.



CHAPTER V
ALTERNATIVES TO THE PROPOSED ACTION

Prior to the designation of the 14.2-acre GA site for that specific use, a detailed analysis of airport land use, use requirements and demand was done for the Sea-Tac/Communities Plan. The Plan and its EIS assessed the impacts of accommodating increased aircraft operations and designated locations for future facility siting. Sea-Tac International Airport is a hub facility serving primarily commercial air carrier activity, both for passengers and air cargo. Attendant to these demands are requirements for maintenance access and utilities, parking, navigational aids, etc., which must be provided by the airport operator. Among these requirements is provision for general aviation (including corporate aviation) activity. This is especially important at Sea-Tac because of the 24-hour U.S. Customs and Immigration service provided.

Several alternatives to the General Aviation site are examined below, including several degrees of intensity of use of the proposed site. The "no-action" alternative is also examined.

A. "No-action"

Present facilities at Sea-Tac accommodate general and corporate aviation uses, especially those requiring all weather avionics capability, 24-hour customs and, in some cases, longer runways. The "no-action" alternative would continue the status quo by using the existing limited GA parking area located on the southeast corner of the passenger terminal apron. No significant additional development can occur in this location and no additional impacts would be generated once the facility is used to capacity.

The "no-action" alternative, while having no significant adverse impacts, would avoid those adverse impacts identified in Chapter III and Section V.D., mainly in the area of aircraft and construction noise. No-action would also mean that Weyerhaeuser corporate aircraft, as well as other GA light and corporate aircraft, would have to use another airport in the region. Because these aircraft, particularly corporate jets, would probably constitute a larger proportion of flight operations at other airports than is the case at Sea-Tac, their noise impacts may be relatively more severe at those other airports, especially if those airports lack substantial noise remedy programs. No-action may, therefore, have an adverse impact on noise levels at residences in the vicinity of other airports, such as Tacoma Industrial Airport.

B. Location of the Proposal at Another Airport

This alternative would require that any additional facilities be located at "some other" airport in the region. This would not achieve the objectives of the proposal, which are closely related to the purposes of the Port as the operator of Sea-Tac. A primary reason for establishment of a general aviation area at Sea-Tac is to give the public access to all types of air transportation. Sea-Tac is a major international hub airport and in its development has incurred obligations to the federal government, the flying public, and to general community, along with the neighbors of the Airport. Two of these obligations are to provide general aviation facilities at the Airport and 24-hour Customs accessibility. Moreover, the opportunity to meet scheduled airline traffic with general aviation and third-level carriers serving other parts of the region is important at Sea-Tac.

Dispersal of GA facilities to other airports would not satisfy these requirements, nor would this measure eliminate all impacts from such traffic.

For example, the Weyerhaeuser Company must fly their aircraft from noise impacted Tacoma Industrial Airport to Sea-Tac in order to use the longer runways for full fuel take-offs. The two Weyerhaeuser Company jets are the primary dominant noise forces at that current facility, whereas their impact does not measurably affect the Sea-Tac NEF Contours.

Several King County jurisdictions have recently completed the Eastside Aviation Study. Figures developed for that Study show a projected demand and real need for more GA facilities in King County. There are few, if any, existing or projected airports to relocate even the limited GA facilities proposed at Sea-Tac.

This alternative is essentially the same as the no-action alternative described above under Section V.A., and would have the same impacts on the Sea-Tac area and areas around other airports.

C. Location of the Proposal on Another Area at Sea-Tac

1. Northeast Sector of the Airport

A location near the Flying Tiger Air Cargo building in the northeast sector of the airport would incur fewer capital costs for development for utilities. Taxiway access is already present. Present use of the site is for air cargo and an interim remote airport employees parking area.

Planned use of the northeast area of the airport, however, has been for air cargo and maintenance activities. Proximity to the terminal area is important for towed aircraft cannot speedily cross runways. The predominance of air cargo operations, including airmail, on the east side of the runways dictates a more intensive use than for general aviation. Long-term demand is such that all this area will eventually be required for air cargo and maintenance use, a primary use requirement at Sea-Tac. It would achieve the objectives of the proposal at the expense of other, higher priority purposes for the use of airport land.

This alternative would cause the same minor increase in noise from flight operations as does the proposal. It would avoid those adverse impacts identified in Chapter III and Section V.D., mainly in the area of aircraft ground operations and construction noise. If the Boeing proposal is implemented, most of the minor increase in noise and air emissions from vehicular traffic on new access roads would still take place. If not, no increases in traffic and vehicular noise and emissions would occur on the west side of Sea-Tac for a few years, at least. Also, the appearance of the GA site would remain the same, except for the buffer strip between the GA site and 12th Avenue.

2. Westside of Sea-Tac, South of S. 176th Street (Weyerhaeuser Project Only)

As presented in the Sea-Tac/Communities Plan, the area immediately south of the proposed project site is planned for future air cargo/maintenance activity. The greater depth of the site allows parking for larger aircraft and construction of hangar facilities. Future demand for all of this area for air cargo/maintenance use has been forecast.

Currently undeveloped, the 70 acres between S. 188th Street and S. 176th Street has all utilities except sanitary sewer service within reasonable distance. No street access is now available; however, a scheme similar to the proposed projects access is possible. FAA communications and navigational aids would be displaced and a taxiway (proposed Taxiway C) would have to be included.

There would be no additional growth of projected GA traffic beyond Weyerhaeuser's aircraft as a result of this alternative. Future development of air cargo/maintenance facilities, however, would be affected and the future use of the 14.2-acre GA site would remain an open issue.

This alternative would contain the minor increase in noise from flight operations to that resulting from Weyerhaeuser aircraft alone. Since the Weyerhaeuser CAF would be located about 250 feet south of its proposed position, the distance from the CAF to the nearest residences, which are in a westerly direction, would increase by only about 10%. This means that the impacts described in Chapter III would be practically the same for this alternative, although it would result in a slight reduction in some impacts, principally noise from aircraft ground operations and construction activities.

The cumulative impacts of complete development of the GA site, which are evaluated in the following section (V.D.), may be avoided by this alternative. For example, the daily traffic flow would be approximately 75 trips rather than the 200 trips expected from complete development of the site (GA/CA alternative). However, either level is a minor addition to traffic volumes on nearby arterials. As another example, construction noise would be confined to that from one project for this alternative, while several additional construction projects would accompany complete development of the GA site.

D. Alternative Developments Within the General Aviation Site

Given the proposal, which assumes development of general aviation facilities over the entire 14.2-acre site, the cumulative impacts of several use alternatives have been analyzed in this section. These alternatives are: 1) Weyerhaeuser CAF and 11.9 acres of light aircraft general aviation (GA/CA); 2) one-half corporate aircraft facility and one-half light aircraft general aviation (50GA/50CA); and, 3) all 14.2 acres developed as corporate aviation facilities (CA).

The primary variables in the analysis are air quality, noise, and aesthetic impact of the alternatives. There is no proposed time frame for development on any but the initial, Weyerhaeuser project.

1. Geology, Topography and Soils

All three alternatives would require grading and surfacing of most of the GA site, except for peripheral landscaping.

2. Climate

None of the alternatives would have any effect on climatic conditions.

3. Water Quality

There would be no real difference in water quality or drainage between the three development alternatives. The paved apron area as well as all of the hanger building interiors would drain into the industrial waste treatment plant. The absence of impacts is described in Section III.C. for the Weyerhaeuser CAF; the same would apply to complete development of the GA site.

4. Air Quality

As Table III-1 shows, corporate jets emit larger quantities of air pollutants than do light aircraft. However, the same land area devoted to light aircraft will generate on the order of six times more operations per day than it would if used for CAFs. The result is that total air pollutant emissions from aircraft are of the same order of magnitude for all three alternatives. In any case, the number of operations is so small compared to commercial aircraft operations, and the emissions from general aviation (light aircraft or corporate jets) aircraft are so small compared to commercial aircraft, that the total increase in aircraft emissions caused by development of the GA site would be less than 1% for solid particulates and hydrocarbons and about 2% for carbon monoxide. Most of those emissions would take place during landing and take off, and not during taxiing operations. The aircraft air quality impacts of any of the alternatives would, therefore, be minimal.

The proposed access road would serve the site and would be one of two roads serving the proposed Boeing corporate headquarters. Automobiles would comprise virtually all of the traffic on the road. The air pollutant of interest is carbon monoxide (CO). Rather than looking at the various alternatives separately, the cumulative effect on CO concentrations of the traffic from all of them, including the first stage of the Boeing proposal, is evaluated here.

The estimated traffic level on the south access road (including Boeing traffic in order to be very conservative) is not expected to exceed an average of 800 vehicles per day. A very conservative (high) estimate of peak hourly traffic would be about 200 vehicles per hour (vph) during morning and afternoon rush hours. The effect of this on CO levels can be examined using graphs from an EPA reference* for CO concentrations at a given distance from an urban arterial street for various traffic flow levels. The graphs show that 200 vph would not cause CO concentrations

*Use of Dispersion Models to Estimate Air Quality in the Vicinity of an Indirect Source, EPA Office of Air Quality Planning and Standards, 1974.

to exceed 1 part per million (ppm) except at points within 30 feet of the roadway. At about 150 feet from the roadway, CO concentrations would be on the order of several tenths of a ppm. The allowable air quality standards set by the Puget Sound Air Pollution Control Agency are 35 ppm for 1 hour and 9 ppm for 8 hours. Since the nearest westside residences to the access road are more than 300 feet away, except where the access road joins with heavily traveled Des Moines Way South, the effect on residential air quality would be negligible.

The foregoing estimates on vehicular traffic assume the GA/CA alternative--Weyerhaeuser CAF plus the use of the rest of the site for light aircraft. If all of the site were used for corporate aircraft facilities, the vehicular traffic could increase be as much as 50%. The effect on local carbon monoxide levels of this additional traffic would still not be measurable at the nearest residences, since it would be on the order of a tenth of a part per million or less.

5. Noise

Appendix A evaluates the relative noise effects of complete development of the GA site, in addition to providing information specific to the Weyerhaeuser Corporate Aircraft Facility (CAF). Since the future mix of aircraft which might use the GA site cannot be exactly known, except for those using the Weyerhaeuser CAF, three alternative "mixes" are assumed for assessment purposes. They are: (a) site used for Weyerhaeuser CAF with the rest of the GA site used for light aircraft, called the CA/GA facility; (b) site used entirely for corporate-size aircraft, called the CA facility; and, (c) half the site used for light aircraft and half used for corporate-size aircraft, called the 50GA/50CA facility. The foregoing terms for each "facility" are consistent with those used in Appendix A so the reader can easily move between this section and the appendix. Nevertheless, it should be kept in mind that the FAA definition of "general aviation aircraft" includes both light aircraft (called "GA" in Appendix A) and corporate-size aircraft (called "CA" in Appendix A), all of which could be based on the GA site.

Using the different development alternatives (or "mixes") for the GA site, and their differing sound characteristics and operational levels, the consultant determined Noise Exposure Forecast (NEF) levels for both taxiing and takeoff modes. Those NEF levels are shown for 1993 in the following table, assuming for the purposes of calculation that there are no other airport or background noises.

TABLE V-1
PROJECTED NOISE EXPOSURE FORECAST (NEF) LEVELS IN 1993 ALONG
12TH AVENUE DURING TAXIING AND TAKEOFF

Type of Facility On GA Site	NEF Levels		
	Taxiing	Takeoff	Total
GA/CA	24.0	19.4	25.3
CA	26.1	24.6	28.4
50 GA/50 CA	24.0	17.5	24.9

The foregoing table shows that the CA facility would by itself cause the greatest increase in noise levels along 12th Avenue, and that the taxiing mode contributes more strongly to the total than does the takeoff mode.

A summary of the combined taxiing/takeoff NEF levels caused by the three alternatives for the GA site is given in the following table for three years, including the year given in Table V-1.

TABLE V-2
SUMMARY OF TAXIING/TAKEOFF TOTAL NEF LEVELS ALONG 12TH AVENUE FOR EACH OF THREE ALTERNATIVE FACILITIES

Type of Facility on GA Site	NEF Levels		
	1978	1983	1993
GA/CA	17.2	20.4	25.3
CA	17.2	23.4	28.4
50 GA/50 CA	17.2	20.0	24.9

To repeat, the preceding tables give the NEF values which would be experienced by the community if no other sources of noise existed. To be realistic, those "other sources" must also be combined with the three alternatives for the GA site. This is done in the following table.

TABLE V-3
SUMMARY OF NEF LEVELS ALONG 12TH AVENUE FOR AIRPORT NOISES, INCLUDING "NO ACTION" AND EACH OF THREE ALTERNATIVE FACILITIES

Noise Source	NEF Levels		
	1978	1983	1993
Sea-Tac Airport (ST) Alone*	37.0	35.0	34.0
ST + GA/CA	37.0	35.1	34.5
ST + CA	37.0	35.3	35.0
ST + 50 GA/50 CA	37.0	35.1	34.5

*"No action" case. Projected noise levels without GA site development

The foregoing table shows that the increase in NEF levels caused by developing the GA site would be between 0.5 and 1.0 units over the "no action" case in 1993, although absolute NEF levels would still have decreased when compared to 1978 values. These increases are minor.

The above analysis assumes that all aircraft coming to the GA site follows essentially the same approach and takeoff paths. This is completely correct for the larger, corporate-size aircraft, but light aircraft do not necessarily follow the same paths. Light aircraft, particularly slower single engine aircraft, may occasionally be allowed by the control tower to

use takeoff or landing patterns which take the aircraft over areas east and west of the airport. The result would be an increase in the local noise impact of the GA/CA and 50 GA/50 CA facilities above the levels shown in the foregoing tables. This, of course, would occur regardless of where additional space is provided for light aircraft on the airport.

There would be further construction noise associated with additional (beyond Weyerhaeuser project) development on the GA site. The noise impacts of each construction project would be similar to those already evaluated in Section III.E. for the Weyerhaeuser project.

There are two other new sources of transportation noise which could affect the westside residential areas. One is the access road on the aircraft to the GA site; the other is the planned extension of the free-way--SR 509--west of the airport.

Although not part of any developments at the airport, the extension of SR 509* presents a possible additional noise impact on the community. Traffic data obtained by the Port staff indicates that average SR-509 traffic volumes by the year 1990 might reach a total of 15,000-16,000 vehicles per day at an average speed of 50 mph. Assuming an average truck mix of about 5-10%, traffic noises would cause an equivalent NEF of 27.5 along 12th Avenue. This also assumes that there are no significant obstacles to noise transmissions between SR 509 and 12th Avenue. Traffic noise levels would be significantly higher and aircraft noise would be lower as points closer to SR 509 and further from 12th Avenue are considered. Along 12th Avenue, the noise of SR 509 would add about one unit to the NEF levels expected from airport noises which are shown in the last table given above. This increase is on the same order as the effect of completely developing the GA site for corporate-size aircraft. The incremental traffic noise increase in areas closer to SR 509 will, of course, be greater.

The maximum access road traffic including traffic going to Boeing's proposed corporate headquarters, causes an NEF of about 10 units along 12th Avenue. This level is approximately equivalent to background noise levels in a non-airport residential community with very little auto traffic. When combined with other airport noise, the resulting increase in NEF level caused by the access road is practically zero. With the nearest point on the access road to a residence being about 400 feet, peak automobile noise levels would be around 50 dBA, which would be an allowable daytime community noise level even if automobiles were subject to community noise regulations. This conclusion would apply regardless of which complete development alternative is assumed for the purposes of calculation.

6. Biological

Existing vegetation and wildlife will be eliminated from the site, however, no impacts other than those described in Section III.F. are expected.

*to be completed in 1980

7. Cultural

No effects on population distribution have been identified for any of the alternatives.

The number of employees on the GA site would be appreciably larger for the CA alternative than for the GA/CA alternative, assuming that the CA alternative incorporates five CAFs similar to the Weyerhaeuser CAF. This would mean that about 125 persons would be employed at most and less than 50 persons at least.

The land use discussion given in Section III.G.3. applies here as well.

Depending on which alternative is assumed, daily vehicular types could range from approximately 200 for the GA/CA alternative to 400 for the CA alternative. The maximum number (400) of trips, when distributed on South 188th Street, would add 3% to traffic flows on 188th Street east of its intersection with Des Moines Way and less than 1% to traffic flows west of that intersection. This would be a minor increase, and should have no noticeable effect on traffic flows.

8. Historical and Archaeological Conditions

The proposal would not affect any historical or archaeological values.

9. Utilities

The description of utilities extensions in Section III.I. details the utilities necessary to develop the 14.2-acre site. The same extensions will be sized to provide adequate service for complete development of the GA site.

10. Aesthetics

Tenant construction standards for Sea-Tac International Airport would be met prior to any development on the site. A 300-foot landscaped buffer would fall between the site and the residential community west of 12th Avenue South.

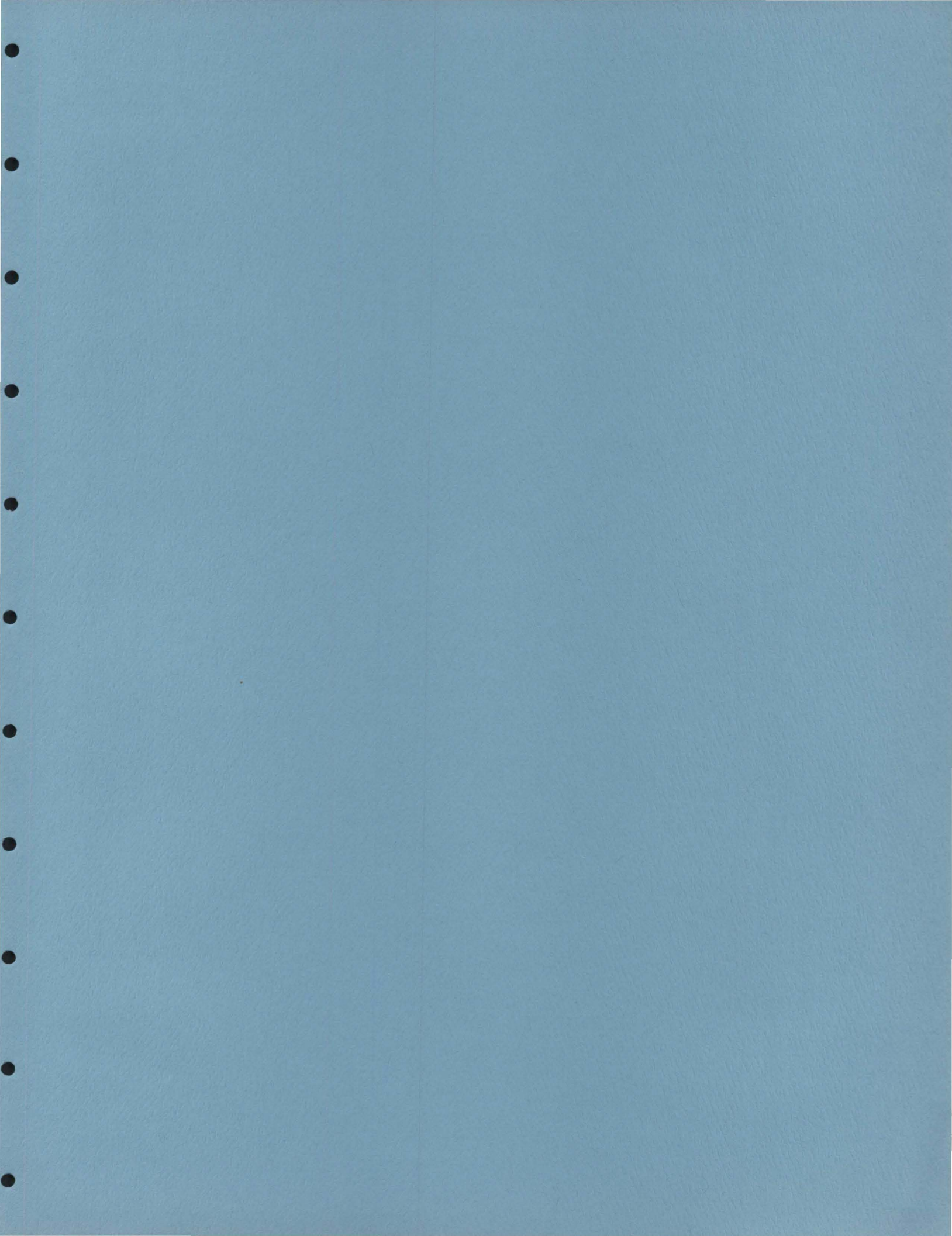
In general, companies requiring the use of corporate aircraft would be identified with a structure housing their aircraft. It can be safely assumed that there would be architecturally pleasing construction with corporate facilities although the leased sites would be smaller and more numerous.

If a fixed base operator (FBO) were to establish at the proposed site, there would be a larger area developed by a single tenant although the activities would be more diverse. Development for light aircraft uses might require "T" hangars and other facilities that would be less aesthetically pleasing than corporate aircraft facilities.

Using the standards and review process in effect at Sea-Tac at this time will ensure a compatible and pleasing design, but the type and density of building will be tempered by the development alternative adopted.

11. Light and Glare

There would be no other impacts than those already mentioned in Section III.K.



CHAPTER VI
ADVERSE ENVIRONMENTAL IMPACTS WHICH MAY BE MITIGATED

This section includes a description of reasonable alterations to the proposal that may result in avoiding, mitigating, or reducing the risk of occurrence of any adverse effects on the environment. Also included are descriptions of features already in the proposal which accomplish the same purposes. The adverse impacts and the "reasonable alterations" relating to those impacts are given together under the impacted environmental element.

The proposal is not a major user of energy. Aircraft operations from the facility would largely be activities displaced from elsewhere, thereby resulting in little additional fuel consumption. In fact, the all-weather landing capabilities at Sea-Tac would decrease the necessity of flight diversions and the longer runways will allow maximum weight takeoffs not possible at the present Weyerhaeuser location, thus eliminating the need to ferry their aircraft to a longer-runway airfield for fueling and departure. The Port has recently completed energy conservation guidelines which apply to all new construction, thus minimizing consumption.

A. Historical Conditions

No adverse impacts would occur.

B. Natural Conditions and Resources

1. Vegetation and Wildlife

The removal of grass and scotch broom on the site will be mitigated by landscaped areas adjacent to any facilities constructed. Little wildlife exists in the area, but establishment of the permanent 300-foot landscaped buffer area west of the GA site will provide adequate habitat for the kinds of creatures displaced.

2. Water Quality

The industrial waste treatment system at Sea-Tac will effectively collect and treat any degraded water from the apron and maintenance areas of the proposed site. Roof drainage will go into the existing airport storm sewer systems. An increase in the impervious surface will increase the runoff volume but this amount is insignificant compared to the total runoff volume at Sea-Tac.

3. Air Quality

Federal emission standards for automobile and aircraft will mitigate the minor impacts of the proposed development.

4. Noise

As discussed in Appendix A, noise impact along 12th Avenue S. after complete development of the GA site could, depending on the location of facilities and the placement of structures, require additional mitigation. If such mitigation of noise impacts is required, two

means of mitigating excessive noise exposure along 12th Avenue S. are available. One, as described in Appendix A, employs a berm between the GA site and the residential community. This method would keep noise impact below the minimum levels associated with the direct Noise Remedy Program developed in the Sea-Tac/Communities Plan (i.e., cost-sharing insulation). The other approach would be to extend the Noise Remedy Program--specifically limited cost-sharing insulation--to the area west of 12th Avenue S. based on the grid system employed in the Plan.

Construction noise could cause an adverse impact which can be mitigated by the measures described in Appendix A. Two of the more important mitigating measures would be to not carry on construction activities during nighttime hours and to bring in all construction vehicles on the access road from 188th Street.

5. Visual Conditions

The aesthetics of the site should be improved by the addition of the landscaped buffer area, landscaped areas adjacent to the access roadway, and the architecturally designed buildings.

C. Land Use and Socioeconomic Conditions

Mitigation measures have been taken to buffer the residential community west of 12th Avenue South from effects of the proposed development. The access roadway north of S. 176th Street is separated from 12th Avenue South by over 300 feet. Besides the 60-foot grade difference, this area is being landscaped to form a 300-foot buffer area between airport activity and the west side residential community.

GA site developments would be on a smaller, more personal scale than larger air carrier operations. From the public viewing park proposed in Sea-Tac/Communities Plan, one may be able to identify more closely with air operations.

D. Transportation Conditions

1. Land Transportation

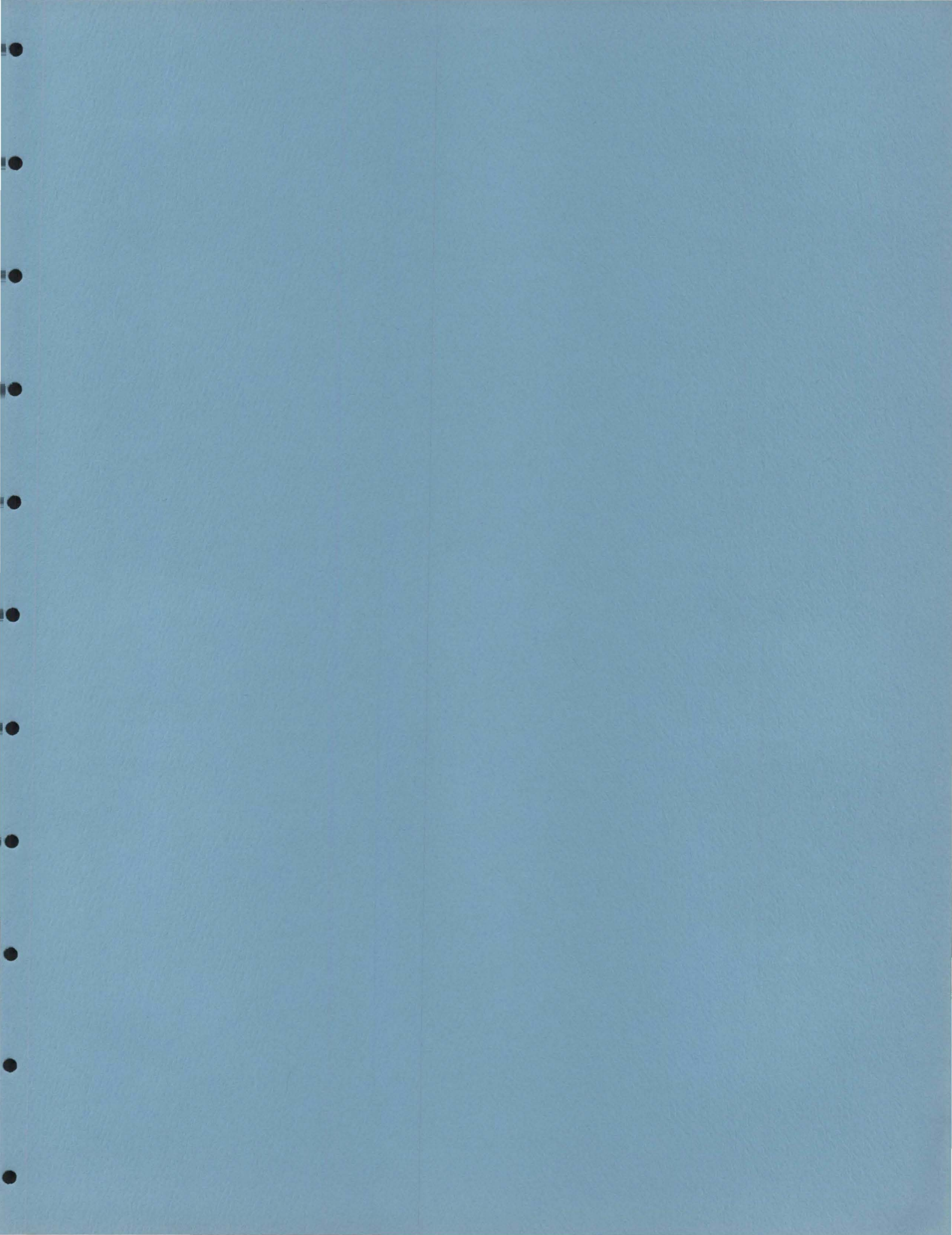
No significant impacts would be likely. All traffic generated by employees and users of the west side activity will travel on the private access roadway from South 188th Street or, in the case of construction of the proposed Boeing Headquarters Building, on South 156th Street. This access is separated by approximately 300 feet of landscaped buffer area from the residential community nearest the project and no air quality or noise impacts are expected. Traffic levels are not high enough to require any mitigation for the effects on arterial circulation.

2. Air Transportation

No adverse impacts would occur.

E. Public Service and Utility Conditions

No adverse impacts would occur.



CHAPTER VII
UNAVOIDABLE ADVERSE IMPACTS AND BENEFICIAL IMPACTS

A. Unavoidable Adverse Impacts

This section contains a listing of those impacts identified in Chapter III which are adverse but cannot be mitigated or avoided by modifications to the proposal. The rationale for determining whether a particular impact is non-adverse (or not significant) is not given in this section but is generally included under the relevant environmental element of Chapter III.

1. Historical Conditions

No adverse impacts were identified.

2. Natural Conditions and Resources

The noise of flight operations will add to the aggregate noise level at Sea-Tac International Airport as expressed in NEF units. This is unavoidable so long as the proposal is implemented. Otherwise, there are no adverse impacts identified which would not be mitigated or avoided or which are not minimal in nature.

3. Land Use and Socioeconomic Conditions

The conversion of 14.2 acres of undeveloped land and the establishment of utilities and airport-related land use on the westside of Sea-Tac International Airport is regarded by some residents as an adverse impact.

4. Transportation Conditions

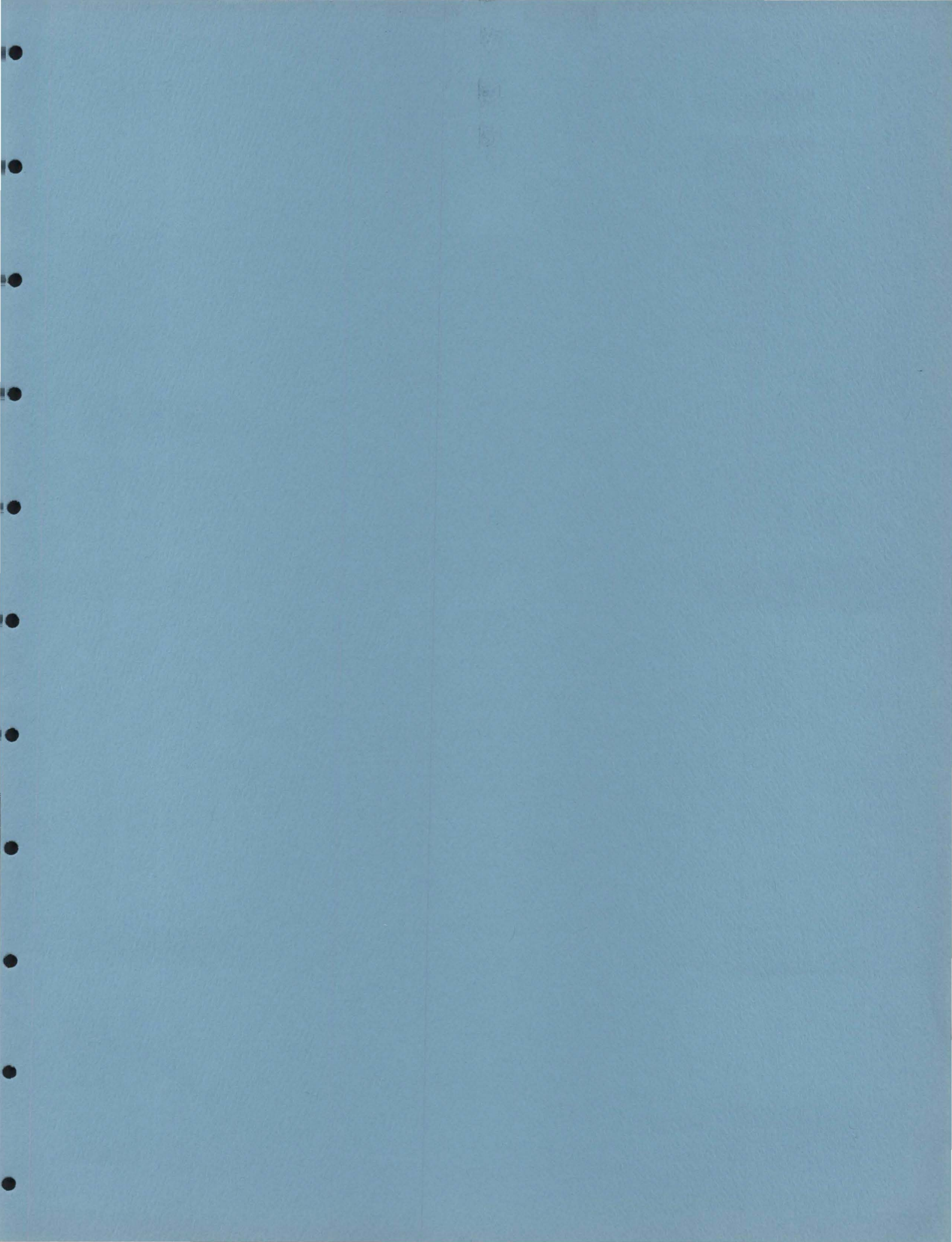
Only minimal adverse impacts would occur.

5. Public Service and Utility Conditions

No adverse impacts were identified.

B. Beneficial Impacts

No direct beneficial impacts on the environment were identified. There are possibly some indirect beneficial impacts on noise levels beneath the approaches to the Tacoma Industrial Airport which would result from the transfer of Weyerhaeuser aircraft operations to Sea-Tac. Also, development patterns on the west side of the airport will be identified for the foreseeable future, thus having a possible stabilizing effect on the adjacent residential community. This would be an indirect beneficial impact.



CHAPTER VIII
CUMULATIVE IMPACTS OF DEVELOPMENTS ON THE G.A. SITE
AND ON THE BOEING CORPORATE HEADQUARTERS SITE

The Prologue presents the history behind this EIS, which is an expanded version of an EIS written for the proposed Weyerhaeuser CAF alone. The later proposal by Boeing to build a corporate headquarters building is also discussed in the Prologue, including the reasons why a separate EIS for each proposal has been prepared. The Port of Seattle is the lead agency for this GA site EIS. King County is the nominal lead agency (WAC 197-10-245) for the Boeing proposal EIS, which is entitled: Final EIS: The Boeing Company Corporate Headquarters Building, March, 1978.

The following subsections discuss the possible cumulative impacts of development on the two adjacent sites in several environmental areas where individual proposal impacts may be minor, but the effects of all proposals together may create a potential for significant impact. No discussion is given for those environmental areas where no such potential has been identified.

A. Hydrology/Water Quality

Drainage from the Boeing site will mainly go to Miller Creek. Drainage from the GA site goes mainly either to Des Moines Creek or to the industrial wastewater treatment plant and from there into Puget Sound via pipeline. Therefore, any contaminants in the runoff from either site will not combine to increase pollution levels in the same stream. The cumulative impact is minor, or nonexistent.

B. Noise

If construction activities for the Boeing and Weyerhaeuser proposals were to occur at the same time, there would be an increased noise impact on 12th Avenue and the neighborhood to the west of it. The noise consultant estimated that maximum GA site construction noise along 12th Avenue would be about NEF = 37 (Table 16, Appendix A), assuming daytime construction only. Simultaneous construction activity on both sites might then raise construction noise levels along 12th Avenue to above NEF = 40. To get this number, the two sources of construction noise are correctly combined using a logarithmic, not an arithmetic, rule. The increase in NEF level of 3 units due to simultaneous construction operations would intensify what could be disturbing noise levels from construction activity on either site alone. This cumulative impact emphasizes the importance of both proposals being built subject to the construction noise mitigating measures described in Section III. E., in Appendix A (pp. 34-35), and in the Boeing EIS.

The other possible source of cumulative noise impacts would be from the vehicular traffic on the access roads. This has, in fact, already been considered in Appendix A and Sec. V.D.5. by assuming a south access road traffic level of 800 vehicles per day, which is high enough to account for traffic from both the first stage Boeing proposal and complete development of the GA site. The

combined noise level along 12th Avenue from access road traffic is too low to cause any but a minor change in overall noise levels. The increase is so minor that doubling the projected automobile traffic on the access road would still not cause any appreciable increase.

C. Air Quality

Because of the conservative (high) traffic assumption described immediately above, the air quality evaluation done earlier in this EIS (Sec. V.D.4.) also evaluates the cumulative effect on carbon monoxide (CO) of traffic from the Boeing site and complete development of the GA site. That cumulative increase in CO levels would be less than 1 part per million, which would not be measurable along 12th Avenue.

D. Aesthetics

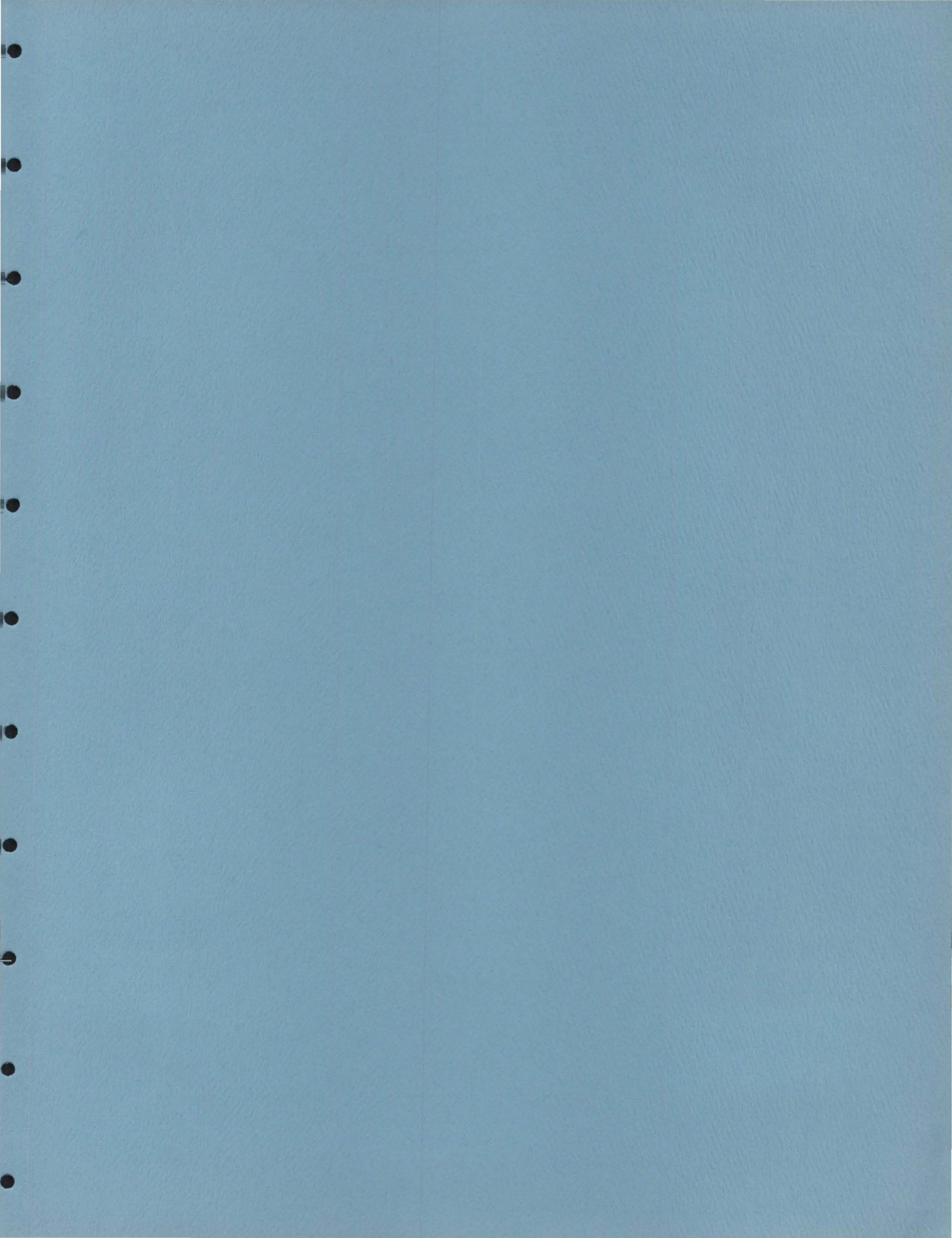
As with the Boeing site, a visual buffer of trees combined with existing slopes should remove most of the structures which might be placed on the GA site from views along 12th Avenue. The cumulative impact is difficult to assess in terms of its significance, since individual judgments on aesthetics are so various.

E. Transportation

Surface Transport. The Boeing EIS evaluates the impacts of vehicular traffic from the corporate headquarters on nearby arterials. The impacts are expected to be minor since there would be only small proportionate increases to traffic on those arterials. Complete development of the GA site would generate traffic levels of approximately 200 to 400 vehicles per day, depending on the alternative assumed for GA site development, or about 20% to 50% of that generated by the first stage Boeing proposal. The cumulative impact of adding another 20% to 50% to what is only a minor increase in traffic should not place any significant strain on the arterial transportation network.

Air Transport. Boeing has indicated that any corporate aircraft visits to their headquarters would be accommodated off their site, i.e., at the existing terminal area or the GA site if it becomes available. Such visits would be minimal--1 to 2 flights per month--and are reflected in the activity already assumed for these locations. Thus, the addition of the Boeing facility adds no discernible additional impact from corporation aircraft operations. Boeing has indicated the intent to operate some helicopter operations from their site. With the destinations utilized by Boeing and the routing practices employed by the FAA control tower, this traffic is expected to be routed directly east, avoiding neighboring residential areas. Some FAA facilities must be relocated.

F. Utilities. Utilities furnished for Boeing will be extensions of those currently proposed for the general aviation site. As described in Section III.I., increased demands from any of the proposed developments can be handled by the utility systems.



CHAPTER IX

Comments and Responses

A.	Washington Department of Ecology.	IX-1
B.	City of Normandy Park	IX-2
C.	METRO	IX-5
D.	City of Des Moines.	IX-6
E.	Washington Department of Transportation	IX-11
F.	Westside Hilltop Area Survival Committee.	IX-13
G.	Washington State Parks and Recreation Commission.	IX-17
H.	Alice Wetzel.	IX-18
I.	Westside Residential Community.	IX-21
J.	Federal Aviation Administration	IX-77
K.	United Airlines	IX-86
L.	Highline Community Council.	IX-87
M.	King County	IX-89
N.	Puget Sound Air Pollution Control Agency.	IX-93
	Summary of Public Hearing	IX-96

There were a number of comments to which an affirmative response could not be made because the Port did not agree, in whole or in part, with the comment. As required by WAC 197-10-580(3) (SEPA Guidelines), those comments are referenced in the following list along with a brief statement of the subject matter of the comment.

Comment Number	Page	Subject
D-2	IX-7	Magnitude of Impacts
D-3	"	" "
D-4	"	" "
D-7	IX-8	SEPA Procedure
F-1	IX-13	Opposition to Proposal
F-2	"	" "
F-3	"	Magnitude of Impacts
F-4	IX-14	Opposition to Proposal
F-5	"	" "
F-6	"	Socio-economic Impacts
F-7	IX-15	Buffer Landscaping
F-8	"	Purchase Guarantee
F-9	"	Opposition to Proposal
H-1	IX-18	Third Runway
H-3	"	Property Values
H-4	IX-19	Noise Remedy Program
I-2	IX-21	Opposition to Proposal
I-4	IX-22	HCP Jurisdiction
I-5	"	Planning Process
I-6	"	Cumulative Impacts
I-7	IX-23	Impacts of full Development
I-8	"	Political Jurisdiction
I-9	"	" "
I-10	"	Opposition to Proposal
J-7	IX-79	Noise Forecast
J-10	IX-81	Scope of Proposal
J-11	"	" "
J-18	IX-82	Noise Remedy Criteria
J-22	IX-83	Noise Forecast
L	IX-87	Opposition to Proposal and Magnitude of Impacts
M-1	IX-90	Style of Prologue
M-2	"	Highline Communities Plan
M-3	IX-91	Land Use Changes
M-4	"	Jurisdiction, Standards
Public Hearing	IX-97,97	Various
Previous Comments	Appendix E	Various



STATE OF WASHINGTON

Dixy Lee Ray
Governor

DEPARTMENT OF ECOLOGY
Olympia, Washington 98504 206/753-2800

Letter A

Mail Stop PV-11

AVIATION DEPT.

DIRECTOR
DEP DIR./O&M. _____
DEP DIR./ADM. _____

FEB 12 1979

OPERATIONS
MAINTENANCE _____
ADMIN ASST _____
REAL ESTATE _____
POLICE _____

February 9, 1979

Mr. Donald G. Shay
Port of Seattle
P. O. Box 1209
Seattle, Washington 98111

Dear Mr. Shay:

Thank you for the opportunity to comment on the draft environmental impact statement for Westside General/Corporate Aviation Facility, Sea-Tac International Airport.

We have no substantive comments to offer.

Sincerely,

Bert D. Bowen
Environmental Review Section

BDB:bjw



CITY OF NORMANDY PARK

Letter B

240 S.W. 200TH
NORMANDY PARK, WA 98166
TELEPHONE (206) 824-2602

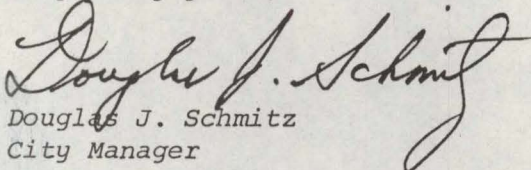
9 February 1979

Mr. Ed Parks
Port of Seattle
Planning and Research Department
P.O. Box 1209
Seattle, WA 98111

Dear Mr. Parks,

On 8 February, the City Council of Normandy Park considered the DRAFT EIS for the initial development of the Westside General/Corporate Aviation Facility, Seattle-Tacoma International Airport. The Council expressed several concerns, which are expressed in the attached resolution.

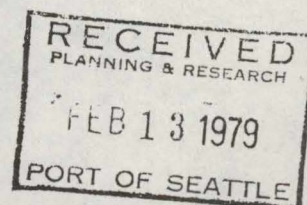
Very truly yours,


Douglas J. Schmitz
City Manager

DJS/sm

Enclosures

cc: City of Des Moines



RESOLUTION NO. 333

A RESOLUTION of the City Council of Normandy Park opposing the expansion of Seattle-Tacoma International Airport for the Westside General/Corporation Aviation Facility

WHEREAS, the City of Normandy Park has received a copy entitled DRAFT Environmental Impact Statement Initial Development of the Westside General/Corporate Aviation Facility, Sea-Tac International Airport, Port of Seattle, January, 1979; and

WHEREAS, the City staff attended the public hearing held at Seattle-Tacoma International Airport on 24 January to receive additional information on the proposal; and

WHEREAS, on the 25th of January the City Council expressed concerns regarding the noise and safety of the development.

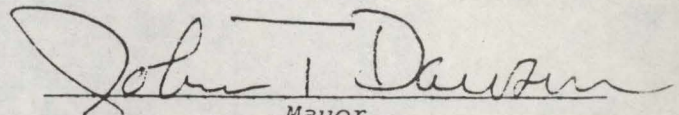
NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL ADOPTS THIS RESOLUTION FOR FORWARDING TO THE PORT OF SEATTLE EXPRESSING OUR CONCERNS AND OPPOSING THE DEVELOPMENT PROPOSAL:

B-1 Section 1. We believe that co-mingling light general aviation aircraft with large commercial aircraft, as proposed, is a very unsafe practice which could affect Normandy Park as well as aircraft occupants.

B-2 Section 2. In addition, as amplified on page 13 of the EIS with the comment "Light general aviation aircraft, however, may occasionally be allowed alternate flight patterns by the tower.", additional flights over Normandy Park are of concern to Normandy Park for both safety and noise impact reasons.

B-3 Section 3. It would appear that this proposal would increase the noise impact on Normandy Park. Any such increase in noise arising from aircraft operations is unacceptable to Normandy Park.

ADOPTED this 27th day of February 1979 by the City Council of Normandy Park.



Mayor

ATTEST:

City Clerk

Response to Letter B
(City of Normandy Park)

B-1. To be eligible for federal assistance such as ADAP funds, an air carrier airport such as Sea-Tac must accept GA aircraft, both light planes and corporate aircraft. Your concern for flight safety is shared by most people. Unfortunately, it has become increasingly difficult to construct new GA airfields, or even to retain existing GA facilities. Only a large air carrier airport can justify the expenditures involved in noise remedy programs.

B-2. The alternate flight patterns occasionally authorized for light general aviation aircraft are intended to minimize the co-mingling mentioned in your previous comment. Flight paths are authorized by the FAA and will not be changed by the present proposal.

B-3. Your comment is noted.



Municipality of Metropolitan Seattle

Exchange Bldg. • 821 Second Ave., Seattle, Washington 98104

AVIATION DEPT.

DIRECTOR

DEPT. DIR./O.S.M.

DEPT. DIR./ADM.

FEB 28 1979

RELATIONS

PLANNING

OPERATIONS

POLICE

January 30, 1979

Donald G. Shay
 Director of Aviation
 Sea-Tac International
 Airport
 P.O. Box 68727
 Seattle, Washington 98188

Dear Mr. Shay:

Draft Environmental Impact Statement
Initial Development of the Westside General/Corporate
Aviation Facility Sea-Tac International Airport

Metro staff has reviewed this document and we anticipate no adverse impacts to our wastewater facilities and public transportation system.

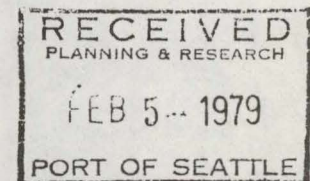
Thank you for the opportunity to review and comment.

Very truly yours,

Robert K. White

Robert K. White, Acting Manager
 Environmental Planning Division

RKW:jlr



Letter D

21630 - 11th AVE. SOUTH • DES MOINES, WASHINGTON 98188 • (206) 878-4595

February 2, 1979

Port of Seattle
Planning and Research Dept.
P. O. Box 1209
Seattle, Washington 98111

Att: Ed Parks

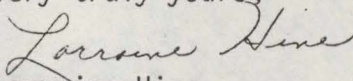
RE: Draft Environmental Impact Statement
General/Corporate Aviation Facility

Gentlemen:

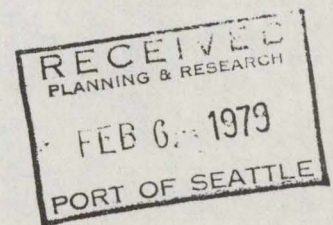
The City of Des Moines has reviewed the subject E.I.S. and find that the City's position, as outlined in our letter of February 15, 1977, is still valid.

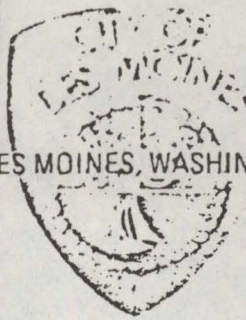
D-1 The Port of Seattle cannot ignore the fact that further expansion of the airport or other acts that result in expanded air travel, will correspondingly increase the hazards to the health of those exposed to aircraft noise.

Very truly yours,


Lorraine Hine
Mayor

LH:ms

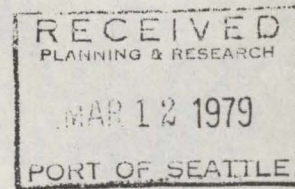




Letter D

21630 - 11th AVE. SOUTH • DES MOINES, WASHINGTON 98188 • (206) 878-4595

February 15, 1977



Port of Seattle
Planning and Research Dept.
P. O. Box 1209
Seattle, Washington 98111

Attn: Ed Parks

Subject: Response to Environmental Impact Draft
Weyerhaeuser Corporate Aviation Facility
Sea-Tac Airport

Gentlemen:

The Des Moines City Council has reviewed the subject environmental impact statement and offers the following comments:

- D-2
- 1) The redundant theme of this document would appear to be that, the impact of the additional aircraft will be "insignificant". The word appears some sixteen times throughout the E.I.S.

We wish to take strong exception to this position. Each and every takeoff and landing by noisy aircraft is indeed significant, surely the whole is the sum of its parts.

The courts, agencies of the Federal Government, as well as the Port of Seattle, recognize the fact that operation of noisy aircraft results in damage to the lives and property of those along the flight path. We find it almost unbelievable that in view of this, the Port would take the position that additional flights of this type are unimportant and not worth considering.

- D-3
- 2) As stated on page III-3, 2/3 of the population has changed residences between 1965-1970. We submit that the major cause of this migration has been the very significant increase in noise, the direct result of adding flights one at a time.

- D-4
- 3) Quoting from page IV-2, "the level and duration of noise is directly related to the total number of take-offs and landings." This reference forms the basis of the City's opposition to the proposed facility.

D-5 4) We are advised on page V-2 that the Weyerhaeuser Sabreliner and Gulfstream II predominate noise impact curves at Tacoma Industrial Airport. We are further led to conclude that acceptance of this proposal would mitigate long-term environmental problems by moving operations of the aircraft into an area already intensely impacted by jet aircraft operations. While we in the City of Des Moines can certainly appreciate the misery suffered by the residents of Gig Harbor as a result of operations of these aircraft, we feel it more than a little unfair to add this burden to those whose backs are already beyond the breaking point.

D-6 5) Page VII-2 states that neither type of jet meets FAR36 regulations for noise. This is especially true of the Grumman Gulfstream II. It is our understanding that this aircraft is probably the noisiest twin-jet flying today, short of military fighters. Its incredible noise more than makes up for the few flights scheduled. Quiet engines or a quieter aircraft might lessen the impact of Weyerhaeuser's proposal.

D-7 6) The E.I.S. has what we hope is a unique character. While a portion of the document was prepared by Weyerhaeuser, the Port of Seattle sponsored it, authored most of it, and published it. Further, it would appear that the P.O.S. must grant approval and licenses for the project. We quote from page V-1 "a primary goal of the Port of Seattle to stimulate transportation and business in King County" . . .

Could it be that an agency whose prime goal is to promote business at Sea-Tac Airport is also charged with the responsibility of protecting the public's interest by:

1. Sponsoring the proposal
2. Preparation of the E.I.S.
3. Publication of the E.I.S.
4. Review & Consideration of the E.I.S.
5. Approval or denial of the proposal

It is obvious that the proposal is bound to succeed, how could it fail?

D-8 The City of Des Moines remains opposed to this proposal until such time as it can be demonstrated that additional flights will not complement a situation that already adversely affects the health and property of its residents.

Very truly yours,

Lorraine Hine

Lorraine Hine, Mayor
City of Des Moines

LH:do

Response to Letter D
(City of Des Moines)

D-1. The present proposal does not represent a geographical expansion of the airport. Continuing increases in flight operations at Sea-Tac International Airport were projected in the Sea-Tac/Communities Plan and the cumulative environmental impacts were discussed in the EIS prepared for the STCP. The various noise remedy programs resulting from the STCP were developed to address the concerns of airport community residents while providing for necessary airport growth. This EIS compares the impacts of this proposal with the impacts projected in the STCP and its EIS. Even though the STCP projected increasing corporate and GA use, this proposal is being treated as an increase over the projected operations at Sea-Tac.

D-2. An Environmental impact statement is only needed under SEPA when a proposal may cause a significant adverse impact on the environment (WAC-197-10-360). The probable magnitude of the impacts of this proposal are assessed. On page VII-1, under A.2., noise is identified as an unavoidable adverse impact of the implementation of this proposal.

D-3. The Sea-Tac/Communities Plan projects a significant, and measurable, decrease in noise during the remainder of the study period. This EIS assesses the noise impact of this proposal.

D-4. Your opposition is noted. The noise impacts projected by the consultant for this project are calculated by adding the total number of take-offs and landings.

D-5. The wording of this EIS has been revised to clarify the effects of moving the Weyerhaeuser operations to Sea-Tac from Tacoma. Because of the limited traffic using the Tacoma Industrial Airport, no significant noise remedy programs have been initiated. Moving the Weyerhaeuser operations from Tacoma will significantly decrease noise exposures around that airport. At Sea-Tac a major acquisition program is underway. The addition of the Weyerhaeuser operations to Sea-Tac will have a vanishingly small effect on noise exposures which is described in the EIS.

D-6. It is true that replacement of Weyerhaeuser's present aircraft (or retrofit) would decrease the noise impacts of the proposal. Since almost any change in aircraft would decrease the noise impact, the levels projected in the EIS represent a "worst case" situation. The present Weyerhaeuser aircraft can meet FAR 36 performance when certain procedures and flight paths advocated by Weyerhaeuser and approved by FAA are used.

D-7. RCW 43.21c.20(2) states that it is the responsibility of "all agencies of the state to use all practicable means" to carry out the policies of the State Environmental Policy Act (SEPA). The specific points of this comment are answered in the Guidelines (WAC 197-10).

1. Sponsor

WAC 197-10-210 explains the designation of lead agency when the total proposal (WAC 197-10-060) will involve both private and public construction. In the present case, the Port expanded the proposal from just the Weyerhaeuser CAF to the total GA reserve, thus making the proposal a Port proposal. Thus the Port must be the sponsor.

2. Preparation of the EIS.

Under WAC 197-10-200, the lead agency (the Port in this case) shall be responsible for the supervision, or actual preparation, of draft EISs, including the circulation of such documents and the conduct of public hearings. The lead agency shall also prepare or supervise preparation of any required final EIS. And in WAC 197-10-420, it is again stated that the preparation of the EIS is the responsibility of the lead agency, by or under the direction of its responsible official.

3. Publication of the EIS.

This is covered under 2.

4. Review and Consideration of the EIS.

An agency is prevented from issuing an inadequate final EIS by the requirement that the draft EIS be widely circulated for review by agencies with jurisdiction, agencies with expertise, and by the public. The actions necessary to the implementation of the present proposal involve no agencies other than the Port, yet the draft was circulated by the Port to a full range of agencies and citizen groups. WAC 197-10-405 further explains the purpose of a draft EIS. WAC 197-10-500 outlines the responsibilities of local agencies when reviewing a draft EIS. It says that they shall provide to the lead agency that substantive data, information, test results, and other material which it possesses relevant to its area of jurisdiction, to the services it will provide, or to the impacts upon it associated with the proposal. But the determination of the adequacy of an EIS is made solely by the responsible official of the lead agency.

5. Approval or denial of the proposal.

The Seattle Port Commission has the sole authority to approve or deny aviation related projects on airport property. SEPA is supplementary to existing authorizations of all branches of government, including municipal corporations (RCW 43.21C.060).

D-8. We have noted your opposition. In the absence of "substantive information" contradicting the assessments contained in this EIS, your comments can only be noted.



STATE OF
WASHINGTON

Dixy Lee Ray
Governor

DEPARTMENT OF TRANSPORTATION

Highway Administration Building, Olympia, Washington 98504 206/753-6005

Letter E

January 23, 1979

Mr. Ed Parks, Planner II
Planning and Research
Port of Seattle.
P.O. Box 1209
Seattle, Washington 98111

Port of Seattle
Initial Development of the Westside
General/Corporate Aviation Reserve
Draft Environmental Impact Statement

Dear Mr. Parks:

We have reviewed the subject document and have no comments to offer concerning the proposal.

We would appreciate you sending all future environmental documents to Wm. P. Albohn, Environmental Planner, Highway Administration Building, Olympia, Washington 98504, as we are responsible for coordinating the Departments' review.

Sincerely,

ROBERT S. NIELSEN
Assistant Secretary
Public Transportation and Planning

By: WM. P. ALBOHN
Environmental Planner

RSN:yw
WPA:WBH

cc: J. D. Zirkle
Russ Albert
Environmental Section

Response to Letter E
(Department of Transportation)

E-1. We have corrected our mailing list.

February 14, 1979

Letter F

TO: Mr. Art Yoshioka, Director, Planning and Research
Department, Port of Seattle

FROM: Westside Hilltop Area Survival Committee

SUBJECT: Response to the Draft Environmental Impact Statement
for a Westside General/Corporate Aviation Facility
dated January 1979

F-1 It is unfortunate that the POS has ignored most of our inputs on this proposed westside GAF. There is not even an acknowledgment of the Westside Hilltop Area Survival Committee's presentation to the POS Commissioners during the May 10, 1977 Commission meeting, or the Westside Hilltop Area Position Statement dated June 29, 1977, or the WHASC letter dated January 26, 1978 to Art Yoshioka, POS Planning Staff, in response to the December 23, 1977 Draft EIS. It is unfortunate, because these latter inputs develop in a logical and reasonable manner the reasons why the Westside Hilltop Area Survival Committee has had to oppose the westside development as currently proposed by the POS, and why we will continue to oppose such development until adequate community protections are provided.

F-2 In spite of these numerous inputs from the Westside Hilltop Community in response to the POS's proposed westside GAF, and, in our opinion, the overwhelming support for our position as documented in these inputs, our review of the EIS has made it clear that the POS apparently has no intention of recognizing the needs of our adjacent hilltop community. As far as we can determine, the POS has wasted a year of time by expanding the previous EIS documentation without addressing the primary compatibility problem. We are currently faced with losing approximately 45 acres of what we had been led to expect as committed greenbelt buffer zone and which we consider essential to our survival, without gaining a single community protection measure in return. The POS clearly seems determined to pursue westside development regardless of our concerns and apprehension.

F-3 The EIS draft does not explain how the development of a 14 acre general aviation facility across 12th Ave. from our community is not going to have a significant adverse impact. It seems inconceivable, at this time when GAF's adjacent to residential communities are being shut down because of incompatibility (e.g. Sandpoint NAS) that the POS would even consider building a new GAF north of S. 176th St.



F-4 In the first place it is our opinion that the primary purpose for this proposal, namely: "to provide an area for the needed expansion of general aviation facilities at Sea-Tac Airport" has not been substantiated, and that the whole justification for such a proposal really hinges on two rather weak points; The first is that the POS still maintains that its questionable interpretation of the STCP language allows it to continue with its development plans regardless of the impact and the strong community and county opposition to such development. The second is based upon some inconvenience experienced by some of the Weyerhaeuser employees who would rather fly from Sea-Tac than from Tacoma International Airport.

In the first instance, it must be remembered that when the STCP Draft and Final EIS's were published to support proposed westside airport development north of S. 176th St., the Hilltop community was still formally identified as an agreed to acquisition area for obvious compatibility reasons. So naturally, our response at that time to any proposed development was essentially one of concurrence. Once the acquisition was withdrawn and we were redesignated as "Residential Reinforcement", we then agreed to the plan changes which limited westside development to the area south of S. 176th St. Contrary to the POS's contention, both the STCP and the HCP, as adopted and subsequently amended support the Westside Hilltop community's position. We can only assume that the POS also concurred in that same understanding since Mr. Parks of the POS Planning staff distributed those STCP revisions, which established a passive greenbelt buffer zone north of S. 176th shortly after the POS withdrew its acquisition commitment. Even if one were to concede to the POS's questionable interpretation of the revised westside plan language, the overriding and oft repeated requirements in the STCP for protection, enhancement and reinforcement of designated residential communities should be sufficient, in itself, to cause the POS to willingly abandon its present westside GAF proposal.

F-5 Even the recently passed King County Ordinance No. 3812, which the POS has somehow construed to be supportive of their proposal in the EIS Draft, clearly states in Section 2 (c):

"Airport facility development (i.e. general and corporate aviation and cargo and maintenance facilities) occurring on the westside of Sea-Tac Airport should be limited to an area south of S. 176th St. (extended)...Airport facility development north of S. 176th is incompatible with the physical development of the community and the adjacent residential neighborhoods."

In so far as the inconvenience of a few Weyco personnel is concerned surely the POS doesn't hope to balance that off against the impact of such a facility on our financial and mental well being.

F-6 And it is our financial and mental, as well as our physical well being that lie at the crux of our objections to the draft EIS. The Socio-economic impacts of decreased home marketability is not addressed even in a cursory manner--local bankers, home mortgage companies and the county assessors office could have been contacted to assess the real impact the continued westside

development have had and will have on our residential property values. Also the recent research (Sept 1978) completed by Professor William Meecham of UCLA indicates a positive correlation between increased mortality rates/disease incidence and the residential proximity to the Los Angeles Airport. We need to know what effect the proposed developments will have on home marketability and health.

F-7 Finally we must make a comment about the much cited 300-foot-wide "landscaped" buffer area which the POS is suggesting as a sufficient mitigating measure. In one place (page 12 of the summary) the supposed landscaping has already been completed; in another (Chapter I, page I-1) it is to be finished by March of this year (two Months from now). In either case, certainly the POS cannot claim that the extremely superficial earth moving effort in the hilltop area constitutes the much promised "landscaping" in the sense that the EIS implies. This effort would hardly satisfy the minimal cleanup work originally requested in our letter of June 1971, let alone the kind of landscaping program outlined in our March 1978 letter to Richard Ford, POS Executive Director.

F-8 We had hoped to see the PCS include a purchase guarantee program for impacted hilltop residences as proposed by Mr. Don Shay in his letter of March 22, 1976.

F-9 But since we see no real change in the POS's intentions to develop the airport westside without any compensatory community protections to balance the impact scale, there is no reason why our position should be any different now then that encompassed in our Position Statement of June 1977 as endorsed by 98% of the hilltop residents.

We really have no alternative if we hope to survive as a residential community.

L. Gestner

L. Gestner, Secretary
WESTSIDE HILLTOP AREA
SURVIVAL COMMITTEE

Response to Letter F
(Westside Hilltop Area Survival Committee)

F-1. The Port acknowledges your opposition to this proposal. The previous documents mentioned are included in Appendix E. The majority of all comments received regarding this proposal deal with general policy and land use issues and refer to adverse impacts without contradicting the technical discussion contained in the EIS. An EIS discusses the direct and indirect impacts of a proposal but does not decide the total merits of a proposal. A decision to approve or reject this proposal can only be made by the Port Commission after this Final EIS is issued. A further discussion of policy issues beyond that included in the Prologue and in Chapter I is not material to this EIS.

F-2. As stated above, an EIS assesses the impacts of implementing a proposal and must not be interpreted as a statement of intention.

F-3. This EIS identifies the adverse impacts of implementing the proposal in Chapter VI.

F-4. The basic need to locate GA facilities on the west side of Sea-Tac Airport was determined in the STCP and assessed in the STCP EIS. It is not the purpose of this, or any, EIS to justify the need for a proposal but to assess the impacts of a proposal if implemented.

F-5. Please refer to the Prologue.

F-6. The recent publication by Professor Meecham at UCLA has been severely criticized by an epidemiologist at UCLA, Dr. Frerichs, who is repeating the data analysis. Since the noise impacts of this proposal are relatively small, the project is not felt to adversely impact home marketability.

F-7. The original landscaping contract would have ended in 1978. Due to a number of problems, including adverse weather, the work may not be completed until fall of 1979. The buffer area south of S. 176th Street will contain more than 300 trees when completed.

F-8. A purchase guarantee program is not part of the present proposal. Such a program could be applied to the west side in the future, but specific criteria would have to be developed. The present noise criteria for the Purchase Guarantee do not qualify the west side area for this program.

F-9. Your comments are noted.



STATE OF WASHINGTON

Dixy Lee Ray
Governor

WASHINGTON STATE PARKS AND RECREATION COMMISSION

7150 Cleanwater Lane, Olympia, Washington 98504

Letter G

206/753-5755

February 12, 1979

PORT OF SEATTLE

FEB 17 1979

35-2650-1820

ENGINEERING DEPT.

Draft EIS - Initial
Development of the Westide
General/Corporate Aviation Facility
Sea-Tac International Airport

Port of Seattle
P.O. Box 1209
Seattle, WA 98111

Gentlemen:

The Washington State Parks and Recreation Commission has reviewed the above-noted document and does not wish to make any comment.

Thank you for the opportunity to review and comment.

Sincerely,

D. W. Heiser, E.P., Chief
Environmental Coordination

sg

Letter H
578 So. 158th
Seattle, Wash., 98148
February 23, 1979

Port of Seattle
Seattle, Wash.

Dear Sirs:

I see nothing in this proposal of a beneficial nature to the Westside Residential Community;

There are several features which may prove to be detrimental:

- H-1 1. a corporate aviation development on the west side may eventually necessitate the building of a third runway.
- H-2 2. air traffic over the west side may increase.
- H-3 3. value of single family properties may decline as a result.

- 2 -

This community does not require the same types of programs as the neighborhoods no. and so. in the flight path, at this point in time.

H-4 Why should the Pos entertain any proposal which could cause such programs to be required on the west side?

Sincerely,
Alice Wetzel

Response to Letter H
(Alice Wetzel)

H-1. The STCP determined that the two existing runways at Sea-Tac were adequate at least through 1993. In addition, the portion of Taxiway C that had been used as a light plane runway (17-35) is no longer designated as a runway. The proposed physical location of the Weyerhaeuser CAF would further preclude converting Taxiway C into an air carrier runway, as other dimensional limitations already do.

H-2. West side overflights are discussed in the EIS. If such overflights increase to a level that causes a problem, the FAA can be requested to modify its procedures.

H-3. The noise analysis section of this EIS has projected an unmeasurable noise increase if the proposal is implemented. If a noise remedy program were extended to the west side, the justification would be the noise impact of 130,000 annual air carrier operations, not 1,200 annual CA operations.

H-4. This proposal does not "require" the application of noise remedy programs to the west side. Such programs are discussed as a mitigation measure that could be taken.

Letter I
February 23, 1979
16035 - 12th Avenue So.
Seattle, Washington 98148

Mr. Donald G. Shay
Director of Aviation
Seattle-Tacoma International Airport
P. O. Box 68727
Seattle, Washington 98188

Dear Mr. Shay:

Subject: Draft Environmental Impact Statement, Initial
Development of the Westside General/Corporate
Aviation Facility

- I-1 The Westside Residential Community (WRC) herein submits additional comments on the "Draft Environmental Impact Statement of the Westside General/Corporate Aviation Facility" dated January 1979, which was released by the Port of Seattle (POS) as the third draft. Comments on the first draft issued in February 1977 are contained within Appendix E of the third draft. Comments from the WRC on the second draft issued in December 1977 were not printed by the POS as part of the third draft so they are being resubmitted as Attachment "A" to this letter. The second draft comments dated February 6, 1978 are still pertinent to the third draft and are requested to be considered as part of this letter to be responded to by the POS, except for the following stance:
- I-2 In view of new developments arising and additional information gleaned, the WRC is now firmly opposed to the General Aviation/Corporate Aviation Facility being built anywhere on the west side of Sea-Tac Airport - whether it be north or south of So. 176th. Even though placement of this facility south of So. 176th would be of immediate benefit to the adjacent residential community, that placement would not alleviate the majority of adverse impacts seen by the WRC that would occur (use of Taxiway C as Runway C by general aviation (as defined by the FAA to mean: "All civil flying not classified as air carrier...that includes transportation of personnel and cargo by corporate owned aircraft, air taxi operations..."); unrestricted east-west overflights by planes and helicopters causing noise and safety problems; additional sideline airplane and auto noise and vibrations; worsened air quality; increased pollution of Miller and Des Moines Creeks; increased traffic loads on County roadways; depressed property values; loss of historical district; increase of runoff water from airport property; and deterioration of the Sea-Tac Communities Plan (STCP) and Highline Community Plan (HCP) reinforcement policies for Sunnyside. This position is documented and included as Attachment "B" to this letter in the form of petitions which have been signed by 189 WRC residents at this time.
- I-3 We were very disappointed to find that the third draft EIS has changed very little from the second EIS even though a year has passed between issuance; evidently, none of the comments either given orally at public hearings or written in response to the second EIS by citizens have been analyzed and incorporated therein. We, however, would like to comment on the following specific items in the third EIS:

I-4 A. Even though on Page 1, there is reference to the fact that the HCP was adopted on December 19, 1977 and that the HCP superseded the STCP, there is no other mention of the HCP. The King County Council (KCC) by adoption of a motion in June 1978 decreed that the HCP was the official zoning guide for the Highline area until such time as area zoning is completed. The HCP's map designation for the land east of 12th So. from So. 150th to So. 176th is "Airport Open Space". The Prologue deals at great length with the STCP process (we have commented on this in our letter of 2-6-78), but does not mention the superseding and governing HCP for this area adopted by the KCC. Motion 02957 introduced by Paul Barden and passed April 4, 1977 reaffirmed that: "Facility development north of So. 176th St. is incompatible with the physical development of the community and the adjacent residential neighborhoods". Ordinance 3812 adopted July 24, 1978 by the KCC amending the HCP by revising the Plan's land use designation for approximately 5 acres of land located on the west side of Sea-Tac Airport states in Section 2.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 So. 176th St. (extended) and should have street access only from So. 189th 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." Inasmuch as the HCP is the official zoning guide for the Highline area, this document should have overriding consideration for any proposed changes whether located on KCC or POS property.

I-5 Inasmuch as the STCP was a joint planning venture by the POS and KC and the KCC superseded the STCP by the HCP, and inasmuch as there is sharp disagreement between the POS and KC over permitted land usage north of So. 176th, it would seem mandatory that this disagreement between these two governing independent bodies be resolved to the satisfaction of all - especially the residents of Sunnydale - those who bear the harsh impacts. At the same time, the planning left unfinished when the STCP was adopted should now be completed by establishment of a community plan amendment process incorporating the same procedures as originally used in formulating the community plans such as: 1) establishment of a representative citizen planning committee supported by appropriate KCC and POS staff personnel, 2) community reviews and 3) approval by the Policy Advisory Committee, King County Policy Development Commission, POS Commission and King County Council. This EIS should reflect this glaring and unresolved issue and indicate that no proposal of any type may be approved until such time as the above process has been instituted and completed.

I-6 B. Page II-4 recognizes that there is a residential community west of this proposal site, but is silent about the interrelationship between our residential community and this proposal and the impacts it would bring to us. Nowhere is there any mention of the ongoing influences and actions caused or allowed by the POS and KC over the past twenty years and how these past actions have impacted the community to such an extent that both the STCP and HCP delineate policies and programs of reinforcement to Sunnydale in an effort to restore the community to the single-family desirous neighborhood it once was and longs to be again. To date, the KCC has received no concrete monies or projects to aid in this effort.

It is beyond belief that a community while awaiting reinforcement measures promised by KC and the POS for past injurious actions should be subjected to yet new proposals on the west side of Sea-Tac to further impact and deteriorate our neighborhoods. It is even more incredible that this EIS does not dwell on the old environmental impacts suffered so as to consider what the culminating effects are.

I-7 C. The EIS does not detail the actual frequency of use of this proposal (to allow the Weyerhaeuser CA facility) and potential future use of the total 14.2 acres. The air traffic is discussed somewhat as far as Weyerhaeuser is concerned but is totally inadequate as far as what the actual future use will be of the rest of the site in terms of air traffic, transportation levels, noise, etc. It is impossible for anyone to ascertain probable impacts of a proposal that is as vague and empty as this proposed GA/CA facility. By allowing the Weyerhaeuser facility to locate on the west side of Sea-Tac, it would allow development of 12 additional acres piecemeal fashion based on the premise an EIS had been prepared and planning had been accomplished when actually none of this has happened. The total 14.2 acres must be addressed as a whole and evaluated taking into consideration the adjacent resident west-side communities.

I-8 D. The WRC feels that the POS should be subjected to local County land use zoning controls and County building code enforcement. The EIS states that the POS will approve all building plans. By what authority can the POS have total overall control on land usage and building construction - especially, if it is to the detriment of the adjacent residential communities?

I-9 Also, the POS should have to abide by the Seattle-King County Noise Ordinance especially as it pertains to ground level noise caused either by runups, landings or takeoffs or any ancilliary noise. These should be subjected to the "nuisance factor" element of the Noise Control Ordinance.

I-10 In conclusion, we are totally opposed to development of the proposed GA/CA facility on the west side of Sea-Tac and feel the subject EIS is entirely inadequate and devoid of assessing and/or mitigating the effects this proposal would have on our community.

Sincerely,

Committee Representing Westside
Residential Community (WRC)

Pauline J. Conradi

Attachments (2)

Response to Letter I
(Westside Residential Community)

I-1. Responses by the Port, King County, and the FAA have been included following the February 6, 1978 letter in Attachment "A".

I-2. The opposition of the WRC to this proposal is noted. The 'adverse impacts' listed here and on the attached petition are addressed in the impact statement. They are again addressed here, as numbered on the petition.

1. Deterioration of westside reinforcement policies.

West side reinforcement policies remain unchanged from the STCP. The disagreement regarding land use on the west side is discussed in the Prologue.

2. Taxiway C will become Runway C.

The north portion of taxiway C which had been used as a light plane runway (17-35) is no longer designated as such and will not be used as a runway.

3. Unrestricted overflights of the west side.

Any west side overflights occur under the direct control of the FAA. If such flights cause problems, traffic patterns could be modified.

4. Property values will be depressed.

This proposal would not be expected to depress property values.

5. Increased noise, water pollution, rezoning, and decreased air quality.

All of these areas are discussed in the EIS, except rezoning which would require an action subject to a full environmental analysis by King County. Because this proposal has no direct street access and will be separated from the residential community by the buffer, no pressure to rezone is anticipated.

6. Loss of historical area.

This EIS assesses the impacts of implementation of this proposal on residences located on 12th Avenue South, the nearest off-airport area. The listed "historical" sites are all located much further from the site and would be less severely impacted than the area discussed. No mechanism that would result in the loss of these sites has been proposed.

7. Increased traffic.

The proposal will only be accessible by the south access road from 188th Street. Traffic impacts are addressed in the EIS.

I-3. The history of this EIS process is discussed in the Prologue. The proposal assessed in this document has been modified in that no federal funds for the taxiway extension are required. All of the comments, both written and oral, have been considered and, when needed, the text of the EIS has been modified. Since most of the comments received have not contained substantive information or data revealing inaccuracies or omissions in the EIS, few changes have been required.

I-4. The Highline Communities Plan is the official land use guide for King County Officials and does not apply to aviation uses of airport land. Such airport use is under the jurisdiction of the Seattle Port Commission, not King County. King County Council resolutions are not binding on the Port of Seattle. A further discussion is included in the Prologue.

I-5. The PAC formed during the STCP process serves these functions. The circulation of draft impacts statements has generated substantial public comment which has been considered.

I-6. The STCP is the comprehensive plan for the Airport. To include all of the material generated during that process in this EIS would serve no purpose. An EIS is not a decision-making document but only one source of information to the decision makers regarding a proposal. The present EIS discusses the specific impacts of implementing this proposal as they may differ from those identified by the EIS for the STCP.

I-7. The present EIS first assesses the impacts of the Weyerhaeuser CAF and then projects the total impact of full development of the 14.2 acre GA reserve under several scenarios. Thus the cumulative impact of total development is assessed. Furthermore, the EIS clearly states that when specific proposals for the GA reserve become known, they will be assessed.

I-8. The authority of the Port of Seattle over airport property is contained in RCW 14.08.120 and RCW 14.08.330.

I-9. As with the preceding comment, the present proposal does not require a change in jurisdictions and therefore the EIS does not address such changes.

I-10. Your comment is noted. The EIS fulfills both the letter and the intent of SEPA in providing public decision makers with necessary information regarding the proposal.

Attachments. The contents of the attachments have been reviewed. Letters from the Port of Seattle, King County, and the FAA have been inserted following the February 6, 1978 letter, to which they respond.

February 6, 1978
 16035 - 12th Ave. So.
 Seattle, Washington 98143

Mr. John P. Lynch
 Director of Planning and
 Community Development for King County
 King County Courthouse W313
 516 Third Avenue
 Seattle, Washington 98104

Mr. Ed Parks
 Planning and Research Department
 P. O. Box 1209
 Seattle, Washington 98111

Subject: Draft Environmental Impact Statement for the
 Proposed Boeing Company Corporate Headquarters
 Facility dated December 30, 1977; and
 Draft Environmental Impact Statement for the
 Initial Development of the Westside General/
 Corporate Aviation Reserve, Sea-Tac International
 Airport dated December 23, 1977

References: (a) Westside Residential Community letter to Port
 of Seattle, King County, F.A.A. and Policy
 Advisory Committee dated July 29, 1977 (Position Paper)
 (b) Richard D. Ford letter to Pauline J. Conradi dated
 September 19, 1977
 (c) John P. Lynch letter to P.J.C. dated September 7, 1977
 (d) Robert O. Brown letter to P.J.C. dated September 21, 1977
 (e) Alice Wetzel letter to Mr. Richard Ford dated February 23,
 1977 re Draft Weyerhaeuser EIS
 (f) Pauline J. Conradi letter to Port of Seattle dated
 February 23, 1977 re Draft Weyerhaeuser EIS

The Westside Residential Community (WRC) herein submits its comments on the subject proposed developments on the west side of Sea-Tac Airport by the Port of Seattle. Following are general comments which pertain to both proposals. Specific comments on the "Draft EIS Initial Development of the Westside General/Corporate Aviation Facility" are contained in Attachment "A", and specific comments pertaining to the "Draft EIS for the Proposed Boeing Company Corporate Headquarters Facility" are contained in Attachment "B".

The WRC submitted their Position Paper (Reference (a)) on July 29, 1977 to the Port of Seattle, King County, F.A.A. and Policy Advisory Committee, outlining their concerns and our plans to help "enhance and reinforce" our residential community. We asked that these problems be addressed before any other planning for areas west of the airport was done. This Position Paper was written because of our concern with present and future developments by the Port of Seattle and King County; the lack of planning of the Sea-Tac Community Plan (STCP) for our area resulting from the change in designation from "conversion" to "residential" just prior to adoption; the STCP's basic goals of compatibility with and enhancement and protection of permanent residential neighborhoods and the Port of Seattle and King County's commitment to assist in reinforcing and enhancing single-family residential areas (outlined in the STCP); and a desire by the community to be aware of the "real long-range planning" for our

area and to be involved with any planning with the Port of Seattle and King County to resolve any potential problems before implementation.

Letters received from the Port of Seattle, King County and the F.A.A. all assured the community of a desire to work with them in an ongoing manner to identify and implement programs which would enhance and reinforce us: Mr. Ford's letter (Reference (b)) stated "in regards to the Port Commission's direction to the Port Staff 'to work closely with airport users and citizens of the residential community, particularly the west side of the airport, to refine airport development plans and policies to insure, so far as possible, compatible development and to subsequently recommend a phased program to the Commission as appropriate... The expressed purpose will be to attempt to improve the general residential environment...' The Port will follow these guidelines on the west side." Also stated was: "It is our desire at the Port to work with you and the County to realize that goal." Mr. Lynch's letter (Reference (c)) stated: "...it is essential for questions of westside development and neighborhood reinforcement to be considered in a comprehensive way. ...I feel it is critical for King County, the Port of Seattle, F.A.A. and local residents to review any westside development scheme with an eye toward overall effects. Many of the points raised in your position paper would be most effectively considered and addressed as part of reviewing the Boeing and Weyerhaeuser draft EIS's. However, many of your concerns are also concerns of King County; residential reinforcement can be realized only if the impacts of development are adequately defined and if airport needs are related to neighborhood needs. We intend to evaluate any westside development proposals from that perspective." Mr. Brown's letter (Reference (d)) stated: "Please be assured that no final decision will be made on any future major Federal action involving the west side of the airport until appropriate environmental impact assessment documentation has been properly evaluated. Under 'Protection of Property Values'... We agree that the proposed ultimate development of the west side of the airport should be identified and refined to the maximum extent practical for the proper implementation of the STOP. We will continue to work with the Port and the County to accomplish this objective. In summary, we would support any coordinated planning effort which would help address and resolve the outstanding issues concerning Sea-Tac and the westside communities which have been identified."

I. Discrepancies

- A. Both of the EIS's address only the immediate area west of the proposed developments (which only impacts 120 homes) and do not discuss anywhere in either of the books potential effects on the rest of the Sunnysdale community (the WRC) (which impacts 400 homes). There are two distinct groups in the Sunnysdale community - both of which are organized, work independently of one another, but both having many of the same concerns and problem:

1. The WRC - Area north of So. 166th Pl. to SR 518 and 12th So. on east to SR 509 on the west; those homes immediately west of the HSC's area lying west of 10th So. down to Des Moines Way; homes lying south of So. 176th on 10th Pl. So; and homes lying west of SR 509 including all homes in Flakely Manor to 1st So. to So. 174th.
2. Hilltop Survival Committee (HSC) - Area from 166th Pl. south to So. 176th and 12th So. on the east to 10th So. on the west.

The HSC is the only group whose concerns and potential impacts are addressed, but they are incorrectly identified as the "Westside Residential Community". The "Westside Residential Community's" concerns are not identified nor are potential impacts discussed, and the WRC comprises the entire remaining Sunnysdale community. The EIS's seem to indicate the reason for only investi-

gating impacts on the hilltop area was because it would have the "worst case" impact. However, this is not the case. Especially for takeoffs and landings, the takeoff noise increases the further north of So. 166th Pl. one goes. This would explain why 170th and 12th So. is noisier than 176th and 12th So. for planes using the west runway for takeoffs. The STCP has limited cost sharing for residences north of So. 154th & 12th So. because of this factor. Therefore, increased GA and CA activity at Sea-Tac will cause increased noise factors for those living north of So. 166th Pl. Inasmuch as the WRC is not considered at all in the EIS's and most of our concerns are not addressed at all, how can the overall effects of the proposed developments be analyzed especially in relation to the WRC? How can any environmental impact assessments be made when the EIS's never explored these areas for the WRC? In view of this, the EIS's are unacceptable to the majority of the residents in our area.

- B. There are statements made in various parts of the EIS's to attempt to distort the actual events happening prior to adoption of the STCP and the role of the citizens throughout the STCP process. Statements are also contained in the Final Weyerhaeuser EIS dated April 1, 1977 and in Mr. J. Eldon Opheim's letter to Sen. Warren Magnuson dated December 30, 1976. Pg. i of the G/A Corp. Aviation Facility EIS, Prologue, states: "...the so-called 'hilltop' community comprising about 35 acres and over 100 homes was not opposed to conversion of the west side in general, provided that it accompanied acquisition of all of their property and not just half or about 17 of the 35 acres as had been suggested at one point in plan development." This is correct - the HSC were never opposed to conversion of the west side, as long as they were acquired. The WRC never spoke for the HSC or recommended any course of action for the residents or the Port. The WRC stated emphatically they did not want conversion for their own area wanting to stay residential. The HSC wanted out and justifiably so - conversion is an undesirable alternative. It is also undesirable and totally unacceptable to the 400 residents of the WRC.

Paragraph 4 of Pg. i states: "Because of a lack of firmly identifiable long-term Airport needs for such land and the expressed opposition, the adopted STCP designated all of the west side residential community as a 'reinforcement' area--meaning that policies should emphasize upgrading and improvement of the existing single family residential character of the area." The opposition was the HSC opposing conversion for their area and opting for acquisition instead, and the WRC opposing conversion for their area and opting to remain residential; neither group speaking for the other.

The main reason given the residents at a key meeting at the Port of Seattle where Dick Ford, Jack Elock, Art Yoshioka, and Ed Parks of the POS, Howard Christenson and Leilani Schuh of the HSC, and Alice Wetzel, Kathy Hand and Pauline Conradi of the WRC met shortly before adoption of the STCP by the POS was that money was not available to purchase the hilltop, they didn't qualify for noise impactation, and money might never be available to purchase the hilltop or not for at least ten years or more. The HSC representatives opted to remain residential, given the impossibility of a buyout. The decision was then made by the Port and King County to change the entire west side area back to reinforced residential just prior to adoption by the POS and KC.

C. Alluded Lessening of Residents' Fears and Uncertainties

P. ii of the Westside General/Corporate Aviation facility EIS states: "We were left with a continuing concern over possible on-airport activity." This is not true - we were secure with the adoption of the STCP as the western boundary was firmed up, and we had assurances from the County and Port that there would be a passive buffer area from So. 150th to So. 176th and from 12th So. to 16th So., and the County and Port were committed to reinforcement programs for our residential community. However, with the Port's proposed plans for a 15-acre general aviation area and the proposed Boeing facility, the residents no longer feel secure, and a large credibility gap has again been created. At small meetings held with POS staff shortly before adoption of the STCP by the Port, representatives of the community were told that if the entire area were to be changed back to residential, then the STCP would be changed in all sections to reflect that no development would occur east of 12th So. and north of So. 176th. King County assured the residents that this was being taken care of during their revision process. Unfortunately, certain sections of the STCP were inadvertently overlooked and not changed! Our error was in not asking for this guarantee of the passive buffer in writing.

Pgs. IV-1 and IV-2 - B. & C. - The only "uncertainty" residents have is what these proposed developments will do to our residential area. The language should be changed from "viewed by some citizens as a 'buffer area'" to "the majority of the citizens". What is meant by "not an irretrievable resource commitment, since the land could at some future time be again converted to another use"? Does this mean that the Port would tear down structures in the future, possibly for westward airport expansion? Or does this mean that the 300 ft. buffer area that will be "permanently" created between the GA site and the residences on 12th So. will be used for other purposes, possibly corporate aviation as was mentioned in the EIS? Or does this also mean that any other designated buffer land in the area either north of the proposed Boeing facility or south would be converted to other uses in the future? This statement certainly causes fears of uncertainty for the residents.

D. Population Data

Both the EIS's are using population and housing data compiled from census tract data obtained in 1970 (Pg. II-4 of the General/Corporate Aviation EIS and Pgs. 57-60 of the Boeing EIS). Census Tracts 280 and 285 cover a much larger area than our Sunnysdale community; the data used is old information as pertains to population counts, income levels, housing information, etc. The Port's acquisition program and economic factors have all contributed to the present day situation necessitating updated information. King County's Dept. of Housing & Community Development was starting an updating program in the County, and our area was to have been one of the first to be surveyed. This new information should be the only data included in the EIS's assessments.

E. Airport Viewing Park

The area originally designated for the airport viewing park has now been reduced to approximately 1/4 of its former size (Pg. 53 of the Boeing EIS). It does not appear that the community is being taken into consideration when deciding upon this reduction in size - this viewpoint has been promised the community for its enjoyment for some time now - will the new planned area be of sufficient size for the total enjoyment of all?

I.F. Historical and Archaeological Conditions

Pg. 11 of General/Corporate Aviation Facility and also Pg. Vii-1 state: "The proposal would not affect any historical or archaeological conditions." We disagree - implementation of either or both of these proposals could be the impetus of the eventual destruction of historical Sunnysdale - the birthplace of the Highline area - by causing the very conversion the residents fought down. One has to look beyond the immediate boundaries of the project to look at the effect on the entire community. We also disagree that "no adverse impacts were identified." Unless unusual steps are taken to insure compatibility and also to insure that no further development is allowed north of the Boeing facility, the first result may well be a renewed effort to close our historic Sunnysdale School, the first school in the Highline District. Despite the severe impact of 200 homes being acquired by the Port in our area, the school population has remained constant the last three years with even a slight increase. Should anything happen to lessen confidence in the area, this threat may well loom up again. During the deliberations undertaken by the Highline Center Task Force, the possible closure of Sunnysdale School was referred to numerous times as the "catalyst for conversion" of the Sunnysdale area. A school is a binding force for a community. Anything which threatens the stability of the Sunnysdale service area will threaten the viability of the school, which would have an enormous historical as well as social impact on the Sunnysdale area as well as the entire Highline area. There is strong support in the Highline area to retain our historical ties to the past which are incorporated in Sunnysdale (historic Des Moines Way, Sunnysdale Triangle, Vacca's Pumpkin Patch, Morasch House, Sunnysdale School, historic elms planted for WW I participants of Highline who lost their lives, etc.). This explains why the community is united in their desire to preserve neighborhood and their school as was evidenced in fighting down the previous conversion attempt.

G. Cultural

Pg. 11 states: "No change in the recommended zoning or land use is required." On site, that is to say. What might the effect be long term on the abutting property, and also the property abutting to the north (160th, 154th, the stability of the greater westside residential community, not only the hilltop)?

Virginia Dana's letter in the Draft Weyerhaeuser EIS stated: "Introduction of facilities and utilities to the west side of the airport would make further development more advantageous. Sewer, water and electrical lines as well as the access roadway and Taxiway "C" would permit further use of the westside in accord with demand and the STCP." What further growth is expected? When will the Port tell the people what they are really planning?

Pg. Vii-1, Land Use, states: "...regarded by some residents as an adverse impact." - Change to: "...regarded by the majority of the residents..."

II. Unresolved Issues

The WRC was assured that many of the issues raised in our Position Paper would be addressed in the EIS's. Unfortunately, this has not been the case. Detailed below are some of the specific concerns described in Reference (a) which need to be addressed and resolved to the citizens' satisfaction by both of these EIS's before approval of either of these proposals by any agency.

II.A. Property Value Impacts

Ref. (a) III.A.2 states: "Approved policy procedures and definitions are needed on the part of the FOS and KC which will define explicitly the ultimate extent for development on the west side." Neither EIS examines this issue in an overall concept - each EIS examines its own proposal in relationship to the other but each avoids any reference to any possible additional future proposals that could come about for other buffer property located along 12th So. to the north of Boeing. What guarantees do the residents have that other development proposals will not be implemented as they come up?

As mentioned in Ref. (a), III.A.3: "King County should confirm its commitment to reinforce the Westside Residential Area by judicious application of land use controls as is mentioned in Chapter 6.1.1 of the STCP: 'Direct the economic and land use development influence of airport-related activities toward deliberate improvement of the local community'." In Section II, Development Position, we state: "The community opposes any development on the west side which will leave our community without adequate buffering and without protection from noise, traffic, visual and property value impacts." Chapter 6.5.1 of the STCP states: "Compatibility is defined as residential protection and buffering on the west side. We also stated that: "The community feels its top priority is to maintain itself as a residential community and to reinforce and enhance it so as to bring the quality of life up to pre-existing conditions," and then outlined a residents' home value guarantee program as one way to guarantee property values.

Neither of the EIS's address human or social values and potential impacts to the community in terms of lower property valuations, a less desirable neighborhood to live in, the possible attraction to the buffer area by other companies wanting to also locate here, etc. We feel it is unfair for the Port while making profits on new projects on the west side of the airport to further impact the residents. We do live by an airport and have been impacted by noise and other problems associated with the Port, but feel strongly we do not have to accept further impactation - especially with no planning by the Port or County on how these developments could be implemented while at the same time reinforcing and upgrading the residential area. We have been working very hard to try to upgrade our area and have had assurances from the Port and County that they were also working in this direction. If this is really true, why weren't the different problem areas addressed in the EIS's? We are still waiting to hear how the Port and County are going to assist in reinforcing and enhancing us, how they are going to achieve compatibility with us by residential protection and buffering? Nowhere in the EIS's are these issues addressed.

B. Access Roads and Traffic

We stated in our position Paper of 7-29-77, II.B.4: "...any vehicular traffic generated by any potential developments - agreed to by the community working in close cooperation with the Port - should be directed on the north to the Perimeter Road east of the airport with no access to So. 154th. Any new traffic would add to the existing hazardous condition at 12th So. and So. 154th. All traffic on the south should be directed to So. 188th as is now presently planned." We are concerned with the addition of 220 trips a day entering onto So. 154th which already is a heavily traveled two-lane road. The addition of six soccer/football/baseball fields between 12th & 14th So. and So. 154th to So. 152nd (planned construction to start this year) will add additional afternoon traffic during the peak time of day for pedestrians and

II.B. vehicles. The entrance road for these fields will be at 14th So. off So. 154th. We feel this could cause a safety hazard for the children in our area. We disagree with the statement on pg. 63 of the Boeing EIS that: "Occasional, temporary increases in local traffic would be created by construction of the athletic fields..." "Traffic from the proposed headquarters building would have no significant impact on the use of the proposed athletic fields." Use of the athletic fields by children and parents will cause much more traffic than the construction phase would. The addition of 800 trips a day for general aviation and the Boeing facility on So. 188th we feel also could create a problem on that heavily traveled roadway. We feel that with the extension of SR 509 to So. 188th, an access should be made available for traffic from the south access road to the freeway. This could alleviate a lot of traffic problems.

Pg. III-5 and Pg. V-3 of General/Corporate Aviation EIS states under 4. Transportation and Circulation: "...most of which would be expected to go out the access road to the south. If the Boeing proposal goes ahead, there would also be a north access road which might attract a small proportion of the vehicles." Pg. 14 of the Boeing EIS states: "Construction of the south access road is not contingent upon development of the subject proposal." Pg. 20 of the Boeing EIS states: "Two access roads would be designed to terminate at the Boeing security gate. This design would be intended to prevent their use as a north-south public traffic link through the airport buffer area." Pg. 16, however, shows north and south access roads joining outside of the Boeing control gate thereby allowing unlimited thru traffic. Also, we note no control on the entrance to the north access road so anyone could enter and have access to the buffer area lands. Is the north road proposed to be leased and maintained by Boeing or the Port? Will access be controlled at So. 154th and 12th Pl. So, or not? Will thru traffic be stopped? Pg. VI-2 of the General/Corporate Aviation EIS states: "...or in the case of construction of the proposed Boeing Headquarters Building, on So. 156th St." Will west side activity users use either north or south access roads or what? It was our impression that the traffic for GA or CA was to gain access from So. 188th only. Would the Port in the future lease land adjacent to the north access road to other prospective developers?

Pg. II-5 - "4. Transportation and Circulation." - Item (1) should have 1977 traffic counts - not 1973. Item (4) - Des Moines Way's traffic count in the City of Des Moines has no bearing on Des Moines Way traffic in the Sunnydale community - get correct figures. Pg. V-5 states: "...except where the access road joins with heavily traveled Des Moines Way South." What is meant by Des Moines Way South - is this really So. 188th or 12th Pl. So. at the southern end of the airport, or what? Is this south of So. 176th? Under Pg. VII-1 - Transportation Conditions - Disagree that "Only minimal adverse impacts would occur." Unless traffic is directed on the north to the Perimeter Road, we will have extremely adverse hazard impacts on So. 154th. We also need the pedestrian walkway and pedestrian/bicycle path constructed as outlined in the HCP.

C. Noise

Reference (a) stated in Section II. Development Position: "The community opposes any development on the west side which will leave our community without adequate buffering and without protection from noise, traffic, visual and property value impacts." Also III.3.5 stated: "Proper procedures must be instituted to insure that airplane and helicopter traffic is prohibited to east-west flights over residential properties, and that engine maintenance runups are prohibited between 10:00 p.m. and 7:00 a.m."

II.C. (Continued) P. 14 - "Noise - Noise Remedy Program..a cost-sharing acoustic insulation program would apply to the adjacent residential community." How can the airport because it wants to expand its profit base by allowing new development on the west side then be allowed to impact west side residents to the extent they would then be able to qualify for a cost-sharing acoustic insulation program? The residents not only would be impacted by the new developments (increased noise, loss in home values, mental and physical anguish, etc.), they would be "allowed" to spend their own money to help sound-insulate their homes. What would the percentage shared by the residents be? Will the percentage of cost shared by the POS be calculated taking into account the cumulative effect of the extension of SR 509, as this extension not only benefits the community by channeling traffic off the residential streets but helps the POS in developing their land on the west side of the airport by providing their new developments and the ensuing traffic for access on and off this new extension at So. 138th? What happens to the residents immediately west, north, and south of the hilltop? Won't they as well have noise impacts to be mitigated? What programs are in store for them? How far to the north is this insulation program to be in effect? This is especially pertinent in regard to the fact that the EIS's do not address any area but the hilltop.

Pg. 13 - (Gen-Corp. Aviation EIS) - "Possible Mitigating Measures -..the necessity of diversions and longer runways will decrease the need to ferry passengers from other, smaller, more remote facilities." What does this refer to??

Pg. 14 - "Remaining Adverse Impacts - ..regarded by some residents as an adverse impact should be changed to 'majority of residents and King County'".

Pg. II-3 - Discusses use of NEF and refers to Appendix A. We are not concerned with average noise levels - we are concerned with "each Incidence of noise". Why weren't accurate readings also taken at other locations - 160th & 12th, 154th & 12th, 150th & 12th, 163th & Des Moines Way, etc? How do we know that these locations are less noisy or more noisy? Also, why weren't readings taken with GA and CA using Taxiway C (which the F.A.A. says is used now for some takeoffs)? When the taxiway is extended the full length, what will the noise curves be all along 12th when the taxiway is used for "some" takeoffs?

Pg. III-3 - Challenge statement: "noise levels from two activities cannot be added directly, but must be combined using a logarithmic equation." Realistically, adding two loud noises say from two different directions causes the listener double annoyances and problems. Also, it hasn't been taken into account that automobile noise at 12th So. measuring 63.8 does not measure 63.8 one block west - it is substantially less; yet, airplane noise measuring 66.7 would still measure about 66.7 one block, three blocks or even ten blocks west.

Pgs. III-4; Appendix A, Pg. 20 and Pg. 25 - Cannot agree "that construction noise levels in the range of 69-75 dBA peaks are similar to a busy department store, a busy street, or a noisy kitchen but are less than most power mowers at three feet". Would agree that construction noise is similar to a power mower - both extremely nerve-wracking; but whose noisy kitchen or what busy department store could compare with the noise of bulldozers, etc.?

Pg. VII-1 - "Beneficial Impacts" - Citing lower noise levels for Tacoma Industrial Airport certainly does not classify as a beneficial impact for west side residents.

II.C. (Continued) Appendix A, Pg. 2 - "On the west side of the airport the adjacent communities are exposed to the sideline components of landing and takeoff noise including thrust reversal noise on landing as well as some engine runup noise. Ga for 1978 will have 25,000 operations, air carrier at 123,000, commuter at 20,000 and military 2,000." What are commuter operations?

Appendix A, Pg. 3 - What are noise levels at other locations? 160th & 12th? So. 154th & 12th, etc?

Appendix A, Pg. 7 - Elimination of the proposed GA/CA would eliminate 38% or 24,300 operations of the proposed 64,300 estimated for 1993. In other words, we would be adding about the total GA operations now by incorporating a GA/CA site at Sea-Tac.

Appendix A, Pg. 8, and Pg. VI-2: Mention of noise being louder at So. 170th than at So. 176th. The berm may be of some help, but it is not taken into account that on takeoffs on the west runway, the noise gets louder, the further north one goes. 160th is louder than So. 170th, etc.

Appendix A, Table 6 - Residents are impacted with each noise incidence (Gulfstream II & Sabreliner at 102 EPNL each takeoff) but only showing a NEF of 10 does not present an accurate picture.

Appendix A, Pg. 32 - "From the data and criteria presented previously it is clear that airport related noises presently impact areas along 12th Ave. (and probably at greater distances)." Why weren't the greater distances critiqued? Since we already are noise-plagued, why inflict us with more noise? Is more better, or should you give more noise to those who already have too much?

Appendix A, Pg. 33 - "...it is true that the west side areas along 12th Ave. are already exposed to significant airport noises. For this reason it is difficult to say with great certainty that these small increases will not be significant. ...but subjectively it is possible that the perceived noise may be greater than would be suggested by the small increases in noise levels." This statement supports the "each noise incidence" posture.

(Also, see Attachment "A" on Specific Weyerhaeuser Comments for Noise.)

D. Taxiway "C" (Runway "C")

P. iii of Gen/Corp. Aviation EIS - "There is some potential federal interest in the Weyerhaeuser GA site proposal based on partial funding of the taxiway providing access to the GA site. A subsequent federal environmental assessment is anticipated." Why? Where? When?

Pg. iv - "Definitions and Abbreviations - G.A., GA - General Aviation - All civil flying not classified as air carrier...that includes transportation of personnel and cargo by corporate owned aircraft, air taxi operations.." (F.A.A. definition). It would be interesting if the full context could be presented somewhere in this report - it might significantly alter our perception of the proposal. This would tend to indicate that any size aircraft, as long as it is owned by a corporation, would be able to use a "general aviation runway".

Pg. I-2 - Project Description and Major Aspects of the Proposal, third Para: "Built as a pavement base for future provision of the more heavy-duty (and wider) taxiway requirement of air carrier aircraft, the initial development of Taxiway C will be 40 feet wide and 3,000 feet long. Further development of Taxiway C would allow aircraft access to the future air cargo and maintenance areas to the south, as well as to the site. As indicated in the plan, the north end of Taxiway C presently serves as a limited VFR general aviation runway (17-35). Its full extension will allow its eventual use as well for parallel taxiway access to all of Runway 16R-34L." What is really being said here? Port representatives have stated that only light aircraft will be allowed to use Taxiway C for takeoff and landing and that the heavy underlayment

II.D (Continued) held no threat as to the future. From reading this section, it is apparent that this is not to be used only for light aircraft but implies that some rather large, noisy aircraft might be using this taxiway as a runway.

Pg. V-5 - "Noise - It should be kept in mind that the F.A.A definition of 'general aviation aircraft' includes both light aircraft and corporate-size aircraft, all of which could be based on the GA site." Therefore, corporate aircraft could use GA Runway C.

Pg. V-6 - "The foregoing table shows that the CA facility would by itself cause the greatest increase in noise levels along 12th Ave., and that the taxiing mode contributes more strongly to the total than does the takeoff mode." In other words, there will be a lot of noise from Taxiway C. Were these noise readings taken into account for the areas at So. 154th & 12th or for So. 160th and 12th?

Appendix A, Pg. 17 - Table 8 - "GA aircraft takeoffs on Runway C (1100 feet) and CA aircraft takeoffs on Runway 16R-34L (1700 feet)". We have been told that Taxiway C would never be Runway C - what does this mean? Is the Port going to sneak a new GA runway in on us? Here again, the NEF does not tell the story - only the actual noise contours do.

Appendix E, Pg. IX-13 - Response to Alice Wetzel's letter - "Plans call for the extension of Taxiway C and use of that with displaced thresholds, as the GA runway. No planes heavier than 12,500 lbs. would be permitted to operate on this proposed runway." Why is there no mention of this proposed runway or even the total extension of Taxiway C in the EIS's? Is the Port deliberately not wanting the public to know about another runway?

Appendix E - Ltr. from C. B. Walk, Jr. of F.A.A. to Roger M. Leed: Quotes: "STCP: 6.5.4:3 states the policy 'proposed Runway 17-35 should be eliminated, and Taxiway C should be extended to serve as a permanent Runway 17-35 for general aviation operations. As the west side is developed, general aviation can be given a permanent fixed-based support location adjacent to Taxiway C.'"

All of the foregoing data seems to indicate that the POS is using the same tactics as they have over development of the area north of So. 176th, where terms are used to confuse the reader to obscure the real issue - what we really should be discussing is the long term effect of the third runway - an additional runway to the west 1,100 ft. east of 12th So. The game plan would appear to be to slip the corporate giants in as the initiators since the community as a whole has a very positive image of these companies. Once the taxiway is extended and designed to accommodate the larger aircraft, it will be entirely too late to make much difference in the process - it will all be water under the bridge. The community will be told it was all contained in previous documentation accepted by the POS and KC. The WRC is definitely opposed to development of a third runway west of the existing west runway. This issue should be publicized so that everyone has an opportunity to input and be a part of the decision-making process and have an opportunity to approve or disapprove this plan.

E. Land Use

P. I-3 - "Any planned development of the west side of Sea-Tac will address the areas north and south of So. 170th as an integral neighborhood." True, the hilltop should be considered as a whole; but the entire west side will be affected by whatever transpires there. Therefore, the entire Sunnysdale community must be considered. It is tunnel vision to think anything can happen on the hilltop without the effects being felt throughout the entire area.

II.E (Continued) Pg. I-4 - d. - "Envisioned as using the deeper airport land so. of So. 176th for initial air carrier service." What is "initial air carrier service"? What is really being planned?

Pg. I-5 - Full Cargo/Maintenance Development - "The full gamit of environmental impacts must be addressed prior to construction and neighborhood compatibility assured so far as possible - the neighborhood defined by the high ground west of 12th Ave. So. would be treated as a whole in any action necessary to achieve compatibility." The hilltop only represents about one-fourth of our neighborhood which is the Sunnydale community. Already the POS has decimated what once was a very desirable residential neighborhood by the removal of 200 homes - do we have another swath to bear? Each buyout leaves the problems more intensified for those who remain. At some point the POS must realize that they do have a responsibility to the community as a whole. Please define what "Full Cargo/Maintenance Development" means.

Pg. I-5, 2 - "Adequate buffering, so far as possible, will be assured." What does this mean? Either there is adequate buffering, or there is not. If it is not possible, then the POS may just have to look elsewhere for another site for airport expansion, or consider a buyout including the entire area west to SR 509.

Pg. I-5 - 2 - "...a phased program satisfactory to all participants." Just what does this refer to? If it means conversion, the residents made themselves perfectly clear the first time around - no conversion! We cannot tolerate planned destruction of our community, even if it would mean making money for the POS. The cost of development is the relief of burden on the WRC.

Pg. I-5 - "The residual problems of land use change, unresolved environmental encroachments, timing of development and funding will be addressed when more is known." It would appear that the POS is not living up to its commitment to the west side. In adopting the STCP, the WRC was left residential at the express wishes of the people who live here. Was this done merely because there was such an overwhelming number of people who signed petitions and who attended POS and KC hearings adopting the STCP, or was there a true commitment to help these people and their problems?

Pg. II-5 - "Single family residential use constitutes 36% of the land area, but multi-family residences have begun to develop..." The area under discussion should be defined. Is this in reference to the west side only or the entire area surrounding the airport?

IV-2 - "Postponing the proposal would conceivably provide more long-term flexibility in use of the site for a broader range of possible uses." It would appear that threats are being subtly used here.

F. Air Quality

Pg. 13 - Air Quality - "corporate aircraft emit more pollutants than general aviation planes". It goes on to say: "increase in total airport pollutants would be so small compared to total air carrier emissions that the impacts of GA site development would be minimal". Since the report only addresses the HSC, please take another look and make an assessment for the WRC. How would this be when combined with the predicted air pollution from the SR 509 extension? This should be addressed both for the HSC and WRC including a discussion of the effect on properties lying at So. 168th between 8th So. & Des Moines at the lowest point along that roadway.

F. (Continued) P. II-2 - "Hydrocarbons. Hydrocarbon concentrations, associated with the odor of jet fuel combustion around the Airport, exceed federal standards 70 percent of the time during the peak hours of 6 to 9 a.m." This is the existing situation. What happens when the entire 14.3 acres are developed for aviation-related uses? Or when the cargo/maintenance area so. of 176th is developed? Higher levels of air pollution cannot be tolerated.

Pg. V-4 - 4. Air Quality - Tends to infer aircraft air quality impacts to be minimal because taxiing operations would not cause air pollution; since Taxiway C will be used for takeoffs and landings (at least occasionally?), these impacts should be measured - especially for the areas north of So. 170th. Also, would there be an increase at 168th and Des Moines Way, considering the SR 509 extension?

G. Drainage

Ref. (a) in Section III.B. outlined problems residents have and listed some solutions to the problems such as installing a closed culvert system instead of the existing drainage ditch including a pedestrian walkway and bicycle path; installation of storm drains adequate to handle all runoff waters to alleviate flooding of homes; institution of a block grant funded sanitary sewer program to alleviate pollution of Miller Creek, etc.

Pg. II-2 - C - Until Miller, Des Moines and Walker Creeks have had their pollution and flooding problems solved, no new development proposals should be allowed to add to these conditions, such as "stormwater runoff from the GA site, the taxiway, and most of the access road goes by way of the storm sewer system into Des Moines Creek..."

Pg. III-1 - C. Water Quality - 800 trips a day on a roadway is not a lightly traveled road, and drainage will go directly to Miller or Des Moines Creek drainage systems. The statement that "adverse effects on water quality caused by runoff would be minor" is challenged because of the access road drainage problem. Also, even "minor" impacts cannot be tolerated because of the well-documented existing problems.

Pg. VI-1 - "An increase in the impervious surface will increase the runoff volume but this amount is insignificant compared to the total runoff volume at Sea-Tac." Any addition to existing runoff cannot be tolerated.

Pg. VIII-1 - Hydrology/Water Quality - It is immaterial whether contaminants combine or not to pollute either Miller or Des Moines Creeks - states cumulative impact is minor or nonexistent. Would have to guarantee nonexistence.

Pg. 26 - Boeing EIS: "Water quality problems are caused by several factors, including septic tank discharges in unsewered areas, unshaded stretches of the creeks and high stormwater discharges. Both creeks are generally incapable of carrying runoff from relatively frequent small storms. Flooding is more severe in Miller Creek.

H. Water

Pg. III-5 - 4. Water - Will the water pressure for the west side residential areas be in any way lessened by the usage of their neighbors on PCS property?

III. Summary

1. Potential adverse impacts on the WRC are not addressed in the EIS's.
2. The 300 ft. buffer (landscaped) may not always exist.
3. The taxiway C extension appears to be actually a runway, for use by other than just light general aircraft.
4. Airport Viewing Park will be 1/4 its former planned size.
5. Historical significance of the area has not been addressed.
6. Unresolved issues of the following items have not been addressed adequately:
 - a. Property Value Impacts
 - b. Access Roads and Traffic
 - c. Noise
 - d. Taxiway "C"
 - e. Land Use
 - f. Air Quality
 - g. Drainage
7. The other major adverse impact that has not been addressed at all is the uncertainty and fear the residents feel toward the intent of the POS. By careful scrutiny of the EIS, the uncertainty that others have expressed for a long time comes through very clearly. We do not see any measures being taken to assist the residential community long term. We would like to feel that at this point in time there is a trust factor between the WRC and the POS; however the EIS's give us little to go on.

Therefore, we cannot accept any further development north of So. 176th until the Port, in cooperation with the community and KC carefully evaluates the extent of potential westside development and devises and implements measures which will:

- a. Protect our property values.
- b. Protect the quality of life.
- c. Protect our community's attractiveness and viability.

IV. Alternative Plan

An alternative plan which the WRA has brought up many times before but which has not been covered in the EIS's would be the following:

1. Leave View Point Park as detailed in the HCP and restore the Evergreen Tennis Courts for the use of the residents (as was promised to us by the POS).
2. Move the proposed Boeing Headquarters building south of the ViewPoint Park to about 172nd to 176th.
3. Move the General Aviation facilities south of So. 176th.
4. Guarantee that the remainder of the existing buffer area north of the View Point Park is left as a "passive buffer area" to be landscaped by the POS in cooperation with the Boy Scouts of America.

The POS and KC by adoption of the STCP concurred with the overall goal - to achieve compatibility with the area surrounding the airport. The WRC is waiting for the POS and KC to start implementation of this goal.

Sincerely,

Alice Wetzel
Alice Wetzel

Pauline J. Conradi
Pauline J. Conradi

for the Committee Representing
the Westside Residential Community

SPECIFIC COMMENTS ON THE "DRAFT EIS INITIAL DEVELOPMENT OF THE WESTSIDE GENERAL/
CORPORATE AVIATION FACILITY"

General Aviation

p. 13 - Noise - "Light general aviation aircraft, however, may occasionally be allowed alternate flight patterns by the tower." "This could result in increased noise levels beneath those patterns ." Why and when is this allowed by the FAA? Does this mean alternate air or land patterns such as using Taxiway C as a runway? Why, when the POS obviously has so little control over flight paths, aren't the measurements calculated to show the planes as they actually fly over the westside residential area?

pgs. V-6& V-7 - Referring to the statement that "Light aircraft, particularly slower single engine aircraft, may occasionally be allowed by the control tower to use takeoff or landing patterns which take the aircraft over areas east and west of the airport. The result would be an increase in the local noise impact of the GA/CA and 50 GA/50 CA facilities above the levels shown in the foregoing tables." This, of course, would occur regardless of where additional space is provided for light aircraft on the airport. If the GA/CA site is not built to expand the numbers of GA planes using Sea-Tac but instead encouraged them to use Boeing Field, the residents would not be impacted with additional east-west flights.

p. V-1 state "the 'no-action' alternate would continue the status quo. No significant additional development can occur in this location and no significant additional impacts would be generated once the facility is used to capacity." A 24-hour customs service could be provided at Boeing Field to eliminate mandatory landing at Sea-Tac for Customs. So - the EIS states noise impacts will not increase from GA if additional land is not made available for them; should the residents be impacted further from GA flights unnecessarily?

p. 10 - "...needed expansion of general aviation facilities at Sea-Tac Airport." with Boeing Field the desired location for general aviation, and the FAA's stated concern with safety having a mix of G/A and jet airliners at Sea-Tac, we have not been shown the real need to expand G/A except to make money for the Port of Seattle.

p. V-1 - Customs - What percentage of GA requires Customs? Why not establish Customs facilities at Boeing Field, or accept only GA which requires Customs at Sea-Tac. The rest could use Boeing Field.

Noise

pgs. IV-2, V-1 & V-2 - It is difficult to comprehend how Weyerhaeuser's impact on residents in Gig Harbor has to do with an EIS on impacts to west side residents. The philosophy that if we already have noise, more noise won't hurt us whereas Weyerhaeuser is causing too much noise in another area so we should help them out by moving them here is incomprehensible. "No-action may, therefore, have an adverse impact on noise levels in the vicinity of other airports, such as Tacoma Industrial Airport". "The two Weyerhaeuser Company jets are the primary dominant noise forces at that current facility, whereas their impact does not measurably affect the Sea-Tac NEF Contours". The residents live with each incidence of noise, whether very high or low, more flights cause more noise over a longer period, and noisier planes cause louder noises. We do not live with NEF contours -

for planning purposes NEF figures provide a means of estimating and comparing problems of different airports.

176th

p. i - The Appendix F excerpt from the STCP Final EIS is not applicable inasmuch as the EIS was done before the STCP was changed showing "reinforced Residential". As such, all of the quoted material is meaningless. The STCP in Sections 6.5.3 and 6.5.4 did not exactly specify no. of S. 176th: "either north or south of So. 176th."....

p. 11 - "Cultural ... site is designated as a GA Reserve in STCP" - STCP inadvertently was not changed in 6.5.3 and 6.5.4. However, Sections 6.6.2 and 6.6.5 were changed to state: "Policy: Airport facility development occurring on the West Side should be limited to the area south of S. 176th and should have street access only from So. 188th...."

p. V-3 - the fourth paragraph does not relate to the entire GA/CA 14.2 acre site. The impacts would be drastically cut if the entire 14.2 acres were moved south of S. 176th. Just looking at the Weyerhauser facility, it is true that being 250 feet south of its present proposed location would not change impacts significantly but when looking at the entire 14.2 acres being moved south - it is a drastic change.

Appendix E, p. IX-8 - We did not have access to the Airport Layout Plan when adopted. Buffer area was to extend to S. 176th. 6.5.4 states GA could be either on the south or the north of the cargo/maintenance reserve area. 6.5.4 was not changed just prior to adoption as this paragraph states; therefore this delineation of air carrier uses north and south of 176th is of no significance.

Letter from Pauline J. Conradi - Item 3 mentioned the need to address the impact of the proposed facility upon the people - the residents of the west side. This is still lacking in the present EIS's. This letter outlines in detail all facts in opposition to airport development north of S. 176th. The Final Weyerhauser EIS replied that the Port held public hearings and presentations to permit comment and revision to the STCP. "These meetings were well attended by persons from the west side of Sea-Tac and the consensus was that there would be no acquisition by the Port because of development on the west side of Sea-Tac."

Appendix E, p. IX-10 - This is untrue. The Port told us in small meetings held just prior to adoption of the STCP that if the plan were changed to reinforced residential, there would be no development north of S. 176th. This change only came up in the spring of 1976 after all the general meetings were held and because of the public outcry by the West Side Residential Community against being a conversion area; therefore we were changed back to residential. We resent the POS twisting events and facts to justify their planned action, which was not made known to us until after STCP adoption.

Letter from J. Eldon Opheim to Sen. Warren G. Magnuson: Again the distortion of the facts to substantiate the Port's position for GA development north of S. 176th. No mention is made that there were two groups - one wanting residential instead of conversion and the other wanting acquisition but accepting residential when they were told no funds would be available for at least ten years hence. At no time did anyone in the Sunnydale area know or agree to a GA/CA facility or any development north of S. 176th except for the view park and the existing radar facilities. His statement is objectionable that, "Mrs. Gestner desires to halt development of the west side of Sea-Tac." We all feel the Port should live up to its commitment to the people of the west side - to reinforce us as residential.

SPECIFIC COMMENTS PERTAINING TO THE "DRAFT EIS FOR THE PROPOSED BOEING COMPANY
CORPORATE HEADQUARTERS FACILITY"

A. Zoning

In the text of the EIS, p.20 "A change in zoning designation from RS7200 to Manufacturing Park (MP) would be required to allow construction of the proposed facility. The M-P zone permits business and professional offices and is intended to establish 'high operational, development, and environmental standards'".

The purpose of M-P zoning, according to the King County Zoning Code (21.34) - "The purpose and objective of this classification and its application is to establish industrial areas of 'high operational development and environmental standards'." (underlining ours) What is left out of the Boeing EIS are the key words "INDUSTRIAL AREAS".

It is not required that the zoning be changed to M-P. RM900 would suffice very nicely, and in fact is the better zoning of the two in relation to the abutting residential community. Controls could be maintained by the use of the P-suffix, and the specifics included therein. If a variance were required due to the height of the structure, surely the County would be cooperative, and the residential neighborhood as well.

RM 900 is a zoning which establishes areas permitting maximum population density, but also uses other than residential, such as medical, dental, and social services and shelter, ALL FOR HUMAN BEINGS. (Chapter 21.16, King County Zoning Codes) Item # 16, p.742 - "Uses rendering governmental, social, or personal services to the individual; business offices and banks, provided:" (underlining and capitals ours) it continues on to state the type of road the structure must be on, fencing, distance between structures, and allowed uses. Height - "In an RM 900 zone, no building or structure shall exceed a height of 35 feet." (21.16.080) Total permissible floor area "shall not exceed two times the square foot area of the lot." (21.34)

M-P zoning permits more noise, odor and pollution than does RM 900; it permits the use of office buildings but it also allows greater height of the structures, a larger floor area - to two and one half times the buildable area of the lot. It also allows any use permitted under M-L, which includes three pages of commercial, industrial, and other non-reinforcement types of uses.

The purpose of M-L zoning is "to provide for the location of and grouping of industrial activities and uses". (pp.769-771)

There has been nothing to make the community feel that the Boeing Company desires anything other than what they've stated - a Corporate Headquarters Facility. The Boeing Company has made a considerable effort to design a structure and grounds that would augment the west side residential community. Many people in the community have had only positive interactions with the company.

However, the Boeing facility is totally unacceptable if M-P zoning comes with it. It would be very easy for the powers that be to use Boeing as the catalyst for the industrial development of the entire green belt along 12th Ave. So.

The community needs desperately to have something to increase their trust factor for the POS and King County. To slip in an industrial type of zoning where it is neither necessary nor desirable would do exactly the opposite. They have both

promised to consider our area as "reinforced residential" and are signatory to the STP which spells this out.

B. Landscaping

There is no mention of the Tree Planting Project done a year ago by Boy and Girl Scouts, Cub Scouts, and the Campfire Girls in cooperation with the Port of Seattle, and what effect this proposal may have on that project between S. 154th and S. 166th.

A replanting was done again this year to replace many of the trees which were lost due to the unseasonably hot summer. These dedicated youngsters have an emotional attachment to the trees, and they were promised that these trees would be allowed to grow. It would be a violation of trust between the Port of Seattle and the various groups who participated - the Boy Scouts of America, the Cub Scouts, Girl Scouts, and the Campfire Girls; also the adults who spent many hours assisting in one way or another in the tree planting, planning, and preparation for the project. The north access road would remove many of these trees.

The community perceives trees as being helpful to mitigate noise and drainage problems and visual blight. At issue here is the veracity of the Port of Seattle.

Who will build and maintain the north and south access roads?

How are the POS landscaping plans a mitigating factor for Boeing coming in, when these plans were developed and shown to the Policy Advisory Committee several months prior to any discussion of the Boeing proposal? At that time there were no conditions placed on the implementation.

What does Boeing really want to the north regarding buffered area vs. developed areas, and how much control will they have? Why is this not defined in the EIS?

Would the 300 foot buffer area between the Boeing facility and 12th Ave. So., which is to be landscaped by the Boeing Co., remain forever a buffer area, or what other ideas might emerge in time? If it is to be a buffer area as the community desires, it must be tied up as such with a legal document.

We have heard that the Boeing Corporate Facility should firm up the western boundary of Sea-Tac, and as such will act as a stabilizing force. If it were not for the apparent contradictions found in the Weyerhaeuser/Corporate Aviation EIS this may well be so.

The west side residents (not only the hilltop, but the greater community) cannot feel assured that the land north of the 30 acres used for the facilities will be maintained as a buffer unless there is a legal basis for this belief. Boeing could act as a tremendous stabilizer if this land to the north were legally tied up as a buffer.

The Boeing EIS was very clear, concise, and easy to read.

PORT OF SEATTLE

P. O. BOX 1209 / SEATTLE, WASHINGTON 98111

September 19, 1977

Ms. Pauline J. Conradi
16035 12th Avenue S.
Seattle, Washington 98148

Dear Ms. Conradi:

This letter is in response to your Position Paper dated July 29, 1977 which contains many questions and ideas regarding the enhancement and reinforcement of the residential community west of Sea-Tac International Airport. Some of the specific points raised can be answered by the Port.

A thorough analysis of westside development and residential reinforcement must be done in order to achieve the results we, the Port, County, and community, desire. King County and the Port have agreed to address the west side in a coordinated, citizen input-oriented analysis of all the issues. Detailed environmental surveys are being completed for the Weyerhaeuser/General Aviation area and the Boeing Corporate Headquarters proposals. Prior to the acceptance of the Environmental Impact Statements on these projects and a Sea-Tac/Communities Plan amendment, if necessary, no decisions regarding land use on Sea-Tac's west side will be made. Your position paper, and one from the "Hilltop" area, will be considered also as inputs to the planning process.

Initially, and in response to your first statement, the Port has accepted funds to implement a landscape management program on the west side. We will be developing a plan to get planting started by early 1978. Although we cannot include landscaping of property outside of Port of Seattle ownership (i.e., immediately adjacent to 12th Avenue S.), we will be addressing the land between the Renton-Three Tree Point Road and the proposed Boeing site, as well as the area between S. 170th Street and S. 176th Street. There will be new trees planted as well as a general cleanup and intensification of present plantings.

Airport Open Use (AOU) zoning, as you are aware, poses concerns for all parties involved. King County currently has no set policies or guidelines for its adoption. Because of recent events, those policies should be soon in coming, but you should make your specific ideas known to the King County Council. Regarding sanitary sewers, the Port cannot respond to this subject. In the case of storm drains, we are not aware of specific flooding caused by

Ms. Pauline J. Conradi
September 19, 1977

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the second runway. Strict development controls regulated by King County may, however, generally assist in the "impact" problems of storm drains and sewers in the vicinity.

In the development of an overall "plan" for the west side, issues such as general/corporate aviation, a viewpoint, Boeing, further landscaping, sewers, noise remedy programs, and block grant funds, will be addressed. Technical material for the Weyerhaeuser/General Aviation and Boeing Environmental Impact Statements and Position Papers provided by the residents of the west side will provide a good data base for analysis. The Port staff has been directed by the Commission "to work closely with airport users and citizens of the residential community, particularly the west side of the airport, to refine airport development plans and policies to insure, so far as possible, compatible development and to subsequently recommend a phased program to the Commission as appropriate... The expressed purpose will be to attempt to improve the general residential environment..." The Port will follow these guidelines on the west side.

Also available from the impact statements will be the surface and air traffic circulation volumes. The Port of Seattle does not control aircraft flight patterns, however, so the FAA must instigate rules pertaining to these operations. The FAA has stated they would cooperate in any planning regarding the west side of the airport and we believe this will apply to the case, for example, of helicopters.

Relocation of airport-purchased homes in the vacant parcels on the west side is permitted by the Port since the west side is not within the noise remedy program boundaries. We have worked with the Seattle Housing Authority to develop a program to relocate houses into specific areas, and will be willing to investigate the possibility of coordinating with the County to implement a similar program on the west side.

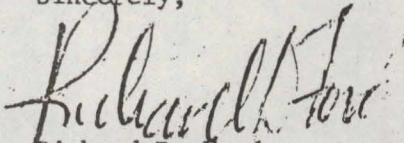
Firms leasing lands from the Port of Seattle must pay a leasehold tax. It is approximately 75% of the current property tax and is on the ground portion of the lease. Improvements on the property are subject to the same property taxes and additional levies as privately owned parcels. Thus, any further development on the west side of the airport would be liable to school district taxes on the improved portion of their development.

The Highline Athletic Complex, as proposed in the Highline Communities Plan, is located on Port property just north of the Renton-Three Tree Point Road and as we understand, has been given a number one priority for implementation. The Port will work actively with the County and with citizen groups in order to implement this project as quickly as possible.

Ms. Pauline J. Conradi
September 19, 1977
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There are some points in the position paper to which I have not responded; they would be addressed more properly by King County. I appreciate your concern and determination in keeping the quality of life in your community as stable as possible. It is our desire at the Port to work with you and the County to realize that goal.

Sincerely,



Richard D. Ford
Executive Director

2/05

cc: Brown--FAA
Lynch--King County
Port Commission

King County,
State of Washington
John D. Spellman, County Executive

Department of Planning and
Community Development

John P. Lynch, Director

W313 King County Courthouse
516 Third Avenue
Seattle, Washington 98104

203-344-7503

September 7, 1977

Ms. Pauline J. Conradi
16035 12th Avenue South
Seattle WA 98148

RE: WESTSIDE RESIDENTIAL COMMUNITY'S POSITION PAPER

Dear Ms. Conradi:

A response to the "Action Plan" outlined in your letter should be prefaced by a few general remarks.

First, it is obvious that you and your neighbors are still very concerned about neighborhood reinforcement becoming a reality and have given a lot of thought to what might accomplish that end.

Second, I also feel that it is essential for questions of westside development and neighborhood reinforcement to be considered in a comprehensive way. Currently, there are pending development proposals by Boeing and Weyerhauser (including the impacts of general aviation). In addition, the Port of Seattle and King County have received two "position papers" from westside neighborhood groups which recommend ways to assure an effective plan for the westside. Considering all of the above, I feel it is critical for King County, the Port of Seattle, the FAA and local residents to review any westside development scheme with an eye toward overall effects.

Many of the points raised in your position paper would be most effectively considered and addressed as part of reviewing the Boeing and Weyerhauser draft EIS's. However, some comments can be made at this time.

A. Protection of Property Values

1. We agree that some of the uses permitted in the AOU zone (e.g., open storage) are not acceptable along the

westside buffer areas. Although the AOU zone has been developed, no policy has yet been established regarding the application of the zone. This may be established as part of the Highline Area Zoning, or presented to the Council in advance of the Area Zoning. In any event we share your concern about the eventual extent of AOU zoning around Sea-Tac.

B. Quality of Life

1. The proposed Highline Communities Plan does not include a 12th Ave. S. project for landscaping, shoulder improvements, etc. Your recommendation should be considered as part of the County Council's review of the Highline Communities Plan, possibly to be added to the proposed project list.
2. The Port of Seattle Engineering Department has studied the runoff created by the west runway and has concluded that it presently is handled effectively on-site. However, landscaping of the westside greenbelt would further reduce runoff problems from the west bank.
3. Recent Department of Housing and Urban Development regulations on the Community Development Block Grant Program make it very difficult to fund a sewer project in Sunnydale. Sewer projects must be shown to benefit low and moderate income persons or reduce/prevent slum and blight. (Source: HUD notice 77-10, "Management of the Community Development Block Grant Program", April, 1977.)

The Sunnydale area includes census tract 280 and 285. According to the 1970 census, the poverty level for these two levels were 2.8% and 3.3% respectively. While these numbers are dated and may understate the actual number of low income families in the area, they are a relatively accurate indication of the income level in the community. A Block Grant sewer project could only be constructed in an area with a higher percentage of low income families; the HUD regulations require that activities be located "so as to principally benefit lower income persons."

4. The only access to the airport's west side which was provided for by the Sea-Tac Plan was via S. 188th St. We share the concern that traffic impact could work against effective neighborhood reinforcement.

5. Flights are controlled by the FAA, according to the Port of Seattle. Helicopters generally fly over highways or water, neither of which are adjacent to the airport on the westside. The Port of Seattle indicated that helicopter flights would probably head over SR518 or S. 188th St. toward the valley and then go north or south; they cannot foresee helicopter flights directly over westside communities. General aviation activity would be in a north-south direction, the same as the runway alignment.
6. Sunnydale residents who meet the Block Grant income requirements will be eligible for housing repair grants and loans in 1977 and 1978. The two Sunnydale census tracts are part of a demonstration program, which allows 15% of the County's housing repair program to be carried out in areas not normally considered for Block Grant activities. Individuals interested in participating in the housing repair program should contact Dan Watson at the King County Housing Authority (244-7750).
7. Item #6 above is intended to act as an incentive to property owners to make home improvements.
8. Using the Block Grant Program in the creative manner suggested here is a proposal of interest to the County. A home purchasing proposal would have to be directly toward serving low and moderate income homeowners, as the same regulations referred to in question #3 would be applicable.

The other issue to be considered in relation to this type of project is the area's sewer problem. A careful examination of the impact of increased density would have to be examined before pursuing this issue in any greater detail. Assuming that this problem could be resolved, a more careful review of the economics of house moving would have to be undertaken. The Seattle Housing Authority has attempted to implement a similar type of proposal, and some of their experience would provide a useful beginning point for exploring this idea. Of course, moving houses to Sunnydale would not require the same moving costs as moving houses into Seattle. Nevertheless, some of the housing economic issues would still be applicable.

9. King County Ordinance 2096 regulates relocated structures. A permit and inspection are necessary prior to a house being moved. Final inspection of the house on its new foundation is required within one year. There may be some problems with the existing ordinance in that 1) no progress on the permanent foundation is necessary for up to 180 days after removal of the house from its original site and 2) sometimes extensions for final inspection have been granted, extending the period for up to five years.

I will investigate with the Building and Land Development Division the possibility of recommending changes to the ordinance which would help address the problem you have raised. First, a shorter time period, possibly 30 days, within which to show good progress toward a permanent foundation would more quickly get homes ready for occupancy. Second, the ordinance might be clarified to indicate that abatement would occur after one year if final inspection had not taken place, and exceptions would be made only under extreme circumstances.

10. At this point, it has not been determined whether the AOU zone is to be generally applied or whether it would be implemented only when property owners request a change. As mentioned under A3, a policy on application of the AOU zone needs to be determined.
11. The first phase of the proposed Highline Athletic Complex would include one baseball and two soccer fields. This facility is recommended as a first priority project in the Highline Communities Plan.

The market value assurance program suggested in your position paper would have to be authorized by the Port of Seattle. To date, the impact remedy programs have to be geared to airport noise. Noise impact is not a serious problem on the westside. The emphasis by King County may be best put on the land use plan and other appropriate proposals which will reinforce the residential community.

Other Existing Problems Requiring Attention and Assistance

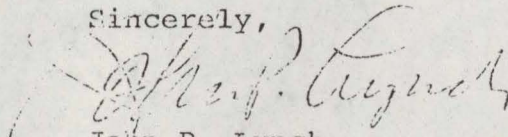
- A. Redlining - Progress has been made in the realm of FHA and VA mortgage insurance practices. However, private institutions must also recognize the Sea-Tac Plan for it to ultimately be successful. One proposal which has not yet been followed through on is to add to PAC a member repre-

Ms. Pauline Conradi
September 7, 1977
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senting the private sector. PAC should review this
idea.

I realize that I have not responded fully to each point raised
in your position paper. However, many of your concerns are also
concerns of King County; residential reinforcement can be realized
only if the impacts of development are adequately defined and if
airport needs are related to neighborhood needs. We intend to
evaluate any westside development proposals from that perspective.

Sincerely,



John P. Lynch
Director

JPL:eg

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

NORTHWEST REGION
FAA BUILDING KING COUNTY INT'L AIRPORT
SEATTLE, WASHINGTON 98163



SEP 21 1977

Ms. Pauline J. Conradi
16035 12th Avenue South
Seattle, WA 98148

Dear Ms. Conradi:

This is to follow-up on our August 12, 1977, letter to you concerning the Westside Residential Community's Position Paper. Our response to the Position Paper which you have requested is presented below.

Under "Development Position" (page 2), the statement is made that "the community opposes any development on the west side which will leave our community without adequate buffering and without protection from noise, traffic, visual and property value impacts." As you may know, the Port of Seattle has developed a landscape management program for the west side of the airport which it plans to implement. Also, the Port is currently preparing an environmental impact assessment for the proposed aviation development on the west side of the airport which is reflected in the Sea-Tac Communities Plan (Chapter 6.5) and on the airport layout plan. Also, an environmental impact assessment is being developed on the prospective Boeing Corporate facility. Please be assured that no final decision will be made on any future major Federal action involving the west side of the airport until appropriate environmental impact assessment documentation has been properly evaluated.

Under "Protection of Property Values" (page 3), it is stated "approved policy procedures and definitions are needed on the part of the Port of Seattle and King County which will define explicitly the ultimate extent for development on the west side." We agree that the proposed ultimate development of the west side of the airport should be identified and refined to the maximum extent practical for the proper implementation of the Sea-Tac Communities Plan. We will continue to work with the Port and the County to accomplish this objective.

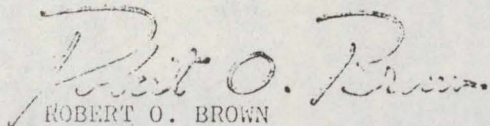
On page 5, it is mentioned that "proper procedures must be instituted to insure that airplane and helicopter traffic is prohibited to east-west flights over residential properties, and that engine maintenance runups are prohibited between 10:00 p.m. and 7:00 a.m." Departure and arrival routes and related altitudes have been established in a set of procedures by the FAA for helicopters and general aviation aircraft which utilize Sea-Tac. These procedures reflect the desire to minimize the impacts on

noise sensitive areas as much as practical and without compromising safety. On this matter, we would like to be advised if there are any specific problems with regard to the Sunnydale Community. In connection with the reference to engine maintenance runups, the Port of Seattle has instituted limitations on such activities. Any change in such limitations would be a decision which the Port of Seattle would have to make as the owner and operator of the airport.

We believe that the Port of Seattle and King County would be the appropriate agencies to provide detailed responses to the other individual items discussed in the Position Paper. Needless to say, we will keep all of the items discussed in the Position Paper in mind as we continue our work with the Port, the County, and the community to help refine and implement the Sea-Tac Communities Plan within our authority and funding capabilities. In summary, we would support any coordinated planning effort which would help address and resolve the outstanding issues concerning Sea-Tac and the west side communities which have been identified.

We trust the above provides the information you desired.

Sincerely,



Handwritten signature of Robert O. Brown in cursive script.

ROBERT O. BROWN
Chief, Airports Division, ANW-600

cc:
Don Shay, Port of Seattle
Art Yoshioka, Port of Seattle
Karen Rahn, King County

July 29, 1977
16035 - 12th Avenue South
Seattle, Washington 98148

To: Port of Seattle Commissioners
Mr. Richard Ford
Mr. Don Shay

King County Council
Mr. John Spellman
Mr. Jack Lynch

Mr. Robert O. Brown, F.A.A.
Policy Advisory Committee

Subject: Westside Residential Community's
Position Paper

Attached hereto is the Westside Residential Community's Position Paper which addresses concerns felt by the residents. Plans are outlined in this Position Paper which we feel if implemented will help greatly to "enhance and reinforce" our residential community.

As the Sea-Tac Communities Plan did not address our area's problems directly as a result of the change in our designation from "conversion" to "residential" shortly prior to adoption, the Westside Community feels that King County and the Port of Seattle and the FAA should now address these problems before any other planning for areas west of the airport is done. We are therefore submitting the attached Position Paper to be used as a "plan" for the Westside Community.

This Position Paper has been prepared with the help of a great many residents of our community voicing the problems and concerns of all residents who are united in wanting to keep our community residential and who also want to be "reinforced and enhanced".

We would appreciate your review of the attached Position Paper and your response as soon as possible to the requested plan. If you would like any further information, please contact us, and we would be happy to meet with you to discuss the plan further (242-1416).

Pauline J. Conradi

Pauline J. Conradi for the
Committee Representing the
Westside Residential Community

POSITION PAPER OF THE
WESTSIDE RESIDENTIAL COMMUNITY

(An area comprised of the Sunnydale Community located between Highway 518 on the north, Highway 509 on the west, 166th Place on the south, and 12th Avenue South on the east.)

The Westside Residential Community is concerned with present and future developments by the Port of Seattle and King County. We question the sincerity of the intentions of these two bodies because of recent comments and actions that indicate lack of consideration for and attention to previously stated policies and imperative present needs.

As a result of our concern for our neighborhood, we are outlining plans which we feel will benefit our community.

I. HISTORY

In the Sea-Tac Plan adoption process, the Westside Community made their wishes known in public meetings held in June 1975. The lowland area rebelled against the idea of becoming a "conversion area". Petitions bearing the signatures of over 400 Westside residents in favor of being reinforced as residential were presented to the Port of Seattle and King County on December 15, 1975. In response to the expressed desires of the people directly affected, the Port of Seattle by Resolution No. 2626 on June 8, 1976 and King County by Ordinance No. 2883 on September 27, 1976 adopted the Sea-Tac Plan with the west side to be a "reinforced residential area". Section 3 of Resolution No. 2626 states: "The staff is directed to work closely with airport users and citizens of the residential community, particularly the west side of the Airport, to refine airport development plans and policies to insure, so far as possible, compatible development and to subsequently recommend a phased program to the Commission as appropriate." The Resolution also states: "the primary goal of the Sea-Tac Communities Plan was to attempt to achieve maximum compatibility between Sea-Tac International Airport and the surrounding community". Section 3(b) of the Ordinance states: "It remains the intent of King County to implement the open space concept of the North and South Acquisition Areas as depicted in the Sea-Tac Communities Plan. Consequently, new zoning provisions should be developed which can be applied to parcels that are planned for open space land use".

Chapters 6.1.0, 6.1.1, 6.1.3, 6.6.1 and 6.6.2 of the Sea-Tac Communities Plan (S.T.C.P.) all address the basic goal of the plan which is to achieve compatibility between the airport and its neighbors. Chapter 6.6.1 states as a goal: "Enhance and protect permanent residential neighborhoods". Chapter 6.6.2 under "Stability Through Reinforcement" states: ". . . the most effective programs may be those which are designed to stimulate renewed community interest and confidence in itself." ". . . reinforcement means the Port of Seattle, King County and other responsible agencies taking the initiative in carrying out a combined set of programs."

It was recognized by both the Port of Seattle and King County and acknowledged in the S.T.C.P. as mentioned above that there must be an ongoing commitment to assist in reinforcing and enhancing this single-family residential area.

II. DEVELOPMENT POSITION

The community opposes any development on the west side which will leave our community without adequate buffering and without protection from noise, traffic, visual and property value impacts. Chapter 6.6.1 states: "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". Also, Chapter 6.6.5 states airport facility development occurring on the west side should be located south of So. 176th. Therefore, we cannot accept any further development north of South 176th Street until the Port, in cooperation with the community and King County, carefully evaluates the extent of potential westside development and devises and implements measures which will:

- A. Protect our property values.
- B. Protect the quality of our life.
- C. Protect our community's attractiveness and viability.

III. ACTION PLAN

Therefore, we request that the following items be implemented to demonstrate to the community that the Port of Seattle and King County are committed to enhancing, protecting and reinforcing our residential area. Implementation of these actions and measures on the part of the Port and King County would satisfy us that you are concerned about the Westside Community.

A. Protection of Property Values

1. We appreciate the fact that the Port recognized the need for a buffer area between the airport and 12th Avenue South and enthusiastically supported and cooperated with the youth groups of the Highline area in the planting of trees east of 12th Avenue South and made a long-term commitment to maintain these trees as a buffer for the community. The community desires and supports this long-term commitment.
2. Approved policy procedures and definitions are needed on the part of the Port of Seattle and King County which will define explicitly the ultimate extent for development on the west side.
3. King County should confirm its commitment to reinforce the Westside Residential Area by judicious application of land use controls as is mentioned in Chapter 6.1.1 of the S.C.T.P.: "Direct the economic and land use development influence of airport-related activities toward deliberate improvement of the local community". We don't feel the Airport Open Use type of zoning (which Ordinance No. 2883 indicated should only apply in the North and South Acquisition areas for parcels that are planned for open space land use) should apply to the west side, as any other use than reforestation would be totally unacceptable in this promised greenbelt (buffer) area between 12th Avenue South and the former 16th Avenue South. The Port of Seattle should help assure this will be done.
4. Measures are needed to mitigate existing and future impacts and to improve the attractiveness of the community.

III.B. To assist in bringing up the standards for quality of life in our community to the level existant when we moved here (prior to the last airport's expansion on the west side) and to ensure these standards, we request the following:

1. Appropriate provisions for buffering, landscaping and beautification, including a maintained planting strip along the 12th Avenue South side of the airport fence, should be instituted. We request that the existing drainage ditch along 12th So. be cleaned and converted into a closed culvert system including a pedestrian walkway and bicycle path. At present, there is a safety hazard for children who must walk to elementary, junior and high school. Other pedestrians are also affected with no safe walkway provided.
2. Storm drains adequate to handle all runoff waters from Port property should be installed to alleviate the flooding of homes which has occurred since building of the second runway.
3. Sanitary sewers are needed badly by this community as the lack of them contributes to the pollution of Miller Creek as documented in the Sea-Tac Plan (6.3.2: "Policy: Permanent residential neighborhoods should be assisted in providing sanitary sewers. ."). The Highline Communities Plan lists the Sunnydale Area as one to be included for 50% Block Grant funding. This project should be rated as top priority. It should be instituted as soon as possible as a show of reinforcement and enhancement which the residents need to alleviate the worries and fears which they have had for many years due to the airport's expansion programs. The completion of such a program would give the residents the incentive they need to upgrade and maintain their individual properties. It would add to the total enhancement of the entire Westside Community.

Consideration should be given to the fact that along 12th Ave. So., residential houses are only along one side of the street, thereby doubling the costs of sewers to the residents. These residents should only bear the cost of their side of the street, as the east side is owned by the Port of Seattle.

III.B.4. We know you recognize the importance of the potential impact of increased traffic on 12th Ave. So. and appreciate the steps the Port and County have already taken to redirect any additional traffic off of 12th Ave. So. and to lower the speed limit from 35 m.p.h. to 30 m.p.h. (the residents would still request the residential neighborhood speed of 25 m.p.h. to be instituted). Therefore, we request that all access to the airport from 12th Ave. So. be eliminated except the one service road needed by the Port for security and fire protection reasons; also any vehicular traffic generated by any potential developments-agreed to by the community working in close cooperation with the Port should be directed on the north to the Perimeter Road east of the airport with no access to So. 154th. Any new traffic would add to the existing hazardous condition at 12th So. and So. 154th. All traffic on the south should be directed to So. 188th as is now presently planned.

5. Proper procedures must be instituted to insure that airplane and helicopter traffic is prohibited to east-west flights over residential properties, and that engine maintenance runups are prohibited between 10:00 p.m. and 7:00 a.m.
6. A housing repair program subsidized by Block Grant funds proposed in the Highline Communities Plan to assist homeowners in the Sunnydale area to make needed repairs should be instituted.
7. Homeowners in the area should get a break in their taxes for a short-term period as an incentive to make improvements in their home and on their properties.
8. A relocation program for selected airport-purchased homes should be implemented using available existing vacant land in the Sunnydale area. Land could be purchased with Block Grant Funds; community-selected homes already purchased by the Port in clear zones could be purchased from the Port at fair value; and then could be relocated and resold at a profit to individual moderate and medium-income homeowners. Thus, the original Block Grant investment would be repaid plus profit to the Block Grant Program. This program

III.B.8. (Continued)

would go a long way to revitalize the Westside encouraging other new single-family residential construction to start utilizing the substantial amounts of undeveloped land mentioned in Chapter 6.6.1 of the S.T.C.P.

9. In moving empty houses into the area, independent developers should be required by stringent laws to finish and have the homes ready for resale within a limited period of time so that they cannot (as they now are) be allowed to remain vacant and unfinished for long periods of time providing an attractive nuisance for children, an eyesore for the community, and a potential troublespot.
10. A percentage of the gross profits or lease profits generated from any Airport Open Use property used for commercial enterprise (only allowed in the North and South Acquisition Areas) should be set up in a fund to help take care of the "impact problems" (i.e., storm drains, sewers, etc.). This fund would help the residents to help themselves. Neighborhoods surrounding the Port of Seattle could submit proposals for use of these funds.
11. Users of Port property should replace lost tax revenue to King County so that the Highline School District will collect monies due them. We understand that recent state legislation has been approved for tax-equivalent monies from this source.
12. Recreational facilities and uses for port-owned land in the west, north and south open areas as outlined in the S.T.C.P. and the Highline Communities Plan (specifically the soccer-football-baseball fields planned for the area north of So. 154th and east of 12th Ave. So.) should be developed in the planned areas. These fields are badly needed by the youth in our area, and the Sunnydale project should be a No. 1 priority.

The community feels its top priority is to maintain itself as a residential community and to reinforce and enhance it so as to bring the quality of life up to pre-existing conditions. If the above measures do not adequately

III.B. (Continued)

provide for this to happen or are not implemented, the following guarantee must be instituted now as a safeguard for those long-time residents west of 12th Ave. So. who bought their homes before the Port's expansion and building of the west runway.

Residents' home values should be guaranteed at current market value at time of sale. This could be accomplished by independent appraisals being made now based on the house being located in a similar residential neighborhood (as was present when home was first purchased) not adjacent to the airport with an escalation clause established thereby increasing values consistent with home values' escalation in the Highline area. If any past, present or future development is good for the best interests of the County, then residents county-wide should bear the impact costs on the surrounding residences to the airport to take care of their problems - this could be done by means of a county-wide tax imposed by the Port to build up a fund for this purpose. Residents would still sell their homes individually, have them appraised impartially, and if the seller cannot obtain current market value for his home based on the appraisals, then this fund would compensate him for any losses potentially incurred by the Port's past or future actions. This would be a one-time offer to each qualified individual homeowner.

IV. OTHER EXISTING PROBLEMS REQUIRING ATTENTION AND ASSISTANCE

- A. Redlining - Inability to obtain financing for existing or new construction.
- B. Rental Houses - Many rental houses are being bought and kept by outside landlords for speculation which detracts from our cohesive neighborhood.
- C. Numerous Problems caused by the uncertainties and fears felt by the residents due to the Port's expansion and deveopment ideas and the County's consideration of rezoning the west side greenbelt buffer-designated airport property (or planned airport property) to Airport Open Use zoning designation.

V. ALTERNATE PLANS

Because of the difficulties we have had in communicating as private citizens and since the S.T.C.P. states we are a "reinforcement area", there is a growing feeling in our community to incorporate to the "City of Sunnydale" so that we can reinforce ourselves to be residential. We may then better control our own destiny.

Adoption of the above plans would go a long way to reassure our community that the Port of Seattle and King County are concerned about our area, are implementing measures to enhance and reinforce us, are being honest with us as to the "real long-range planning" for our area, and are resolving any planning for the area with the community before implementation. These expressions of faith by the Port and County would then promote many other expressions of faith by the residents themselves, thereby realizing our goal of being "reinforced and enhanced residential".

WESTSIDE RESIDENTIAL COMMUNITY REINFORCEMENT PETITION

The Westside Residential Community cannot accept the general/corporate aviation facility presently proposed for the west side of the airport for the following reasons:

1. We feel that the general/corporate aviation (GA/CA) facility would contribute to the deterioration of the westside reinforcement policies set forth in the Sea-Tac Plan and the Highline Communities Plan.
2. We foresee that Taxiway C will become Runway C (a third runway) with the increase in GA/CA traffic which would be detrimental and unacceptable.
3. Unrestricted overflights of GA/CA aircraft would increase the possibility of dangerous incidents in the surrounding residential community.
4. Property values would be depressed.
5. More day-to-day problems for the residents would be created: (a) Increased noise and vibrations; (b) Worsened air quality; (c) Increased pollution of Des Moines and Miller Creeks; and (d) Increased possibility of rezoning of our residential areas (conversion aspect).
6. Highline's historical area including Des Moines Way, Pumpkin Patch, Morasch House, Sunnydale Triangle and Historic Sunnydale School could well be lost.
7. Increased traffic could necessitate the widening of roads.

NAME

ADDRESS

David B. Larson
James S. Lewis
Ruth Beckstrom

217 So. 1108 - Seattle
16818 Ambaum S. Seattle
11722 Ambaum Rd. S

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NAME

ADDRESS

David J. Hansen

16437 12th Av. S. ²⁴⁴⁻ 219

Mr. N. Winkler

~~15020~~ 16429 12 SW

Betty Winkler

" "

Ernest Allen

16235 - 12th S.

T. J. Sweeney

16217 - 12 ave. So.

Mrs. T. Sweeney

16213 - 12 ave So.

Mrs. Leona G. Myers

16213 1/2 12 ave SO

William Morasch

16155 12th East

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NAME

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<u>NAME</u>	<u>ADDRESS</u>
A. Russell MacKenzie	16860 Ambaum Blvd So.
Caroline L. MacKenzie	16860 Ambaum Blvd So.
Luellen Helanson Metz	17002 Ambaum Blvd So.
Helga Helson	17055 Ambaum Blvd So.
J. Helson	" " "
John E. Kellan	17108 Ambaum Blvd So.
Theresa Kellan	17108 - " " "
Dave Kelle	17731 Ambaum Blvd S
Norma Hooper	" "
Larissa Hooper	17247 Ambaum Blvd S
Hazel Turbie	17253 Ambaum Blvd S
William Turbie	17253 Ambaum Blvd S
And. Jost	16912 Ambaum Blvd S
Maari L. Sutz	16912 Ambaum Blvd S

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<u>NAME</u>	<u>ADDRESS</u>
<i>Cathy M. Hameling</i>	<i>15822-9th Ave. So. Sea</i>
<i>Ruth L. Hameling</i>	<i>15822-9th Ave. So. Seattle</i>
<i>Yvonne Berry</i>	<i>15823-9th Ave. S.</i>
<i>Jeram Berry</i>	<i>15823-9th Av. S.</i>
<i>Albert L. Bliven</i>	<i>15811-9th Ave. So. Seattle</i>
<i>Margaret M. Bliven</i>	<i>15811-9th Ave. So. Seattle</i>
<i>Sheldon R. Hockstra</i>	<i>15812-9th Ave. So. Seattle</i>
<i>Gertrude S. Hockstra</i>	<i>15812-9th So. Seattle</i>
<i>Harriet Jordan</i>	<i>15831-9 Ave S Seattle</i>
<i>H. Jones</i>	<i>" " "</i>
<i>Margaret Ruggenberg</i>	<i>15833 9th Ave S. Seattle</i>
<i>Frank F. Tye</i>	<i>15855 9th AVE. So</i>
<i>Conchelle Tye</i>	<i>"</i>
<i>Edna M. Jones</i>	<i>15850-9th Ave So</i>
<i>M. Jane Tucker</i>	<i>15879-9th So</i>

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NAME

ADDRESS

Felipe Del Villar

16806 Des Moines Way So. Seattle

Irene R. Del Villar

16806 Des Moines Way So. Seattle

Estrella Del Villar

16806 Des Moines Way So. Seattle

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NAME

ADDRESS

Le Roy E. Thomas	16819 - 8th Pl. So
Hyblee Jack Purvif	638 So 16th St
Wilma A. Purvif	638 So 16th St
Fred R. Wasson	16545 Des Moines Way So
Scott M. Patton	16825 Des Moines Wy. So
William J. Schubert	16833 Des Moines Way So
Julius M. Jorgensen	16851 Des Moines Way So
Walter J. Jorgensen	271 So 17th St
Harold J. Jorgensen	17207 Des Moines Way So
Ray J. Jorgensen	17621 1st St. So
Alphonse R. Jallo	17078 Des Moines Way So
Janice L. Jallo	17016 Des Moines Way So
Marjorie L. Clark	16856 Des Moines Way So
Katherine L. Clarke	16815 - 8th St. So
Edna J. Clark	16833 8th St. So
Frank W. Krause	16833 8th St. So

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<u>NAME</u>	<u>ADDRESS</u>
Donald J. Veck	16623 8 th Ave. S., SEATTLE
Barbara Rodda	644 S. 160 th Seattle 98148
Hilda M. Towell	16665 8 th Ave S
Paul Longhorne	16650 8 th Ave S. SEATTLE, WA 98148
Kathleen J. Tuller	16638- 8 th Seattle 98148
John B Rodda	644 S 168 th Seattle 98148
Kasanna Gattler	16260 Des Moines Way Seattle 98148
Theresa	16405- 8 th 40 th S Seattle 98148
Helene Gordon	16405- 8 th 40 th S Seattle 98148
Phyllis Gattler	16223- 8 th Ave S
William C. Tuller	16902 8 th Ave S Seattle 98148
Maureen J. Olsen	16408 8 th S Seattle 98148
Elizabeth M. Tuller	10422 8 th S Seattle 98148
Rose E. Blankenship	16425- 8 th Ave S
Anne Barth	16441- 8 th Ave S Seattle 98148
Walter Beck	11802 20 th Pl S Seattle 98148
Phyllis Gattler	16841 8 th Pl S Seattle 98148
Barbara Sealie	16841 8 th Pl S Seattle 98148

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NAME

ADDRESS

Marion C Murray
Lynn M. Muller
Chris Mullaney
John E. Convent
Jane D. Convent

16444 Des Moines Way So
16444 Des Moines Way So
" " "
632 E 168th
632 so 168

WESTSIDE RESIDENTIAL COMMUNITY REINFORCEMENT PETITION

The Westside Residential Community cannot accept the general/corporate aviation facility presently proposed for the west side of the airport for the following reasons:

1. We feel that the general/corporate aviation (GA/CA) facility would contribute to the deterioration of the westside reinforcement policies set forth in the Sea-Tac Plan and the Highline Communities Plan.
2. We foresee that Taxiway C will become Runway C (a third runway) with the increase in GA/CA traffic which would be detrimental and unacceptable.
3. Unrestricted overflights of GA/CA aircraft would increase the possibility of dangerous incidents in the surrounding residential community.
4. Property values would be depressed.
5. More day-to-day problems for the residents would be created: (a) Increased noise and vibrations; (b) Worsened air quality; (c) Increased pollution of Des Moines and Miller Creeks; and (d) Increased possibility of rezoning of our residential areas (conversion aspect).
6. Highline*s historical area including Des Moines Way, Pumpkin Patch, Morasch House, Sunnydale Triangle and Historic Sunnydale School could well be lost.
7. Increased traffic could necessitate the widening of roads.

NAME

ADDRESS

Donald F. McFarney	1544 8 th Ave So. Seattle, Wa 98148
Dorinda McFarney	15401- 8 th Ave So Seattle 98148
Harvey Elmes	15253 Des Moines Way So.
Mr. F.C. McMurray	15401 1/2 8 th - Ave. South
Mr. F.C. McMurray	15401 1/2 8 th Ave South
Charles Lee Hunt	15241 8 th Ave So
James C. Roberts	15241 8 th Ave So
Vivian A. Roberts	15241 - 8 th Ave So.
Ray Benson	15725 8 th Ave So SEA, WA 98148
Wynnelette Morasch	15458 Des Moines Way So.
Steven D. Perry	15610 Des Moines Way So
Dorinda Hunt	1510 Des Moines Way So.
Robert F. Lusk	839 So. 157 th PLACE
Phyllis M. Lusk	839 So. 157 th Pl.
James C. Lusk	1009 S 157 Pl.
John Finnigan	15714 - 10 th So
Eileen Finnigan	15722 - 10 th Ave So
John B. Sewell	15444 DES MOINES WAY S
J. Francis Sewell	15446 Des Moines Way So
Kyle L. Smith	15454 Des Moines Way So
Myrtle E. Smith	15454 Des Moines Way So.

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7. Increased traffic could necessitate the widening of roads.

NAME

ADDRESS

Doris B. McCabe

15429 - 9th Pl. So. Seattle

Carol Richard

15436 - 9th Pl. So. Seattle

Bob & Nancy Finley

15442 9th Pl. So. Seattle

Ed Slober

15493 9TH PL. SO. SEATTLE

Nita Slabodan

15433 9th Pl. So. Seattle

Carol J. Watanabe

15430 9th Pl. S. Seattle

Judith [unclear]

916 [unclear]

Robert [unclear]

15419 - 9th Pl. So. Seattle

George Goodman

15419 - 9th Pl. So. Seattle

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7. Increased traffic could necessitate the widening of roads.

<u>NAME</u>	<u>ADDRESS</u>
Edward F. Jones	15413 9th Pl So Seattle 98148
R. Randall Jones	15404 10 Ave So "
John F. Jones	15424 9th Pl. So.
Donald L. Jones	15374 10 Ave So
Ummette M. Jones	15332 10th Ave So.
Marilyn F. Jones	15332 10th Ave So. Seattle 98148
William C. Lasher	15428 10th Ave So. Seattle
Harold F. Lasher	15428 10th Ave So. Seattle
R. Sullivan	15434 10th Ave So. "
Phyllis H. Kelly	15440 10th Ave So. Seattle
Mary C. Kelly	15440 10th Ave So. Seattle
William L. Rankin	15441 - 10th Ave So. Seattle
Jack C. Rankin	15441 - 10th Ave So. Seattle
Arthur P. Rankin	15447 - 10th Ave So. Seattle
John H. Roche	15443 9th Pl. So. SEATTLE 98148
Evelyn H. Roche	15443 9th Pl. So. Seattle Wa 98148
John Richard	15436 9th Pl. So Seattle
Tony Scarsella	15325 - 10th Ave So. Seattle
Patricia Scarsella	15325 - 10th Ave So. Seattle 98148
Walter W. Siqueira	15455 - 9th Pl. So. Seattle 98148
Wanda Siqueira	15455 9th Pl. So Seattle WA 98148

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7. Increased traffic could necessitate the widening of roads.

<u>NAME</u>	<u>ADDRESS</u>
Neil Davies	15825 12 th Ave So
William Davis	15835 12 th S.
Harold LeCompte	15843 12 th Ave S. Seattle, Wash.
William LeCompte	15543 12 th Ave So Seattle
Denise Yule	15557 12 th Ave So Seattle
John Nelson	15857 12 th Ave So Seattle
John Wood	15851 12 th Ave S.
Yvonne Wood	15851 12 th Ave So
Pat Wood	15653 - 12 th Ave So
Donald W. Williams	15811 - 12 th Ave S.
Alex M. Williams	15811 12 th Ave So
Hazel N. Yagnat	15803 - 12 th ave. S.
Robert Yagnat	15803 12 th Ave. S.
Karl G. Mat	1031 So. 158th St.
Frank M. ...	15819 12 th Ave So
John H. ...	15623 12 th St.
Donald W. Pe, Jr.	1041 S. 155 th
Louis B. Lee	15631 - 12 th Ave. So.
	15631 - 12 th Ave. S.

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Letter J

NORTHWEST REGION
FAA BUILDING KING COUNTY INT'L AIRPORT
SEATTLE, WASHINGTON 98108



February 23, 1979

Mr. Donald G. Shay
Director of Aviation
Seattle-Tacoma International Airport
PO Box 68727
Seattle, Washington 98188

AVIATION DEPT.
 DIRECTOR
 DEP DIR./O&M.
 DEP DIR./ADM

FEB 27 1979
 OPERATIONS
 MAINTENANCE
 ADMIN. COST
 REAL ESTATE
 POLICE

Dear Mr. Shay:

We have reviewed the draft environmental impact statement (EIS) for the Initial Development of the Westside General/Corporate Aviation Facility, Sea-Tac International Airport, dated January 1979. Our review comments are enclosed.

We appreciate the extension of time given to us by Mr. Joe Sims, Port of Seattle Planning and Research Department, for our review comments. Please contact us if you have any questions concerning our comments.

Sincerely,

A handwritten signature in cursive script that reads "George L. Buley".

GEORGE L. BULEY
Chief, Airports Planning Branch, ANW-610

Enclosure

cc:
Art Yoshioka, with enclosure

FAA Review Comments
Draft Environmental Impact Statement (EIS)
Initial Development of the Westside General/Corporate
Aviation Facility, Sea-Tac International Airport
dated January 1979

- J-1 1. General Comments: We found that the current draft EIS is very similar in content to the earlier draft EIS dated December 1977 on the same proposed action. This is especially true with regard to those elements of the earlier draft EIS on which we provided review comments. As such, please review again our letter of January 27, 1978, with enclosed review comments on the draft EIS dated December 1977 as those comments also apply to the draft EIS dated January 1979.
- J-2 2. Page ii: The second paragraph refers to the earlier draft EIS for the Weyerhaeuser proposals dated February 1977. We have a copy of the draft EIS for the Weyerhaeuser Corporate Aviation Facility but it is dated January 1977. The same paragraph also refers to another draft EIS issued in March 1978 for comment but not completed in final form. We have a copy of the draft EIS which was issued on December 23, 1977, for comment. This is the draft EIS on which we provided our earlier review comments as noted above in comment No. 1. The dates on the earlier draft EIS documents should be checked again for any correction in preparing the final EIS.
- J-3 3. Page 1: The third paragraph under "B" mentions that "...the Highline Community Plan...supercedes the Sea-Tac effort." As we understand it, the community aspects of the Sea-Tac Communities Plan were made part of the Highline Community Plan. However, we view the Sea-Tac Communities Plan as a primary planning document for airport development at Sea-Tac and in this sense we feel that it has not been superceded by another plan. This is somewhat covered in the first paragraph under "F" on page I-6.
- J-4 4. Page 13: Under "Air Quality," it is mentioned that "Corporate aircraft" emit more pollutants than "general aviation" planes. Based on definitions on page iv, general aviation includes corporate aircraft. As these terms are used elsewhere in the draft EIS (e.g., also at top of page I-6), the definitions of both "general aviation" and "corporate aviation" airplanes as used in the document should be included on page iv.
- J-5 5. Page II-2: The third paragraph states that "Presently, this land is undergoing a landscape management analysis and is included in a landscaping project to be implemented in 1978." As the final EIS is to be issued in 1979, the current (1979) status of the landscaping project should be addressed. In this connection, we note that other pages of the draft EIS also speak in terms of 1978 in a future sense (e.g., line three after Table III-1 on page III-2, line six of fourth paragraph on page III-3, last line of fourth paragraph under "aesthetics" on page III-6). These should be up-dated to reflect the current (1979) situation.

J-6 6. Page II-3: The second paragraph mentions a "Reference 1." We assume this is reference 1 on page 37 of Appendix A of the draft EIS. This same comment applies to the third paragraph on page III-3.

J-7 7. Page V-6: The discussion on this page covers anticipated 1978 noise levels. Can this be readily revised to reflect actual Sea-Tac operations in 1978 for the base year?

J-8 8. We recommend that the final EIS mention that a public hearing was held on January 19, 1978, on the proposed action. A summary of the public hearing could be included in the final EIS.

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

NORTHWEST REGION
FAA BUILDING KING COUNTY INT'L AIRPORT
SEATTLE, WASHINGTON 98108



January 27, 1978

AVIATION DEPT.

DIRECTOR
DEP DIR./O.&M.
DEP DIR./ADM.

JAN 31 1978

OPERATIONS
MAINTENANCE
ADMIN ASST
REAL ESTATE
POLICE

Mr. Donald G. Shay, Director of Aviation
Seattle-Tacoma International Airport
P. O. Box 68727
Seattle, Washington 98188

Dear Mr. Shay:

We have reviewed the draft environmental impact statement (EIS) for the Initial Development of the Westside General/Corporate Aviation Facility, Sea-Tac International Airport. Our review comments are enclosed.

Sincerely,

A handwritten signature in cursive script that reads "George L. Buley".

GEORGE L. BULEY
Chief, Airports Planning Branch, ANW-610

Enclosure

cc:
Mr. Arthur Yoshioka, w/enc.

FAA Review Comments
Draft Environmental Impact Statement (EIS)
Initial Development of Westside General/Corporate
Aviation Facility, Sea-Tac International Airport

- J-9 1. Page I-1: Under "Location of Proposal," the "GA site" is described as having a north-south extent of 1,070 feet. As you know, the airport layout plan which was developed as part of the Sea-Tac Communities Plan reflects a larger "GA site" which extends northward to South 170th. Street (extended east). Needless to say, the airport layout plan will need to reflect any changes on this matter.
- J-10 2. Page I-2: In the third paragraph, it is stated "Further development of Taxiway C would allow aircraft access to the future air cargo and maintenance areas to the south, as well as to the site. As indicated in the Plan, the north end of Taxiway C presently serves as a limited VFR general aviation runway (17-35). Its full extension will allow it eventual use as well for parallel taxiway access to all of Runway 16R-34L." We realize that the full development of Taxiway C and its planned use as a permanent runway 17-35 for general aviation operations, as indicated in the Sea-Tac Communities Plan, are beyond the scope of the current proposals. However, we feel that the impacts of these future development items which involve the westside of the airport (especially north of South 176th. Street) should be addressed in the final EIS, at least in a general way, and be based on appropriate data available in the Sea-Tac Communities Plan.
- J-11 3. Page I-4: We believe that the drawing should depict all major future development items on the westside of the airport which are reflected in the Sea-Tac Communities Plan (e.g., the entire Taxiway C system). In summary, we feel the final EIS should provide an overall picture of the planned development on the westside of the airport, to the extent possible, in addition to those specific proposals currently under consideration. Also, we recommend that a drawing depicting the proposed overall development of the westside of the airport as currently reflected in the Sea-Tac Communities Plan be included in the final EIS in order that all major changes in the plan can be readily seen by the reviewer.
- J-12 4. Page II-3: Table II-1 should indicate that the values shown are averages of the "peak" measured noise levels (in dBA).
- J-13 5. Page II-5: In the second paragraph, it is stated "Strong pressure for retained residential land use in the face of increased zoning is

evidenced, especially west of Sea-Tac adjacent to the project site." The extent of this strong pressure should be indicated in the final EIS, especially as it may relate to the "Hilltop Area" relative to the rest of the westside community.

- J-14 6. Page III-1: Under "Water Quality," it is stated "Drainage from the Weyerhaeuser CAF parking area and apron would not be discharged directly to surface waters." However, it is indicated that roof drainage from the Weyerhaeuser building will go directly to Des Moines Creek. It is not clear how these drainage waters are to be kept separated.
- J-15 7. Page III-3: In the third paragraph, it is stated "At levels around 20 NEF, experience has shown that some complaints are made." The source for this statement should be given.
- J-16 8. Page IV-2: The second paragraph discusses the impacts of moving the current Weyerhaeuser Corporate Aviation Facility at Tacoma Industrial Airport to Sea-Tac. It is stated ".....the proposal mitigates long-term environmental problems by placing operations of the aircraft into a facility already intensely used for jet plane operations." This last statement is somewhat unclear in terms of a mitigation matter.
- J-17 9. Page V-8: Under "Cultural," it is stated "If the Boeing proposal goes ahead, there would also be a north access road which might attract a small proportion of the vehicles." We assume the draft EIS is referring to some vehicles from the "GA site" using the north access road. However, we were under the impression that the proposed north access road is to be used exclusively by the Boeing Company. This comment also applies to the same subject on Page VI-2 under "Land Transportation."
- J-18 10. Page VI-2: The first paragraph states "The other approach would be to extend the Noise Remedy Program--specifically limited cost-sharing insulation--to the area west of 12th. Avenue South based on the grid system employed in the Plan." We recommend that the final EIS summarize the noise program application criteria and indicate the area which would be involved in this situation.
- J-19 11. Page VII-1: Under "Land Use and Socioeconomic Conditions," it is indicated that use of land on the westside of the airport for aviation purposes "is regarded by some residents as an adverse impact." Perhaps the major issues which these residents have raised in this regard can be summarized here (or reference made to the comments section).

- J-20 12. Page VIII-2: Under "Aesthetics," it is stated ".....a visual buffer of trees combined with a berm should remove most of the structures which might be placed on the GA site from views along 12th. Avenue." It is not clear if this means that additional berm would be developed in the "GA site" area.
- J-21 13. Pages VIII-1 and -2: Any impacts on FAA airway facilities should be summarized.
- J-22 14. Appendix A: Please review again the air traffic forecasts used in the study of noise impacts (i.e., those based on the Sea-Tac Communities Plan, Aviation Demand Forecast) and make appropriate corrections based on latest actual operations data.

Response to Letter J
(Federal Aviation Administration)

J-1. The history of this EIS process is included in the Prologue. The latest draft was essentially a reissue of the previous draft. Your earlier comments are included here. The major modification of the proposal from the December 1977 draft EIS is that the present proposal does not require partial federal funding of the taxiway extension.

J-2. The Prologue has been modified to present a clear history of the EIS process.

J-3. The wording has been changed to clarify the fact that the Highline Communities Plan supercedes the STCP for King County officials but does not apply to on-airport aviation uses.

J-4. The wordings has been clarified. While GA includes corporate aviation aircraft, a GA facility will serve a mix of aircraft from single engine light planes through corporate jets. A CAF will typically serve primarily the larger multiengine aircraft.

J-5. The timing of the landscaping project has been corrected, as have the other year references.

J-6. Reference 1 refers to the noise studies prepared for the STCP.

J-7. The following table compares projected and actual 1978 flight operations.

	forecast	actual
air carrier	123,000	120,000
commuter	20,000	41,750
GA	25,000	32,787
Military	<u>2,000</u>	<u>600</u>
	170,000	195,000

As you can see, the differences are difficult to relate directly to noise levels without undertaking a major analysis. The decreased air carrier and military operations, as compared to the forecast, should decrease noise levels from the forecast. The greater commuter and GA operations would increase the levels. Since the increase from the implementation of this proposal is less than 0.4% of the forecast, the accuracy of the forecast is not crucial and the effort to calculate actual noise contours is not justified for this EIS.

J-8. The dates of public hearings are given in the Prologue. Comments from the public hearing are included in Appendix E.

J-9. The proposal reflects the proposed Boeing site located north of the proposed site. The airport layout plan has been changed to reflect this.

J-10. Runway 17-35 has been redesignated as taxiway only. GA traffic will be accommodated on the two existing runways. The only future development foreseen for the west side of the airport is eventual development of an air cargo/maintenance facility south of the GA reserve. Development north of the site of this proposal is discussed in the Boeing EIS. The impacts of any specific proposal to further extend taxiway C will be assessed when a proposal exists.

J-11. The present proposal is considered by the Port to be consistent with the STCP. Since no changes in the Plan are required for this proposal, there is no need for this EIS to repeat the information available in the Plan. When a comprehensive land use plan of an area exists and a specific proposal which is provided for in that comprehensive plan is to be considered, the EIS for that proposal should address itself to the impacts of that proposal rather than reiterating the land use plan which was assessed in a previous EIS. As specific proposals for future west side development become known, their impacts will be assessed in the context of the STCP. Refer to the Prologue.

J-12. The wording has been changed to indicate that the data represent the average of the peak noise levels observed for various classes of events.

J-13. The attitudes of west side residents are expressed in the comments received and included in this document.

J-14. The discussion of drainage has been expanded to clarify the situation. Sea-Tac Airport operates three distinct drainage systems; sewage, industrial waste water, and storm drainage.

J-15. The statement has been referenced. A number of studies have shown that community complaints begin at a noise exposure level near 20 NEF.

J-16. Because of the size of Sea-Tac and the extensive noise remedy programs planned or underway, the absolute and relative noise impacts of the Weyerhaeuser aircraft operations would be less at Sea-Tac than at other airports in the region. See also response D-5.

J-17. That section has been corrected. No traffic from the GA site would be allowed to use the north access road of the Boeing project if both projects are implemented.

J-18. The various noise remedy programs are based on noise exposure levels. The details are presented in the STCP, particularly section 6.2.4. The area that might be involved in an expanded remedy program would be determined if such an expansion were proposed.

J-19. The major issues are covered in the Prologue, Chapter 1, and in the extensive comments included here and in Appendix E.

J-20. The wording has been changed. The existing differences in elevation along with the plantings will block most views. If a berm were to be constructed as a mitigation factor as discussed in the noise consultant's report, the new berm would be located within the buffer area.

J-21. A reference to the impact of the Boeing proposal on FAA facilities has been added. The cumulative impact of both projects would be the same as the impact of the Boeing project as discussed in the Boeing EIS.

J-22. Refer to response J-7.



Letter K

AVIATION DEPT.

DIRECTOR
DEP. DIR./O&M
DEP. DIR./ADM.

FEB 19 1979

OPERATIONS
MAINTENANCE
ADMN. ASST
REAL ESTATE
POLICE

WESTERN DIVISION

February 15, 1979

Mr. Donald G. Shay
Director of Aviation
Port of Seattle
Seattle-Tacoma Int'l Airport
P.O. Box 68727
Seattle, WA 98188

Dear Don:

Your January 12, 1979 letter transmitted a copy of the Draft EIS for General/Corporate Aviation Facility and, except for the larger scope, including the proposed Boeing corporate headquarters planning, it basically follows the earlier draft of about a year ago.

This is to advise we have no special comments or questions relative to the contents.

Very truly yours,

Lee Camphouse
Regional Manager of Property
Western Division

LLC/jan

cc: Seattle Airport Affairs Committee

RECEIVED
PLANNING & RESEARCH
FEB 21 1979
PORT OF SEATTLE

HIGHLINE COMMUNITY COUNCIL

AVIATION DEPT.
DIRECTOR
DEP. DIR. / O. & M.
DEP. DIR. / ADM.
FEB 1 1979
OPERATIONS
MAINTENANCE
TRAIN. ASST.
LOCAL ESTATE
POLICE

P.O. BOX 66320 SEATTLE, WASHINGTON 98166

February 12, 1979

Donald G. Shay
Director of Aviation
Port of Seattle, PO Box 1209
Seattle, Washington, 98111

Dear Mr. Shay:

The Highline Community Council on February 23, 1977 wrote a letter opposing the proposed Weyerhaeuser General Corporate Aviation Facility to be built on the westside of the Seattle-Tacoma Airport. Since that time nothing has happened to cause the Council to change its position; however, we feel that it is important that we explain our opposition more fully.

The Council, first, maintains that the Highline Community Plan prohibits any developments north of south 170th. The Weyerhaeuser project is to extend to south 173rd. Second, we do not feel that general aviation is compatible with the residential character of the adjacent area. Noise, pollution, and traffic would increase to the detriment of an already heavily impacted area. Third, we believe that the paving and extension of the "C" runway as mentioned in Chapter 1, Page 2, Section E of the Environmental Impact Study presages more intensive use, perhaps even air carrier activity on the westside of the airport.

We are sure that you will give these objections your careful consideration.

Yours truly,

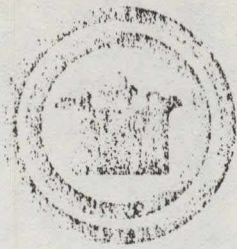
Dorothy Harper

Dorothy Harper, President
Highline Community Council

cc
Chairman King County Council
Robert O. Brown, FAA
Paul Friedlander, POS

Response to Letter L
(Highline Community Council)

Your concerns are noted. Specific discussions of your points can be found in responses B-1,H-1, and the Prologue.



King County, State of Washington Letter M
John D. Spellman, County Executive

Department of Budget and Program Development
Mary Ellen McCaffree, Director

Budget Division
Room 400, King County Courthouse
516 Third Avenue
Seattle, Washington 98104

John M. Rose, Manager
(206) 344-7370

February 13, 1979

AVIATION DEPT.
DIRECTOR
1st DIR/ADM.
2nd DIR/ADM.

FEB 10 1979

Mr. Donald Shay
Director of Aviation
Port of Seattle
P.O. Box 1209
Seattle, WA 98111

Dear Mr. Shay:

King County has established a central coordinating point for the review of Environmental Impact Statements. To enable us to best serve your needs, we are requesting that you send four copies of all draft EIS's to this office. We, in turn, will distribute the documents to those departments having expertise in the subject at hand. It will not be necessary for you to send documents to individual departments or divisions. All SEPA materials should be sent to:

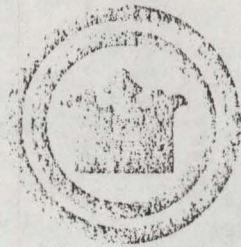
King County
Department of Budget & Program Development
400 King County Courthouse
Seattle, WA 98104
ATTN: EIS Review

Thank you for your cooperation.

Sincerely,

Mary Ellen McCaffree
Mary Ellen McCaffree
Director

MEM/ps



Letter M
King County, State of Washington
John D. Spellman, County Executive

Department of Budget and Program Development
Mary Ellen McCaffree, Director

Budget Division
Room 400, King County Courthouse
516 Third Avenue
Seattle, Washington 98104

John M. Rose, Manager
(206) 344-7370

February 16, 1979

AVIATION DIV.

DEP. DIR./ADM.

DEP. DIR./ADM.

FEB 19 1979

OPERATIONS _____
MAINTENANCE _____
ADMIN. BLDG. _____
REAL ESTATE _____
POLICE _____

Mr. Donald Shay
Director of Aviation
Port of Seattle
P.O. Box 1209
Seattle, WA 98111

RE: Draft EIS, Westside General/Corporate Aviation Facility

Dear Mr. Shay:

The above referenced EIS has been reviewed by several King County departments. Following are comments by the Planning Division and Department of Public Works.

1. Prologue

M-1

The prologue is a useful tool to improve the reader's background understanding of the proposal. However, there are a number of ways we feel that this prologue can be improved. First, major subject headings should be utilized which would separate various important historical and planning events of the past few years. The reader should be able to glance at the headings for an easy reference to various events and critical dates. Second, graphics should be added to give the reader an image of the land use in the area and a clearer understanding of the orientation of the subject site. Third, the text of the prologue fails to describe satisfactorily the different view of the Port of Seattle and King County concerning the use of property north of South 176th extended, east of 12th Avenue South. The prologue contained in the EIS for the proposed Boeing Corporate Headquarters provides more complete description of this issue, and should be used as a model.

2. Applicable Land Use Plans

M-2

The Highline Communities Plan (HCP) has been adopted by King County as the official land use and zoning guideline for the Highline area. This DEIS fails to address the HCP adequately and makes no attempt to relate its goals or policies for Westside reinforcement to the subject proposal. The HCP endorses the principles of Westside neighborhood reinforcement. Certainly, the proposal has a relationship to

the HCP land use plan and the concept of residential reinforcement.

3. Impacts

M-3

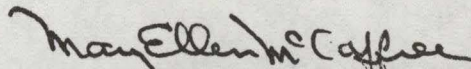
Pressure for land use changes within the nearby neighborhood should be addressed. It seems a distinct possibility that the proposed Westside general/corporate aviation uses may precipitate some future land use changes within the Hilltop community. Such change could result from the need for ground based operations and other general aviation-related uses, rather than as a result of only this proposal. Ground maintenance and tie down space is in short supply at Boeing Field and other suburban airports. How does the Port propose to limit or control future additional growth of this activity beyond the proposed corporate/general aviation site? The final EIS should discuss these topics and the possible impacts on Westside residential reinforcement.

M-4

4. The proposed storm drainage facilities must comply with King County Code Chapter 20.50 and Sedimentation control plans should be submitted to King County for approval prior to the start of construction.

Thank you for the opportunity to review and comment on this draft EIS.

Sincerely,



Mary Ellen McCaffree, Chairman
Environmental Impact Committee

MEM/ps

cc: Jim Guenther
Karen Rahm

Response to Letter M
(King County)

M-1. The Prologue has been revised to provide more information.

M-2. The status of the HCP and its bearing on this proposal are discussed in the Prologue. This proposal is consistent with the residential reinforcement policies of the STCP. Certain reinforcement actions requested by residents, such as sewers, road paving, recreation facilities, and reassurance that residential areas will not be rezoned, are within the jurisdiction of the County and the HCP.

M-3. If this proposal is implemented, future GA development proposals will be located in the 14.2 acre GA reserve. Since there is no street access to the Hilltop area and the site is separated from the community by a buffer area, any connection between the implementation of this proposal and pressure to change residential land uses must be considered speculative. As stated in the EIS, future developments in the GA site will be assessed. Future growth beyond the GA reserve could not be accommodated without modification of the STCP.

M-4. Construction projects on airport property must comply with Port of Seattle design and construction standards.



Letter N
410 West Harrison Street, P.O. Box 9863 (206) 344-7330
Seattle, Washington 98109

February 9, 1979
AVIATION DEPT.
DIRECTOR
DEPT. DIR./ADM.
FEB 1 1979
OPERATIONS
INSPECTION
PLANNING
TRAINING
OFFICE

Mr. Donald G. Shay, Director of Aviation
Port of Seattle
Seattle-Tacoma International Airport
P. O. Box 68727
Seattle, WA 98188

Dear Mr. Shay:

Initial Development of the Westside General/Corporate
Aviation Facility, Sea-Tac International Airport

The following comments are submitted in response to the subject Draft Environmental Impact Statement, dated January, 1979.

- N-1 It would be helpful to have a summary of how this action/Draft EIS differs from the Draft EIS which the Port issued on the same proposal in December of 1977.
- N-2 The data for particulate and photochemical oxidants (ozone) shown on p. II-2 should incorporate the data contained in the 1977 Air Quality Data Summary. The units for particulate concentration should be changed from mg/m³ (milligram per cubic meter) to µg/m³ (microgram per cubic meter).
- N-3 The impacts of the proposal and its alternatives on air quality, on p. III-2 and p. V-4, appear to be described accurately and adequately.

Enclosed is this Agency's response to the Weyerhaeuser Corporate Aviation Facility Draft EIS on February 17, 1977.

Thank you for the opportunity to comment on this Draft EIS.

Very truly yours,

A. R. Dammkoehler
A. R. Dammkoehler
Air Pollution Control Officer

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Puget Sound Air Pollution Control Agency

410 West Harrison Street, P.O. Box 9863 (206) 344-7330
Seattle, Washington 98109

February 17, 1977

Mr. Arthur H. Yoshioka, Director
Planning and Research
Port of Seattle
PO Box 1209
Seattle, Washington 98111

Subject: Weyerhaeuser Corporate Aviation Facility Draft EIS

Dear Mr. Yoshioka:

We have reviewed the above-titled Draft EIS and have the following comments to offer with respect to the air quality and related aspects of the project and statement:

Based upon this statement, we would not expect surface traffic air pollutant emissions to have any significant effect on ambient air quality. The table 4-2 indicates that approximately two, fixed-wing takeoffs and landings can be expected per day, in addition to helicopter operations on a frequency of slightly greater than one per day. We would not expect this level of operation to have a significant effect on air quality.

N-4

Minor changes should be made in the detail presented on page III-2 by substituting micrograms for milligrams. It should be noted that photochemical oxidants are no longer measured at McMicken Heights; on the last occasion, in 1974, there were twelve violations of the one-hour standard. Ozone measurements commenced at the site in 1976.

Thank you for the opportunity to make these comments.

Very truly yours,

A. R. Dammkoehler
Air Pollution Control Officer

By: James R. Pearson
Senior Air Pollution Engineer

fh

bcc: Chief - Engineering

Response to Letter N
(Puget Sound Air Pollution Control Agency)

N-1. This is discussed in the Prologue.

N-2. The 1977 data has been included and the corrections made.

N-3. Thank you.

N-4. Thank you for the additional information.

Summary of Public Hearing

On January 24, 1979, a public hearing to receive additional public comment on this proposal was held by the Port. A transcript of that meeting is available for inspection through the Planning and Research Department. Comments made at the hearing are summarized below.

Bill Whisler, City Councilman
City of Des Moines

Comment 1. Des Moines will comment in writing. Although only a few airplanes being added, any addition is an increase. Also the mechanics of this process where the Port sponsors the EIS, the Port prepares most of the EIS, and the Port issues the permits and approves everything bothers us. The project can't help but succeed.

Response: Please refer to responses to letter D from the City of Des Moines.

Luella Gestner
Westside Hilltop Survival Committee.

Comments: Mrs. Gestner read a statement similar to letter F.

Response: Refer to the responses to letter F.

Ferenc Orban

Comment 1: Public hearings should provide answers to the complaints of the residents. Commissioners should attend the hearings.

Response: The primary purpose of a Draft-EIS public hearing is to obtain informal input from interested parties regarding errors or omissions in the impact statement. This is to ensure that the final EIS is complete. Commissioners are invited to all public hearings. Commissioner Block attended this hearing.

Comment 2: The noise analysis lacks common sense when it says that the addition of flights will not increase noise.

Response: The noise analysis uses accepted methodologies to project the noise impacts of implementation of this proposal. It is only in adding that additional noise to the existing airport generated noise levels that the analysis finds an unmeasurable increase.

Comment 3: The proposed Boeing office site should be auctioned rather than sold at a negotiated price.

Response: The Boeing proposal is not the topic of this EIS. State law allows the negotiated sale of airport property not needed for aviation uses.

Pauline Conradi
Westside Residential Community

Comments: Mrs. Conradi's comments are contained in letter I.

Response: Please refer to the responses to letter I.

Sheila Autt, Zoning Chairman
Highline Community Council

Comments: Mrs. Autt's comments are contained in letter L.

Response: Please refer to the responses to letter L.

Barbara Summers

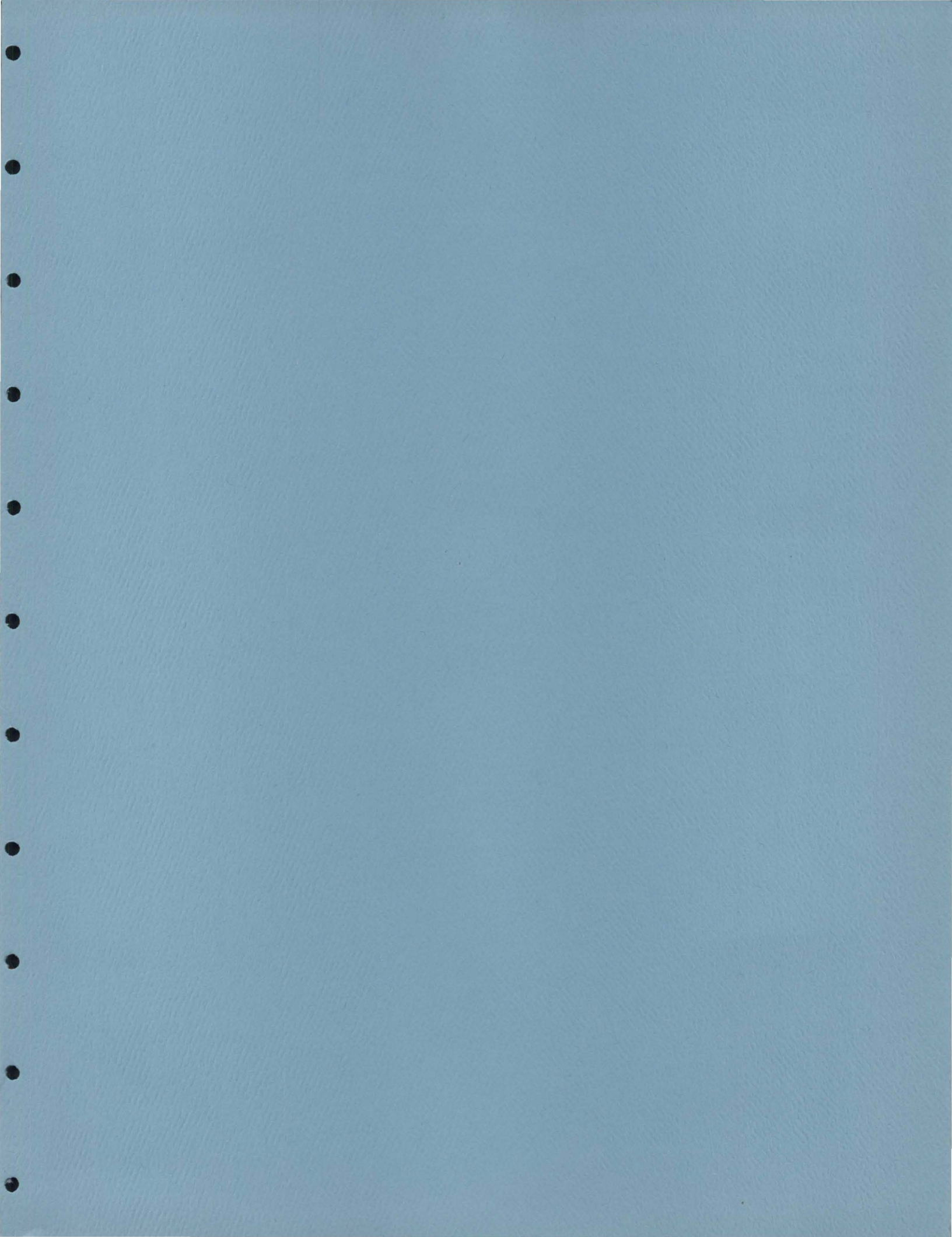
Comments : The EIS as written is beneficial to the people who prepared it and not to the community. The impact of highway 509 should be more fully discussed. The health effects of noise and air pollution should be discussed.

Response: We try to make the EIS a balanced presentation of environmental impacts of a proposal. The impact of 509 is discussed in several places. Health effects of noise were discussed in preparing the STCP.

Leilani Schuh
Hilltop resident

Comments: If the hilltop is going to survive as a residential community, reinforcement is needed. We need sewers, resurfaced roads, a pedestrian walkway with landscaping, landscaping on the outside of the Port fence, recreational facilities, and financial assistance in the form of a purchase guarantee. The Port should have taken action to prevent the present noise problems. The Port should not be allowed to condemn land and then sell it to a private company.

Response: King County is the general purpose government with authority to provide the requested reinforcement. Although a purchase guarantee program has been discussed, it is not a part of this proposal. Refer to response F-8. No sale of land is involved in this proposal. Future landscaping can be discussed after the presently designed buffer has been completed.



APPENDIX A

A STUDY OF NOISE IMPACTS
FOR A PROPOSED
GENERAL AVIATION/CORPORATE AVIATION FACILITY

August 22, 1977

by:

PARRY NOISE CONSULTING
444 N.E. Ravenna Blvd.
Seattle, WA 98115

for:

PLANNING AND RESEARCH DEPARTMENT
PORT OF SEATTLE

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INTRODUCTION

At the request of the Planning and Research Department of the Port of Seattle, a study of possible noise impacts associated with a proposed general aviation/corporate aviation (GA/CA) facility has been performed to define noise levels associated with the proposed facility and their possible impact on the surrounding communities.

The report describes the existing noise climate, identifies noise sensitive land uses, describes expected project and other related (State Route 509) noises, estimates resulting possible impacts from these noises and defines a set of mitigating measures to control or abate these sources of noise. Two alternative facilities are also considered and noise levels estimated.

Instrumentation used for noise measurements, noise criteria and the possible benefits of an earth berm for noise control are described in appendices.

EXISTING NOISES

Noise sources in the vicinity of the airport consist of a variety of aircraft operations and of surface vehicles on local streets and thoroughfares. All of these have been described in detail in Reference 1. Data on the noise of air carrier aircraft contained in that report have been used in the present analysis.

Currently, aircraft noises are created by takeoff, landing, and runup operations of air carrier and privately operated (general aviation and corporate aviation) aircraft. To the north and south of the airport, the surrounding communities are exposed to noises from overflying aircraft in the landing and takeoff modes and from aircraft engine noises during maintenance runups. Flight tracks of almost all of these aircraft are constrained to fairly well defined corridors running along the main runway centerlines. Engine maintenance runup areas are located along the east side of the airport complex. There is one such runup area at both the north and south end of the airport. On the west side of the airport the adjacent communities are exposed to the sideline components of landing and takeoff noise including thrust reversal noise on landing as well as some engine runup noise.

The resulting noise levels in the various adjacent communities depend on time of day, direction of aircraft traffic, type of aircraft and distance between the aircraft and the particular community area.

Currently there is a large volume of aircraft operations at the airport consisting of virtually every type of certificated air carrier and private aircraft. Annual aircraft operations in the year 1978 were estimated in Reference 1 to be:

Air Carrier	123,000
Commuter	20,000
General Aviation	25,000
Military	2,000
	<hr/>
Total	170,000

Noise levels measured recently in the vicinity of the proposed project are shown in Table 1. These include the noise levels of autos along 12th Ave. along 170th Street and of various aircraft at the airport. Ambient (the more-or-less general steady) noise levels were 42 - 43 dBA and 43 - 45 dBA at the two

TABLE 1
MEASURED NOISE LEVELS (dBA)

176th Street and 12th Ave., 1500, June 30, 1977

<u>Autos</u>	<u>Propeller Takeoffs</u>	<u>Air Carrier</u>	<u>Ambient</u>
67	55	72	42-43
62	64	67	
64	63	70	
62	52	71	
64		68	
		76	
		62(L) *	
		52(L)	
		62(L)	
AVG. 63.8	58.5	66.7	42.5

170th Street and 12th Ave., 1600, June 30, 1977

<u>Autos</u>	<u>Propeller Takeoffs</u>	<u>Air Carrier</u>	<u>Ambient</u>
66	57	74	43-45
68	67	77	
62	76	74	
66		82	
62		59(L)	
62		82	
64		81	
73		81	
63		86	
66			
64			
68			
64			
75			
84			
89			
72			
72			
74			
AVG. 69.2	66.7	77.3	44

* (L) = Landing; all other aircraft noises due to takeoffs.

sites. In a non-airport residential community with very little auto traffic this level would correspond to an equivalent noise exposure forecast (NEF)* value of about 10 units. With moderate surface vehicle traffic this value could be expected to increase by 5 to 10 units to a maximum of about NEF 20.

The airport related noise level for the year 1978 as given in Reference 1 is about a NEF of 35 along 12th Ave. west of the airport. (Actually, NEF units are one type of decibel quantity.) Table 1 shows individual noise levels measured at two locations along 12th Ave. The levels shown in that table are an indication of the peak values for the main noise events along 12th Ave. Average peak levels for autos are slightly higher at 170th Street than at 176th Street because the sound level meter was closer to cars at the former site. The auto levels are typical for locations at about 25 - 50 feet.

Notice that airport noises are 8 - 10 dB lower at 176th Street. This is probably due to the barrier effect produced by the 50-foot drop in elevation below airport runways in that area. In other words, residences in the 170th Street area are exposed to higher aircraft noise levels than those at 176th Street because there is virtual direct line-of-sight to the airport at 170th Street.

Note that in several cases it was possible to identify air carrier aircraft landing (L) at both sites. Only propeller aircraft on takeoff could be aurally detected. That is, no landing or taxi noises of propeller aircraft could be heard at either site. This is not surprising since the observed noise levels for propeller takeoffs are essentially equal to local auto noises and taxi-landing noises would be at least 10 dB lower.

The noises discussed above together with typical residential noises such as barking dogs, motorcycles, miscellaneous aircraft flyovers, lawn mowers and people make up the existing noise climate in the communities around the airport and on the airport west side in particular.

* Noise levels from various sources are converted to NEF units (in dB) in this report for comparison with airport noise level values given in Reference 1 that are given in the NEF metric.

NOISE SENSITIVE LAND USES

There are, of course, communities on virtually all sides of the airport that are more or less exposed to various levels of airport source noises. The largest of these areas are north and south of the airport under the main approach and departure paths for aircraft. There is also a large residential community on the airport west side that is highly concerned about aircraft noises. The nearest residences to the proposed GA/CA facility are in fact in this west-side area along 12th Ave. These are the nearest noise sensitive receptors and the present study focuses on that area as having the greatest potential impact from the proposed project as explained later in the report.

Minimum distances from each component of the proposed facility to the nearest residences on 12th Ave. are given in Table 2. Also shown in that table is the estimated distance between 12th Ave. and the proposed extension of State Route 509. The possible noise effect of this latter development is discussed in the section on other related projects.

TABLE 2
MINIMUM DISTANCES (Feet) TO 12TH AVE.

<u>FACILITY</u>	<u>DISTANCE</u>
Weyerhaeuser*	300
General Aviation	300
General Aviation Taxiway	1000
Runway 16R - 34L	1700
Proposed SR 509	500

* According to available site layout diagrams of the Weyerhaeuser facility, it is more likely that the actual minimum distance to 12th Ave. would be 450 feet. The 300-foot value used in the analyses is a worst case condition and results in estimated noise levels about 3 - 4 dB higher than would be expected from the current layout.

CRITERIA

A general discussion of criteria is given in Appendix B. These include basic considerations of the effects of noise on people plus various guidelines and standards used by Federal, State and Local agencies. The Sea-Tac Communities Plan (Reference 1) establish the noise exposure forecast (NEF) metric for noise exposure evaluation at Sea-Tac and the analyses and computations in Reference 1 are given in those units.

Various agencies and effects in Appendix B are given in metrics that differ from the NEF unit. All of those various effects are finally drawn together in Appendix B in terms of NEF for simplification. The resulting implications are not significantly different from the conclusions of Reference 1. To assist the reader in interpreting the different metrics used, the following simplified conversion is provided.

$$\text{NEF} = \text{LDN} - 35 = \text{LEQ} - 35 \pm 3 \text{ dB}$$

Note that NEF, LDN and LEQ are all measured in decibels. LDN is known as the Day/Night Level and is currently the preferred metric of the U. S. Environmental Protection Agency (EPA) in addition to being equally acceptable as the NEF metric to the U. S. Federal Aviation Administration. The LEQ is a variant of LDN known as Equivalent Noise Level and is used by the U. S. Federal Highway Administration as well as the EPA in some circumstances.

PROJECT NOISES

There will be both short-term and long-term noises associated with the project. This section describes those noises. The following two sections of the report discuss possible impacts created by those noises and mitigating measures for controlling them.

In the short-term there will be noises associated with construction of the facility. Long-term noises will be associated with the operation of the facility as a general aviation and corporate aviation (GA/CA) center. Although not a part of the present project, the extension of SR 509 will introduce a new source of noise in the area and this factor is also considered here along with traffic noise from a new facility access road.

o Aircraft Noises

Central to the analysis of long-term noises from the GA/CA facility is the associated volume of operations. Reference 1 gives basic data on the volume of general aviation operations without the proposed facility. In order to estimate the increase in the GA/CA activity with the new facility additional operations were derived from a based* GA/CA planes per acre formula for other existing towered airports in the region. At full development, the GA/CA facility would have 43 based GA/CA planes (3.33 x 12.7 acres) and 24,300 total operations including the Weyerhaeuser Corporations 1200 annual operations. This estimate allows 2.3 acres of the 15-acre site for the Weyerhaeuser portion. It is expected that these totals would develop according to the following schedule.

	<u>Reference 1</u>	<u>GA/CA</u>	<u>Total</u>
1973	22,878	0	22,878
1978	25,000	1,200 (Weyerhaeuser)	26,200
1983	30,000	8,900 (Weyerhaeuser + 1/3 development)	38,900
1993	40,000	24,300 (Weyerhaeuser + full development)	64,300

Thus, by 1993, approximately 38% of total general aviation activity at the airport would be related to the new

* "based" here means that the aircraft are normally resident at Sea-Tac.

facility. For purposes of the present analyses these estimates have been further apportioned among expected aircraft types and time of day operations as shown in Tables 3, 4 and 5. The first four aircraft types in the tables are the Weyerhaeuser aircraft. Operations data for those aircraft were obtained from Reference 2. All other operational estimates were provided by the Planning and Research staff of the Port of Seattle. (In this report an aircraft operations is defined as either a landing or a takeoff. Thus total operations means total landings plus takeoffs.)

Sound levels produced by aircraft depend primarily on thrust or engine power settings. More power is used for takeoff than for landing and therefore more noise is produced on takeoff. The noise quality of propeller aircraft differs considerably from axial turbojet-turbofan aircraft also.

The sound level received at any particular location will depend on distance; atmospheric, ground surface, and vegetative absorption; reflection by barriers of any kind, and refraction (bending) caused by wind shear and thermal gradients in the atmosphere. In the present case, there is some evidence that an effective barrier or other noise reducing effect causes airport generated noises in the area of 176th Street to be 8 - 10 dB lower than in the hilltop area of 170th Street. This is further discussed in the section on existing noises. However, unless otherwise specially noted this particular effect is not included in the following analyses. Thus, the sound levels quoted are maximum values assuming essential line-of-sight transmission.

Several different ways of describing aircraft noise are used here in an attempt to be thorough and to give comprehensive estimates that apply to the various operating conditions and community areas.

The Sea-Tac Communities Plan noise study (Reference 1) gives a detailed description of aircraft/airport noise through the year 1993 including the normal growth of all aviation elements. For example, the growth of general aviation aircraft assumed in that study without the presently proposed facility is shown earlier. Also shown is the incremental growth related to the proposed facility and Tables 3, 4, and 5 further analyze the components of that growth in terms of yearly total operations.

TABLE 3 - ESTIMATED ADDITIONAL YEARLY
AIRCRAFT OPERATIONS (1978)

<u>AIRCRAFT TYPE</u>	<u>DAY</u> (N _D)	<u>NIGHT</u> (N _N)	<u>TOTAL</u> (N _T)
King Air	474	18	500
Sabreliner	174	16	190
Gulfstream II	74	2	76
Helicopter	434	0	434
2-Engine Propeller	0	0	0
1-Engine Propeller	0	0	0
			<hr/>
	TOTAL		1200

TABLE 4 - ESTIMATED ADDITIONAL YEARLY
AIRCRAFT OPERATIONS (1983)

<u>AIRCRAFT TYPE</u>	<u>DAY(N_D)</u>	<u>NIGHT(N_N)</u>	<u>TOTAL(N_T)</u>
King Air	474	18	500
Sabreliner	174	16	190
Gulfstream II	74	2	76
Helicopter	434	0	434
2-Engine Propeller	765	85	850
1-Engine Propeller	6165	685	6850
			<hr/>
	TOTAL		8900

TABLE 5 - ESTIMATED ADDITIONAL YEARLY
AIRCRAFT OPERATIONS (1993)

<u>AIRCRAFT TYPE</u>	<u>DAY(N_D)</u>	<u>NIGHT(N_N)</u>	<u>TOTAL(N_T)</u>
King Air	474	26	500
Sabreliner	174	16	190
Gulfstream II	74	2	76
Helicopter	434	0	434
2-Engine Propeller	2300	223	2523
1-Engine Propeller	18,517	2060	20,577
		TOTAL	<u>24,300</u>

The noise exposure forecast (NEF) levels reported in Reference 1 are based on daily total operations. Therefore, Table 6 has been prepared from the yearly totals of Table 5 to indicate daily total operations for the year 1993. Estimates of noise for partial facility operations in 1978 and 1985 are given later in the report.

For each type of relevant aircraft, Table 6 shows the effective perceived noise level (EPNL), number of daytime operations (N_D), and number of nighttime operations (N_N) and the resulting NEF value. The NEF value was computed from the formula:

$$\text{NEF} = \text{EPNL} + 10 \log (N_D + 16.67N_N) - 88 \quad (1)$$

where, EPNL = effective perceived noise level (dB)

N_D = number of day (0700 - 2200) operations

N_N = number of night (2200 - 0700) operations

which is the standard equation for this metric.

The total NEF value shown at the bottom of Table 6 is the logarithmic sum of the individual aircraft NEF values. The NEF values shown in the table would result if direct line-of-sight sound transmission existed from the proposed GA/CA facility to residences along 12th Ave. This is the worst condition since there is always some shrubbery or non-line-of-sight attenuation.

The values of EPNL used in the Table 6 NEF calculations were obtained from Reference 3 and are relatively high when compared to field measured values taken at Sea-Tac and other regional airports. This is probably a result of some of the excess absorption or other effects mentioned previously whereas the Reference 3 values do not include any such effects. Also, the levels used are for landing conditions and for all these reasons are somewhat higher than actual taxiing values.

Another aspect of the noise of the aircraft associated with the GA/CA facility is shown in Table 7. The levels are in terms of effective perceived noise level (EPNL) in decibels and are FAA certification values with the exception of the GA propeller aircraft (1-engine propeller and 2-engine propeller).

TABLE 6 - ESTIMATED WORST CASE NOISE EXPOSURE
 FORECAST (NEF) LEVELS ALONG 12TH AVE.
 FOR GA/CA AIRCRAFT TAXIING⁺ AT PROPOSED
 SITE (1993)

<u>AIRCRAFT</u>	<u>EPNL(dB)*</u>	<u>N_D</u>	<u>N_N</u>	<u>TOTAL</u>	<u>NEF</u>
King Air	95	1.3	.05	1.35	10
Gulfstream II	102	.48	.04	.52	15
Sabreliner	102	.20	.01	.21	10
Helicopter	85	1.12	0	1.12	-2
2-Engine Propeller	94	6	1	7	20
1-Engine Propeller	85	50	6	56	19

⁺ Taken from landing data (see text) for
 distances given in Table 2

* Reference 3

TABLE 7 - CERTIFICATION NOISE LEVELS FOR TURBOJET AIRCRAFT
(EPNdB)

AIRCRAFT TYPE	Takeoff Sideline .25 NM	Takeoff* 3.5 NM	Approach 1.0 NM
DC-9-30	97.3-101.1	91.2-95.1	97.0-99.0
B-737-200-QN	100.6-104.4	94.0-95.4	103.8-104.4
Cesna 500	86.1	77.7	87.7
Sabreliner (NA265-60)	100.3	95.0	98.5
Learjet	86.7-99.3	83.4-94.0	92.2-102.7
Falcon (10-50)	86.4-94.0	82.9-87.0	95.3-97.0
Gulfstream II	102.7	90.9	98.2
Jetstar	91.5-105.0	90.9	98.2
1-eng prop**	80	75	60
2-eng prop**	90	85	65

* DC-9 and B-737 values are with power cutback procedure.

** Estimated.

For each aircraft type shown, Table 7 gives two takeoff power and one approach power noise levels. The values given in Table 7 provide a basis for comparison of the various GA and CA aircraft with some of the air carrier type aircraft now operating at the airport. For example, the smaller short-range Cessna 500 and Falcon corporate type jets have lower noise levels under most conditions than those of the Gulfstream II or the Sabreline. On the other hand, the more comparable Jetstar has roughly equivalent noise levels.

Certification noise levels for GA/CA aircraft shown in Table 7 are for takeoff power setting at sideline, .25 nautical miles (NM) and directly under the flight path at 3.5 NM from brake release. The table also shows approach power noise levels directly under the flight path at 1.0 NM from touchdown. For residences along 12th Ave. the takeoff sideline noise levels would be applicable. At that point, the Table 7 sideline levels would be at least 1 dB lower due to the greater than 0.25 NM distance. Thus, the Table 6 values appear quite reasonable for the present analysis. The Table 6 values are used also in all calculations of taxiing noise levels later in the report. The Table 7 values are used for calculating takeoff noise levels from runways at sites along 12th Ave and under takeoff and landing tracks.

All jet engine maintenance runups are conducted at sites on the airport east side providing an additional 11 - 12 dBA noise reduction. In other words, the GA/CA NEF values of Tables 6 and 7 can be considered the critical values for the 15-acre site. Noise levels for the extended west side taxiway or the maintenance runup area would not contribute significantly to the noise from the main facility site at locations along 12th AVE because of the greater distances involved.

In residential areas north and south of the airport, the additional overflights created by the proposed facility will be observed in terms of additional takeoff and landing noises. Table 7 shows that the takeoff and landing flyover noise levels for individual corporate jet aircraft are comparable to those of the smaller commercial aircraft operating at the airport. Individual noise levels for the GA propeller aircraft are substantially lower for the most part.

On the other hand, the number of operations associated with the corporate jet aircraft are much less than the number of commercial jet operations. This difference in

operational numbers means that the daily average noise level is 20 - 25 NEF units less for the corporate jet aircraft compared to existing or future commercial aircraft noise. The resulting increase in daily average NEF values to CA aircraft would not be measureable.

The reason why the increase along 12th Ave., though small, is greater than that north or south of the airport is because of the relative proximity of the facility to 12th Ave. This can also be seen by comparing sideline takeoff noise levels at 0.25 NM in Table 7 with the low (landing) power taxi noise levels at 300 feet from the facility as shown in Table 6. That comparison shows the noise levels are nearly equal due to the relatively greater distance between 12th Ave. and runway 16R - 34L. However, there would be some sideline noise from those extra takeoffs. This has been estimated and is shown in Table 8. The takeoff NEF levels along 12th Ave. would be about 4 dB lower than for taxiing noises at the facility mainly because there are only one-half as many takeoffs as total operations. Taxiing and takeoff NEF values are summarized and added together in Table 9 to show the total resulting noise levels for both types of operation.

The resulting total is about 10 NEF units below the existing or future values along 12th Ave. as shown in Reference 1. The increase in NEF for each of the years: 1978, 1983, and 1993 is described and discussed later in this section of the report.

o Alternative Facilities

Two alternative facility uses were considered in the present study. These both involve different mixes of GA and CA aircraft. The first alternative assumes only corporate jet type aircraft (CA) on the facility and the second assumes half of the facility (7 1/2 of the total 15 acres) used for CA aircraft with the other 7 1/2 acres for GA (propeller) aircraft.

These assumptions first require that the number of operations of each type aircraft be recalculated. The number of CA aircraft per acre is much less than for GA aircraft so that the based aircraft mix changes when the area allocation changes. Table 10 summarizes the relevant operational numbers for corporate jet, single and twin engine propeller aircraft for each of the two alternative configurations.

TABLE 8 - ESTIMATED NOISE EXPOSURE FORECAST (NEF)
 LEVELS ALONG 12TH AVE. FOR GA/CA AIRCRAFT
 DURING TAKEOFFS* (Proposed Action - 1993)

<u>AIRCRAFT</u>	<u>EPNL(dB)</u>	<u>N_D</u>	<u>N_N</u>	<u>N_{TOT}</u>	<u>NEF</u>
King Air	93	.65	.025	.675	5.
Gulfstream II	102.7	.24	.02	.26	12.33
Sabreliner	100.3	.10	.005	.105	4.97
Helicopter	93	.56	0	.56	2.48
2-Engine Propeller	93	3	0.5	3.5	15.6
1-Engine Propeller	83	26.5	3	29.5	13.89
				NEF TOTAL	19.4

* GA aircraft takeoffs on Runway C(1100 feet) and CA aircraft takeoffs on Runway 16R - 34 L (1700 feet)

TABLE 9 - NOISE EXPOSURE FORECAST (NEF) LEVELS
 ALONG 12TH AVE. FOR GA/CA AIRCRAFT
 DURING TAKEOFFS AND TAXIING (Proposed
 action - 1993)

<u>OPERATION</u>	<u>N_D*</u>	<u>N_N*</u>	<u>N_{TOT}*</u>	<u>NEF</u>
Taxiing	62.1	7.1	69.2	24.0
Takeoff	31.0	3.6	34.6	<u>19.4</u>
		NEF TOTAL		25.3

* All aircraft types at facility.

TABLE 10 - ESTIMATED DAILY AVERAGE OPERATIONS
 (Takeoffs plus Landings) FOR TWO
 ALTERNATIVE FACILITY USES (1993)

ALTERNATIVE	Number of Daily Operations		
	Corporate Jet (1)	1-Engine (2)	2-Engine (3)
a) All Corporate Jet Aircraft	6.75	0	0
b) Corporate Jet Aircraft on East* 7 1/2 Acres with Propeller Aircraft on West* 7 1/2 Acres	3.38	16.86	1.87

(1) $N = \text{Acreage} \times 0.6 \text{ jet aircraft per acre} \times 75 \text{ percent}$

(2) $N = (\text{Acreage} \times 3.33 \text{ aircraft per acre} \times 75 \text{ percent}) \times 90 \text{ percent}$

(3) $N = (\text{Acreage} \times 3.33 \text{ aircraft per acre} \times 75 \text{ percent}) \times 10 \text{ percent}$

* Eastern portion is at a minimum distance of 600 feet, western portion is at 300 feet from 12th Ave.

The formula for the Table 10 results are shown at the bottom of that table. In essence, it was assumed that total operations for each aircraft type were proportional to 75 percent of based aircraft. For propeller aircraft the totals were then distributed 90/10 percent among the singles and twins. Note that operations means landings plus takeoffs. Thus, number of takeoffs are 1/2 the number of operations. Resulting NEF values for the two alternatives are shown in Tables 11 and 12.

The NEF values for the proposed action and the two alternatives are summarized in Table 13 for 3 time periods. Those results indicate that the all CA alternative would eventually be noisier and the 50/50 facility would be quieter than the proposed action (GA/CA) in later years. The dB average reduction is probably not significant considering the usual ± 1.5 dB tolerance for acoustical estimates.

Note that initially (1978) the NEF for the facility is entirely due to Weyerhaeuser aircraft. The expected growth in GA aircraft was described earlier in the report and the number of corporate jet aircraft is simply determined by the portion of the facility allocated to those aircraft.

o Construction Noises

Peak noise levels for construction equipment range from 74 - 89 dBA at 50 feet for the type of facility proposed. For a worst-case situation the noisiest equipments would be in simultaneous operation. Table 14 shows the resulting noise levels for that situation at a distance of 300 feet from the site along 12th Ave. It can be seen from those estimates that the expected County noise regulation limit of 57 dBA could be exceeded if proper noise abatement procedures are not followed. These are discussed under mitigating measures. The estimated noise levels for construction (and for aircraft) can be compared also with the levels of common sounds shown in Table 15. Such a comparison indicates that resulting construction noise levels of 69 - 75 dBA peaks are similar to a busy department store, a busy street or a noisy kitchen but less than most power mowers at 3 feet.

Assuming that construction activities are limited to daytime (0700 - 2200) hours the construction noise levels of Table 16 show the equivalent estimated maximum NEF values

TABLE 11 - NOISE EXPOSURE FORECAST (NEF) LEVELS
 ALONG 12TH AVE. FOR CA AIRCRAFT DURING
 TAKEOFFS AND TAXIING (All Corporate Jet
 Aircraft Alternative)* (1993)

<u>OPERATION</u>	<u>N_D</u>	<u>N_N</u>	<u>N_{TOTAL}</u>	<u>NEF</u>
Taxiing	6.1	0.65	6.75	26.1
Takeoffs	3.0	0.38	3.38	24.6
			NEF TOTAL	28.4

* Values assume Gulfstream II type aircraft only
 at facility.

TABLE 12 - NOISE EXPOSURE FORECAST (NEF) LEVELS
 ALONG 12TH AVE. FOR GA/CA AIRCRAFT
 DURING TAKEOFFS AND TAXIING (50/50
 Area Alternative) (1993)

<u>OPERATION</u>	<u>N_D^*</u>	<u>N_N^*</u>	<u>N_{TOTAL}^*</u>	<u>NEF</u>
Taxiing	19.9	2.2	22.1	24.0
Takeoff	9.9	1.1	11.0	17.5
			NEF TOTAL	24.9

* All aircraft types at facility.

TABLE 13 - SUMMARY OF NEF LEVELS FOR PROPOSED AND
ALTERNATIVE ACTIONS

<u>SITUATION</u>	<u>NEF</u>		
	<u>1978</u>	<u>1983</u>	<u>1993</u>
Proposed GA/CA Facility	17.2	20.4	25.3
All CA Facility	17.2	23.4	28.4
50/50 Facility	17.2	20.0	24.9

TABLE 14 - TYPICAL MAXIMUM NOISE LEVELS ALONG 12TH AVENUE DURING
GA/CA FACILITY CONSTRUCTION

<u>CONSTRUCTION PHASE</u>	<u>NOISIEST EQUIPMENT TYPES</u>	<u>PEAK LEVELS (dBA)</u>	<u>AVERAGE HOURLY LEVELS (dBA)</u>
Demolition	Truck Scraper	75 72	68
Excavation	Jackhammer Truck	72 75	73
Foundations	Jackhammer Concrete Mixer	72 69	62
Framing and Flooring	Crane Jackhammer	72 72	69
Finishing	Truck Impact Tool	75 69	73

Sound	Sound Level* (dBA)	Relative Loudness (Approximate)	Relative Sound Energy
Jet Plane, <u>100 Feet</u>	130	128	10,000,000
Rock Music with Amplifier, <u>3 Feet</u>	120	64	1,000,000
Thunder, Danger of Permanent Hearing Loss	110	32	100,000
Boiler Shop, Power Mower, <u>3 Feet</u>	100	16	10,000
Orchestral Crescendo at <u>25 Feet</u> , Noisy Kitchen	90	8	1,000
Busy Street	80	4	100
Interior of Department Store	70	2	10
Ordinary Conversation <u>3 Feet</u>	60	1	1
Quiet Automobile at Low Speed, <u>100 Feet</u>	50	1/2	.1
Average Office, No Machines	40	1/4	.01
City Residence, Late Night	30	1/8	.001
Quiet Country Residence	20	1/16	.0001
Rustle of Leaves	10	1/32	.00001
Threshold of Hearing	0	1/64	.000001
Own Voice at Ear			
Soft	80	4	100
Moderate	90	8	1,000
Shouting	95-100	16	10,000

* U. S. Department of Housing and Urban Development
Circular 1390.2

TABLE 15 - SOUND LEVEL OF COMMON SOUNDS

TABLE 16 - CONSTRUCTION NOISE

A. Maximum Noise Exposure Forecast (NEF) Values
Expected along 12th Ave. (Short-Term)

Maximum GA Facility Construction	36
1978 Airport NEF	37
	—
Total	40

B. Maximum Noise Exposure Forecast (NEF) Values
Expected along 12th Ave. with Noise Abatement
(Short-Term)

With GA Facility Construction	25
1978 Airport NEF	37
	—
Total	37.3

for construction activity alone and the cumulative (total) including 1978 airport noise levels from Reference 1. Note that the effective noise mitigation measures would be necessary to minimize the cumulative increase. Part B. of the table shows that with noise controls it may be possible to prevent a serious (+ 3 dB or more) increase in average noise levels during construction. These controls will certainly require prohibition of noisy nighttime activity and use of the facility access road from 188th Street for construction vehicles. Mitigation measures are discussed in a later section of the report.

- o State Route 509

Although not part of the GA/CA facility, the possible extension of SR 509 presents a related possible noise impact for the community. Traffic data furnished by the Port staff indicate that average daily traffic volumes by the year 1990 might reach a total of 15,000 - 16,000 vehicles at an average speed of 50 MPH. Assuming an average truck mix of about 5 - 10% would result in an equivalent NEF of 27.5 along 12th Ave. assuming also that there are no significant obstacles. Note that traffic noise levels closer to the highway would be significantly higher and aircraft noise would be lower. Table 17 summarizes the estimated equivalent NEF of the SR 509 extension for 1983 and 1993 and the cumulative value when combined with airport related NEF levels from Reference 1 (without the proposed GA/CA facility). Note that there is a small increase in average noise level at these sites. The incremental increase closer to SR 509 will, of course, be greater.

- o Access Road

Traffic estimates for the new access road that were furnished by POS staff indicated an average daily total of 800 vehicles at 30 MPH. From these figures estimates were made of the average noise level in dBA units. These were then converted to approximate NEF values for comparison with airport noises using the relation between NEF and average dBA levels given previously. The result is a NEF of 10 units. (This same approach was used in estimating equivalent NEF values for SR 509 and for construction noises.)

- o Cumulative Summary

All of the previous analyses are combined in the summary given in Table 18. The table lists different alternatives or combinations of noise sources for the three time

TABLE 17 - MAXIMUM NOISE EXPOSURE FORECAST LEVELS
 EXPECTED ALONG 12th AVE. WITH SR509
 IN OPERATION

	YEAR		
	<u>1978</u>	<u>1983</u>	<u>1993</u>
Sea-Tac (ST)	37	35	34
SR 509 (SR)	-	27.5	28.5*
ST + SR	37	35.7	35.08

* assumes a 10 percent increase in traffic volume

TABLE 18 - SUMMARY OF CUMULATIVE NOISE EXPOSURE FORECAST
 (NEF) VALUES EXPECTED ALONG 12TH AVE. FOR
 VARIOUS NOISE SOURCES

	NEF YEAR		
	1978	1983	1993
1. Sea-Tac (ST)	37.0	35.0	34.0
2. Gen. Av. (GA/CA)	17.2	20.4	25.3
3. Taxiway (T)	12.5	14.2	16.4
4. ST + GA/CA	37.0	35.1	34.5
5. ST + T	37.0	35.0	34.1
6. ST + GA/CA + T	37.0	35.1	34.6
7. SR 509 (500 Feet)	-	27.5*	28.5*
8. ST + GA + T + SR	-	35.8	35.6
9. Access Road (300 Feet)	10	10.5*	11.5*
10. Construction** (300 Feet)	40	-	-
11. ST + Construction	41.8	-	-
12. ST + All CA	37.0	35.3	35.0
13. ST + 50/50 GA/CA	37.0	35.1	34.5

* Assumes 10 percent increase each 5-year interval

periods: 1978, 1983 and 1993. To facilitate comparisons and evaluations, Table 19 has been derived from this set of data. In Table 19, the Sea-Tac Communities Plan values (ST) for each time period are used as a reference for each of the combinations in the previous table.

Table 19 shows that very small increases in average noise levels would occur for the combinations considered relative to the estimated airport (ST) noise for 1983 and 1993 although there is still a slight decrease in total yearly noise. Initially (1978) there is no increase in average noise level. (Compare lines 1 and 6 in Table 18.) The estimated increases are quite small and it is difficult to be certain if the result would be noticeable except in the case of the uncontrolled construction activities. This emphasizes the probable need for construction noise controls.

Combined noise levels for the all corporate jet aircraft (CA) alternative are only slightly different from the proposed action (+ 0.5 dB). The 50/50 area split is not different from the proposed action.

TABLE 19 - INCREMENTAL NEF VALUES

FACILITY	YEAR		
	1978	1983	1993
1. Sea-TAC (ST)	0	0	0
2. GA	-	-	-
3. Taxiway (T)	-	-	-
4. ST + GA/CA	0	0.1	0.5
5. ST + T	0	0	0.1
6. ST + T + GA/CA	0	0.1	0.6
7. SR 509 (SR)	-	-	-
8. ST + T + GA + SR	-	-	-
9. Access Road	-	-	-
10. Construction	-	-	-
11. ST + Construction	4.8	-	-
12. ST + All CA	0	0.3	1.0
13. ST + 50/50 GA/CA	0	0.1	0.5

NOISE IMPACTS

From the data and criteria presented previously it is clear that airport related noises presently impact areas along 12th Ave. (and probably at greater distances). These impacts appear to be greatest in the area around 170th Street compared to near 176th Street because of the barrier effect of the upward slope in the airport direction. The noise attenuating extent of this barrier is estimated in Appendix C and the present data indicate noise levels around 176th Street and 12th Ave. may be up to 8 - 10 dB (NEF) lower than at 170th Street. The NEF levels reported in the Sea-Tac Communities Plan noise study (Reference 1) appear to be related to the line-of-sight conditions that exist at 170th Street and as such are worst-case conditions.

At the west side communities along 12th Ave. the noises of individual aircraft will be heard under some conditions. At 170th Street, observed noises from propeller and jet aircraft are higher than at 176th Street as noted above. Propeller aircraft sound levels at 170th are similar in magnitude to those of auto traffic on 12th Ave. Near 176th Street, propeller aircraft noises are on the average 3 dB less than the levels for autos. Turbojet aircraft noises are readily apparent at both sites during takeoffs. The additional average of about one jet flight per day will be heard at both areas along 12th Ave. as similar to B-737 or DC-9 takeoffs or landings. Taxiing aircraft noises from the runways are not audible on 12th Ave. These conclusions are based on subjective operations and on the data shown in Table 1.

Daily average noise levels (NEF) values will be expected to increase by 0.1 to 0.6 dB over predicted airport noise levels for the 1978 - 1993 time periods for areas along 12th Ave. These increases are maximum values that do not include shielding by barriers, buildings or vegetation that would influence the nearby GA/CA facility noises. Noise level increases under the main flight path would be considerably less than these values because of the large volume of air carrier operations and equal source-to-receiver distances and conditions at those locations. For example, if all air carrier aircraft at Sea-Tac were of the B-737/DC-9 variety, the addition of one takeoff per day would add less than 0.03 NEF (or dB) to the daily average noise levels for takeoff and landing operations. Thus, it is only the relative proximity of the proposed facility to the west side communities along 12th Ave. that causes the 0.1 to 0.5 NEF (dB) increase in that area.

However, although the increase in average daily (NEF) noise level is minor, it is true that the west side areas along 12th Ave. are already exposed to significant airport noises. For this reason it is difficult to say with great certainty that these small increases will not be significant. All objective data would suggest that noise level increases of less than 1 dB are not significant. In fact, they probably won't be measurable by any scientific sound measurement procedure, but subjectively it is possible that the perceived noise may be greater than would be suggested by the small increases in noise levels. It is not possible at this time and state-of-the-art to quantify this effect.

Noise level increases for the two alternatives considered show that a 50/50 area use for GA/CA aircraft is essentially similar to the proposed facility because CA aircraft require more space and therefore total operations decrease considerably. Noise levels for an all CA facility would be slightly higher (0.5 dB) than for the proposed facility by 1993 due to higher noise levels associated with those aircraft.

The extension of SR 509 may also introduce an additional noise facotr. The preliminary estimates of that source made during the present study indicate noise level increases in excess of those predicted for the GA/CA facility. However, highway noise is of a different quality from aircraft noise and the two are clearly different perceptually. There is some evidence that the combination of the two noises can be more disturbing than an equal amount of either traffic or aircraft noise alone. It must be emphasized that noise estimates made here for SR 509 are quite crude and assume the very worst case conditions. More accurate estimates can only be made from a consideration of detailed highway design and topography.

Noise from the proposed access road is expected to be at a very low level and definitely not a potential impact.

Noises produced during the facility construction phases could be quite disturbing unless the mitigating measures described in the following section are observed. It should be possible to eliminate this potential impact if careful attention is given to noise control requirements in the building contractor specifications and during the actual construction.

Aircraft noise from the facility could be further abated by an earth berm on the west edge of the facility as discussed in Appendix C.

MITIGATING MEASURES

Some of the mitigating measures that can be used for the facility have been discussed previously. Table 20 summarizes the differences between noisy and quiet construction equipment. Appendix C describes the benefits of an earth berm and additional source-to-receiver distances.

In summary, noise control for the facility can be achieved by the following measures.

1. Prohibit noisy activities between 2200 and 0700 on weekdays and 2200 and 0900 on weekends.
2. Evaluate noise of equipment to be used on the project. Table 20 shows noise reductions that can be achieved by requiring newer or quieter equipments. Include the Port of Seattle equipment noise requirement in the construction contract.
3. Use least noisy equipments and methods. For example: possible use of pre-fab structures, electrical and hydraulic versus diesel and pneumatic tools, pneumatic-tired equipment, minimum grades at site exit/entrances and use of the new access road for construction vehicles.
4. Require modification of very noisy equipment. Use noise mufflers on or minimize use of pneumatic jackhammers or other impact devices.
5. Use of sound barriers or enclosures around the site and around noisy equipment in particular. These can provide as much as 10 db additional reduction.
6. Require contractors to use least noisy equipment modes (implies running engines at lower speeds if necessary) and to train equipment operators and supervisors in awareness of noise control such as operating methods, modes and use of enclosures.
7. Include the above control requirements in the final building specification.
8. Detailed facility design should consider placing any building structures along the west edge of the property to act as additional noise buffers. These can provide up to 10 dB reduction of local aircraft noise plus keep aircraft at distances greater than the 300-foot minimum used in the present analysis. This latter practice is discussed in detail in Appendix C and can provide additional noise control.

9. Restrict helicopter flight paths to non-residential areas.
10. Construct a 10 to 20 foot high earth berm along the west side of the facility. As discussed in Appendix C this could provide a 7 - 10 dB noise reduction and would help to eliminate the perception of average and individual aircraft noises on the facility.

TABLE 20 - NOISE ABATEMENT POTENTIAL OF NOISIEST
CONSTRUCTION EQUIPMENT

<u>EQUIPMENT TYPE</u>	<u>NOISE ABATEMENT POTENTIAL (dB)</u>
Truck	16
Scraper	8
Jackhammer	13
Concrete Mixer	10
Impact Tool	6

REFERENCES

1. "Sea-Tac Communities Plan Final Report - Noise Study, Vols. I, II, III," September 1974.
2. "Final Environmental Impact Statement, Weyerhaeuser Corporate Aviation Facility, Sea-Tac International Airport," Port of Seattle, April 1977.
3. "Developing Noise Exposure Contours for General Aviation Airports," Report No. FAA AS-75-1, December 1975.

APPENDIX A - INSTRUMENTATION

The basic acoustical measurement system used for acquiring the noise data reported here is shown in Figures A1 and A2. That part of the system used for acquiring the noise recordings in the field is shown in Figure A1, while the laboratory processing of those recordings was done with the system shown in Figure A2. In addition to the basic system shown in the two figures, the following instruments were used during the measurements:

B & K Microphone Type 4233 and Windscreen

B & K Sound Calibrator Type 4230

Wind Velocity Meter

Sling Psychrometer

Rolatape Measure Master

Tripod

The Type 4133 microphone and windscreens were fitted to the DA100 sound level meter during measurements and the entire system was electrically and acoustically calibrated end-to-end with the Type 4230 Calibrator that produces an acoustic signal of 94 decibels at 1000 Hz.

During all recordings the DA100 was used in the A-weighted, "SLOW" mode corresponding to the Type 1 standards of ANSI S1.4 (1971). The digital and analog output signals from the DA100 sound level meter were recorded on magnetic tape via the DA126 Tape Interface and the Sony TC126 Magnetic Tape Recorder.

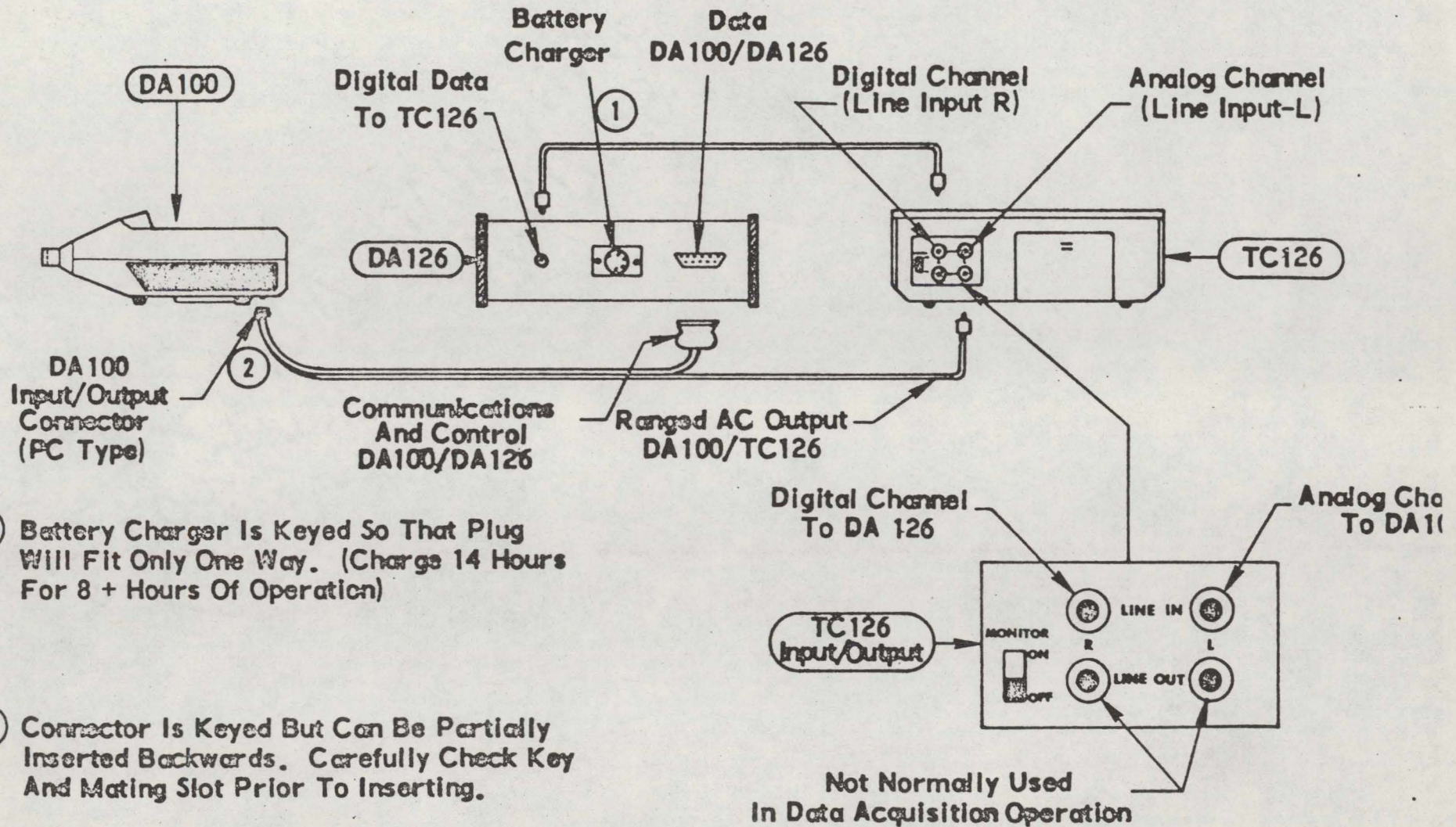
In the laboratory, these signals were reproduced by the TC126 and the DA600 Tape-Computer Interface. All actual calculations were performed with the WANG Laboratories Model 600-14-TP.

This particular system can also be set up with the DA100 sound level meter interfaced directly to the WANG computer for very long-term monitoring (weeks or months). In either arrangement magnetic recordings are produced at least every hour of the "compressed" histograms of all samples taken during the interval (3600/hour). The system is capable of producing SENEL and peak values for single events plus L_{eq} , L_{dn} , CNEL, L_p percentiles or local ordinance indices and other measures. The system can also accept other signal weightings or band-filtered data.

Precision Digital
Sound Level Meter

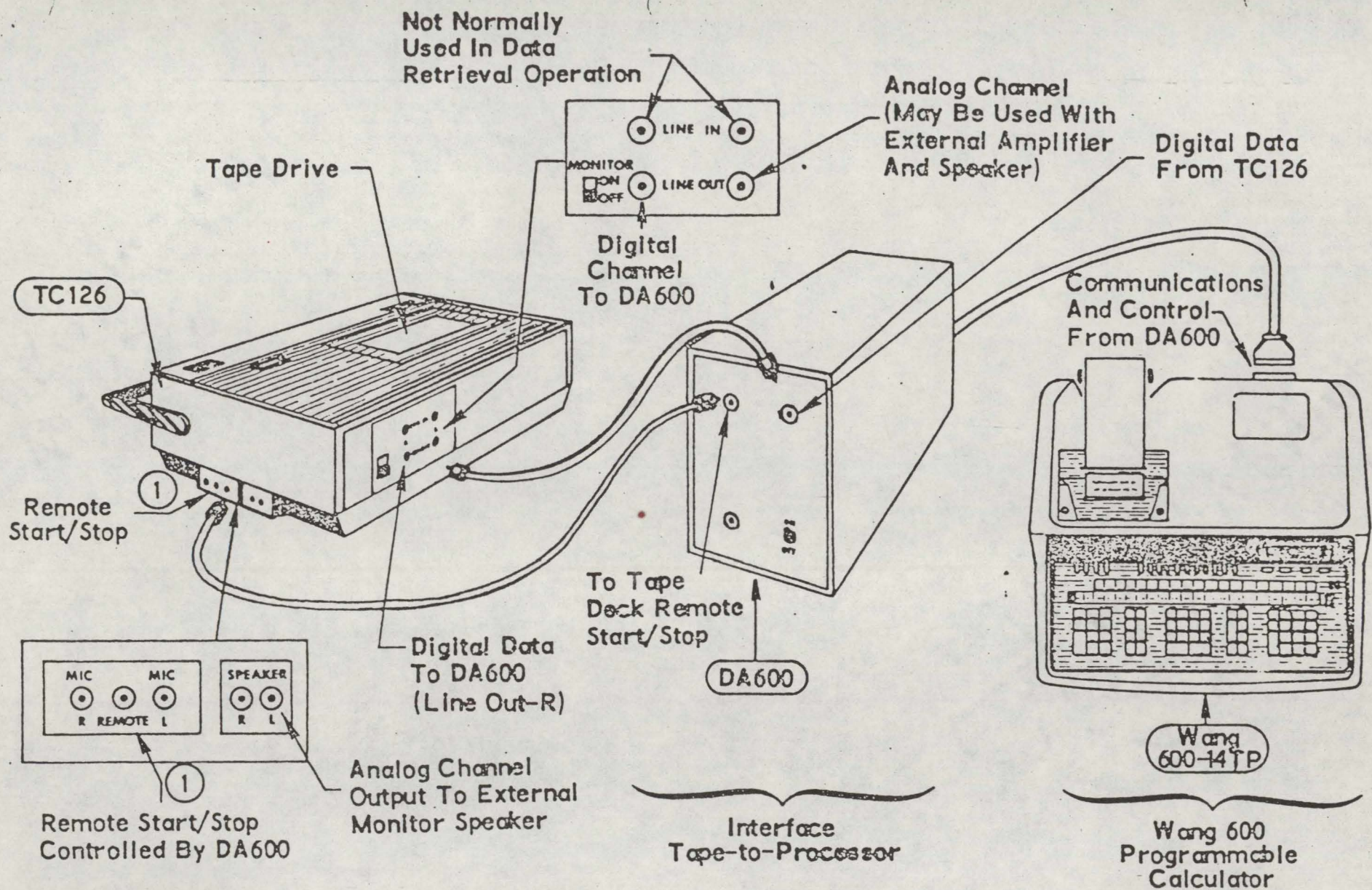
Tape Formatter/Controller

Tape Drive



A-2

FIGURE A1 DIGITAL ACOUSTICS GENERAL DATA ACQUISITION SUBSYSTEM



① Remote Start/Stop Jack Is A Standard Feature Of The Sony TC126 But Is Not Essential To Proper System Operation.

FIGURE A2 DIGITAL ACOUSTICS/WANG 600 DATA RETRIEVAL AND PROCESSING SYSTEM

Note: DA100 Can Be Directly Interfaced With Wang 600 With DA601 Direct Interface

APPENDIX B - CRITERIA

This section of the report is concerned with criteria for judging the impact of the project on the environment.

Noise criteria consist of those laws, regulations, guidelines and general effects of noise on people that provide a bases for evaluating existing and predicted noises.

The State of Washington has two regulations for noise. These are WAC 173-62, "Motor Vehicle Noise Regulations" and WAC 173-60, "Maximum Environmental Noise Level Regulations." The Federal Government through the U. S. Environmental Protection Agency (EPA) has adopted long-range goals for environmental noise and have published these as a set of guidelines. The U. S. Department of Housing and Urban Development (HUD) and the U. S. Department of Transportation (DOT) have also issued noise criteria. The City of Seattle and King County have recently adopted a noise ordinance that is similar to WAC 173-60 (Title 12 of King County Code). The published laws and guidelines identified above are discussed below.

o State of Washington (City of Seattle/King County)

Motor vehicle noise limits apply to vehicles operated only on public highways. The following table summarizes maximum allowable noise levels as measured at a distance of 50 feet from the center of the lane of travel.

<u>Vehicle Category</u>	<u>35 MPH or less</u>	<u>over 35 MPH</u>
Motor Vehicles over 10,000 lbs GVWR or GCWR	86 dBA	90 dBA
Motorcycles	80 dBA	84 dBA
All other motor vehicles	76 dBA	80 dBA

All vehicles servicing the project site during construction would be required to meet the above code values while operating on public highways or roads. While on private roads or private property such as the construction site proper all construction vehicles are required to meet the environmental noise rule discussed below.

The State and City/County codes contain environmental land use noise limits also. The noise from temporary construction sites are exempt from these limits for receiving properties

in commercial or industrial zones only and must be observed for residentially zoned receivers in the nearby area. (There is a temporary daytime exemption for the residential receiver case, but this will probably be eliminated.) Figure B-1 illustrates the limiting noise levels for residential receiving property for noise sources on industrial property. Those limits would also apply to noises created by the proposed facility when in operation and can serve as a guide for construction noise until a new rule on construction noise limits is promulgated.

o Federal Government

. EPA

The EPA has identified two noise level guidelines as requisite to protect public health and welfare with an adequate margin of safety. These levels are not construed as standards, according to the EPA. Thus, as an individual moves from one noise environment to another, and so, throughout the day, there will be times where different noise levels will be encountered. During these varying noise exposures, the EPA believes that no hearing impairment will be incurred if the daily equivalent sound energy exposure does not exceed 70 decibels, that there would be no undue interference with activity and no annoyance if outdoor levels do not exceed an energy equivalent of 55 dB and indoor levels of 45 dB. The EPA guidelines for various types of land uses are summarized in Figure B-2 from Reference B-1.

. HUD

The standards below are excerpts from HUD Circular 1390.2 dated August 4, 1971 and amended by Change 1, September 1, 1971. These standards are intended to be used by HUD administrators in all decisions and actions pertaining to new residential construction and by the Federal Housing Administration (FHA) and the Veterans Administration (VA) in mortgage guarantee applications. Detailed Environmental Statements are to be prepared by developers for all requests for exceptions to the policy circular and are to accompany requests to approve cases which fall into discretionary noise exposures which are "normally unacceptable."

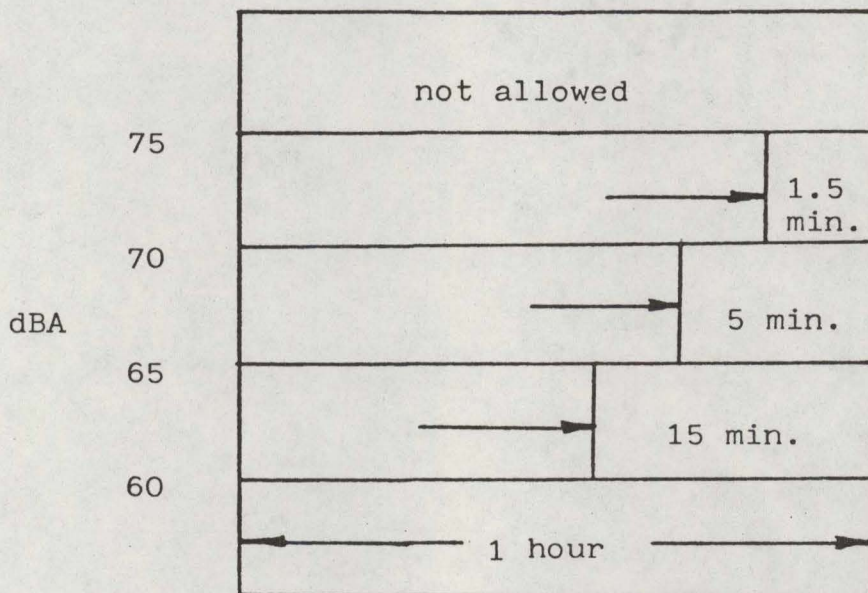


FIGURE B-1 - MAXIMUM PERMISSIBLE NOISE LEVELS FOR A NOISE SOURCE IN AN INDUSTRIAL ZONE FOR RESIDENTIALLY ZONED RECEIVING PROPERTIES*

(Between the hours of 2200 and 0700 during weekdays and 2200 and 0900 on weekends, the above limits are reduced by 10 dB.)

* WAC 173-60/King County Ordinance No. 2165

FIGURE B-2

YEARLY AVERAGE*EQUIVALENT SOUND LEVELS IDENTIFIED AS
REQUISITE TO PROTECT THE PUBLIC HEALTH AND WELFARE WITH
AN ADEQUATE MARGIN OF SAFETY

	Measure	Indoor		To Protect Against Both Ef- fects (b)	Outdoor		To Protect Against Both Ef- fects (b)
		Activity Inter- ference	Hearing Loss Considera- tion		Activity Inter- ference	Hearing Loss Considera- tion	
Residential with Out- side Space and Farm Residences	L _{dn}	45		45	55		55
	L _{eq} (24)		70			70	
Residential with No Outside Space	L _{dn}	45		45			
	L _{eq} (24)		70				
Commercial	L _{eq} (24)	(a)	70	70(c)	(a)	70	70(c)
Inside Transportation	L _{eq} (24)	(a)	70	(a)			
Industrial	L _{eq} (24)(d)	(a)	70	70(c)	(a)	70	70(c)
Hospitals	L _{dn}	45		45	55		55
	L _{eq} (24)		70			70	
Educational	L _{eq} (24)	45		45	55		55
	L _{eq} (24)(d)		70			70	
Recreational Areas	L _{eq} (24)	(a)	70	70(c)	(a)	70	70(c)
Farm Land and General Unpopulated Land	L _{eq} (24)		*		(a)	70	70(c)

Code:

- a. Since different types of activities appear to be associated with different levels, identification of a maximum level for activity interference may be difficult except in those circumstances where speech communication is a critical activity. (See Figure D-2 for noise levels as a function of distance which allow satisfactory communication.)
- b. Based on lowest level.
- c. Based only on hearing loss.
- d. An L_{eq}(8) of 75 dB may be identified in these situations so long as the exposure over the remaining 16 hours per day is low enough to result in a negligible contribution to the 24-hour average, i.e., no greater than an L_{eq} of 60 dB.

Note Explanation of identified level for hearing loss: The exposure period which results in hearing loss at the identified level is a period of 40 years.

*Refers to energy rather than arithmetic averages.

<u>GENERAL EXTERNAL EXPOSURES - dBA</u>	<u>Approximate L_{eq}</u>	<u>NEF</u>
---	-----------------------------------	------------

UNACCEPTABLE

Exceeds 80 dBA 60 minutes 24 hours	76 dBA	40 & above
---------------------------------------	--------	------------

Exceeds 75 dBA 8 hours per
24 hours

(Exceptions are strongly discouraged and require a 102(2)C environmental statement and the Secretary's approval.)

DISCRETIONARY -- NORMALLY UNACCEPTABLE

Exceeds 65 dBA 8 hours per 24 hours Loud repetitive sounds on site	62 - 76 dBA	30 - 40
--	-------------	---------

(Approvals require noise attenuation measures, the Regional Administrator's concurrence and a 102(2)C environmental statement.)

DISCRETIONARY -- NORMALLY ACCEPTABLE

Does not exceed 65 dBA more than 8 hours per 24 hours	49 - 62 dBA	less than 30
--	-------------	--------------

ACCEPTABLE

Does not exceed 45 dBA more than 30 minutes per 24 hours	49 dBA	less than 30
---	--------	--------------

Sleeping Quarters. For the present time, HUD field personnel consider existing and projected noise exposure for sleeping quarters "acceptable" if interior noise levels resulting from exterior noise sources and interior building sources such as heating, plumbing, and air conditioning:

- . do not exceed 55 dBA for more than an accumulation of 60 minutes in any 24-hour period, and
- . do not exceed 45 dBA for more than 30 minutes during nighttime sleeping hours from 2300 to 0700, and
- . do not exceed 45 dBA for more than an accumulation of 8 hours in any 24-hour day.

Other Interior Areas. HUD personnel exercise individual discretion and judgement as to interior areas other than those used for sleeping. Consideration is given to the characteristics of the noise, the duration, time of day, and planned use of the area.

Insulation between Dwelling Units. For multi-family structures, including attached single family units, floors and dividing walls between dwelling units have Sound Transmission Class (STC) of less than 45 are always unacceptable.

. Federal Highway Administration (FHWA)

The Federal Highway Administration has published the design noise levels for Federal-aid highway system projects as shown in Table B-1.

. OSHA

The Occupational Safety and Health Act (OSHA) identifies a maximum allowable noise level of 90 dB over an 8-hour work day to protect against hearing damage. This is clearly different from the EPA guidelines discussed earlier. The U. S. Department of Labor (DOL) and EPA are currently attempting to come to agreement on a mutually acceptable level that might result in a revised value of 85 dB. In any event, even this value is 15 dB above the EPA guideline value. The EPA recognizes this discrepancy in the assumptions previously given and in a further alternative work-day value of 70 dBA for 8 hours provided the remaining 16 hours of exposure do not exceed 60 dB.

o General Criteria

Noise may create a variety of responses and effects on people. The three most well-defined effects are hearing loss, speech interference, and disturbance of sleep. These are the bases of all of the above regulations and guidelines and are discussed in general in the following paragraphs.

. Hearing

The basic considerations leading to the environmental limits identified by the EPA are:

1. The human ear, when damaged by noise, is typically affected at the 400 Hz frequency first and, therefore, this frequency can be considered the most noise-sensitive frequency. The averaged frequencies of 500 Hz, 1000 Hz and 2000 Hz have traditionally been employed in hearing conservation

TABLE C-1 - DESIGN NOISE LEVEL/LAND USE RELATIONSHIPS

<u>Land Use Category</u>	<u>Design Noise Levels (L_{eq})</u>	<u>Description of Land Use Category</u>
A	57 (exterior)	Tracts of lands in which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, or open spaces which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	67 (exterior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports areas, and parks.
C	72 (exterior)	Developed lands, properties or activities not included in categories A and B above.
D		Undeveloped lands.
E	52 (interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums.

B-7

criteria because of their importance to the hearing of speech sounds. Since there is considerable evidence that frequencies above 2000 Hz. are critical to the understanding of speech in lifelike situations, and since 4000 Hz. is considered the most sensitive frequency, 4000 Hz. has been selected as the most important frequency to be protected.

2. Changes in hearing level of less than 5 dB are generally not considered noticeable or significant.
3. As individuals approach the high end of the distribution and their hearing levels are decreased, they become less affected by noise exposure. In other words, there comes a point where one cannot be damaged by sounds which one cannot hear.
4. The noise level chosen protects against hearing loss up to and including the 96th percentile of the population, ranked according to decreasing ability to hear at 4000 Hz. Since the percentiles beyond that point are also protected (see consideration number 3), virtually the entire population is protected against incurring more than a 5 dB noise-induced permanent threshold shift (NIPTS).

The OSHA noise standard has merely made mandatory those minimum values that have proved both practical and effective in preventing hearing loss in many industrial plants. Strictly speaking, the OSHA standard is applicable to industries performing under Federal contracts and Federally administered areas. However, the DOL of the State of Washington has adopted a virtually identical standard (WISHA).

. Speech

Figure B-3 presents a simplified and generalized relationship between noise level, talker-to-listener distance and speech communication quality. The types of noises referred to in Figure B-3 are steady noise whereas the noise of traffic and construction is of an intermittent, interrupted nature. This aspect of noise was considered in developing the EPA guidelines. For aircraft noise these data can be translated into NEF quantities as in Figure B-4, adapted from Reference B-1.

. Sleep

The general research data on sleep effects is considerably more difficult to interpret. Figure B-5 presents a summary of the best known present data on the relation between noise

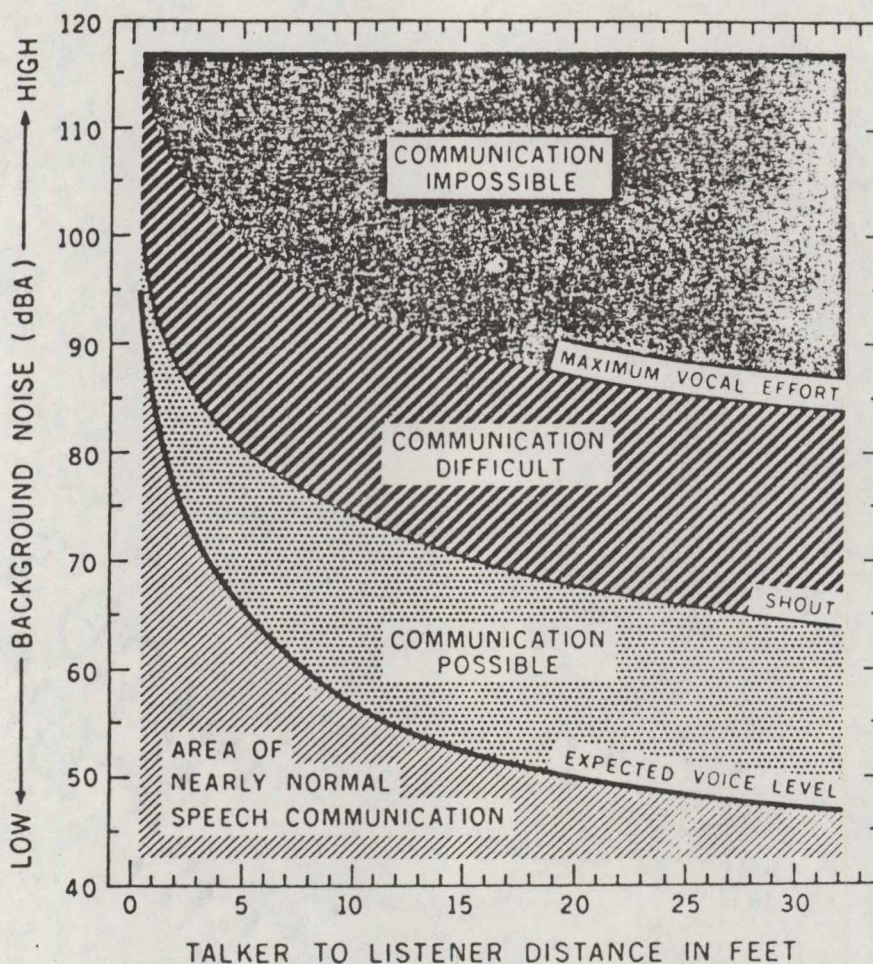


Figure B-3 - Simplified chart that shows the quality of speech communication in relation to the A-weighted sound level of noise (dBA) and the distance between the talker and the listener.

B-10

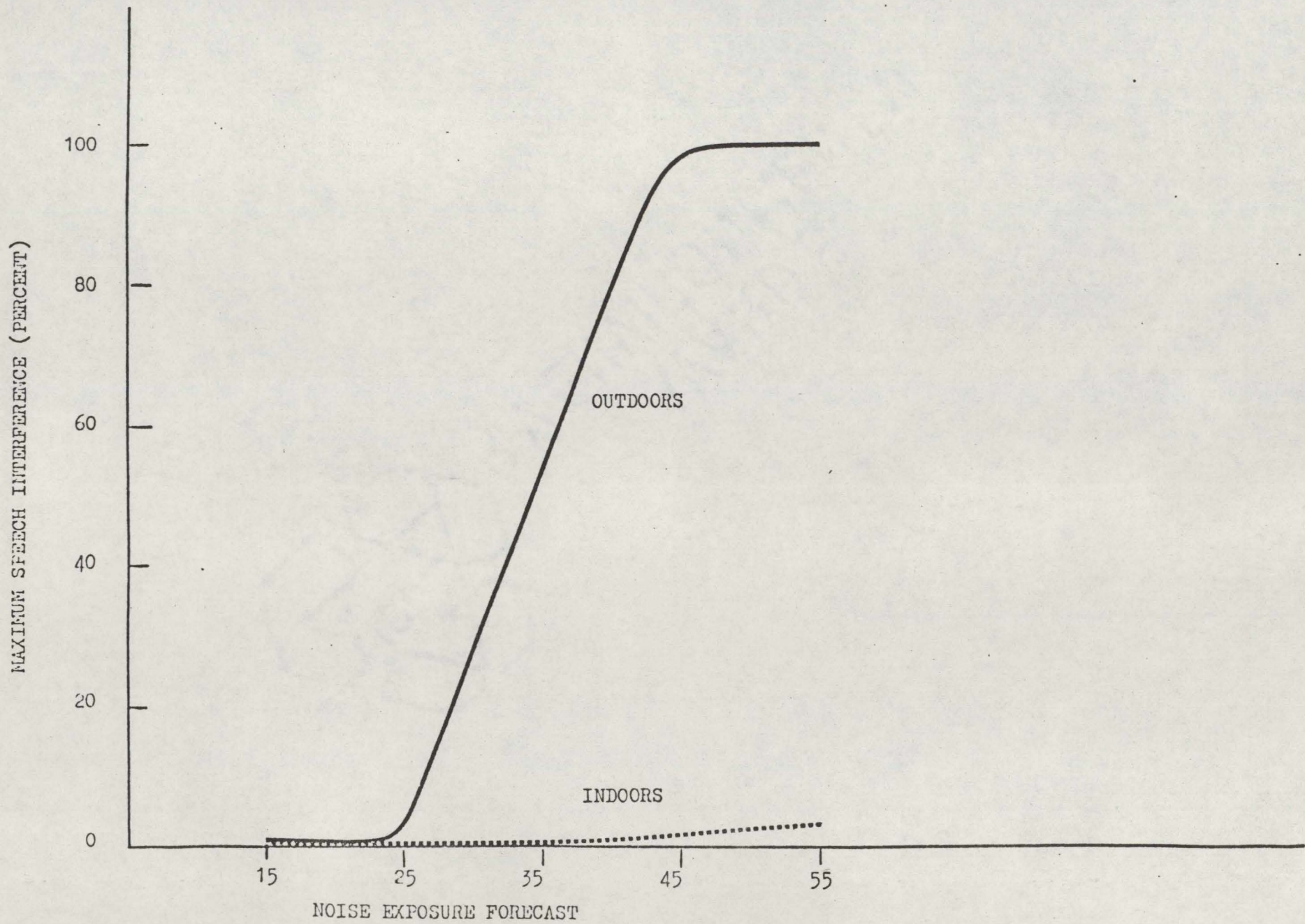


FIGURE B-4- SPEECH INTERFERENCE EFFECT AT 2 METERS

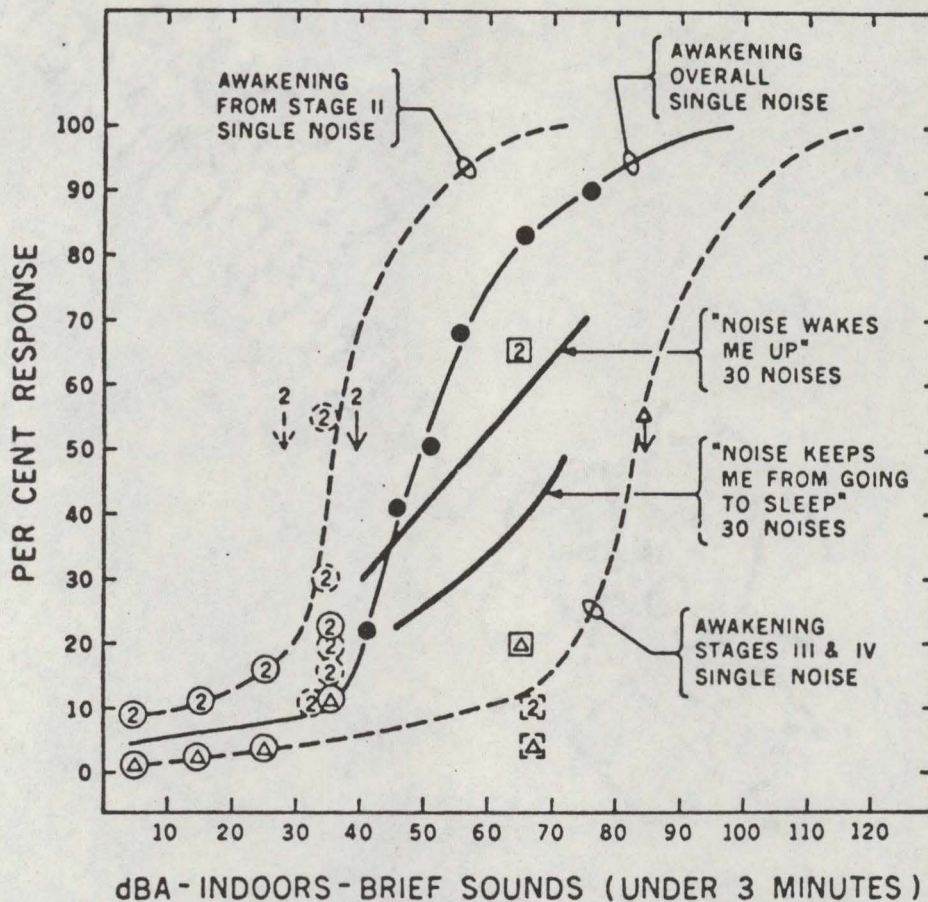


Figure B-5 - Awakenings to sound from various laboratory and questionnaire studies are shown. The horizontal axis gives the approximate A-weighted sound level (dBA) of the noise. The curves labelled "awakening" are from normally rested young adults who were sleeping in a laboratory and were moderately motivated to awake in response to sound. The percentage of awakening responses will depend not only on the intensity of the sound but also on the definition of "awakening," the motivation of the subject to awake in response to sound, and the sleep stage (I, II, III, IV, or I-REM) when the stimulus is presented. The questionnaire results, "Noise wakes me up" and "Noise keeps me from going to sleep," are derived from the Wilson Report (1963) for the case of 30 brief noises distributed throughout the night. The laboratory results are from various studies. The filled circles were gathered throughout the night without regard to sleep stage (Steinicke, 1957). Data from sleep stage II are represented by 2's; those from sleep stages III and IV by deltas, Δ 's. The circles with unbroken borders are from Williams *et al.* (1964). The circles with broken borders are from Williams *et al.* (1965). The boxes with solid borders are from Rechtshaffen *et al.* (1965). The boxes with broken borders are from Lukas and Kryter (1970). The broken arrow is from Watson and Rechtshaffen (1969). The solid arrows are from Kryter and Williams (1969).

levels and percent awakenings. At the 50 percent response level, persons are awakened at levels of noise ranging from about 35 dBA to about 85 dBA indoors. There is at least a 10 dBA reduction in noise level due to attenuation of structures. With windows closed this can be as high as 25 dBA reduction for normal housing. Using 15 dBA as a rule-of-thumb average this means that 50 percent of the people will be awakened at outdoor levels ranging from 50 dBA to 100 dBA depending on level of sleep. From Figure B-5 it is seen that indoor levels of about 55 dBA keep people from going to sleep. Again, this translates to about 70 dBA outdoors. Figure B-6 shows those same data in terms of NEF units (adapted from Reference B-1).

The preceding discussion summarizes those factors to be considered in evaluating the impact of existing and project noises on people in the area.

TYPICAL NEIGHBORHOOD LEVELS

(Recorded Friday, Sept. 17, 1976; 11:00 a.m. with
Quest 215, #511014M with integral mic)

	<u>S. 170th & 12th Ave. S.</u>	<u>S. 176th & 12th Ave. S.</u>	<u>S. 177th Place & 10th Ave. S.</u>
Ambient	42 dBA	38 dBA	39 DBA
		recorded in peak levels	
Auto Passby	70	72	--
727 (peak)	82	86	78
Duration	30 sec. 70	15 sec. 80	60 sec. 60
Rev. thrust	--	53 (shrill)	--
Taxiing	--	45	43
Light Plane	--	61	58 65 (twin) 72

Test Results

As shown in the previous tables, no measurements taken of normal aircraft operating modes would impact the nearest residence (or community) with noise levels in excess of 53 dBA. This level would also decrease with the construction of the hangar between the source and the receiver and landscaping required on the rear of the leased side. Less than one jet operation per day will occur at the facility. Equating that to residential traffic of 12th Avenue South, one additional passing car per day.

The one FAA run-up a year of each of the Weyerhaeuser aircraft would be conducted at the designated run-up locations at the airport. Developed by the Sea-Tac/Communities Plan, these sites are used by all air carriers at Sea-Tac.

REFERENCES

1. The Sea-Tac/ Communities Plan. 1975. King County Division of Land Use Management and Port of Seattle, Planning and Research Department.
2. The Sea-Tac/Communities Plan Environmental Impact Statement. 1975. King County Division of Land Use Management and Port of Seattle Planning and Research Departments.
3. Draft Highline Communities Plan. November 1976. King County Division of Land Use Management.
4. Bolt, Beranek, and Newman. 1971. Noise from Construction Equipment and Operations, Building Equipment and Home Appliances. U.S. Environmental Protection Agency.

APPENDIX C

AIRCRAFT PERFORMANCE QUESTIONNAIRE

MANUFACTURER Grumman Corporation

AIRCRAFT MODEL NAME Gulfstream II (G-1159)

POWER PLANT(S) (2) RR Spey 25 MK 511-8

1. Maximum allowable gross weight..... 62000 Lbs.
 - a. Empty weight..... 35800 Lbs.
2. Maximum takeoff gross weight for 5700' runway..... 61700 Lbs.
(Sea level, no wind, 85 deg. F., 70% rel. humidity)
3. Maximum landing weight 5700' runway..... 58500 Lbs.
(Sea level, no wind, 85 deg. F., 70% rel. humidity)
4. Maximum takeoff gross weight which will permit climb to 1000' AGL
over a point 12,000' from brake release point..... 62000
(Sea level, no wind, 85 deg. F., 70% rel. humidity)
 - a. Power setting (%RPM, EPR, or other appropriate cockpit ind)...
 Take-off EPR 2.40
 * EPR at 1000' 1.609
 - b. Safe climb CAS (V2 plus 30)..... 178.0 KTS.
 - c. Deck angle..... 13 Deg.
 - d. Noise level on ground at point 12,000' FBR point 99.6 PNdB
(PNL, PNdB, EPNdB, dBA)

Maximum takeoff gross weight which will permit climb to 1500' AGL
over a point 15,000' from brake release point..... 62000 Lbs.
(Sea level, no wind, 85 deg. F., 70% rel. humidity)

- a. Power setting (%RPM, EPR, or other cockpit indication)* 2.50 T.O. EPR
1.620 EPR @ 1500
- b. Safe climb CAS (V2 plus 30)..... 178.0 KTS.
- c. Deck angle..... 13 Deg.
- d. Noise level on ground at point 15,000' FBR point 94.2 PNdB
(PNL, PNdB, EPNdB, dBA)

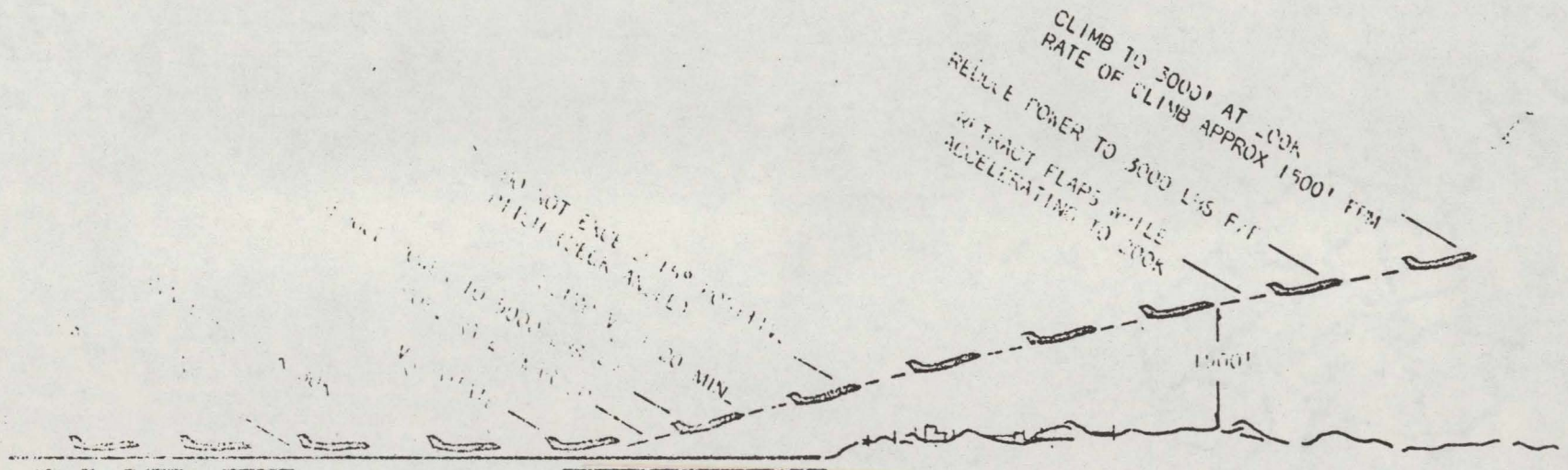
6. Power setting required to maintain 1000 FPM climb, 15 deg. deck
angle and Safe Climb CAS (V2 plus 30) at designated gross weight:
 - a. For situation 2., above..... EPR = 1.68
 - b. For situation 4., above..... = 1.68
 - c. For situation 5., above..... = 1.68

Recommended Noise Abatement Procedure: Engine cut back to 4300 lbs./hr./engine to maintain a
4% gradient with two (2) engines.

Note: Orange County Airport field elevation is 53' MSL. Main runway
length is 5700'.

NAME: W. H. Gentzlinger TITLE: Flight & Certification DATE: 13 March 1972
Manager, Gulfstream

TAKE OFF - NOISE ABATEMENT



REFER TO PATTERN FLYING PROFILE

GULFSTREAM II

FOR TRAINING PURPOSES

Fig ()

NOISE ABATEMENT

CLIMB PROCEDURE

Using the following noise abatement climb procedures, the requirements of FAR Part 36 are complied with:

1. Using takeoff thrust, climb from takeoff to 2,500 feet above the airport runway altitude at $V_2 + 10$ knots airspeed.
2. At 2,500 feet above airport runway altitude, retard the power lever setting to the EPR value provided in figure 3-3, maintaining the $V_2 + 10$ knots airspeed.
3. Maintain the reduced thrust setting until noise abatement is no longer required. No determination has been made by the Federal Aviation Administration that the noise procedure in this manual is or should be acceptable or unacceptable for operation at, into, or out of, any airport.

NOISE CHARACTERISTICS

The noise levels tabulated below are the results of tests conducted to demonstrate compliance with Federal Aviation Regulation Part 36.

Take-off point and sideline point noise levels were determined using the climb procedure shown above with engine air bleeds for air conditioning on.

Approach noise levels are for $1.3 V_S + 10$ knot speeds.

No determination has been made by the Federal Aviation Administration that the noise levels in this manual are or should be acceptable or unacceptable for operation at, into, or out of any airport.

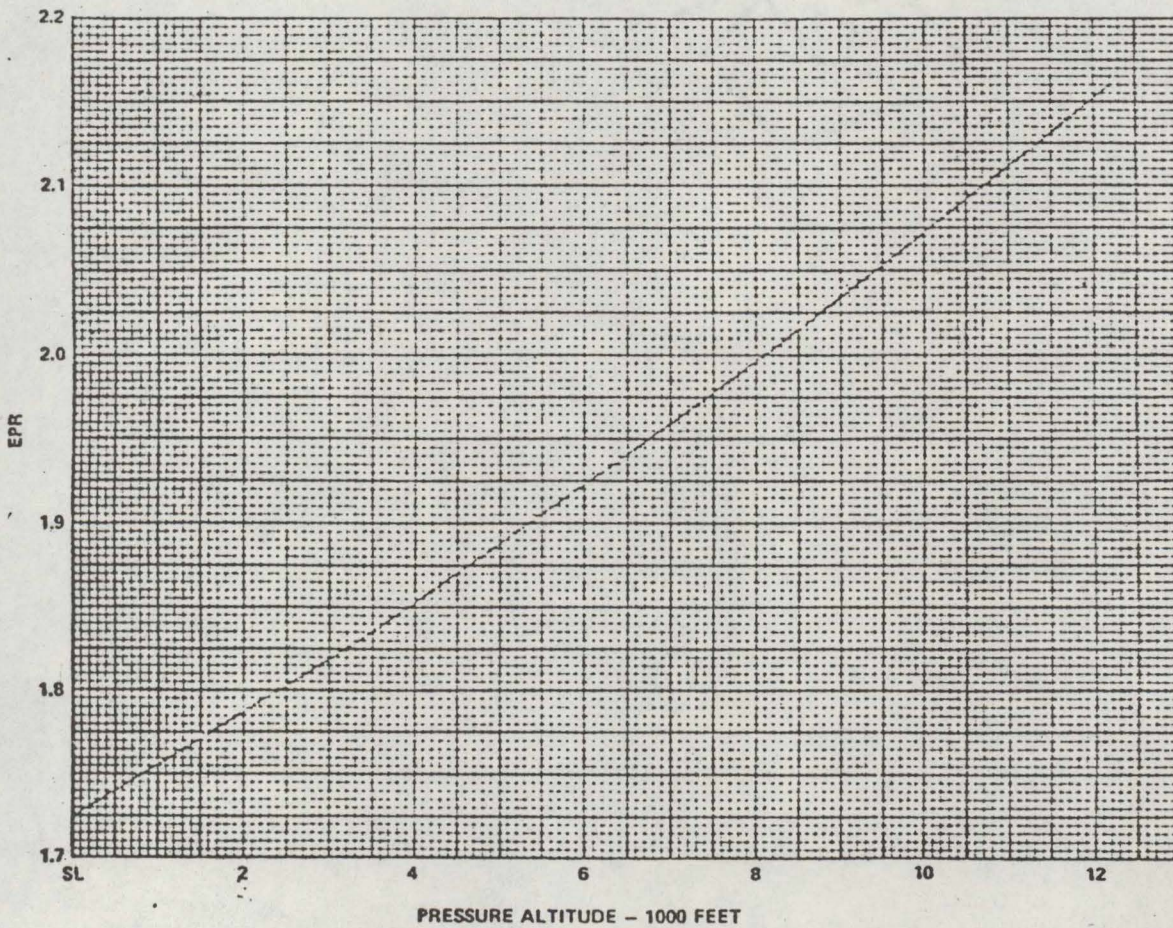
NOISE LEVELS (EPNdB)

Gross Weights	Flap Setting	Sideline Point	Take-off Point	Approach Point
20,000 lbs.	UP	100.3	95.0	-----
17,500 lbs.	DN (100%)	-----	-----	98.5

EPR SETTING FOR THRUST CUTBACK

NOTE

DO NOT EXCEED TAKEOFF
THRUST SETTING.
SPEED IS $V_2 + 10$ KIAS.



8306-1-63-87

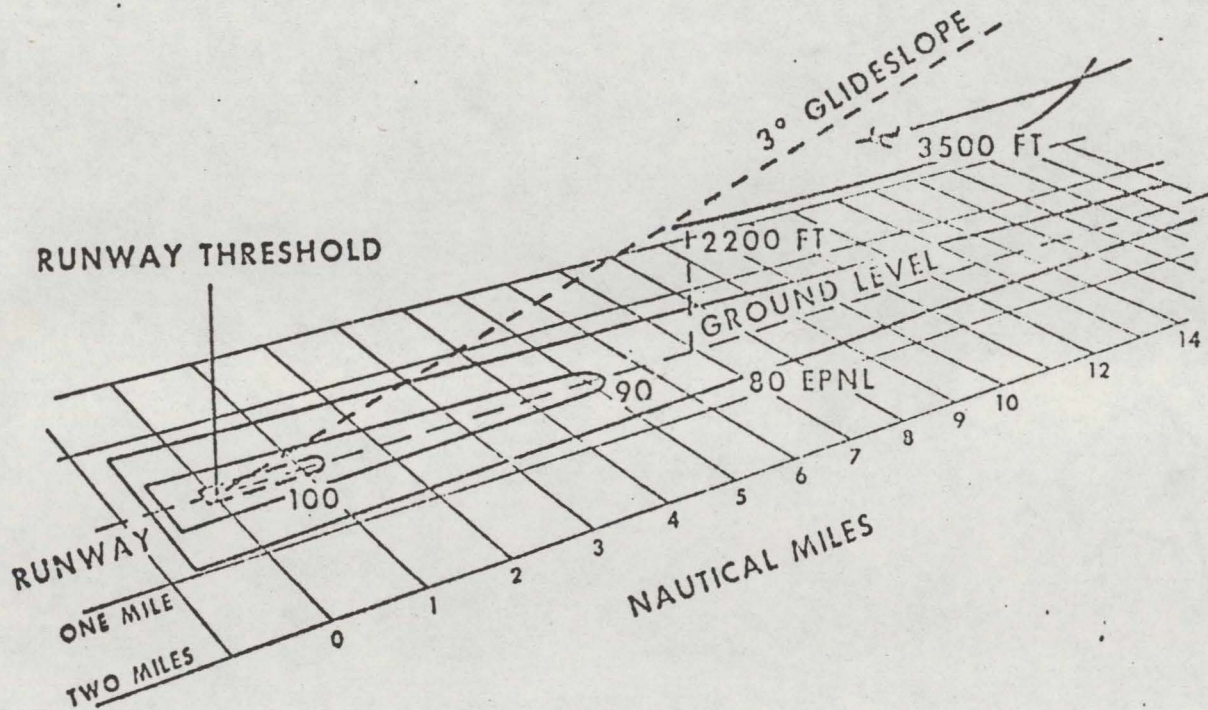
Figure 3-3. Noise Abatement EPR Setting

SABREMINER AIRCRAFT

MODEL NA-255-60

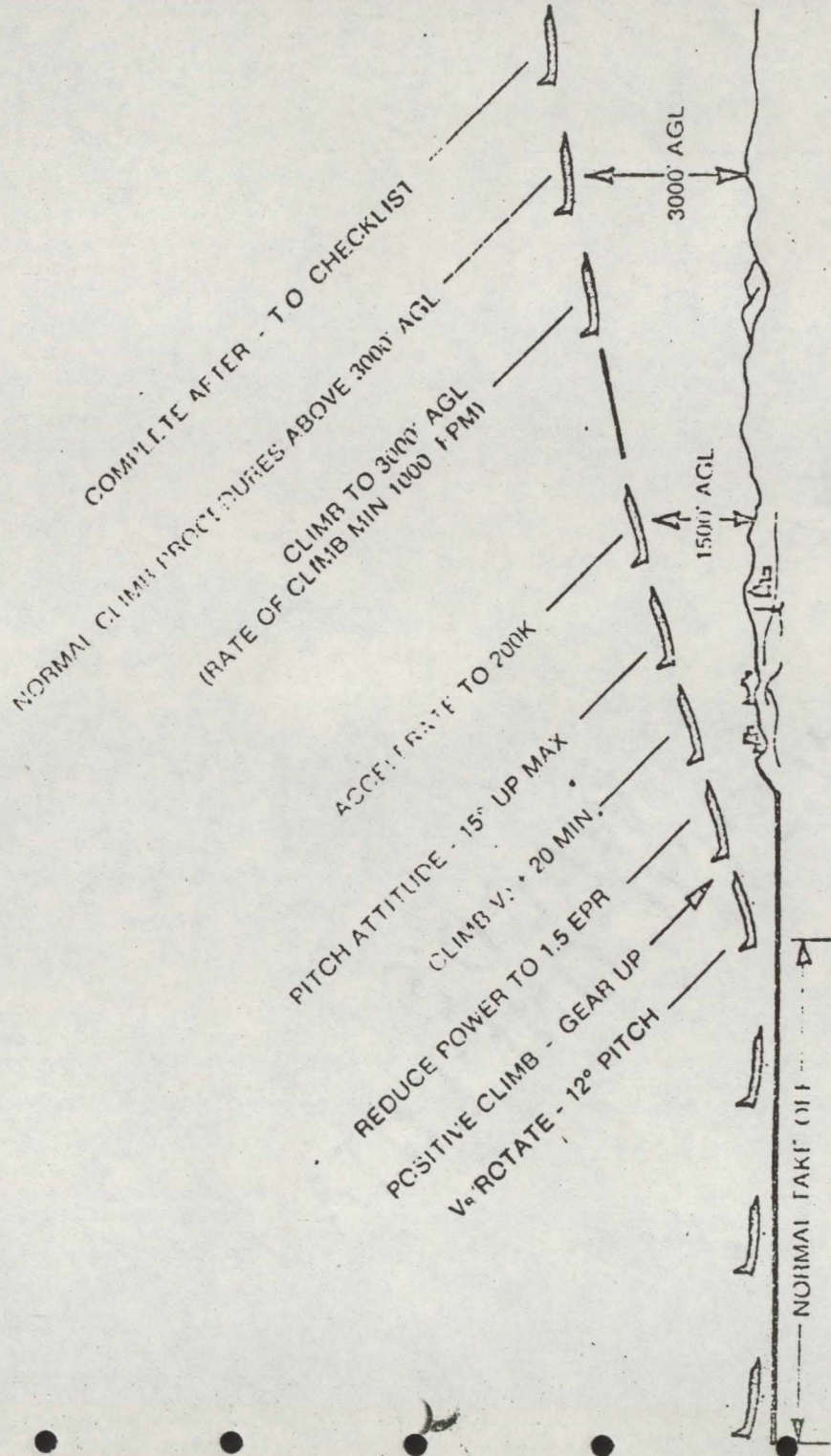
PRELIMINARY

LANDING NOISE CONTOUR



NORMAL TAKE-OFF
(NOISE ABATEMENT)

1



NOTE - ABANDON NOISE ABATEMENT CLIMB
IN CASE OF EMERGENCY

SABRELINER
C/FH MATH, NOT TO SCALE
FOR GROUND TRAINING PURPOSES ONLY

APPENDIX D



State of Washington

Dixy Lee Ray
Governor

February 15, 1977

Jeanne M. Welch
Acting
State Historic
Preservation Officer

In reply refer to:

40-1900-1145

Mr. Keith Christian
Sr. Environmental Planner
Port of Seattle
P. O. Box 1209
Seattle, Washington 98111

Dear Mr. Christian:

We have researched our records and find there are no properties listed on the State or National Registers of Historic Places within the boundaries of Sea-Tac Airport and acquisition areas to the north and south.

We have no listing of registered archaeological sites in the area, however, there has been no archaeological survey made of the undeveloped portions of the proposed acquisition area. We recommend that you contact the Public Archaeologist, University of Washington, Seattle, Washington, to determine the potential for unknown archaeological resources in the immediate area.

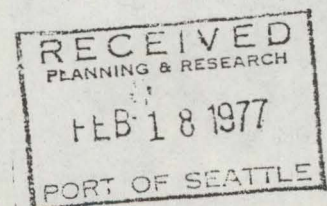
Thank you for your concern for the cultural resources of the State of Washington.

Sincerely,

Jeanne M. Welch

Jeanne M. Welch, Acting
State Historic Preservation
Officer

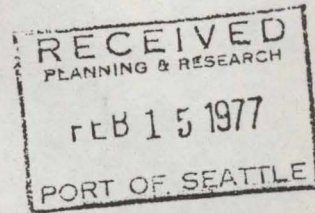
kb



UNIVERSITY OF WASHINGTON
SEATTLE, WASHINGTON 98195

14 February, 1977

Office of Public Archaeology
Institute for Environmental Studies
Engineering Annex FM-12



Mr. Ed Parks
Planning and Research
Port of Seattle
Bell Street Terminal
P.O. Box 1209
Seattle, WA. 98111

SUBJECT: SEA-TAC ARCHAEOLOGICAL RECONNISSANCE

Dear Mr. Parks:

Areas of Sea-Tac proposed construction and land acquisition areas north and south of the existing airport are the object of this archaeological assessment. The properties are located in Township 22N, Range 4E, Section 4, fractional Section 5 and Township 23N, Range 4E, Sections 21, 28 and 33. Examination of County Site Survey Records contained in this office indicate *no known sites* in this defined area.

Informal informant information indicated the possibility of artifacts in the vicinity of the Bow Lake Reservoir located on the present airport. The area proposed as a future air cargo terminal was examined on February 11, 1977. Considerable disturbance and regrading to construct the reservoir indicated the possibility of recovering any cultural artifacts was extremely remote. Nothing was found in the area of the reservoir during inspection. Other property acquisitions to the north of the airport were formerly urban residential, prior to that, subject to extensive lumber operations. The early disturbances exclude these areas from having undisturbed deposits. Heavy residential use in later years without reports of artifacts in our records would tend to indicate that no substantial cultural deposits are contained within these properties.

Acquisitions to the south of the airport; the proposed Des Moines Creek



UNIVERSITY OF WASHINGTON
SEATTLE, WASHINGTON 98195

Institute for Environmental Studies

Page 2

Park and other property acquisitions are extensively wooded with moderate to steep slopes. These areas have a potential for cultural deposits but at this point no specific development of these properties is planned (per. comm. Ed Parks). These areas are tentatively free of archaeological sites. At such a time as development is planned these areas should be subject to specific examination.

The object of this study is not to recover specific artifacts but to examine the possibility of significant sites contained within these properties. At this time there is no indication of significant sites contained within or adjacent to existing airport facilities or to the north on specific property acquisitions. Should plans for the development of acquisitions south of Sea-Tac Airport be finalized, these areas should be specifically examined at that time.

I hope these comments have been helpful in the determination of archaeological values contained within these properties. Any questions or comments regarding this matter should be directed to this office at your convenience.

Sincerely, *Thomas H. Lorenz*

Thomas H. Lorenz
Reconnaissance Archaeologist
for Jerry V. Jermann
Office of Public Archaeology
Institute for Environmental Studies
University of Washington FM-12
Seattle, Washington 98195
543-8359

cc. Jeanne Welch, Acting State Historic Preservation Officer
Office of Archaeology and Historic Preservation

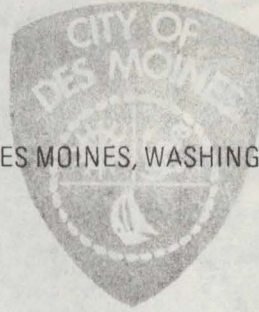
APPENDIX E

Additional Public Comment

Selected Comments and Responses From the Weyerhaeuser
Final EIS (April 1, 1977) and Comments to the first draft of
this EIS, including excerpts from the Public Hearing.

Note: Some of the comments on the Draft EIS (January 18, 1977)
for the Weyerhaeuser CAF alone may still apply to this
EIS on the entire GA site. Those comments and the
Port's reponses are included in this appendix as
historical background material. Other comments on the
Weyerhaeuser CAF Draft EIS are not included here be-
cause they are redundant or are related to technical
questions already answered by the text of this EIS.

: Some comments on the December 23, 1977 draft of this EIS
are also included without response because the concerns
raised are essentially all discussed elsewhere.



February 15, 1977



Port of Seattle
Planning and Research Dept.
P. O. Box 1209
Seattle, Washington 98111

Attn: Ed Parks

Subject: Response to Environmental Impact Draft
Weyerhaeuser Corporate Aviation Facility
Sea-Tac Airport

Gentlemen:

The Des Moines City Council has reviewed the subject environmental impact statement and offers the following comments:

- 1) The redundant theme of this document would appear to be that, the impact of the additional aircraft will be "insignificant". The word appears some sixteen times throughout the E.I.S.

We wish to take strong exception to this position. Each and every takeoff and landing by noisy aircraft is indeed significant, surely the whole is the sum of its parts.

The courts, agencies of the Federal Government, as well as the Port of Seattle, recognize the fact that operation of noisy aircraft results in damage to the lives and property of those along the flight path. We find it almost unbelievable that in view of this, the Port would take the position that additional flights of this type are unimportant and not worth considering.

- 2) As stated on page III-3, 2/3 of the population has changed residences between 1965-1970. We submit that the major cause of this migration has been the very significant increase in noise, the direct result of adding flights one at a time.
- 3) Quoting from page IV-2, "the level and duration of noise is directly related to the total number of take-offs and landings." This reference forms the basis of the City's opposition to the proposed facility.

RESPONSE TO LETTER 6
(from the City of Des Moines)

Your first comment to the subject Draft EIS is answered by Chapter VIII, Unavoidable Adverse Impacts, Part B.

Noise of flight operations, approximately one per day, will add to the aggregate noise level at Sea-Tac International Airport.

"REASONS: The aircraft can be flown to achieve a FAR 36 performance level required by the FAA. Operational procedures and proper flight paths will mitigate to the extent possible aircraft noise impact."

Indeed, each event is significant, but so is the proportional lessening of impacts at the current hangar facility at Tacoma Industrial Airport (TIA). Weyerhaeuser must ferry their long flights into Sea-Tac at this time for the runways at TIA are not capable of handling full operations, so many of the projected take-offs are occurring regularly now at Sea-Tac.

Retrofit packages are being developed for the corporate aircraft fleet and new planes must meet stringent standards. The two aircraft in question can meet these standards when flown in a Weyerhaeuser-advocated, FAA-approved manner.

The Draft Environmental Impact Statement follows the procedure set forth in the Washington State SEPA Guidelines effective January 16, 1976. The EIS defines the project and its impacts and summarizes plans so the public and elected officials can make a knowledgeable decision regarding the proposed project. The Final EIS will be presented to the Port of Seattle Commission and those persons and agencies responding to the Draft EIS prior to any action by the Port in finalizing a lease agreement with Weyerhaeuser.

Thank you for your input to this document.

HIGHLINE COMMUNITY COUNCIL

P.O. BOX 66320 □ SEATTLE, WASHINGTON □ 98166

February 23, 1977

Mr. Richard Ford
Executive Director
Port of Seattle
P.O. Box 1209
Seattle, Washington, 98111

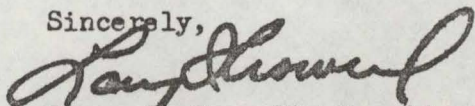
Dear Mr. Ford:

The Highline Community Council wishes to go on record as being in sympathy with the Hilltop "Survival Committee", and requests that any proposed development be south of S. 176th; our interpretation of the Sea Tac Plan precludes development north of S. 176th St. Any development north of this boundary is going to impact adversely both economically and socially all residents of the west side of the Sea Tac Airport.

It is obvious that continued expansion will be necessary, due to space requirements, and furthermore, that expansion will severely impact the entire West Side. We ask the Port's cooperation and participation with the community to arrive at an expansion program that is fair to all. To accomplish this, we would be happy to establish a subcommittee ~~of~~ of the Highline Community Council to meet with Port Authorities to arrive at a solution to our continuing problems.

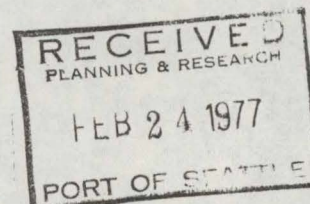
We look forward to hearing from you with regard to our proposal for a subcommittee because we feel it is necessary that the community and the Port of Seattle maintain a continuing dialogue regarding these issues.

Sincerely,


Larry F. Crowell, President
Highline Community Council

LIC/aw

cc: Don Shay, Director of Aviation
Art Yoshioka, Director, Planning and Research, P.O.S.
Ed Parks, Planning Division, P.O.S.
Jack Block, President, Port of Seattle Commission
Paul Friedlander, Vice-President, P.O.S. Commission
Henry Katkins, Secretary, P.O.S. Commission
Merle Adlum, Assistant Secretary, P.O.S. Commission
Henry Simensen, Commissioner, Port of Seattle
John Morris, Project Engineer, Weyerhaeuser



RESPONSE TO LETTER 7
(from the Highline Community Council)

Development on the west side of Sea-Tac has been reviewed and deliberated more than any other residential area adjacent to the Airport. Varying options of intensified zoning or conversion, Port acquisition and reinforced residential use were explored and, primarily because of strong citizen input experienced at the King County Council and Port of Seattle Commission hearings, the existing residential land use in conjunction with buffering and altered access was deemed appropriate. The Plan has always confined major airport uses--i.e., any air carrier-related facilities--to the area south of 176th Street. Small, non-air carrier activity, such as general aviation and the viewing park are the only activities ever suggested north of 176th Street. In specifically addressing potential impact of the Weyerhaeuser proposal in the EIS, we have not been able to identify any impacts on the adjacent community that would suggest a need to shift these use areas in relation to 176th Street.

A specific detailing of westside airport development is depicted on the airport master plan drawing or "Airport Layout Plan" adopted as part of the Sea-Tac Communities Plan. This drawing indicates locations at the facilities encompassed in the 15 acres devoted to general aviation. Specific mention of general aviation (including business aircraft) is reflected in the Plan (6.5.4) p. 8-9. It refers to the general need for this facility on the periphery of the "cargo/maintenance reserve area". Page 11 of the same chapter refers to the existing viewing park site and "the fact that the general aviation site will be located next to the viewpoint..."

One of the plan revisions intended to clarify westside intent states, p. 7 (6.5.4), that air carrier cargo maintenance development on the west side of Sea-Tac will be limited to the area south of South 176th Street (underlining added). Non air carrier activity - i.e. the parking and maintenance of light aircraft - is thus immediately adjacent north of South 176th Street and extends to the viewpoint park site as indicated. The purpose of this clarification was to insure that air carrier uses and the attendant presence of large aircraft would occur in that portion of the west side most isolated from other land uses and provide the larger site development potential required by these more major uses. Only the area south of South 176th Street provides such suitability.

Another revision in the Community Development Program's portion of the Plan (6.6.5, p. 30) refers to confining street access to "airport facilities" on the west side to South 188th Street. The reference here to "airport facility development" is intended to correspond to the earlier policy clarification (6.5.4) regarding "air carrier" activities being limited to the area south of South 176th Street, and does not refer to the viewpoint park, the various radar facilities already north of South 176th Street, nor to the business/general aviation activities allocated to that site.

The Policy Advisory Committee from the Sea-Tac/Communities Plan has continued operation to monitor the progress of the Plan implementation. Highline Community Council is represented on the PAC by Mrs. Pauline Conradi and other citizens (including two others from the west side of the Airport). Other government agencies and the Port are on the Committee and act as contacts between the implementing actions of the Plan and the elected representatives of the people it affects. This method of contact and interaction can continue to serve productively.

Thank you for your comments on the Draft Weyerhaeuser Corporate Aviation Facility EIS.

February 22, 1977

TO: Port of Seattle
Planning and Research Department

SUBJ: Response To The Draft Environmental Impact Statement, Dated January 17, 1977,
For A Proposed Weyerhaeuser Aviation Facility At Sea-Tac International Airport

References:

- (a) Letter from J. E. Opheim, Sea-Tac General Manager, to Senator W. G. Magnuson, dated December 30, 1976
- (b) Letter from C. B. Walk, FAA NW Regional Director, to Senator H. M. Jackson, dated January 4, 1977
- (c) Letter from R. D. Ford, POS Executive Director, to Mrs. D. Gestner, dated February 10, 1977
- (d) Letter from H. T. Simonson, Pres. POS Commission, to B. Stern dated May 11, 1976
- (e) Hilltop Area Resident's statement read into the record by Don Charlston at the March 22, 1976 King County public hearing
- (f) Hilltop Area Resident's Statement to Councilwoman B. Stern dated March 17, 1976 (Read into the record during the March 17, 1976 King County public hearing)
- (g) Hilltop Area Resident's Letter to H. Simonson, et al dated March 3, 1976

Gentlemen:

Enclosed you will find copies of a petition containing approximately 192 signatures of Westside Hilltop area homeowners and residents in response to the subject draft EIS for a proposed aviation facility adjacent to our residential neighborhood. This petition, identical to the position statement of the Westside Hilltop Area Residents Survival Committee presented at the public hearing on February 10, 1977, is emphatic in our opposition to any westside airport development north of 176th for the reasons given.

With all due respect for Mr. Yoshioka and Mr. Parks, we were disappointed with the POS's lack of participation in the EIS public hearing. We had expected at least one Port Commissioner in attendance and, without even one attendee from the Airport itself, most of us felt we were doing little more than speaking into the tape recorder (we understand the tape is not even fully transcribed). We need to be able to communicate with the people who are actually involved in the decision making for the Airport in order to generate some confidence that these EIS hearings are something more than just a legal formality.

In transmitting this petition, there are two major issues which need to be cleared up in order to establish our position in its proper perspective. First, and most significant, a review of the recent reference (a) and (c) correspondence relating to this matter reveals either a disappointing lack of understanding by POS officials of our previous numerous inputs or else a deliberate disregard of our plight by your planning staff. Contrary to Mr. Opheim's and Mr. Ford's understanding that airport westside area residents opted for "residential" status as opposed to acquisition --nothing could be further from the truth for the Westside Hilltop area residents. Our reference (f) statement at the March 17, 1976 King County Public hearing is in direct contradiction with Mr. Ford's understanding of our input at that meeting. We felt that everyone concerned with the Sea-Tac Community Plan (STCP) approvals understood that a definite distinction exists between the westside hilltop area (at essentially runway level) as defined in our petition, and the lowland westside residential area to the north; there is a substantial topographical, geographical and psychological separation of the two areas. It must be remembered that the hilltop area had been identified in the STCP as an "Acquisition" area throughout most of the plan review period; largely, we supposed, as a result of the overwhelming endorsement of acquisition by the hilltop residents as evidenced by our reference (e), (f), and (g) inputs. It is true that the lowland area residents did prefer "residential" status as opposed to the STCP's envisioned "Conversion" and that is certainly a matter of their own choosing.

Since the beginning of the STCP planning effort nearly four years ago, hilltop area residents have been actively involved in the various citizen involvement programs. In particular, the two West Vicinity Sub-Area workshops held in September of 1974 and in the subsequent public hearings on the STCP by both the POS and King County which extended into May of 1976. During the final two years of plan development and citizen input, residents of the hilltop area have continually expressed their concerns, their anxieties and their frustrations--and, most importantly, we have consistently endorsed the then planned acquisition of the hilltop area. We have witnessed the severe adverse impact and in our opinion, irreversible deterioration that the last two Airport expansions have imposed on our well being and our property values. The hilltop area, wedged between the Airport and the planned SR 509 freeway extension can no longer be considered an acceptable or permanent residential neighborhood. So, the POS's claim that it backed away from its previous acquisition commitment at the last minute because of citizen preference for residential status is not only incorrect, but is also extremely discouraging to the many hilltop area residents who worked long and hard to provide meaningful inputs during the planning process. In fact, Mr. Simonson's reference (d) letter was the first official announcement that the POS would not acquire the hilltop area. None of the reasons cited in his letter had anything to do with citizen opposition.

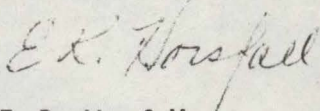
Second, the STCP draft made available for public review during the second half of 1975 identified the hilltop area as an acquisition area to be compatible with the Airport's planned adjacent general aviation complex. The associated draft EIS released in November of 1975 was therefore based on hilltop acquisition because of the obvious land use incompatibilities. Naturally our responses to the EIS concurred in the acquisition. When we became aware that the POS might be contemplating a reversal of its acquisition commitment in March of 1976, we specifically requested via our reference (f) letter that both the STCP and the associated EIS be revised accordingly if changes were actually made during this critical review period prior to adoption of the plan. During the POS's adoption of the STCP via POS Resolution No. 2626 dated June 8, 1976, acquisition of the hilltop area was withdrawn, and yet the STCP

was not revised to reflect that change until after the POS's adoption of the STCP. And, worse yet, the EIS never was revised in spite of this substantial change in environmental impact on our residential neighborhood since the POS still retained its plans for an adjacent general aviation facility. In other words; the POS wants to "eat its cake and have it too" by withdrawing hilltop acquisition while retaining its planned westside development without an opportunity for formal inputs from the effected citizens. This would seem to be a violation of the Washington State Environmental Policy Act of 1971. The POS cannot have it both ways: you either have to recognize the residential status thus imposed upon us and limit airport development on the west side to the area south of 176th consistent with the adopted STCP (Section 6.6.5), or recommit to acquisition of the hilltop area. There are no other alternatives!

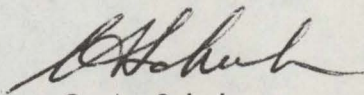
Consequently, in view of the above and so long as we are to be saddled with a "residential" designation for our hilltop area, the rationale for our position as stated in our petition should be clear.

Finally, one last general comment regarding the subject EIS. There is a prevailing philosophy throughout the EIS which suggests that since the adjacent hilltop area has already been adversely impacted that a little more adverse impact is not going to hurt very much. We consider this kind of thinking extremely objectionable and disappointing on the part of the POS. We are literally striving to survive and even the smallest increase in adverse impact means a further decline in our economic and mental well being. Even a single grain added to our present burden hurts.

Yours truly,



E. R. Horsfall
16679 11th Ave. So.
Cochairmen, Westside Hilltop Area Survival Committee



C. A. Schuh
1006 S. 174th

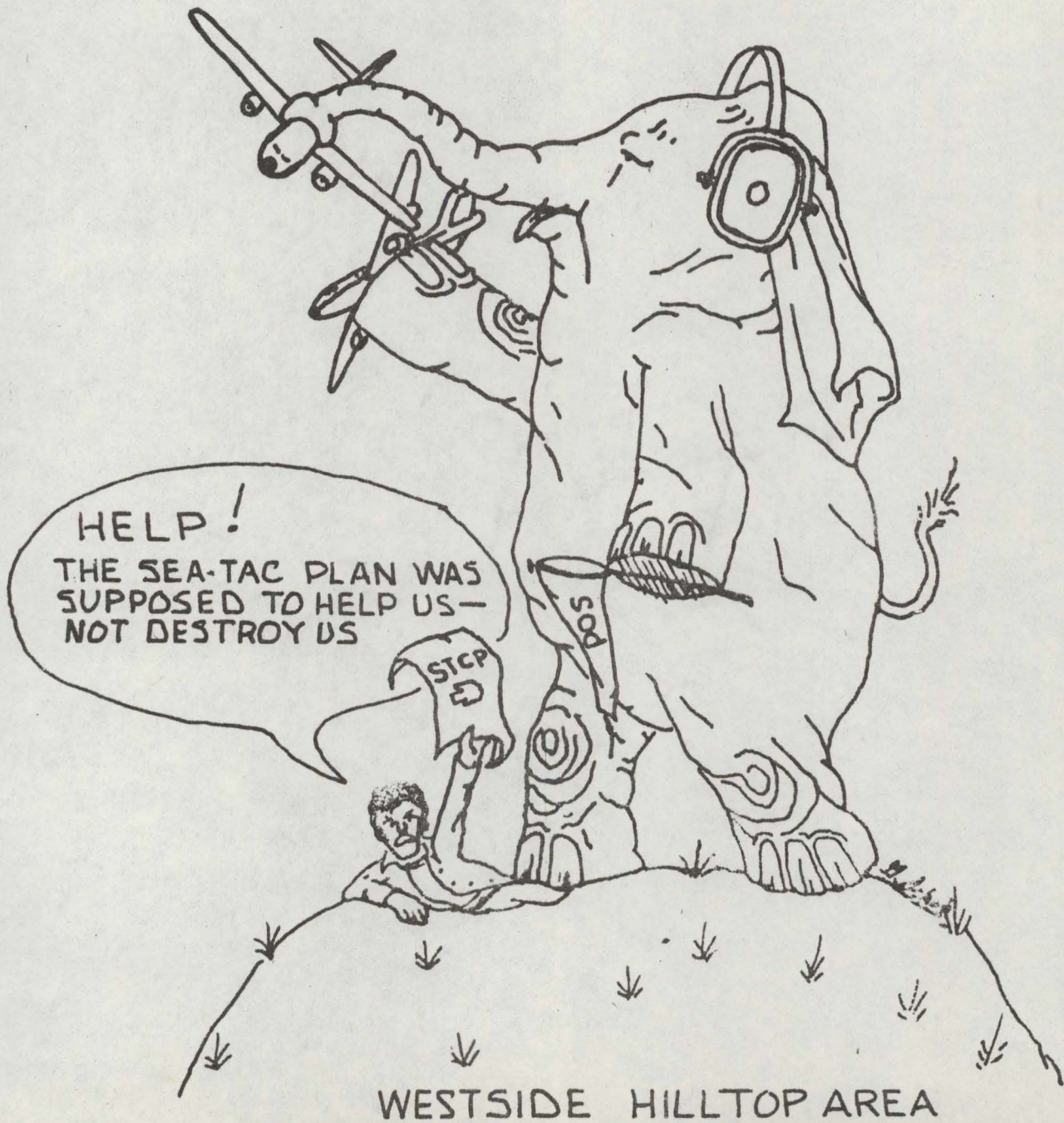
cc: (w/o signature petitions)

C. B. Walk, Jr.
R. D. Ford
D. G. Shay
T. Ryan
B. Stern
J. S. Block
P. Barden

PS The 192 petition signatures obtained represents a 98% concurrence from 113 homes out of a total of 115 occupied homes (4 others were unavailable) in the hilltop area.

TO THE COMMISSIONERS OF THE PORT OF SEATTLE

A PETITION FROM THE HOMEOWNERS AND RESIDENTS OF
THE HILLTOP AREA ADJACENT TO THE WESTSIDE OF THE
SEATTLE-TACOMA INTERNATIONAL AIRPORT IN RESPONSE
TO THE DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR
THE PROPOSED WEYERHAEUSER AVIATION FACILITY AT
SEA-TAC AIRPORT, DATED JANUARY 1977



February 22, 1977

We the undersigned homeowners and residents of the hilltop residential area immediately adjacent to the western boundary of the Sea-Tac International Airport (an area essentially defined by 12th Ave. So. on the East, the Highway 509 corridor and 10th Ave. So. on the West, between 176th St. and 166th Place) do hereby transmit the following statement and comments in response to the subject Environmental Impact Statement. While we are not opposed to general aviation at Sea-Tac, we are categorically opposed to the development or construction of any facilities, including those for general aviation, on the West side of Sea-Tac North of 176th St. So. for the following reasons:

1. Although the Airport portion of the STCP contemplates a 15 acre general aviation facility on the West side, North of 176th St. So., Section 6.6.5 of the same STCP, adopted by the POS via Resolution No. 2626 on June 8, 1976, clearly states that "Airport development (on the West side) should be highly sensitive to the presence of adjacent residential neighborhoods". It further specifically highlights the policies that "Airport facilities development occurring on the West side should be limited to the area SOUTH of 176th St. So.", and that "Clean up and landscaping should occur along the entire West edge of the airport".
2. Even though the proposed Weyerhaeuser facility is expected to occupy no more than 2.3 acres, it is obvious that this will only be the catalyst for future and more deleterious development on the West side.
3. Although the proposed Weyerhaeuser facility may be convenient to Weyerhaeuser's Federal Way offices, we contend that there is insufficient justification to support construction of the facility at Sea-Tac weighed against the added adverse impact on our westside hilltop residential neighborhood. The EIS admits (Paragraph ID) that the use of one of the local alternative airfields for general aviation would probably meet company needs as well and cause about the same adverse environmental impact.
4. The hilltop area homeowners have already suffered significant financial and psychological damages as a result of deteriorating neighborhood conditions due to previous airport expansions. It is entirely unreasonable to expect us to continue to bear the burden of additional airport West side developments.

In addition, the following specific objections and comments to the subject EIS are noted:

1. The EIS completely neglects to appreciate the compounded adverse impact of the proposed Highway 509 extension (from So. 160th to So. 188th) which will virtually condemn our hilltop area to a no-man's land. The 4/22/75 draft of the STCP (Sec. 6.6.3) observed that upon the Highway 509 completion the westside hilltop area will be sandwiched between the Airport and the freeway extension with "little opportunity remaining for the neighborhood to maintain itself as a unified and stable residential environment". Any westside airport development adjacent to the hilltop area will only aggravate this already frightening situation.

2. Noise measurements notwithstanding, increased aircraft operations mean an increase in the noise environment; the fact that two of the Weyerhaeuser aircraft do not comply with the current FAA FAR 36 noise limits only obviates this fact. The noise abatement measures outlined in the EIS (cutback at altitude during takeoff, and two-step approach) are operational procedures at the pilot's discretion; they will do little if anything to reduce the noise levels on the runway adjacent to the hilltop area. Further, since the aircraft can now take off at maximum certificated gross weights due to the longer runways at Sea-Tac, the take-off thrust and associated noise levels will be greater than those experienced at Tacoma Industrial Airport.

3. The EIS also completely ignores the potential storm water runoff problem into Walker Creek which begins at 12th Ave. So. and 176th. The STCP has well documented the fact that Walker Creek is already overburdened and any additional storm water runoff into Walker Creek cannot be tolerated. (This matter is extensively discussed in the STCP Citizen's Urban Development Sub-Committee's letter to the Policy Advisory Committee dated November 30, 1973.)

In conclusion, since the Port of Seattle reneged from any acquisition commitment for the hilltop area just prior to final adoption of the STCP by the POS, and since the King County planners were then left with no alternative but to designate the hilltop area as "Residential Reinforcement" in the final STCP, we the residents of this area must do everything possible to retain whatever residential character is left and keep our neighborhood and property values from deteriorating any further. For these reasons we must oppose not only the proposed Weyerhaeuser facility but any airport development adjacent to our hilltop area so long as we are to remain a residential neighborhood.

Co-chairmen, Westside Hilltop Area Survival Committee

E. R. Horsfall
16679 11th Ave. So.

C. A. Schuh
1006 So. 174th

NAME (PRINT)	SIGNATURE	ADDRESS
DONALD E. CHARLSTON	Donald E. Charlston	16623 - 10 South
EVELYN M CHARLSTON	Evelyn M Charlston	16623 10th Ave So
Barbara J Goodpaster	Barbara J. Goodpaster	1109 So 168
Ken Goodpaster Ken Goodpaster	Ken Goodpaster	1109 So. 168
HOWARD MAHER	Howard Maher	16637- 10th Ave So
RUTH MAHER	Ruth Maher	16637-10th Ave So
Willard A. Neumann	Willard A. Neumann	16631-10th Ave So
LARRY E HALBCK	Larry E Halbck	16607-10 AVE SO
PEARL V. OVIATT	Pearl Oviatt	16605-10 th S.O.
ROBERT L. HARMS	Robert L. Harms	1003 So 168 th
REITA McFARLAND	Reita McFarland	1005 So 168 th
Carol Neumann	Carol Neumann	16631-10 th So.
Eugene F Oviatt	Eugene F Oviatt	16605-10th Ave So
Mrs Alvin Brownlow	Mrs ALVIN BROWNLOW	16633-10 pl S.
John R. McFarland	JOHN R McFARLAND	1005-So 168
Donna J. Harms	Donna J. Harms	1003 So. 168 th
Mr. Alvin Brownlow	Alvin Brownlow	16633-10 th Pl. So.
Carolyn Manley	Mrs. Carolyn Manley	1001 So 168 th
Ms. Susan Robinson	Susan Robinson	16603 10 th South

RESPONSE TO LETTER 8
(from Westside Hilltop Area Survival Committee)

The west side of Sea-Tac has been debated, reviewed and deliberated extensively. Strong opposition to acquisition plans by the Port, as evidenced in the Draft Sea-Tac/Communities Plan EIS, was shown to both the Port Commission and King County Council. Petitions and oral protests moved the elected officials to curtail and rewrite sections of the Plan dealing with eventual purchase and modify them to residential reinforcement.

Airside land use on Sea-Tac has limited the scope of development to two areas on the west side. To the south of South 176th air cargo and maintenance facilities were approved and to the north of South 176th a 15-acre reserve for corporate/general aviation was established. This area is buffered from 12th and is bounded by the airport viewing park also endorsed by the Plan.

The proposed extension of Highway SR 509 is not yet scheduled or funded by the Washington State Department of Highways. There are no interchanges planned between South 160th Street and South 188th; however, an overpass at South 176th will allow access to the "hilltop." There is little forecast environmental impact, but the freeway would isolate this neighborhood from parcels nearer Des Moines Way South farther to the west.

Take-off and landing procedures can make both the Gulfstream II and Sabreliner comply with FAR 36 guidelines. This is the intention of both the Port of Seattle and Weyerhaeuser. Sea-Tac is used now for all maximum load take-offs of Weyerhaeuser aircraft for the runways at Tacoma Industrial Airport are not long enough.

The proposed site has a predicted storm water runoff of 2.6 cubic feet per second (10-year storm) which will be directed to the Port of Seattle industrial waste treatment facility. The taxiway extension and apron areas also go to this facility. The roof drainage and that of the access roadway will use the present storm water drainage system which flows untreated to Des Moines Creek.

Both the taxiway extension and access roadway will have drainage ditching which will produce greater directional control than which currently exists; it directs runoff to the storm sewer system.

Thank you for submitting your petition of 192 signatures and comments on the Proposed Weyerhaeuser Corporate Aviation Facility at Sea-Tac International Airport. Enclosed is a letter dated May 4, 1976 from the President of the Port Commission to Councilperson Bernice Stern to further clarify the Port's position regarding land use on the westside of Sea-Tac.

PORT OF SEATTLE

P. O. BOX 1209 | SEATTLE, WASHINGTON 98111

May 4, 1976

Councilperson Bernice Stern
King County Courthouse
Room 402
516 Third Avenue
Seattle, WA 98104

Dear Councilperson Stern:

Pursuant to the joint Port of Seattle/King County Council Planning and Community Development Committee meeting of April 7, 1976, the Port agreed to come to a decision regarding two specific areas adjacent to Sea-Tac International Airport. These two areas are named in the Plan as: (1) the "west acquisition area" (that land basically at the runway elevation between South 176th and South 166th Streets, the extension of SR-509 and the current airport boundary of 12th Avenue South), and (2) the "southeast conversion area" (the tract of 85 small homes south of the Angle Lake Elementary School between 28th Avenue South and the Airport boundary). The following statements are based on a thorough staff review of these topics and reflect their recommendations to the Port Commission.

Westside Acquisition Area

Although this 35-acre "hilltop" has been identified as the last "feasible" extension of operating surface at Sea-Tac, there are numerous reasons why, in the final analysis, acquisition must be ruled out. The following are cited as the primary bases for this conclusion: acquisition cost (plus or minus \$5,000,000); excessive development costs (filling, etc.); the possibility of extending environmental impacts; the lack of foreseeable demand (directly airport related) and use for marginal airport related activities at best. Even if acquisition were to have been considered, it is apparent that much higher priorities have been established for noise impact/clear zone acquisition, other noise remedy programs and other needed airport improvements. We recognize the Plan process did evolve to a point where the issue of acquisition warranted very serious consideration based on some obvious merits, nevertheless there is little or no realistic alternative to the non-acquisition recommendation.

The Port of Seattle agrees that development on the existing westside property must be done in accordance with carefully formulated guidelines established by the Port, and the County, and participated in by affected citizens. For example, the restricting of all major access to South 188th Street and the provision of adequate buffering of airport activity from property west of 12th Avenue South are clearly necessary. Development of more "major" uses, i.e., air carrier cargo and maintenance activities would be confined to airport property south of 176th Street. We believe that by definitely fixing the Airport's west boundary, the climate of uncertainty in the adjacent community can be reduced. We also recognize that changes to FHA/VA loan guarantee

Councilperson Bernice Stern

May 4, 1976

Page Two

policies are essential to stimulate the housing market and reassure confidence in the neighborhood. While some recent evidence of progress in these federal programs is promising, both the Port and the County must pursue further this problem area. We also agree that joint attention by the Port and the County to certain police surveillance needs in the area is necessary.

It is our further understanding that the County, in response to recent community input, intends to revise the "conversion" area of the Westside to emphasize retention of the existing residential character. We feel such action would be in keeping with the Port's decision not to acquire any Westside property and to revise the Airport portion of the Plan accordingly.

Southeast Conversion Area

The area in question, known as Lowe's Terrace Subdivision, is recognized in the Plan as a potential problem in the application of the Noise Remedy Programs. The 85 homes in the area are quite small (700 to 800 sq. ft.) on very small lots. Many are rental units. Under the proposed Noise Remedy Program the area would fall within an acoustic insulation cost-sharing category. However, it is very possible, based on visual surveys, that such treatment would not be cost effective.

For this reason, and because a land use change is recommended, the area is recognized in the Plan as potentially appropriate for a special limited term-purchase option intended to assist use conversion. If exercised, this feature, may, however, be applied with lower priority than some of the more direct noise impact programs. In any case, the Plan does seem to address the unique characteristics of this neighborhood.

We believe these responses are generally consistent with the direction currently being taken by the Council's review process for the Sea-Tac Communities Plan. We welcome the opportunity afforded myself, our General Manager J. Eldon Opheim, and other representatives of the Port Staff to meet with your Committee and discuss these matters and trust that as both agencies proceed further in adoption of the Plan, we will be accomplishing a valuable example of joint governmental cooperation and action.

Sincerely,

SKIPED

Henry T. Simonson, President
Seattle Port Commission

cc: J. Eldon Opheim, General Manager
Irv Berteig, Acting Manager, Planning Division
King County Dept. of Planning & Community Development

February 23, 1977
16035 - 12th Ave. So.
Seattle, Washington 98148

Port of Seattle
Planning and Research Department
P. O. Box 1209
Seattle, Washington 98111

Attention: Mr. Ed Parks, Planner II

Subject: EIS - Weyerhaeuser Corporate Aviation Facility

Following are my comments re the proposed Weyerhaeuser facility on the west side of the airport opposing construction of this or of any future type of activities east of 12th Avenue South and north of So. 176th, which would destroy the passive buffer area promised the residents in a series of meetings during 1976.

1. Pages I-2, IV-1, V-1, VII-2 and VIII-1 of the EIS state The Sea-Tac Guide accepted on September 20, 1976 by the King County Council and June 8, 1976 by the Port Commission earmarks 15 acres on the west side of Sea-Tac as "airport facility" for general and corporate aviation facilities, and this proposed 2.3 acres is at the southernmost section of that 15 acres. Furthermore Page V-1 states the proposal is in compliance with the Highline Community Plan as well as the Sea-Tac Plan.

Fact: When the Sea-Tac Plan was revised to reflect changed land use plans for the West Side (acquisition and conversion back to residential), revised sheets were issued changing original plans for the area and reflecting the new designation as a Reinforcement Area (6.6.2 and 6.6.5). Paragraphs 6.6.4 and 6.6.5 now state: (P. 23) "Another action is the development of Sea-Tac's west side (south of S. 176th) to air carrier uses (see Chapter 6.5)." 6.6.5: POLICY: Airport facility development occurring on the west side should be limited to the area south of 176th and should have street access only from So. 188th Street, 12th Place S., or Des Moines Way S. (south of S. 176th)."

Inadvertently, Chapters 6.5.3 and 6.5.4 were not changed; however, they are not specifically identifying this area for this purpose and this was all written when the West Side was to be "acquisition" and "conversion."

6.5.3: "a permanent site for general aviation on the west side of the airfield will be determined later."

6.5.4: ". . . allocations of space on the west side for general aviation would of necessity need to be very restrictive in view of the long-term need to reserve space for the prime air carrier-related functions. In addition, the potential inclusion of some forms of business jet operations to the Airport will add to total community noise exposure. Such exposure would be minimal but could be significant from a policy standpoint unless the leasing policy includes limitations. POLICY: Total allocations to business aviation at the Airport should not exceed 15 acres and must be confined to the peripheral portions of the westside cargo/maintenance land reserve area, i.e., the extreme south or north ends of the latter site."

Memo dated February 4, 1976 from Don Shay, Glenn Lansing, and Art Yoshioka to J. Eldon Opheim states: "Although the plan is substantially concurred in by all, the staff feels that additional attention will be required in the so-called 'west side' area to resolve problems which have not been fully reconciled. However, this should not deter acceptance of the Plan as a general guide."

In a one-page Recommended Plan Changes to Sea-Tac Plan by Harold Robertson dated April 29, 1976 (copy given to Joe Simms of P.O.S.), is stated:
"1. Airport facility development occurring on the west side to the south of S. 176th should have street access only from S. 188th Street.
2. Clean up and landscaping on the west side should be along the entire west edge."

From notes taken at PAC Meeting May 5, 1976: Art Yoshioka: "The Port would pursue the financial/economic climate as far as FHA, etc. Landscaping has to be coordinated with the affected neighborhoods. A substantial buffering strip would be part of the Plan (has sketches). Would allow pedestrian access at 170th for the aviation viewpoint park, special restaurant might be applicable, would curtail vehicular traffic on west side for the park. Access to park by cars would come from 188th."

Jean Pillman: "Have PAC's responsibilities spelled out to include that people's problems can be brought to PAC." (From same meeting)

Also, residents of the West Side area (including myself) were told at various meetings we had with the Port and the County that if our area remained residential no future development would occur east of 12th and north of So. 176th as that would impact the residential community.

I view the proposed 15 acre aviation development north of So. 176th as a clear breach of faith with the community and shows a clear lack of disregard to the effects this would have on the entire West Side.

2. Page V-1 of the EIS states: "It is some of the last runway-accessible land available for low cost expansion at Sea-Tac and therefore, land in limited supply. The development of corporate aviation facilities on the west side of Sea-Tac is a natural evolution of a transportation hub. The needs of a locally based national corporation to interface with air carriers and a primary goal of the Port of Seattle to stimulate transportation and business in King County can be jointly satisfied with this proposal."

Fact: Chapters 4.3.3, 4.3.4, 4.3.5, 6.1.0, 6.1.2, and 6.5.2 of the S.T.C.P. all point out that (a) in 1972, itinerant general aviation accounted for only 12.7% of the Airport's total aircraft operations - lowest in U.S.; (b) primary factor for low level is location - alternative facilities (the primary being Boeing Field International) to accommodate general aviation demands are located closer to the Seattle Central Business District and population center; (c) the high volumes of large air carrier jets at Sea-Tac may tend to discourage joint use of the facility by the smaller general aviation aircraft; (c) historical trend in aircraft operations reflects the expansions and contractions of the local economy; (d) average day/peak month all-cargo air carrier departures are forecasted to increase from 5.6% of the total in 1973 to about 9% by 1993;

February 23, 1977

recent redevelopment of the passenger terminal complex along with the provision of a west runway has basically insured that Sea-Tac can serve adequately the region's transportation needs for many years; at present, half of the 70-acre area designated for air cargo is developed for that use, the rest remains undeveloped. Additional acreage in the "northeast cargo area" and on the west side of the Airport is available for expansion of air cargo facilities.

From reading the S.T.C.P., it would seem there is more than adequate amounts of land for whatever purposes already available and waiting without moving general aviation north of So. 176th.

3. The EIS fails to address the impact of the proposed facility upon the people - the residents of the West Side. Chapters 6.1.0, 6.1.1 and 6.1.3 of the S.T.C.P. all address "the one major element lacking in an otherwise adequately sized and balanced airport facility has been the need for a more compatible relationship with surrounding communities." "The basic goal of the S.T.C.P. is to . . . make the airport and the community better neighbors." "Environmental problems associated with the airport must also be minimized in order to . . . blend the airport and the community together." ". . . expand the airport's role as a local community asset . . . must strive to direct the economic and land use development influence of airport related activities toward deliberate improvement of the local community." "stress the 'Urban Center Development Concept'.

Chapters 6.6.1 and 6.6.2: "GOAL: Make the airport and the community better neighbors - an effort will be made on the airport to properly locate uses and buffer adjoining land. . . . compatibility is defined as residential protection and buffering. GOAL: Enhance and protect permanent residential neighborhoods. POLICY: Resolve the uncertainty connected with noise impact. In most cases, reinforcement means the P.O.S., King County and other responsible officials taking the initiative in carrying out a combined set of programs.

Recommendations

1. Find other suitable locations for Weyerhaeuser to select from (they stated they had no preference as to the exact site) - perhaps south of So. 176th.
2. Refer the Weyerhaeuser proposal back to PAC for their recommendations before it comes before the Port Commission.
3. Institute policies of the Sea-Tac Communities Plan wherein residents were to be given an opportunity to share in decisions affecting them on the West Side such as compatible land uses, landscaping and cleanup, buffering, etc.

Pauline J. Conradi

Pauline J. Conradi

RESPONSE TO LETTER 9
(from Pauline J. Conradi)

In response to your comments on the Draft Weyerhaeuser Corporate Aviation Facility, the Port of Seattle held public hearings and presentations to permit comment and revision to the Sea-Tac/Communities Plan. These meetings were well attended by persons from the west side of Sea-Tac and the consensus was that there would be no acquisition by the Port because of development on the west side of Sea-Tac.

That development was limited to a 15-acre area south of the proposed viewing park and north of 176th and the area reserved for air carrier cargo/maintenance operations, south of 176th the proposed Weyerhaeuser facility, is located within this criteria.

Please refer to the RESPONSE TO LETTER 7 from the Highline Community Council for further comments on westside land use.

The Policy Advisory Committee (PAC) from the Sea-Tac/Communities Plan has continued to meet to monitor progress of implementation of the Plan recommendations. Projects are brought before PAC and recommendations are made to the government agencies responsible for action. The elected officials will use this advice for guidance in their decisions.

The PAC can continue to be an effective communication device between the Sea-Tac public and the governments involved. Three of the six citizen representatives on PAC are from the west side of Sea-Tac at this time. Too, these meetings are open to the public, as are EIS hearings and Port and County Council meetings where additional public input can be exercised.

Thank you for your comments on the Draft EIS.

February 20, 1977

Port of Seattle
Planning & Research Department
Attention: Ed Parks

Dear Ed:

The "draft" EIS Weyerhaeuser Corporate Facility-Sea Tac International Airport by the POS dated January 1977 seems at first reading to be a big "plus" for a neighborhood that most assuredly needs an uplift--socially, emotionally and visually. Weyerhaeuser should be an asset to the area. Their facilities, as shown at the "public hearing" on Thursday, February 10th, are in good taste with the location and would blend in with the surrounding neighborhood very well. I think no one would disagree with the intent of Weyerhaeuser to be a good neighbor.

However, there are disturbing questions that arise with respect to the residents of the hilltop area--the people who reside adjacent to/or in the vicinity of, the proposed development.

They have been told that they will remain residential. Were they also made promises at neighborhood meetings by POS staff that nothing would come north of So. 176th? Promises to sooth the anxieties of people by an agency that seems now ready to swallow them up--not with acquisition but with more noise, more noxious odors--and no sign of relief!

Both sides of the coin must be looked at very carefully before a final decision is made.

On page VII-3 of this EIS it states-- "Introduction of facilities and utilities to the west side of the airport would make further development more advantageous. Sewer, water and electrical lines as well as the access roadway and Taxiway "c" would permit further use of the westside in accord with demand and the Sea Tac Communities Plan."

Can Sea Tac Airport handle the added general aviation planes in the future along with the rapid growth of carrier planes in and out of there? The planes as now planned for use on the west side will more than likely be followed by more--by not only Weyerhaeuser but by other general aviation facilities that will want to locate on Sea Tacs westside. The location is ideal! I think perhaps it should be up to the discretion of the F^A as to what it feels Sea Tac Airport is capable of handling SAFELY and with compatibility to its neighbors!

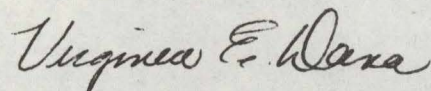
If you will remember, the resolution by the POS directs the staff to work closely with the "airport users and citizens of the residential community, particularly the westside of the Airport."

It also recognizes the Plan as a guide which is subject to change and revision over time.

Recognizing that fact, I also remind you that in a response written to a citizen on comments to the Plan the POS (you) stated-"Acquisition is an action that would precede development of major scale on the west side of Sea Tac."

Thank you for the opportunity to comment on the EIS.

Sincerely,



Virginia E. Dana
2648 So. 142nd
Seattle, Wa 98168

RESPONSE TO LETTER 10
(from Virginia E. Dana)

The Sea-Tac/Communities Plan has stated that the west side of Sea-Tac would be reserved for specific uses; south of South 176th was to be for air carrier cargo and maintenance activities and north of South 176th would be a 15-acre reserve for general aviation and corporate hangar operations. Terminating development to the north is a proposed airport viewing park with public access and possibly a restaurant. The Weyerhaeuser proposal is the southernmost site of the 15-acre general/corporate aviation reserve.

As stated at the February 10, 1977 Draft EIS hearing, Weyerhaeuser presently has many flights landing at and departing Sea-Tac because of the limited facilities at their current location. Too, a small, temporary transient general aviation tie-down area is located at Sea-Tac. General aviation use Sea-Tac to connect to commercial flights and clear customs. Capacity is not a problem.

The Policy Advisory Committee, initiated in the Sea-Tac/Communities Plan, will review the proposed Weyerhaeuser facility prior to Commission action on the project. Three of the members of PAC are citizens living on the west side of the Airport.

Thank you for your comments on the Draft EIS.

at Aviation Admin.
of Transportation
L. M. Lucas

25 Sep 1974

AOA#:	
ACTION INFORMATION:	AAT-V
DUE DATE:	
FOR SIGNATURE OF:	
COORDINATED WITH THE:	
INFORMATION COPY:	

Dear Mr. M. Lucas:

I oppose The Weyerhaeuser Company's move from Tacoma Industrial airport's west side because they would bring jet operations too close to residential areas where there is now a buffer zone. Piston airplanes O.K. but jets are another matter.

also I oppose Weyerhaeuser's move because the company is getting too cozy with government agencies. To name some of the latest:

1. Increased timber cut.
2. Export of logs to foreign ports at the selling excessive high lumber prices here.
3. A Federal Bulk Mail Post Office on George Weyerhaeuser "west campus" land development.
4. The miles of paved street and sidewalks through raw land of "west campus".
5. Endless image building news articles to cover up operations.

Sincerely
D. J. [Signature]

SEP 28 1974

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

NORTHWEST REGION
FAA BUILDING KING COUNTY INT'L AIRPORT
SEATTLE, WASHINGTON 98103



SEP 15 1976

Mr. D. A. Gestner
1002 South 170 Street
Seattle, WA 98148

Dear Mr. Gestner:

Your September 25, 1976, letter to Dr. John L. McLucas, FAA Administrator, regarding the Weyerhaeuser Company's plans at Sea-Tac International Airport has been forwarded to our office for consideration. We appreciate your comments.

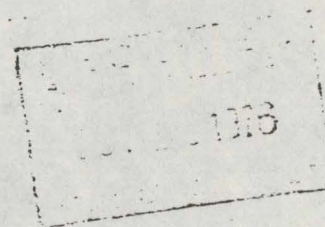
The Weyerhaeuser Company and the Port of Seattle are currently in the process of finalizing an environmental impact assessment on the proposed development project. A public information meeting will be held on this assessment either late this month or early next month. Public comments will be received during that meeting. In the meantime, your comments have been furnished to the Port of Seattle with a copy of this letter.

Sincerely,

Original Signed by
George L. Buley
GEORGE L. BULEY
Chief, Airports Planning Branch, ANW-610

cc:

✓ Art Yoshioka with Mr. Gestner's letter



Seattle, Wa 98148
November 15, 1976

The Honorable Warren G. Magnuson
Senate Office Bldg.
Washington, D.C. 20025

Dear Senator Magnuson:

My husband and I attended a meeting of home owners having property on the west side of Seattle-Tacoma airport on October 27, 1976. We were informed by Mr. Ed Parks, planner for the Port of Seattle, of plans by the Port to build a hanger, apron etc. and I quote, "to accommodate the Weyerhaeuser Company". Mr Parks reported the Weyerhaeuser company would have a business aircraft fleet of two jets, one twin-engine plane and one helicopter. Mr. Don Shay, Sea-Tac Aviation Director, and I quote from a report in the September 19th edition of the Highline Times, "told the port commissioners the first step of west side airport development could be the development of facilities to house the business aircraft fleet of six to eight planes owned by the Weyerhaeuser Timber Co. Mr. Shay also said the Port would have to invest \$400,000 to develop taxiways to the main runways and utilities for the facility. Some of that money, Shay indicated, might come from the Federal Aviation Administration."

I strongly protest the development of any area on the west side of Sea-Tac airport whether it be "to accommodate" the Weyerhaeuser Co. or general aviation. There are numerous facilities in this area for either purpose. Within a fifteen mile radius of Sea-Tac there is Renton Municipal airport, Auburn municipal airport, Tacoma Industrial airport and King County Airport. These are adequate facilities for general aviation having used all of them. I can see no logic in moving Weyerhaeuser's air fleet to Sea-Tac, spend \$400,000 to develop taxiways to the main runways etc. when Tacoma Industrial has good existing facilities and is away from near-by residential properties.

I also strongly protest any development because of the excessive noise generated by small aircraft. The ramifications of continued development of Sea-Tac goes beyond just the noise problem. The surrounding community has been adversely affected by present airport expansion causing school closures, loss of property taxes, loss of jobs and deterioration of neighborhoods near the airport. The Port of Seattle has the biggest business in our community yet pays no property taxes to help support any community services.

The loud voices of business and industry, with their various persuasions, seem always to be heard and heeded above those of property owners and taxpayers living adjacent to the west side of Sea-Tac who protests are totally ignored by the Port of Seattle as they make grand plans for continued airport expansion.

NOV 19 1976

We have lived in this community for twenty-five years and in our present location for the past ten. We feel we live compatibly with the airport nearby but are weary of petitions, meetings and harrassment by the Port of Seattle to protect both our life-styles and our community from being deleteriously devoured by it.

I trust a protesting voice can be heard and consideration be given to support those opposing any development on the west side of Sea-Tac. I would also hope that any federal funds would not be available for this purpose.

Sincerely,

Mrs. Donald A. Gestner

Mrs. Donald A. Gestner

Copies to:

Senator Henry Jackson
Senate Office Bldg.
Washington, D.C. 20025

Representative Brock Adams
House Office Bldg.
Washington, D.C. 20025

WARREN G. MAGNUSON, WASH., CHAIRMAN

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J. GLENN BEALL, JR., MD.
LOWELL P. WEICKER, JR., CONN.
JAMES L. BUCKLEY, N.Y.

United States Senate

COMMITTEE ON COMMERCE

WASHINGTON, D.C. 20510

December 15, 1976

MICHAEL PERTSCHUK, CHIEF COUNSEL
S. LYNN SUTCLIFFE, GENERAL COUNSEL
MALCOLM M. B. STERRETT, MINORITY COUNSEL

Mr. J. Eldon Opheim
General Manager
Port of Seattle
P. O. Box 1209
Seattle, Washington 98111

Dear Mr. ~~Opheim~~: *Eldon*

Enclosed please find a copy of a letter I have received from a constituent regarding Port plans to develop land west of the Seattle-Tacoma International Airport for small plane purposes. Please advise me as to the status of your plans in this respect and as to the nature of any measures which may be under consideration to minimize any negative impact the project may have on area residents.

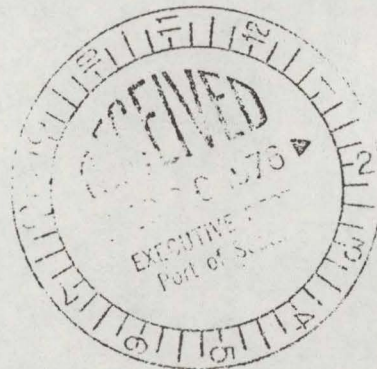
Thank you for your assistance.

Sincerely,

Warren

WARREN G. MAGNUSON, U.S.S.

WGM:gjw
Enc.



PORT OF SEATTLE

P. O. BOX 1209 / SEATTLE, WASHINGTON 98111

December 30, 1976

The Honorable Warren G. Magnuson
Senate Office Building
Washington, D.C. 20025

Dear Warren:

This is in response to your letter from Mrs. Donald A. Gestner dated November 15, 1976 concerning the proposed Weyerhaeuser Corporate Aviation Facility at Sea-Tac International Airport. I shall answer the questions raised by Mrs. Gestner and will acquaint you with the project as proposed.

The Weyerhaeuser Company would like to establish a base for their aircraft division at Sea-Tac. The site at Sea-Tac is advantageous for it is close to their corporate headquarters in Federal Way, provides adequate space and utilities, permits access to major commercial air carriers, has sufficient runway length and other safety features, and appears to be a better long-term investment than other alternatives explored in their site selection process. Their proposed facility is a wooden hangar that will accommodate four aircraft, two corporate jets, a twin-engine propeller-driven plane and a helicopter, offices and a waiting room. Twenty personnel would staff the facility and approximately three operations per day would originate from this corporate base.

The Sea-Tac/Communities Plan designated the land use both on and off of the airport. Accepted by the Port of Seattle on June 8, 1976 and the King County Council on September 20, 1976, the Plan encouraged participation of all interested residents of the Highline area. Countless hours and meetings mulled over the plans for the west side of Sea-Tac and the consensus opted for retained residential land use (rather than acquisition) and limited, fully buffered, development of the 15 acres of corporate/general aviation use.

Once the land is leased from the Port of Seattle, the Weyerhaeuser Company will be constructing the facility. Taxiway C and the vehicular access road constructed by the Port to serve the site have been on the Airport Layout Plan for many years and are not being developed for exclusive Weyerhaeuser use. The Airport Master Plan portion of the Sea-Tac/Communities Plan identifies the west side of Sea-Tac as an air carrier/cargo maintenance area with 15 acres north of S. 176th Street for corporate/general aviation use. The present project is the initial 2.5 acres development of this area; the taxiway allows access for the entire site.

The Honorable Warren G. Magnuson

December 30, 1976

-2-

Environmental impacts expected to be developed by the Weyerhaeuser facility will be addressed in an Environmental Impact Statement to be circulated by the Port in January. Vehicular access to the site will be from S. 188th Street and run entirely on airport property so additional automobiles will not impact the residential neighborhood. Actual noise measurements conducted by the Port of Seattle staff reveal no violation of the pending Seattle-King County Noise Ordinance is expected from aircraft operations. The peak noise recorded during normal procedures was 53 dBA at the nearest residence; an auto passing on 12th Avenue S. generated an excess of 70 dBA at the same measurement location.

Other "west side" activity will help mitigate any aircraft-oriented development. The Port has an Airport Viewing Park near the Weyerhaeuser facility scheduled in its Capital Improvement Program for 1977. In addition, December 27 of this year, 800 Boy Scouts planted 25,000 trees donated by Washington State on the west side as a community action project. Weyerhaeuser engineers and foresters have aided considerably in this effort and 2,000 unsolicited trees were donated to the project.

We acknowledge Mrs. Gestner desires to halt development of the west side of Sea-Tac. However, we believe also that such development planning has taken place in a very deliberate and long process involving more public involvement than at virtually any major airport in the nation. The pending EIS process to be conducted in accordance with Washington State's Environmental Policy Act (SEPA) will provide further opportunity for formal input into this specific project.

If you have further questions, please feel free to contact Mr. Donald G. Shay, Director of Aviation, Sea-Tac International Airport, for information.

Sincerely,

J. Eldon Opheim
General Manager

EP/56/06

February 5, 1977

J. Eldon Opheim
General Manager
Port of Seattle

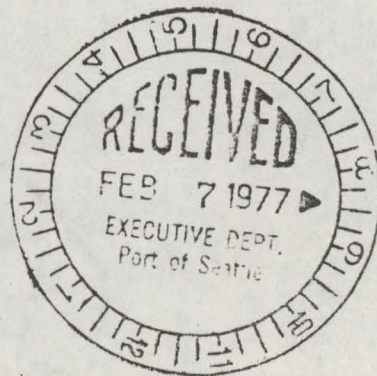
Dear Mr. Opheim:

I am enclosing my letter to Senator Magnuson in response to your letter to him, December 30, 1976.

I desire to keep you informed as to my concerns regarding proposed expansion plans at Sea-Tac.

Sincerely,

Ms. Donald A. Gestner



B-13

PERCENTAGE OF PEOPLE

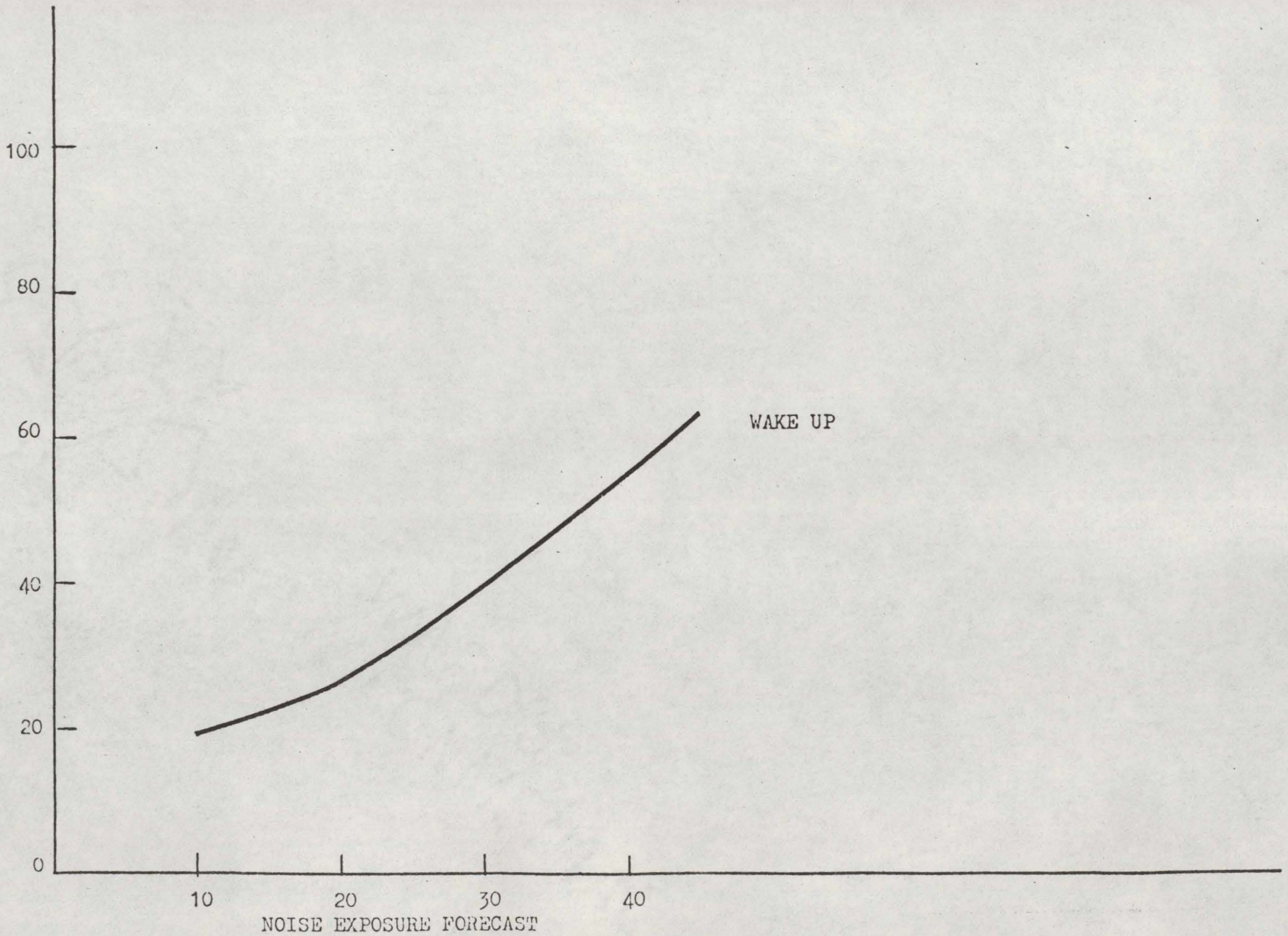


FIGURE B-6 - SLEEP INTERFERENCE AND NOISE

REFERENCE

- B-1. "Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety," Report No. 550/9-74-004, U. S. Environmental Protection Agency.

APPENDIX C - NOISE CONTROL BY AN EARTH BERM

One possible method of reducing noise from the proposed facility would consist of a sound barrier along the west side of the facility. Such a barrier would tend to acoustically separate the airport and the residences along 12th Ave. One practical form of barrier would be an earth berm. Actually, any solid wall having a density of 4 lb. per sq. ft. or greater, and structurally adequate, might provide some acoustic shielding. Lightweight wood or perforated barriers would not be expected to provide any shielding.

The amount of extra attenuation provided by a barrier depends on the frequency of the sound source and the extent to which the barrier intersects the line-of-sight (straight-line) distance between the sound source and the receiver.

The extra noise reduction has been formulated by Maekawa (Reference C-1) as:

$$EA = 10 \log (21.2N^{0.98}) \quad (C-1)$$

for N greater than 1.0, where,

EA = extra attenuation due to the barrier (dB)

N = $2DF/C$, (radians)

D = path length difference (feet)

F = Source frequency (hertz)

C = Speed of sound (approximately 1100 ft./sec.)

Figure C-1 shows the relevant cross-section geometries at 176th Street and at the northern edge of the proposed facility. Airport field elevation at runway 16R - 34L is about 390 feet above mean sea level (MSL). At the facility site the elevations drop to about 380 feet MSL and 370 feet MSL. As can be seen in Figure C-1, the elevations along 12th Ave. are about 28 feet to 58 feet below facility elevations. Actually, this drop toward 12th Ave. would itself provide a barrier effect for noise sources on the facility. Estimates of the extra attenuation (EA) due to the relative elevations and for an earth berm are described below.

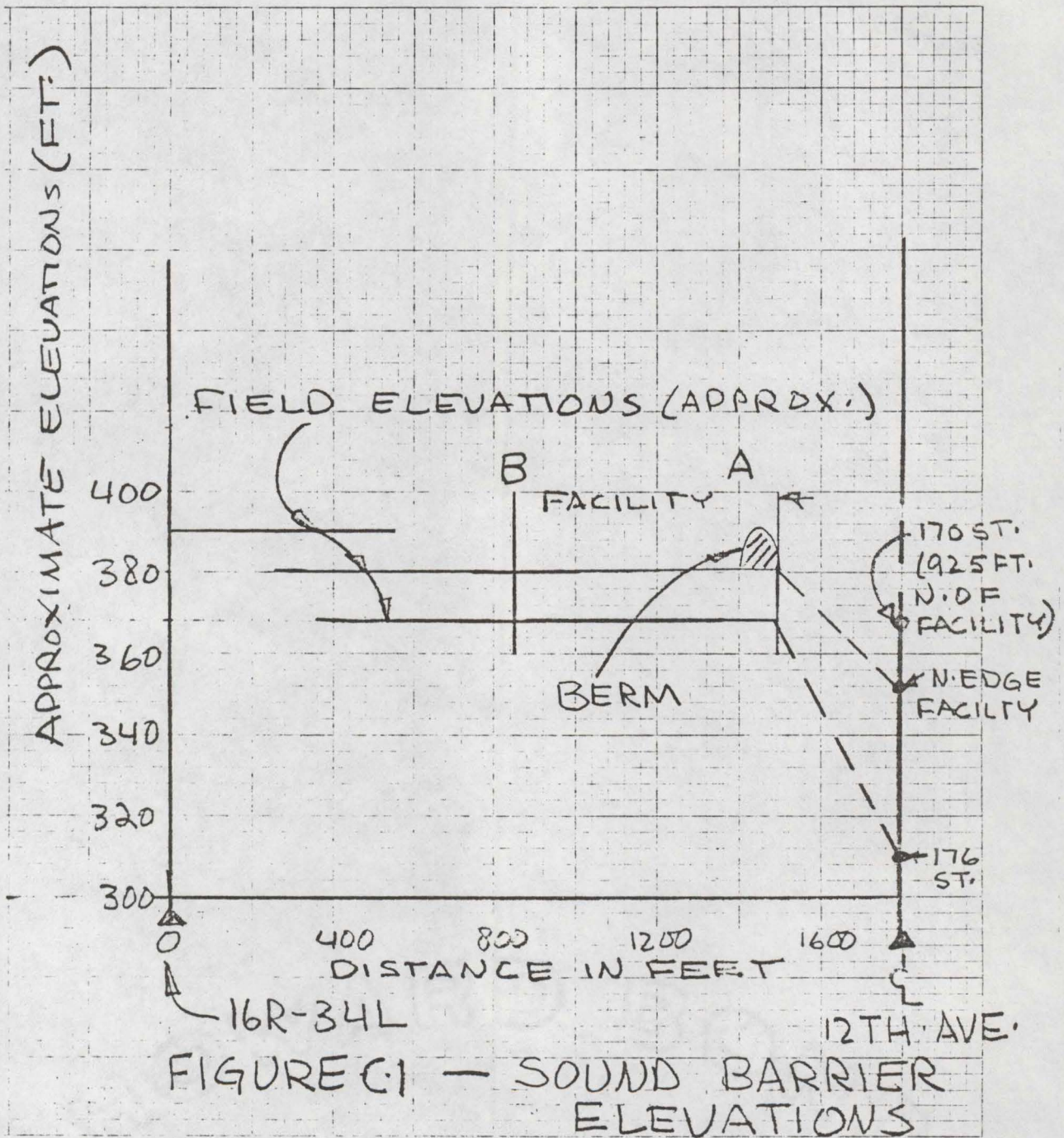
The geometries of Figure C-1 and Equation C-1 were used to estimate the EA due to the elevation change (hillside) and for an earth berm as shown in the figure. It was assumed that the

dominant noise source frequency is 500 hertz. At higher frequencies the EA would be greater. It would be less at lower frequencies but these are also less annoying to the human ear. The results of these calculations are shown in Figure C-2.

The calculations were made for two positions on the facility and for sites along 12th Ave. Position B is on the extreme east edge of the facility. Position A is 50 feet east of the western edge of the facility along the edge of the hypothetical berm. Both positions are shown on Figure C-1.

At Position B, the data in Figure C-2 show that the existing hill provides from 14 - 19 dB attenuation with no berm and that a 20-foot high berm would add about 2 - 3 dB additional attenuation. However, for sources (aircraft) at Position A, a 20-foot high berm could provide a possible 10 dB additional reduction at 176th Street and 7 dB opposite the facility northern edge. Notice that for sources along the facility west edge (Position A) the natural hill offers little or no extra attenuation, but up to 14 - 19 dB for sources farther east. For this reason it would be useful to restrict aircraft operations to the eastern side of the facility.

In summary, an earth berm along the west edge of the property would be useful in reducing aircraft noise by 7 - 10 dB under the worst case conditions. Also, restricting operations to the eastern edge would also be a useful abatement technique providing up to 14 - 19 dB noise reduction.



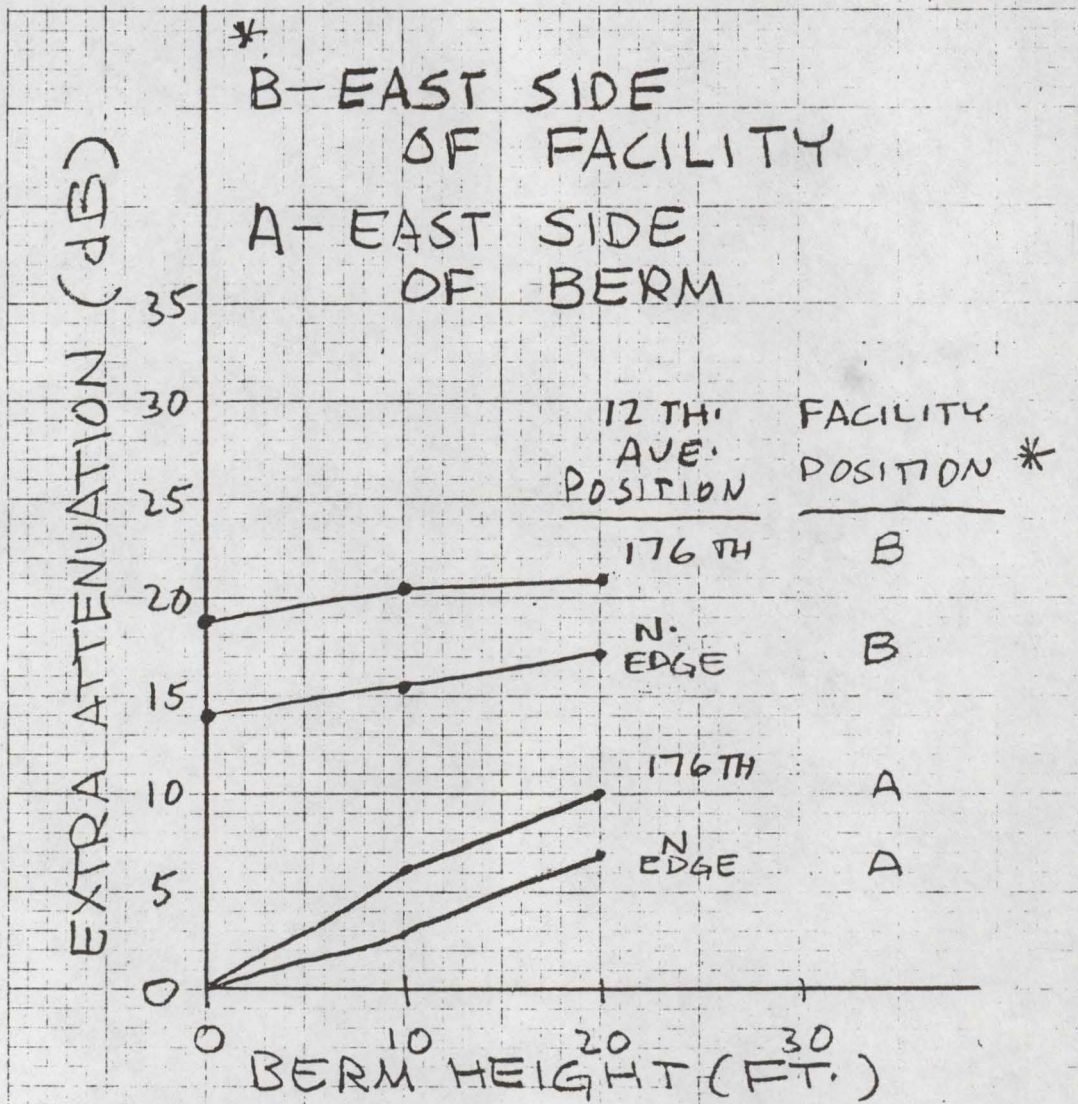


FIGURE (2) - BARRIER ATTENUATION

REFERENCE

- C-1 A. Maekawa, "Noise Reduction by Screens," Applied Acoustics 1, pp. 157-173 (1968).

HOWARD BOWEN
MADE IN U.S.A.

APPENDIX B

A STUDY OF THE ACOUSTIC IMPACT ON THE PROPOSED WEYERHAEUSER CORPORATE
AVIATION FACILITY SEA-TAC INTERNATIONAL AIRPORT

Introduction

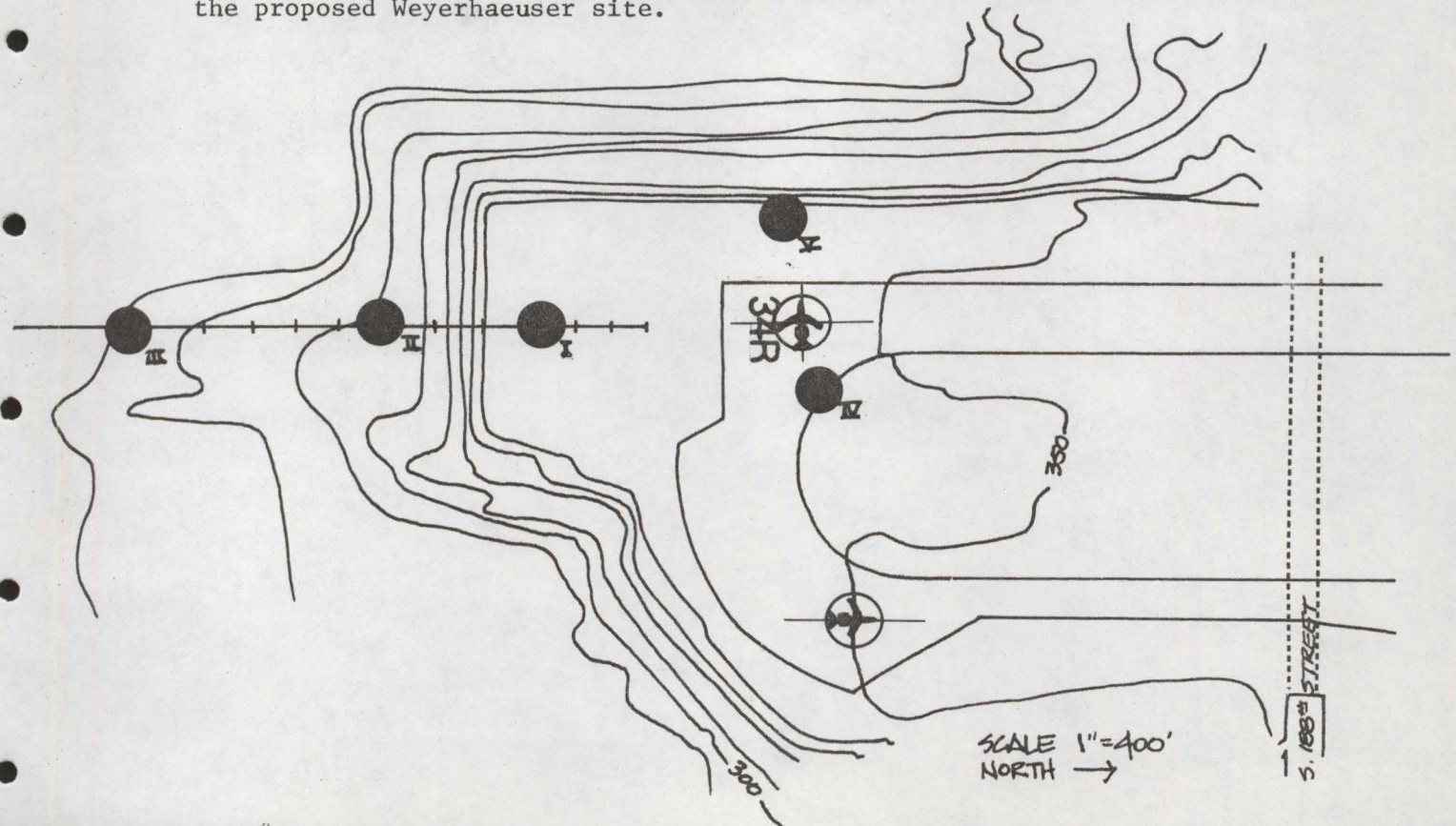
The following report was compiled by the Port of Seattle Planning & Research staff with the full cooperation of the Weyerhaeuser Company Corporate Aviation Operation Branch. The tests were conducted on Thursday, September 16, 1976, from 2:00 to 4:00 p.m.

The primary purpose of this exercise was to determine the noise impact of ground operations at the proposed Weyerhaeuser Corporate Aviation facility. The 266 yearly jet flight operations of the Weyerhaeuser fleet would be "lost" in the aggregate total of ANE/NEF calculations at Sea-Tac operations per year, but the introduction of ground and taxiing modes on the west side of the runways could pose potential problems for the residential properties west of 12th Avenue South.

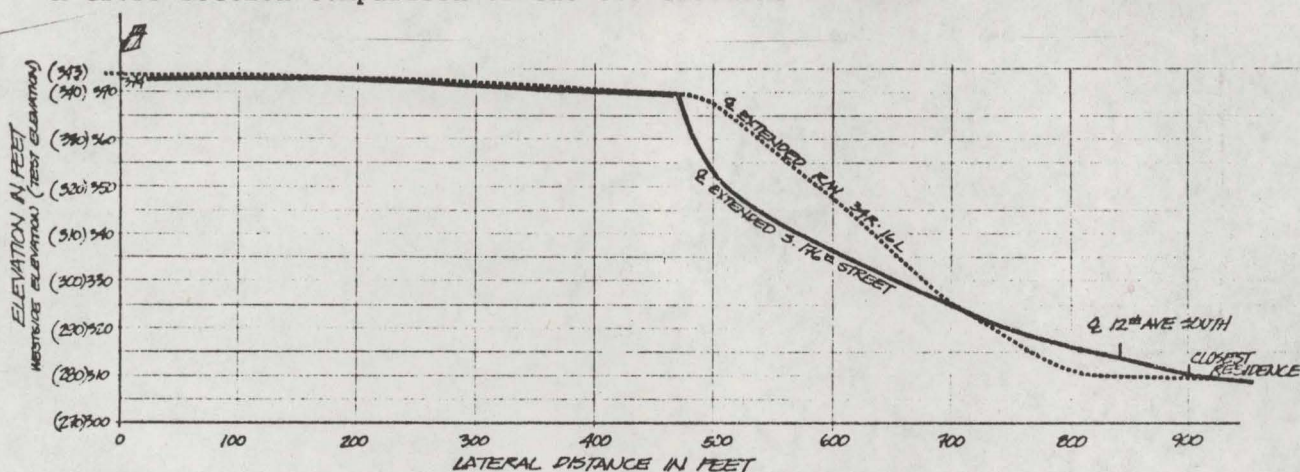
Testing Principles

The Weyerhaeuser Company made available their Gulfstream II for the tests. This aircraft is a 12-passenger, two-engine, 62,000-pound turbojet aircraft. It is the heaviest and loudest of their corporate fleet. Captain Ted Welling and Bill Campbell were the crew for the tests.

The site of the acoustic test had to be accessible to the aircraft and suitable terrain (comparable to that of the "west side") had to be found. Too, because of normal operations at Sea-Tac, a testing location had to be isolated from the main flow of traffic. Runway 34R-16L was closed for repairs on September 16 so the southerly runway threshold was used as the "apron" for the proposed Weyerhaeuser site.



Following the extended center line of the runway directly south, like distances were found for (1) the level field area (2) 60-foot lower elevation area 900 feet from the plane which emulates the residences at 12th Avenue South and, (3) and area 1,300 feet from the plane 70 feet below field level. A cross-section comparison of the two terrains is shown.



Port of Seattle personnel conducting the acoustic measurements were Joe Sims, Assistant Director of Planning; Keith Christian, Sr. Environmental Planner; Kathi Rossi, Environmentalist and Ed Parks, Planner II. Ed Penhale Editor of the Highline Times, accompanied the team and amiably assisted in the conduct of the test.

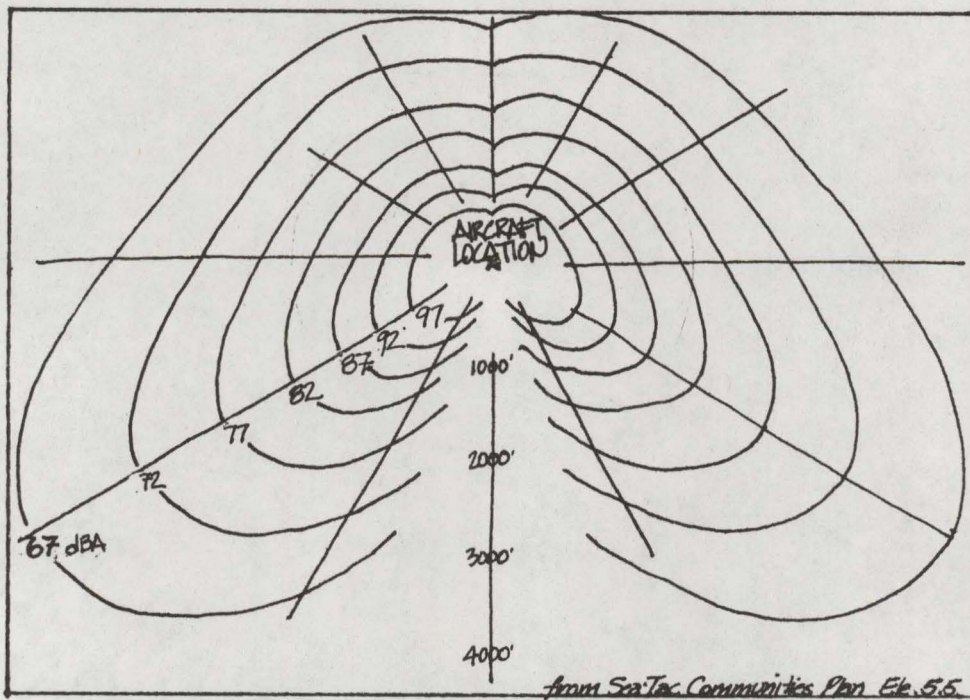
Testing equipment consisted of two noise meters, a GR1565-C and a Quest 215. These instruments were borrowed from the Environmental Protection Agency and were checked and calibrated the day of the test. Weather information was obtained from the U.S. Weather Bureau office, Sea-Tac International Airport. Winds at the Weather Bureau instrumentation were on the order of 5 to 10 miles per hour, and therefore less than that at the surface where noise measurements were made.

Testing Procedures

In order to assess the impact of business jet operations on the neighboring residential community, a total range of "expected" and "worst case" conditions had to be analyzed. To achieve this, both idle (or taxiing) power and full, 90% run-up power were measured at 45° increments around the aircraft. Noise level meters were placed at sites 1 and 2 for all cases. The Gulfstream II would turn 45° at idle power than after that noise measurement was taken, would increase power to the maximum off-runway power available (90% run-up on the engine closest to the noise monitor). The noise level would be noted then the cycle repeated at the next 45° position. Eight separate tests were done in this manner. Measurements were taken at 1,300 feet from the plane in the loudest taxiing/run-up position to compare the impact beyond 12th Avenue South levels.

A second set of five measurements were completed at 500 and 900-foot distances on level ground. Taxiing and run-up modes were run with procedures identical to the above. This series of tests was conducted to find the effects of elevation change on exposure levels.

The reason for the rotation of the aircraft was to fully access the total noise picture emanating from the various sources of a turbofan engine. The predominant noise at take-off, the jet exhaust, is overridden by the compressor and machinery noise at low power settings. The footprint of the run-up noise is a two-lobe contour, as shown below, reflecting the machinery noise radiated forward from the engine, as well as the jet exhaust from the rear of the aircraft.



Test Data

The following measurements were completed in the field using the instruments noted.

AIRCRAFT MEASUREMENTS

(Recorded Thursday Sept. 16; 2:00-4:00 p.m.
Using a Gulfstream II)

	<u>Site I</u>	<u>Site II</u>	<u>Site III</u>	<u>Site IV</u>	<u>Site V</u>
Distance From Plane	560'	900'	1500'	560'	900'
Elevation Difference	0'	-65'	-70'	0'	0'
Ambient Noise Level	45dBA	45dBA	52dBA	45dBA	45dBA
Noise Meter	GR1565-C #1565/29262	Quest 215 #511014M		GR1565-C #1565/29262	Quest 215 #511014M
PLANE SITUATION					
N heading taxi	64/65	52		66	60
runup	77	68		84-86	75
NE heading taxi	64	53		66-68	58
runup	96/98	80		92-96	89
E heading taxi	62/64	47		66	61
runup	82/84	65		89/91	75
SE heading taxi	73	48			
runup	79	62			
S heading taxi	68	49			
runup	80 (shrill)	60			
SW heading taxi	69/70	47			
runup	76	58			
W heading taxi	63/64	47		69-72	61
runup	78/80	61		80	76
NW heading taxi	66	51		68-70	62
runup	94	76		80-82	73
N heading taxi	60		52		
runup	74		62	62	

February 4, 1977

The Honorable Warren G. Magnuson
Senate Office Building
Washington, D.C. 20025

Dear Senator Magnuson,

Thank you for the attention given my letter of November 15, 1976, regarding the proposed Weyerhaeuser Corporate Aviation Facility at Sea-Tac International Airport. I received the responses from Mr. J. Eldon Opheim, General Manager, Port of Seattle and from Mr. Arthur Smyth, Vice President of Weyerhaeuser Company to an inquire made by you in my behalf.

I would like to address the comment in Mr. Opheim's letter concerning the Sea-Tac / Communities Plan. The residents of the west side of Sea-Tac airport have attended ALL meetings and hearings regarding this plan. I am enclosing an article taken from the March 18, 1976 edition of the Seattle Post-Intelligencer that is typical of the attention given to home owners "voicing opposition to the communities plan". Representatives from this group were also in attendance on June 8, 1976 and September 20, 1976 when the Port of Seattle and King County Council accepted the Communities Plan over the opposition of the one group most adversely affected by it.

We attended the meeting October 27, 1976, and voiced opposition to the proposed plan for a corporate facility to house the aircraft of the Weyerhaeuser Company. I mention these meetings to inform you of the numerous times in the past year the west side residents have voiced opposition to the communities plan and plans to expand facilities on the west side of Sea-Tac.

✓ The 2.3 acres of land proposed for the Weyerhaeuser facility is an encroachment on the buffer zone and is within close proximity to residences. I can see no point in designating a buffer zone then propose a plan to encroach upon it.

The "need" for the Weyerhaeuser facility, as I can tell from reading the draft of the environmental impact statement, January, 1977, and the letter from Mr. Smyth, is a convenience to that company "to economize on management travel time". While I can appreciate their management problem the proposed solution to it creates an unequitable long term problem for west side residents. Development of the west side will have numerous adverse affects:

1. On the health and welfare of the home-owners on the west side of Sea-Tac who pay taxes, support community services, businesses and who presently live compatibly with the airport near by.
- ✓ 2. By additive noise from both planes and cars -- more is not better in this instance.
- ✓ 3. By encroachment on the buffer zone thereby setting a precedent.
4. By the economic loss to Tacoma Industrial Airport -- an existing general aviation facility.

The west side home-owners have been ignored in the decision-making process by both the Port of Seattle, and the King County Council and must find another avenue through which to be heard. I appreciate your help thus far, and seek your support to withhold all federal monies for expansion of the west side of Sea-Tac until the concerns of the west side residents have been incorporated into the decision-making process.

Sincerely,

Mrs. Donald A. Gestner

Mrs. Donald A. Gestner

DAG:OVD

cc.: J. Eldon Opheim

Encl.: 1

Speed Is Advised In Buying Noisy Homes

BY AL WATTS

County planning leaders yesterday urged the Port of Seattle to speed the purchase of noise-afflicted homes around Sea-Tac Airport to possibly avoid paying higher prices for rezoned properties.

At a public hearing on the 20-year Sea-Tac communities plan, John E. Keegan, a deputy county prosecuting attorney, said the ambitious land-use plan for airport areas could be in jeopardy if the port is forced to pay higher prices for land rezoned from residential to industrial.

Because of two lawsuits by property owners north and south of Sea-Tac, seeking to have their land rezoned by court order, homes the port is now planning to buy "ought to be acquired as quickly as possible," Keegan advised the county's Planning and Community Development committee.

"Time is running out for the county to hold hundreds of acres of land zoned residential," the county attorney added.

The committee,

chaired by councilwoman Gloria Stern, should appeal a court ruling that the county has been "arbitrary and capricious" in denying the two test-case rezonings.

"We feel the county was legally correct in denying individual rezones because of the pending Sea-Tac communities plan. The answer is in the plan, not in the courts or in rezoning," Keegan said.

The Stern panel, listening to many of the same airport-area residents who have spoken before the port commission, also agreed to meet soon with the port commissioners to discuss possibly speeding up the home-acquisition process.

Glenn Lansing, port real estate director, said homes are being acquired "about as rapidly as we can." The port must proceed "in an orderly manner," even if the result means "pockets of higher-cost properties," he added.

Lack of available money for home-buying is a big problem, Lansing said.

Two groups of home-

owners from west of the airport again voiced opposition to the communities plan, which cost \$642,000 and was more than two years in the making.

One group from the so-called "hilltop" area wants a quick purchase of its properties, while the other group, from the "lowlands" west of Sea-Tac, wants to retain and upgrade properties in "an area desirable to live in."

The port-county-federal plan has tagged the westside areas for conversion from single-family residential use to light industry and airport-related development. The two areas include a total of about 400 homes on 264 acres, which lie sandwiched between 12th Avenue South and State Highway 509.

Charles A. Schuh, a spokesman for the 106 hilltop-area residents, said the port first planned to acquire the homes, but then switched to the conversion concept despite "irreversible deterioration" of the properties from Sea-Tac expansion.

Alice Wetzel, speaking for the 300 lowland westsiders, said the area had been redlined to prevent building of new homes.

The county commission will hold a second public hearing on the Sea-Tac plan at 7:30 p.m. Monday in the Highline High School auditorium and the panel will tour the area before the meeting. The county council must approve the airport-area plan, paid for by the Federal Aviation Administration; the port and the county, before the port commission gives its final approval, probably in about a month. Purchase by the port of a second group of about 150 noise-jangled homes, costing \$6 million, is subject to federal matching monies.

Please return to
SENATOR HENRY M. JACKSON
802 United States Court House
Seattle, Washington 98104

(over)

Council Approves Sea-Tac Communities Plan

By ERIC NALDER

A planning effort that began in the wake of homeowner protests about airplane noise at Seattle-Tacoma International Airport four years ago, ended yesterday as approved the Sea-Tac Communities plan.

The vote was 8-1. Councilman Bob Greive opposed. The Port of Seattle already has adopted the plan. The Federal Aviation Authority footed most of the planning bill, about \$650,000 worth.

The four-inch thick document outlines about \$200 million worth of projects for the port and residents to complete during the next 20 years.

Included are insulation of homes against noise, purchase of more homes by the port in the Sea-Tac flight path, conversion of some areas to non-residential uses, control of water run-off, tree plantings and park and sewer construction.

The planning area includes most of the Highline School District.

The long, citizen-input planning process tapered dissent to a point where only three residents showed up yesterday to comment to the council on the plan — and only one objected to the plan itself. Howard R. Christensen, of the Hilltop neighborhood west of the airport, objected because his area wasn't included in the land that will be bought by the port.

Two women from the "lowlands" area west of the airport said they liked the plan, but ob-

jected to comments by Councilman Paul Barden at yesterday's meeting that apartments, rather than homes, will probably be the pattern of the future in the airport area because of the high cost of noise insulation. homes, not apartments.

Greive said he voted against the plan because he has heard growing concerns from area residents about impending airport expansion.

Councilwoman Bernice Stern, who heads the council's planning committee, said, "We know this plan doesn't go as far as we originally wanted it to, but we think it's the very best plan that King County could do."

One problem in the area has been a moratorium by the Federal Housing Authority on insuring home loans in the Sea-Tac area most affected by airplane noise. Barden said the FHA plans to lift the moratorium is likely this week.

Free Smoke Detectors?

A pilot program to place smoke detectors in approximately 3,000 Seattle homes at no cost to the homeowners was proposed yesterday by City Council members Phyllis Lamphere and Randy Revelle.

Under the plan, the city would purchase the devices for an estimated \$75,000 to \$85,000 and they would be loaned to homeowners in selected neighborhoods. The Fire Department would help install the detectors and inspect them annually.

Democrat Marvin Durning reported spending \$211,053, with a balance of \$6,873 in the black. Dr. Dixy Lee Ray, Democrat, reported spending \$96,252. She had \$2,363 left over.

Contributions reported by the candidates are similar to previous sources, with Spellman, Uhlman, Ray and Hoppe receiving the large money and Durning the greatest number of small, individual donations.

Most intriguing in the latest reports are contributions from the Washington Horsemen's Paction.

The race-track men gave \$750 each to Uhlman and Hoppe and \$500 to Ray and Spellman. Durning's report did not show any money from the horsemen.

Uhlman's latest large contributions include \$1,750 from the firm of Sullivan, Morrow and Longelder, Hoge Building; \$2,000 from Lloyd Graham, Seattle; \$1,000 from the Central Music and Vending Co., Seattle; \$1,000 from Kenneth Caplinger, to bring his total for the campaign to \$2,400.

He got \$1,000 from Central Construction Co.; \$1,000 from Urge Bell, Lacross (who gave Hoppe \$25); \$500 from Paul Friedlander, Seattle. His smaller contributions included a number in the \$10 to \$25 range from chiropractic clinics.

Spellman's report shows a great many contributions from individuals in the \$50, \$100 class. He got \$800 from Berkenwald, Ir-

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PORT OF SEATTLE
P. O. BOX 1209 / SEATTLE, WASHINGTON 98111

Handwritten signature and initials
1/8
Paul 95

February 10, 1977

Mrs. Donald Gestner
1002 S. 170th Street
Seattle, Washington 98148

Dear Mrs. Gestner:

This letter is in response to your correspondence to Senator Magnuson on February 4, 1977. We appreciate being informed of your continuing concern regarding Sea-Tac International Airport. I hope the following will further clarify the points you have raised.

The specific project of concern, the Weyerhaeuser Corporate Aviation Facility, has been addressed by a Draft Environmental Impact Statement. Since your comments pertain to that document, we will include your letter in the "Comments" section of the final statement that will be completed prior to any action by the Port of Seattle Commission.

Development on the west side of Sea-Tac has been reviewed more than any other residential community adjacent to the airport. Varying options of intensified zoning (conversion), Port acquisition and reinforced residential use were explored and primarily because of strong public input experienced at the referenced March 17, 1976 King County Council meeting, the existing residential use was deemed appropriate....no acquisition and no change of land use.

The 2.3 acres on which the Weyerhaeuser facility is located is a portion of 15 acres allocated and approved by the Sea-Tac/Communities Plan as a general aviation and corporate aviation reserve. Although the Port is requiring stringent buffering of the activity, the area was not designated a "buffer zone." The closest resident is over 900 feet in lateral distance and 60 feet lower than the proposed hangar building. Vehicular access to the site will be via S. 188th Street, not by residential street as implied in your letter, so no automobile impact will be observed in the west side neighborhood.

Operation of the aircraft will minimally impact the area primarily because of the projected one takeoff and landing per day. Taxiing procedures will generate approximately 53 dba peak-levels at the neighboring property line-- a level well within the standards of the proposed King County noise ordinance.

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PORT OF SEATTLE

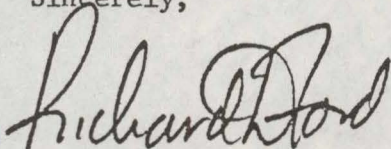
Mrs. Donald Gestner

February 10, 1977

-2-

Thank you for allowing us to respond further on this issue. If you have further questions, please feel free to contact Mr. Donald Shay, Director of Aviation, Sea-Tac International Airport, (587-3380) for information.

Sincerely,



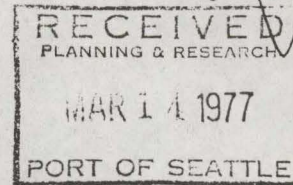
Richard D. Ford
Executive Director

EP/55/06

cc: The Honorable Warren G. Magnuson
Messrs. Shay, Warmuth, Yoshioka — Port of Seattle



MAR 11 1977



Honorable Henry M. Jackson
United States Senator
802 United States Court House
Seattle, Washington 98104

Dear Senator Jackson:

This is in response to your letter of February 17, 1977, concerning the February 4, 1977, letter from Mrs. Donald A. Gestner on the Sea-Tac International Airport. In her letter, Mrs. Gestner discusses the following two issues: (a) the Sea-Tac Communities Plan in connection with the west side of the airport and (b) general aviation at Sea-Tac.

On issue (a), as Mrs. Gestner implies in her letter, the Sea-Tac Communities Plan involved an extensive public involvement program during its preparation. All pertinent public comments were considered by the study team during the planning project. These considerations were made in the context which included the overall community goals, priorities in terms of prospective funding constraints, environmental factors and aviation needs involving a major airport as well as the desires and needs of various geographic units within the Sea-Tac environs. Needless to say, a major undertaking such as the Sea-Tac Communities Plan reflects a difficult and complicated effort involving many interrelated variables with no seemingly simple solutions. We believe that overall the Sea-Tac Communities Plan represents a reasonable balance between the desires and needs of all concerned and what can be implemented in a practical manner. Unfortunately, a major plan such as this cannot meet all of the specific desires and needs of each individual or even each geographic unit within the study area. In this light, we can appreciate Mrs. Gestner's sense of futility. However, we strongly believe that the Sea-Tac Communities Plan should be refined and revised in response to any practical and reasonable justification for such change. In this connection, we are continuing our work with the Port of Seattle and King County in an ongoing effort to help find ways to improve the overall relationships between Sea-Tac and its neighbors.

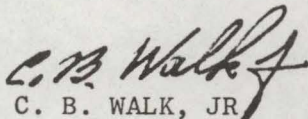
On issue (b), Mrs. Gestner indicates that she has no opposition to the present use of Sea-Tac by general aviation--only the present plans to move the general aviation facilities. Based on the Sea-Tac Communities Plan, the present location of general aviation parking and servicing in the northeast cargo area will be needed for air cargo activities in order

to attain the most efficient use of the area. Essentially the plan envisions the full development of the east side of the airport primarily for commercial air carrier passenger and cargo functions, and action has been initiated by the Port of Seattle with this in mind. As such, general aviation would be given a fixed-based support location adjacent to Taxiway C on the west side of the airport. To summarize, while the main role of Sea-Tac is to accommodate commercial air carrier operations, there is also a need to handle a limited amount of general aviation activity. One item which must be kept in mind is the airport's role as the only full time Customs location in the region which necessitates use by many international general aviation arrivals.

Mrs. Gestner also indicates concern about noise from the operation of corporate jets at Sea-Tac. We assume she is referring specifically to the proposed Weyerhaeuser facility on the west side of the airport to accommodate four corporate aircraft, two of which are business jets. The environmental impact of the proposed Weyerhaeuser facility and its operation are being addressed in the environmental impact statement (EIS) currently under preparation by the Port of Seattle. Please contact Mr. Arthur H. Yoshioka, Director, Planning and Research, Port of Seattle, P. O. Box 1209, Seattle, Washington 98111, if Mrs. Gestner would like to have a copy of the EIS documents.

If you have any further questions, please feel free to contact us for information.

Sincerely,


C. B. WALK, JR.
Director

February 4, 1977

Honorable Henry M. Jackson
United States Senate
Washington, D.C. 20510

1002 South 170th
Seattle, Wa. 98148
FEB 7 1977

REC'D FEB 16 1977

Dear Senator Jackson,

Thank you for the attention given my letter of November 15, 1976 regarding the expansion of facilities at Seattle-Tacoma International Airport. I appreciated your forwarding the letter from C. B. Walk, Jr., Director of Northwest Region, F.A.A. I feel he did not speak fully to some issues involved. Therefore, I would like to clarify and discuss them.

1. The issue of the Sea-Tac Communities Plan accepted by the King County Council June 8, 1976 and the Port Commission on September 20, 1976:

The property owners and residents on the west side of Sea-Tac, opposing the expansion of facilities in that area, have repeatedly attended meetings, hearings, etc. to oppose the acceptance of this plan. I am enclosing a report from March 18, 1976 Seattle Post-Intelligencer as an example of the attention typically given to in-put from this community. I think you begin to sense the futility felt by us in our efforts to be included in the decision-making process affecting us as individuals and as a community.

2. The issue of general aviation:

There is no opposition to the present use of Sea-Tac facilities by general aviation -- only present plans to move these facilities. The first airport-related use for the west side of Sea-Tac is a corporate aviation facility (short term) and corporate aviation facilities (long term). A study made at the University of Washington that speaks to airport noise at Sea-Tac states, "that general aviation contributes little or none to the airport noise problem. However, one rapidly growing segment of general aviation that may add to noise problems is the corporate jet. Their noise levels are comparable to existing two and three engine turbofan commercial jets." Noise is additive -- more does not mean better in this instance.

Again, may I request that any federal financial aid, including aid from the F.A.A. Airport Development Aid Program (A.D.A.P.), be withheld until an approved communities plan acceptable to both the west-side residents and the Port of Seattle be developed. We are the group most adversely affected by the development of the west side of Sea-Tac, and I can see no valid reason for the proposed expansion at this time. Adequate existing facilities for general aviation (Boeing Field, Renton and Tacoma Industrial Airports) are available.

May I continue to rely upon your support in our behalf?

Sincerely yours,

Mrs. Donald A. Gestner

Please return to
Mrs. Donald A. Gestner

cc: C.B. Walk Jr.

Director, Northwest Division, F.A.A. SENATOR HENRY M. JACKSON

Encl. 1

802 United States Court House
Seattle, Washington 98104

RESPONSE TO LETTER 11
(from D. A. Gestner and Mrs. Donald A. Gestner)

Thank you for your letters and comments on the Proposed Weyerhaeuser Corporate Aviation Facility at Sea-Tac International Airport. We have replied already and those responses are attached.

578 S. 158th
Seattle, Washington, 98148
February 23, 1977

Mr. Richard Ford
Executive Director
Port of Seattle
P.O. Box 1209
Seattle, Washington, 98111

Dear Mr. Ford:

In June of 1976 the Port of Seattle adopted the Sea Tac Plan in its altered form, altered in response to the expressed desires of the people on the west side of the SeaTac Airport. The lowland area had submitted petitions and letters asking to be left residential; the hilltop had desired to be acquired up until the Spring, when representatives of that group opted to remain residential since no funds were to be available for acquisition other than for severely noise impacted areas, and the P.O.S. had no plans to develop on the west side in the foreseeable future.

In remaining residential, the residents felt our future was secure, judging from the protections accorded residential areas in the text of the SeaTac Plan (STP). The STP is replete with references to the desire for normalcy in the community surrounding the Airport; included among them are the ability to market a house in the normal ways and the assurance that neighborhoods will be safe from encroachment from business and apartments (6.1.0, p.1), also the desire to enhance and protect residential areas (6.6.1, p.7). The need is stressed for a more compatible relationship between the airport and the surrounding communities (6.1.0, p.2). Much space is given the need to become better neighbors, with a direction given toward improvement of the local community (6.1.1, pp. 2-3). The Development Concept is to enhance and protect the residential neighborhoods (6.1.3, p.2).

Where the noise is not so severe as in the areas defined for acquisition, the program emphasis is in stabilizing; there fore it is only reasonable to assume that the west side, with no noise program necessary, with the exception of the Jensen tract and the few homes by Lora Lake (a total of perhaps 70 homes, and that is for a 10% cost sharing plan, which shows the extent of the noise problem comparatively), has a reasonable claim to remaining permanently residential.

Section ~~6.2.3~~ 6.2.3, p.5 states again the plan for long term neighborhood character and stability by modification of FHA practices. Where there is a purchase guarantee program affected properties are retained and improved. Neighborhood patterns are not disrupted or altered; the local tax base is protected and property values are expected to stabilize. There were two meetings with the FHA and the VA; nothing more has been forthcoming.

Now, not quite one year later, we are approached with a proposal for Weyerhaeuser to come in on the west side, with very little buffering offered, and proposed as being put in the area (15 acres for corporate aviation) the community was led to believe had been deleted from the plan (6.6.5, p. 30), "airport facility development on the west side will be south of S. 176th, with access only from.....".

Where are the Property Advisory Services the Port of Seattle promised, to assist us in remaining residential? Where are the revised STP summaries showing the west side as residential, to decrease the influx of speculators in the area? What has the Port of Seattle developed for a plan for storm water runoff from the west runway? The trees on

the west bank will help, and that project was a marvelous illustration of how the POS and the community can work hand in hand/

At issue here is the credibility of the Port of Seattle. Where in the real world does the west side stand? Did the Port mean what it said in adopting the plan with us defined as residential? Permanent residential communities have the option of new residential development. Do we have that option? Or are we to exist in the nether world of lip service, but nothing more; a process of slow deterioration, with little consideration from either Port or County.

One gentleman at the hearing at Highline High School really hit the crux of the problem when he stated, "For fifteen years my house has been at the same location. I have never moved my house one inch nearer the airport, but the airport just keeps creeping toward my house." Whose responsibility is it then, to take care of problems resulting from airport expansion? Perhaps it is the responsibility of the agency whose expansion is causing all the problems; and giving lip service to making this a residential community won't do - either we are, or we are not; and if not, the Port of Seattle should pay the price of development on the west side - the total acquisition of property west to SR509.

Attached are specific comments on the Draft Environmental Impact Statement for the Weyerhaeuser Corporate Aviation Facility.

Sincerely,

Alice Wetzel

cc: Don Shay, Director of Aviation, P.C.S.
Art Yoshioka, Director, Planning and Research
Ed Parks, Planning Division, P.C.S.
Jack Block, President, Port of Seattle Commission
Paul Friedlander, Vice-President, P.C.S. Commission
Henry Kotkins, Secretary, P.C.S. Commission
Merle Adlum, Assistant Secretary, P.C.S. Commission
Henry Simonsón, Commissioner, Port of Seattle
John Morris, Project Engineer, Weyerhaeuser Corporation

COMMENTS ON THE DRAFT EIS ON THE WEYERHAUSER CORPORATE AVIATION FACILITY

p.x, Summary - #2 - Water quality - also IV-4; will all the water be held on site during a 10 year storm, a 25 year storm; will the storm sewer system be able to handle it all?

Note: The Port of Seattle has not as yet addressed the water runoff problems resulting from construction of the west runway.

p.x, Summary - #3 - Air Quality; the addition of four aircraft to the total volume of airplanes at Sea Tac is insignificant, so it says... since this facility will have a fueling operation, it may seem significant to those living nearby.

Note: The EIS indicates that hydrocarbons exceed federal standards 70% of the time with the existing operation. What is being done to take care of the existing problem, let alone add to it?

III-3; The population mobility study apparently included that part of the population living in apartments (Ed Parks, HHS meeting); this is an unusually mobile population. Included here should be the Community Attitude Survey done in March of 1974 by Fred Fiedler of the University of Washington, and Judith Fiedler of Batelle. Excerpts follow:

be "With the exception of those in the High Noise Zone, most residents appear to be reasonably satisfied with their present place of residence. As we indicated before, most of them would like to remain in their present neighborhood if their home were to be sold." (p.21)

"The residents in the High Noise Zone are obviously affected by airplane noise and a seemingly deteriorating neighborhood. Beyond this, there is no marked evidence that the community attitudes toward the Port of Seattle, toward local government, or toward the environment are strongly influenced by living in the general vicinity of the airport. At least insofar as the data from this survey seem to indicate, the airport seems to have relatively little adverse effect on the community lying outside the immediate areas of high noise impact." (p.27)

Note: The problem is not entirely the proximity of the airport; it is the plans the Port has for the area eventually. Whether written in a plan document or in the minds of those empowered to influence land development policies - conversion by any name is an unacceptable alternative. A lot has happened since 1974, when this survey was done; the attitudes toward the Port and the County reflect the frustration level experienced in the last three years.

I-2; This does not sound like any small aircraft operation: "Built as a base for future extension of the more heavy-duty taxiway requirements of air carrier aircraft."

IV-4; par. 7; "Built on an underlayment for a heavier duty taxiway"... What does this mean; exactly what are we talking about?

IV-4: "Some of the last runway-accessible land available for low cost expansion at Sea Tac and therefore land is in limited supply." 7

Note: This is in contrast to what I was told a year ago: that this was to be a small taxiway, not a runway; that there was so much land available for development, the west side might not be needed, or might not be needed for 20 years. Included in the cost of using this land must be the human cost of locating there.

III-3; Land Use - par. 3 - There should be some mention of the desire of the bulk of the community to remain residential, as evidenced by their petitions and responses in meetings held during the course of the adoption process of the Sea Tac Plan.

What is to be the future of this area - 36% of the land is single family residential, 2% is apartment; what about the rest of the land? How is POS development going to affect the people in the area, or the pressures for business to come in, what is to protect the investment of the individual homeowner whose home is on a normal size lot, who cannot expect to break even with a conversion in land use?

Note: The effects will be felt, not only on the Hilltop, but beyond DesMoines Way to the west, all the way to SR509. The historical district that exists on DesMoines Way will be severely threatened; and especially the future of the first school in the Highline District, the original school district in the area - Sunnydale. Despite dropping enrollment district-wide, despite boundary manipulations, the enrollment continues to increase at this school. It would be a serious mistake to underestimate the historical, social, and emotional impact this school has had and continues to have on the entire Burien area.

IV-1; The community felt the 15 acres had been deleted from the plan; see STP 6.6.5, p. 30, revised 6/16/76.

IV-1; map under Runway Data - there are 3 runways listed. We were told there was to be no third runway; that a taxiway is very different than a runway. What gives?

IV - 2nd drawing - aerial photo - shows the west runway as the main runway - as recently I was told there is no main runway; that the east runway is for takeoffs and the west for landings. This makes it obvious how detrimental this development will be for the entire west side.

On this same map, the perimeter road is drawn right along 12th Ave. S. What is to be the buffer for the residents west of 12th? This would be, in effect, a freeway. This was updated on 4/6/76, so this is not an old map.

The proposal is said to be in compliance with the SeaTac Plan and the Highline Communities Plan; note the above instances where it is not in compliance with the SeaTac Plan: and strike from the final document the Highline Communities Plan. That committee was handed the STP as a given, and there was no discussion or consideration of any proposals contained therein.

What is the extent of the commitment of the Port of Seattle to the SeaTac Plan's already adopted proposals for reinforcement of the residential area on the west side? Have we been set up in an untenable situation - lip service, but nothing more? Is this the Port's idea of being a good neighbor?

You can call a stone an apple, but you can't eat it; it is still a stone. Inverse condemnation by any other name is still inverse condemnation.

Sincerely,

Alice Wetzel

RESPONSE TO LETTER 12
(from Alice Wetzel)

Your specific comments on the Draft EIS for the Proposed Weyerhaeuser Corporate Aviation Facility will be addressed individually.

The storm water accumulated on the Weyerhaeuser site and related activities will be drained to the industrial waste treatment plant. This facility has the capability to handle the amount expected for a 50-year storm. After treatment (if necessary), the water is discharged into Puget Sound.

Increased federal regulations on air emissions from aircraft, automobiles, fueling operations and stationary sources will decrease HC violations at Sea-Tac, as well as other parts of the county, state and country. Vapor recovery systems for fueling, dispersed on-airport land use, and reduction of traffic congestion will aid in mitigating air quality problems.

The Sea-Tac/Communities Plan states in Section 4.2.1, pg. 4 "Mobility of the population near the airport is somewhat higher than the King County average. While 58% of King County residents moved between 1965 and 1970, nearly two-thirds of the people living in the vicinity of the Sea-Tac Airport did so during the same period."

The taxiway is shown on the Airport Layout Plan as 600 feet west of Runway 16R-34L and will eventually be capable of handling air cargo/maintenance operations south of South 176th Street. The initial construction is proposed to be a 40-foot wide underlayment for this facility.

The desired addition was made to III-3; Land Use.

See the responses to letters 7 and 9 regarding the general/corporate aviation reserve and westside Sea-Tac land use.

The general aviation runway shown on maps prior to the Sea-Tac/Communities Plan was deleted. Plans call for the extension of Taxiway "C" and use of that with displaced thresholds, as the GA runway. No planes heavier than 12,500 pounds would be permitted to operate on this proposed runway.

The west runway (16R-34L) is used primarily for landings. 16L-34R is the main take-off runway. The perimeter road shown will follow the SR 509 (extended) boundary when possible, but is forced eastward because of terrain difficulties. Alignment of the access roadway will allow ample buffering and screening area between the airport and adjacent residential communities.

The Highline Communities Plan has not yet been accepted by the County Council, but it did take the Sea-Tac/Communities Plan as given and did not comment on specific projects, only the land use recommended.

Thank you for your comments.

U.S. ENVIRONMENTAL PROTECTION AGENCY

REGION X

1200 SIXTH AVENUE
SEATTLE, WASHINGTON 98101



REPLY TO M/S 623
ATTN OF:

JAN 20 1978

Donald G. Shay, Director of Aviation
Seattle-Tacoma International Airport
P. O. Box 68727
Seattle, Washington 98188

Dear Mr. Shay:

We have completed review of your draft environmental impact statement on the Initial Development of the Westside General/Corporate Aviation Reserve, Sea-Tac International Airport. We would like to submit the following for your consideration.

We believe that the quantitative impact of the general aviation facility on the acoustic environment will be negligible. However, we feel that there is potential for a qualitative impact which will be reflected by residents in the vicinity of the site. Although the numbers indicate that overall noise levels will be only barely affected, it is probable that residents of the area will view the new facility as significant infringement on the neighborhood and will consider the GAF to be a major noise source. It was the intent of the Sea-Tac Communities Plan to avoid such situations. We believe that all reasonable effort should be made to comply with the identified goals of the Sea-Tac Communities Plan.

Thank you for the opportunity to comment on this draft environmental impact statement.

Sincerely,

Alexandra B. Smith

Alexandra B. Smith, Chief
Environmental Evaluation Branch

AVIATION DEPT.

DIRECTOR
DEP DIR./O.&M.
DEP DIR./ADM.

JAN 23 1978

OPERATIONS
MAINTENANCE
ADMIN ASST
REAL ESTATE
POLICE

AVIATION DEPT. **9**

DIRECTOR

DEP DIR./O.&M.

DEP DIR./ADM.

January 27, 1978

FEB - 7 1978

OPERATIONS

MAINTENANCE

ADMIN ASST

REAL ESTATE

POLICE

Donald G. Shay
 Director of Aviation
 Sea-Tac International Airport
 Post Office Box 68727
 Seattle WA 98188

Dear Mr. Shay:

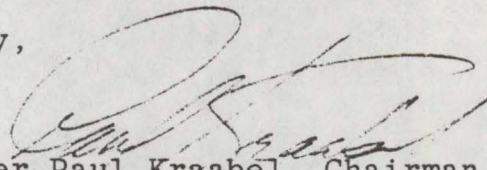
The King County Subregional Council acting through the Committee on Growth and Development has reviewed the Draft Environmental Impact Statement for the proposed Corporate/General Aviation Facility at Sea-Tac Airport for which the Port of Seattle is the lead agency.

The Committee reviewed the DEIS against the adopted Goals and Policies for Regional Development and identified those policies which support the project and those which are in conflict with the project. In each instance where the project was identified as in conflict with an adopted policy the Committee discussed the matter and has concurred in the attached comments and questions.

The review which is attached raised some significant policy related questions about the facility's impact on the westside community and the airport as a whole. We hope that these questions will be dealt with in the FEIS.

It is the hope of the Subregional Council and the Committee on Growth and Development that the factors identified in our review will be useful to you and the Port of Seattle in reaching a decision on this project and in identifying mitigation measures where necessary.

Respectfully,



Councilmember Paul Kraabel, Chairman
 Committee on Growth and Development
 King Subregional Council

DRAFT ENVIRONMENTAL IMPACT STATEMENT REVIEW

TITLE: Initial Development of the Westside General/Corporate Aviation Facility at Sea-Tac International Airport

LEAD AGENCY: Port of Seattle

Project Supports the Following
GPRD Policies

Activity Centers - none identified
Agriculture - none identified
Economic - none identified
Housing - none identified

Project Conflicts with the
Following GPRD Policies

Activity Centers - none identified
Agriculture - none identified
Economic - none identified
Housing - Policy #7 -

Policy #7 - The conservation and rehabilitation of existing housing stock should be promoted as a primary tool for meeting the housing needs of the region.

Identified GPRD Policies

Housing - Policy #7 - The EIS maintains that the additional impact of noise from planes operating out of the new general aviation facility will be relatively minor compared to present noise levels. It is our impression that the residents along the west side of Sea-Tac disagree and believe the corporate planes will be a significant new source of noise. Their belief that the environment of the west side is going to become even noisier in the next several years is likely to act as a disincentive for investment in their homes and to increased deterioration of the housing stock in these neighborhoods.

Is it true that the engines of these corporate jets produce a noise that sounds different than the noise from the larger commercial jets and that the noise from corporate jets is generally considered to be a more objectionable sound than the sound of the commercial jets? If the above is true would the noise of more than just a few corporate jet operations per day be recognizable by the residents and not just blended into the noise from the commercial jet operations?

Natural Environment - none identified
Public Services - none identified

Natural Environment - none identified
Public Services - none identified

Project Supports the Following
GPRD Policies

Transportation - Policy #7
Policy #7 - Encourage local general governments and airport sponsors to take measures that assure the continued availability of adequate general aviation facilities.

Project Conflicts with the
Following GPRD Policies

Transportation - Policy #6 -
Encourage airport sponsors and surrounding general purpose governments to plan jointly for any expansion of existing or construction of new aviation facilities in order to assure that the net impact is in the short and long-term interests of the community.

Transportation - Policy #11
Encourage a careful assessment of transportation investments that may further increase the efficiency of present transportation facilities and services, taking account of energy, environment, community and fiscal implications.

Intergovernmental Relations - none identified
Fiscal - none identified
Social - none identified

Identified GPRD Policies

Transportation - Policy #7- The PSCOG supports the maintenance of general aviation facilities in the region. However, it has been our impression that the Port of Seattle was not going to encourage general aviation use of Sea-Tac because it might in the future conflict with Sea-Tac's role as the regional airport. The EIS should discuss in more detail existing capacity of other airports in the region to handle general aviation. Has the Port changed its policy of not encouraging general aviation at Sea-Tac? Is there a possibility of future conflict between corporate and general aviation operations with expanding commercial operation at Sea-Tac?

Transportation - Policy #6 - The EIS makes clear that joint planning has occurred but that King County and the Port of Seattle disagree on the meaning of the adopted plans. The PSCOG urges the Port of Seattle to continue to work with King County in an attempt to develop a solution to the conflict before giving final approval to construction.

Transportation - Policy #11 - As was mentioned in the above comments the PSCOG has concerns about the relationship of this project to the future of Sea-Tac as the regional commercial airport and the impact of this new facility on the residents to the west of the airport. What are the Port's long term plans for Sea-Tac? Is it possible that at some time in the future the investment in the general aviation will have to be removed to make room for commercial operations? Does expansion of general aviation facilities at Sea-Tac provide long term benefits to people of this region?

Intergovernmental Relations - none identified
Fiscal - none identified
Social - none identified



PLANNING DIVISION
KAREN RAHM, MANAGER
W217 King County Courthouse
516 - 3rd Avenue
Seattle, Washington 98104
206 - 344-4218

January 26, 1978

Mr. Donald G. Shay, Director of Aviation
Sea-Tac International Airport
P. O. Box 68727
Seattle WA 98188

Dear Mr. Shay:

The Planning Division has reviewed the Draft Environmental Impact Statement: Initial Development of the Westside General/Corporate Aviation Facility, Sea-Tac International Airport. The following comments are based upon our review:

1. All references to the Highline Communities Plan should be updated to indicate that the HCP has been adopted by King County.
2. The prologue and the document itself should be made more explicit in defining King County's position regarding airport development north of S. 176th St. (extended). This could be accomplished by including the entirety of Council Motion #02957 in the Appendices, and including appropriate excerpts in the prologue and text. That Motion is important because its policy direction is illustrated by the adopted Highline Communities Plan (HCP), which encompassed and superseded the Sea-Tac Communities Plan. In embodying Motion #02957, the HCP designates the entire area proposed by the Port of Seattle for General and Corporate Aviation as "Airport Open



Space", i.e., "Passive buffer and landscape restoration areas around Sea-Tac Airport."

3. The Sea-Tac Policy Advisory Committee (PAC) addressed the proposed General Aviation/Corporate Aviation (GA/CA) site in a motion adopted March 31, 1977:

"It is questionable that proposed airport development of the area north of South 176th Street is in compliance with the Sea-Tac Communities Plan, therefore, the Policy Advisory Committee recommends that land use designation by the Port and the County in the westside hilltop area should be revised to be compatible if airport development north of South 176th is pursued (emphasis added)."

That Motion should be included in the EIS and its implications analyzed in light of the Weyerhauser and GA/CA area proposals.

4. Page 10 refers to "needed expansion of general aviation facilities at Sea-Tac Airport." This is the basis of the proposed 15 acre GA/CA reserve and should be more thoroughly documented in the EIS. Page V-2 states that figures from the Eastside Aviation Study show a projected demand and real need for more GA facilities in King County. The data should be offered to document and explain Sea-Tac's role vs the role of a new eastside airport. Related questions are: When is demand expected to exceed the capacity of the 2.8 acre site located on the east side of Sea-Tac? Are there any plans for Customs and Immigration Service to be provided at any other airports in this region, such as Boeing Field? An important issue to be clarified is whether additional GA/CA facilities at Sea-Tac are being required by FAA, necessary to meet demand that cannot be met elsewhere, or are simply desired by the Port of Seattle and/or the FAA.
5. Backup data should be offered to document the assertion that all of the airport property to the south of S. 176th Street (extended) must be reserved for cargo/maintenance facilities because of forecast demand for that use. The Sea-Tac Communities Plan acknowledged that the extreme

south end of the west side cargo/maintenance reserve area was a possible location for GA/CA use. Why has this alternative been abandoned?

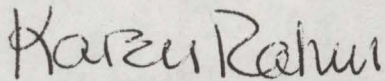
6. Port of Seattle design standards, referred to on page 11, should be described verbally or graphically in the EIS.
7. Will an extended Taxiway serve as a runway for all GA/CA operations? More explanation seems required if present and future determination of potential noise impact is not to be clouded. Will air carriers taxi along the full length of Taxiway C, extended? What noise impact would result?
8. Backup data such as number of employees, etc., should be supplied to support the stated auto trip generation of 75-100 per day.
9. Page V-8 is not readable in our copy of the Draft EIS. Therefore, long term traffic impacts have not been identified.
10. Pages III-5 and VI-2 suggest that north and south access to the proposed 15 acre area would be possible. If the Boeing proposal goes ahead, it is intended that a security gate would prevent a north-south traffic link through the west side (page 20, Draft EIS, Boeing Proposal).
11. If SR509 is not extended past S. 188th St., then even a small number of additional vehicles on that street might be significant. Some further analysis of the impact on S. 188th St., particularly the intersection area, should be included.
12. Appendix A, page 33, paragraphs 1-3 characterizes the difficulty in assessing neighborhood noise impacts and, in that sense, describes the fragile nature of residential stability and reinforcement. This aspect of the potential noise impact should be included and elaborated upon in the body of the EIS. Experience in grappling with community problems related to Sea-Tac Airport has shown that uncertainty, frustration, annoyance, etc. cannot be

Mr. Donald G. Shay
January 26, 1978
Page 4

quantified. We do know that both real and perceived problems have been responsible for negative impacts on neighborhood stability in the past. Can any additional impact be considered too much, in light of existing conditions and a stated policy of residential reinforcement? Are special mitigation measures thus required?

Thank you for the opportunity to review this Draft EIS.

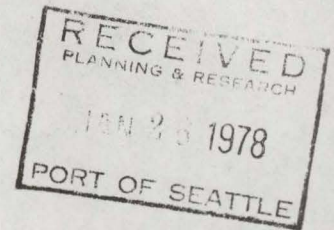
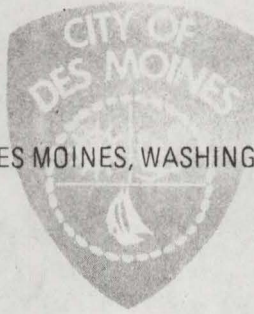
Sincerely,



Karen Rahm
Manager

KR:HR:eg

21630 - 11th AVE. SOUTH • DES MOINES, WASHINGTON 98188 • (206) 878-4595



Port of Seattle
Planning and Research Dept.
P.O. Box 1209
Seattle, WA 98111

Attention: Mr. Ed Parks

Subject: Draft Environmental Impact Statement for initial Development of the Westside General/Corporate Aviation Facility at Sea-Tac Airport. December, 1977.

Gentlemen:

The Des Moines City Council has reviewed the subject E.I.S. and find substantially the same objections as noted in our letter of February 15, 1977, regarding the Weyco Document of January, 1977.

Two considerations merit repeating:

- 1.) This new E.I.S. again speaks of the insignificant and unmeasurable effects of these few additional aircraft operating at Sea-Tac. At the same time, the same aircraft are identified as the predominate cause of serious negative impacts presently experienced at Tacoma Industrial Airport, and the Community of Gig Harbor. This logic leaves us a little confused.
- 2.) The ever expanding situation at Sea-Tac is of great concern to us. This kind of gradual build up, while "insignificant" at first, historically develops, little by little, into operations of major consequence. Communities such as ours are consumed one small piece, or if you will, one flight at a time, simply because destruction in larger doses would never be tolerated. The end result is of course, exactly the same. Each and every operation of noisy and polluting aircraft are of major importance to the people of Des Moines.

It is on this basis that the City of Des Moines continues to object to this proposal.

It is noted that this E.I.S. is based on an estimated 170,000 operations for the year 1978. It is further noted that actual operations for the year 1976 were reported by P.O.S. at 173,525 operations. This makes the number of estimated operations for 1978 less than the actual operations for 1976, which is a period of two years earlier. Please advise the reason for this apparent discrepancy.

Very truly yours,

Lorraine Hine
Mayor

CITY OF NORMANDY PARK

TELEPHONE
824-2600

240 S.W. 200TH
NORMANDY PARK, WASHINGTON 98166

January 27, 1978

Ed Parks, Planner
Port of Seattle
P. O. Box 1209
Seattle, WA 98111

Dear Mr. Parks:

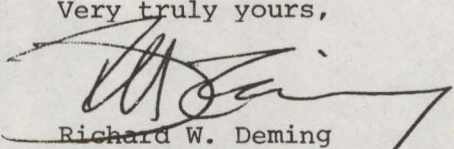
The City of Normandy Park has carefully studied the proposal by the Weyerhaeuser Corporation to construct a general aviation facility at the southwest corner of Airport property. After due consideration it is the opinion of the City that the proposal is ill-conceived and that increase in general aviation is a poor plan altogether.

The City ran a survey in conjunction with our current up-date of our Comprehensive Plan in September 1977. We had a 60% return rate assuring validity. One serious problem brought up was aircraft noise. Not, as one might suspect, the noise from large commercial jets, as much as the noise from small planes flying directly over residential areas at their low altitudes. Since Normandy Park is not substantially different from other residential areas outside the immediate influence of the airport, it can safely be assumed that our results could be replicated on many areas which do not now complain about airport noise levels.

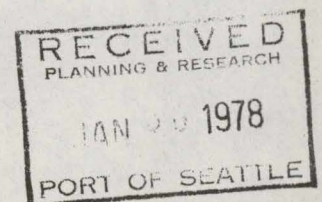
We feel that increasing Sea Tac's level of involvement in general aviation will be detrimental to many residential areas not now seriously impacted. This will force communities like Normandy Park, which have not been vocal in opposition to Airport noise to join those who have. I'm sure the Port doesn't want or need additional confrontations as I know Normandy Park doesn't.

For those reasons we request the Weyerhaeuser project be denied and that the Southwest area be used for operations more compatible with the outlying communities.

Very truly yours,

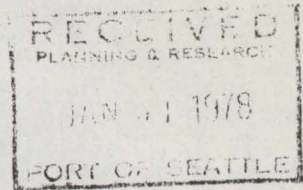

Richard W. Deming
City Manager

RWD/jw



LEAGUE OF WOMEN VOTERS OF KING COUNTY SOUTH

505 N. Central
Kent, Wa. 98031
Phone 852-7515



Register — Study — Vote — Participate

January 28, 1978

Mr. Ed Parks
Port of Seattle
Planning and Research Department
P.O. Box 1209
Seattle, WA 98111

re: Environmental Impact Statement
Initial Development of Westside
General/Corporate Aviation
Facility - Seattle Tacoma In-
ternational Airport - Dec 1977

Dear Mr. Parks:

A non-partisan organization whose purpose is to promote political responsibility through informed and active participation of citizens in government

Thank you very much for your January 26 presentation on the subject facility which is being proposed by the Port of Seattle. Our members are vitally interested in developing and encouraging community involvement in the processes used to resolve issues of land-use and public capital investment as exemplified in the creation of the Highline and SEA-TAC Community Plans.

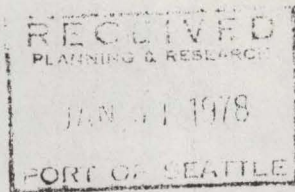
We are responding to the subject E.I.S. in the following areas:

- (1) The planning process;
- (2) The E.I.S. presentation;
- (3) The validity of the proposed expansion to General/Corporate aviation.

As outlined in the introduction to the subject environmental impact statement two serious flaws in the planning and plan adoption process developed in regard to the SEA-TAC and Highline Community Plans. The first flaw is the lack of a procedure for resolving a difference in understanding between two jurisdictional bodies which resulted in a failure to implement the public's desires on land-use for the 14+ -acre site discussed in the statement. The second flaw is lack of legal recourse for individuals impacted by this failure of due process.

We recognize that both the Port of Seattle and King County Government are charged with certain responsibilities for the management of public funds and lands. However, the courts have held that Community Plans are guides to governing bodies which may be used in making controversial decisions so the Port as well as the County could have chosen to recognize the desires of the community. Citizens have a need to be able to make long range capital investment plans too, and it seems unfair that a process designed to make this easier should actually work against them.

We recommend that the Port of Seattle and King County Planning Departments meet with Community Plan members to review the SEA-TAC and Highline Community Plans for any other areas of disagreement or error and to design a process to resolve serious differences of understanding in a



LEAGUE OF WOMEN VOTERS OF KING COUNTY SOUTH

505 N. Central
Kent, Wa. 98031
Phone 852-7515

Register — Study — Vote — Participate

January 28, 1978

Mr. Ed Parks
Port of Seattle
Planning and Research Department
P.O. Box 1209
Seattle, WA 98111

re: Environmental Impact Statement
Initial Development of Westside
General/Corporate Aviation
Facility - Seattle Tacoma In-
ternational Airport - Dec 1977

Dear Mr. Parks:

A non-
partisan
organi-
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Page Two

Mr. Ed Parks
Port of Seattle
Planning and Research Department

public way. We also recommend that future disagreements between jurisdictional bodies be managed in a similar fashion. Otherwise the fair and open decisions made through a joint governmental/citizen process is frustrated. Some authority must be assigned to the output of citizen committees and a governmental "lead agency" must be given responsibility and accountability for implementing those decisions.

We recommend changes in the presentation of environmental impact statements as well. The official presentations by lead agencies should be hearings of record. Statements of policy and intent are made during these presentations which are intended to persuade those affected by a project to accept it. If the public does accept and rely on this interpretations and statements of policy then there should be official records to protect both the citizen and the government in case of future conflict.

Finally, it is our opinion that addition of the proposed facility to a busy international airport with extremely limited space is a questionable decision.

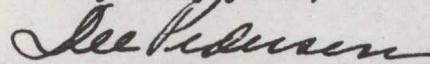
Public testimony about experience with existing general aviation activity has shown it to have a high nuisance factor because of pilot practices in making approaches. Expansion of facilities to attract more flight activity of this kind frustrates the community's desire to co-exist as peacefully as it can with SEA-TAC and raises additional concerns about safety because the risks of accident increase in direct proportion to the number of flights.

We recommend that Port of Seattle work with FAA to define and enforce strict approach and take-off rules and flight-paths for GA/Corp. flights; that these be made public; and, that a way be found to provide legal recourse when repeated violations occur.

We note that the subject E.I.S. is for initial development only and anticipate that an additional E.I.S. will be issued if the Port of Seattle decides to allow an expansion of the proposed facility or add other facilities and operations to the site.

Thank you again for your presentation.

Very truly yours,



Dee Pedersen, Action Coordinator
King County Coordinating Council
League of Women Voters of:
Seattle; Lake Washington East,
King County South

cc: Sen. Henry M. Jackson
Sen. Warren G. Magnuson
Rep. Jack Cunningham
John Spellman, King County
Executive
Bernice Stern, President,
King County Council
Jack Lynch, Dir. Planning & Comm. Devl
King County
Russ Holly, President, Highline Community Council
Paul Barden, Councilman
King County Council

COUNCIL OF AIRPORT IMPACTED NEIGHBORHOODS

January 27, 1978

Port of Seattle
Planning and Research Dept.
PO Box 1209
Seattle, Wa. 98111

Attention: Ed Parks

Subject: Draft EIS for Westside CA/GA Facility, Dec. 1977

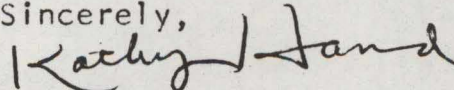
The Council of Airport Impacted Neighborhoods has reviewed the Draft EIS. We object to the slow, but sure development of Westside Aviation Facilities. The proposed facility violates the Sea-Tac Communities Plan in that it extends north of s. 176th St. The Westside Community has submitted their objections and we strongly support them.

There is continuing reference to unmeasurable or insignificant effects of the additional aircraft. Each and every take-off is a significant factor in people's lives. The present adverse effect at the Tacoma Industrial Airport would simply be moved to our area.

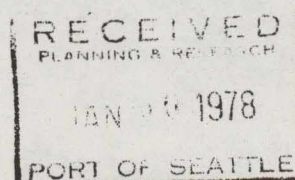
We enjoy an enviable air traffic safety record at Sea-Tac, which, we believe, is due in part to the absence of small aircraft mixed in great numbers with large, commercial jets. In view of the numerous mid-air collisions and near misses suffered by many large airports elsewhere, it would be irresponsible to ignore this potential hazard. Any introduction of new and varied flight paths for light aircraft would only further the spread of adverse impacts on the neighboring communities.

Our council is made up of representatives of various civic and neighborhood groups that surround Sea-Tac, from Federal Way to Burien, and from the Westside area to Tukwila. We are opposed to the General/Corporate Aviation Facilities proposed for the airport.

Sincerely,



Kathy Hand
Chairman



January 16, 1975

We have read the EIS's for
Dunwoody and Meyerhousen and
approve the proposed sites with
reservation. Both facilities
appear to enhance the area
and if 1500 sq. ft. and will also act
as a further buffer, but
would like to see the
fort improve the area north
of the proposed sites with
more and better landscaping.

No more hilltops concern
for our neighborhood and
I believe it is time for
cooperative improvements since
it is clear the fort is
not acquiring homes in that
area. That should be our
goal.

Bob & Phyllis Linnestad
839 So. 157th St.
Seattle, No. 98148

Jan 22, 1978

To Ed Parks, (Port of Seattle)

I'm writing to you concerning the Weyerhaeuser E.I.S. meeting held at Sea Tac Airport on Jan. 10, 1978.

I want to say I'm in agreement with the West Side Hilltop statement presented on this night.

The Port of Seattle knows we do not want aviation on the West Side without protection for us and our homes. Admit it, its only the beginning and you know it. We've sat here and listened to your stories for several years now, as you have come closer and closer to us.

I find it hard to believe that several hundred cars, Weyerhaeuser, 509, visistors to the view park, motorcycles, Boeings, planes, ect, will not add to noise and pollution. What if one of us has to sell our home during this 2 year or more period? After living several years with the West Side looking like World War 2 we are supposed to put up with construction and development in this area now.

Weyerhaeuser is supposed to be a good neighbor, yet very often we read in the news paper at the top of the list where they have been fined for causing pollution. This is not once but over and over. This makes one wonder if they would rather pay a fine then obey the rules.

Lets take time now and protect the West Side while we are the only remaining group of homes ajoining the Sea Tac Field.

Thank You,

Barbara Summers

Jan 22, 1978

To Ed Parks (Port of Seattle)

The Sea Tac Airport is a nice place to visit, also to hold public meetings at. But next time please tell the public that their parking will be paid for by the Port of Seattle. If the meeting lasted 3 hours it can add up in a hurry.

Hearings set for building at Sea-Tac

Public hearings have been scheduled for testimony on environmental impact statements for the proposed corporate-aviation development and Boeing corporate headquarters on the west side of Sea-Tac Airport north of South 176th Street.

The corporate-aviation facility — an initial tenant of which would be the Weyerhaeuser Corporation — will be the subject of the first hearing, Jan. 19 at the Sea-Tac Airport auditorium. In the main airport building, the auditorium is upstairs from the mezzanine near the Continental Airlines ticketing desk.

Testimony on the Boeing corporate headquarters will be received Jan. 24 at the Highline High School cafeteria.

Both hearings, which will be from 7 p.m. to 10 p.m., are intended for written and oral testimony, according to Port of Seattle spokespersons. Questions will be answered, but debate on the questions will be discouraged. All testimony will be answered by the port in writing.

Copies of the environmental impact statements are available at the Burien library.

Also holding the meeting in a room reserved for another group on the same night---- were you planning on the meeting being over quickly?

Thank you,

Barbara Summers

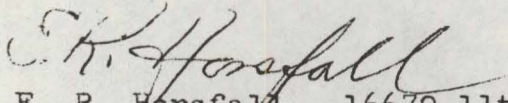
January 26, 1978

Planning and Research Dept.
Port of Seattle
P. O. box 1209
Seattle, Washington, 98111

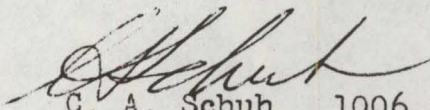
Attention: Mr. A. Yoshioka, Director

Gentlemen:

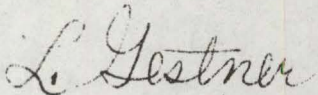
Enclosed is the Westside Hilltop Residential Area's response to the proposed General/Corporate Aviation Facility as presented in the revised draft environmental impact statement dated December 23, 1977. This response represents the reaction to the draft EIS of the vast majority of homeowners and residents in the residential area as defined in the attached position statement.



E. R. Horsfall 16679 11th Ave. S.
Co-chairman, Westside Hilltop Area Survival Committee



C. A. Schuh 1006 S. 174th St.
Co-chairman, Westside Hilltop Area Survival Committee



L. Gestner
Secretary, Westside Hilltop Area Survival Committee

Attachments (3)

June 29, 1977

POSITION STATEMENT OF THE WESTSIDE HILLTOP
RESIDENTIAL COMMUNITY
RELATING TO PROPOSED AIRPORT WESTSIDE DEVELOPMENTS

We, the Westside Hilltop Area Survival Committee, consisting of the homeowners and residents of the Westside Hilltop residential community, as defined by the boundaries of

- 12th Ave. South on the east,
- South 176th Street on the south,
- Along the Highway 509 corridor from South 176th Street and then along an intersecting line 1,000 feet to the west of and parallel to 12th Ave. South on the west, and
- South 166th Place (including the homes on the north side of the street) on the north,

having been confronted with the Port of Seattle's recently proposed developments on the westside of Sea-Tac Airport north of South 176th Street, and having given this matter careful consideration, do hereby declare that the following statement represents the position of the Westside Hilltop area residents:

1. We fully recognize the dynamic nature of the Sea-Tac Airport as a regional air terminal and appreciate its contribution to the area's economy. We are, therefore, not opposed to an orderly, well-planned and compatible future airport westside development.

2. Throughout the preparation and community involvement process, the airport portion of the approved Sea-Tac Communities Plan (STCP) and the associated Environmental Impact Statement both presupposed acquisition of the hilltop area. At the last minute, the hilltop area was redesignated as a residential reinforcement area. Residents of the hilltop area were led to believe that their community would be protected from the consequences of this redesignation when the approved STCP was amended to clearly state that there shall be no airport development north of South 176th Street, which was done to insure compatibility between the airport and the hilltop community. The community viewed this plan language as a guarantee that the entire west side would be maintained as a passive greenbelt-buffer zone.

3. The community has now been informed by the Port that development will proceed north of South 176th, notwithstanding the language of the STCP, exposing our community to:

- a. Declining property values;
- b. Increased noise;
- c. Increased traffic;
- d. Installation of land uses adjacent to the community which are incompatible with the existing residential uses.

These impacts gravely threaten the continued attractiveness and survival of our community. The full extent of this threat is unknown, because the Port has never made full disclosure of the reasonably foreseeable details of its westside plans, and has not prepared an environmental impact statement discussing those plans.

4. We oppose any development on the west side which will leave our community without adequate buffering, and without protection from noise, traffic, visual, and property value impacts.

We cannot accept, therefore, any further development north of South 176th Street until the Port, in cooperation with the community and King County, carefully evaluates the extent of potential westside development, and devises and implements measures which will:

- a. Protect our property values;
- b. Protect the quality of our life;
- c. Protect our community's attractiveness and viability.

These measures should include:

a. Appropriate provisions for buffering, landscaping, and beautification, including a maintained planting strip along the 12th Avenue South side of the airport fence.

b. Appropriate guarantees defining the ultimate extent of westside development.

c. Measures to mitigate existing and future impacts, and to improve the attractiveness of the community, such as restoration of community and recreation facilities, storm drains and pedestrian walkways along 12th Avenue South, and sanitary sewers.

- d. Provision for a Purchase Guarantee Program in the form attached.
- e. A program to ensure soundproofing of hilltop area homes.

- f. Elimination of any access to the airport from 12th Avenue South.
- g. Prohibition of aircraft flights over the hilltop area.
- h. Prohibition of engine maintenance runups between 10 p.m. and 7 a.m.
- i. Recognition of the compounding influence of the planned SR 509 extension.
- j. Requirement that users of Port property for westside development replace lost tax revenue and submit to King County land use controls.

We believe that the best way to identify the measures appropriate and necessary to protect the community is to commission a careful planning study by a reputable planning consultant chosen in cooperation with the community. The FAA has indicated to us that Federal assistance may be available for this purpose, if the Port applies for it.

Hilltop Purchase Guarantee Program

A guarantee will be provided to owners of developed or undeveloped residential property that their holdings will be purchased for fair market value in the event they decide to sell. Terms of such an agreement will be as follows:

- a. Owner files request for purchase with POS.
- b. Property goes on the open real estate market for a minimum period (such as 90 days) with the POS monitoring or participating in the marketing effort.
- c. If sold, the transaction may be completed between buyer and seller. The one-time purchase guarantee will be passed on through subsequent resales until exercised.
- d. If not sold, the POS will purchase the property at fair market value. If developed with a residence, prior to resale an appropriate avigation easement will be attached to and become part of the property deed acquired by the new owner.

January 19, 1978

WESTSIDE HILLTOP RESIDENTIAL AREA RESPONSE TO THE DRAFT EIS FOR
A WESTSIDE GENERAL/CORPORATE AVIATION FACILITY AT SEA-TAC AIRPORT
DATED DECEMBER 1977

1. WESTSIDE HILLTOP AREA NOT OPPOSED TO COMPATIBLE AIRPORT DEVELOPMENT

The following is the opening declaration from the Westside Hilltop Residential Area position statement dated June 29, 1977:

"We fully recognize the dynamic nature of the Sea-Tac Airport as a regional air terminal and appreciate its contribution to the area's economy. We are, therefore, not opposed to an orderly, well-planned and compatible future airport westside development."

The community had hoped that in exchange the POS would recognize the community's problems and make some honest effort in the revised General Aviation Facility (GAF) EIS draft at achieving compatibility with the community. When the POS unilaterally withdrew its Hilltop area acquisition commitment when it approved the STCP without a corresponding withdrawal of its westside development plans as had been agreed to in the approved plan revisions to assure land use compatibility, it left the community with an overwhelming survival problem. POS and King County planners stated the Westside Hilltop Community's survival problem rather succinctly and accurately in the STCP draft approved by the POS in June of 1976 when they recognized that upon Highway 509 completion the Westside Hilltop area would be sandwiched between the Airport and the freeway extension with "little opportunity remaining for the neighborhood to maintain itself as a unified and stable residential environment."

Nothing has happened in the past year and a half, since then, to improve those few opportunities for survival--on the contrary the POS's proposed westside GAF development will undoubtedly precipitate another cycle of irreversible deteriorating neighborhood impacts.

In response to the POS's announced intention to proceed with westside airport development anyway, in spite of clear STCP language to the contrary, and in spite of strong Hilltop Community opposition (98% signed petition opposing GAF development) the Hilltop Community prepared a position statement (attached) in which we identified the basic problems imposed upon the community resulting from airport development impacts and listed the mitigation safeguards necessary prior to proceeding with any westside development. We feel that our position represents a reasonable compromise to the passive green belt (no development) promised by the approved STCP.

The POS's failure to adequately recognize the Hilltop Community's very real problem of decreasing property values and the associated reduction in home marketability in the revised GAF EIS draft is indeed disappointing. It leaves us with no reasonable alternative but to continue to stand opposed to the 14 acre GAF as proposed in the revised EIS draft.

II. WHAT'S WRONG WITH THE REVISED EIS

- A. The revised GAF EIS draft, for all of its rework and expansion, is still exactly the same proposal that was found unacceptable a year ago.
- B. The proposed expansion of general aviation facilities at Sea-Tac still has not been substantiated in the revised draft.
- C. The EIS contends that designation of the 14 acre site in question should remove a great deal of the uncertainty that the community feels about its future--well we didn't have any uncertainties about land use compatibility until the POS announced its intention of beginning a long term general aviation development on the westside in lieu of the greenbelt we had every reason to expect. What could be more certain and reassuring to the community than a permanent passive greenbelt?
- D. Instead of addressing the real issue of impacted property values, the POS EIS drafters were preoccupied with attempting to justify the proposed development on the sole basis that it is consistent with their interpretation of the revised STCP. What does it matter that the proposed GAF development represents an incompatible land use so long as it is consistent with the POS's translation of the STCP--a translation that the community contents is invalid.
- E. The revised GAF EIS devotes a great deal of additional text attempting to convince the reader that the expected increase in aircraft noise is really not going to be significant enough to worry about, while at the same time it argues that relieving Gig Harbor residents of this same noise burden would be a worthwhile improvement. Somehow, the logic of relieving the noise impact at Tacoma Industrial Airport by relocating the Weyerhaeuser flight operations to Sea-Tac where it would represent a smaller percentage of the total noise exposure escapes us--we don't mind sharing the hurt with other areas of King County rather than concentrating the burden for a few of us to bear--its another application of the "a little more hurt won't matter" philosophy.
- F. There are no new community safeguards contained in the revised EIS, The only supposed measure offered by the POS to protect the community against the impacts of future developments within the proposed 14 acre GAF site is that they will also be subject to the environmental impact process in accordance

with SEPA guidelines. Anyone who has been involved with this process knows that that is a meaningless gesture insofar as the POS is concerned. When the POS decides that it wants to take another development step it merely releases an EIS stating that there will be negative impacts associated with the development; it then holds a public hearing, receives comments from impacted citizens, publishes the final EIS acknowledging the inputs and then proceeds with the development. There is no requirement that anything be done about the negative impact and in the case of the proposed GAF, there is no outside, independent objective review of the validity of that decision-- it's a completely closed loop with no appeal or recourse procedure provided for those impacted. So, agreeing to subject all future GAF developments to the SEPA procedures is like giving us the "sleeves off their vests".

- G. In our position statement we stated that no further development, should take place north of S. 176th Street until the Port, in cooperation with the community and King County, carefully evaluates the extent of potential westside development on our property values and home marketability and appropriate safeguards were devised and implemented. We feel that the best way to identify the measures appropriate and necessary to protect the community is to commission a careful planning study by a reputable planning consultant. This seems like the only reasonable approach to resolve the POS's desire for continued development and the communities apprehension at being trapped in an airport "Jetto" neighborhood. Unfortunately the revised EIS completely ignores this suggestion.

III. POS INTERPRETATION OF STCP NOT VALID

The Hilltop area opposition to proposed westside airport development north of S. 176th Street without first revising the STCP is based quite simply on the fact that the Airport portion of the plan was developed and approved while the adjacent community was still designated as an acquisition area, and is therefore no longer valid with our subsequent redesignation as a Residential Reinforcement area. The STCP draft made available for public review during the second half of 1975 identified the hilltop area as an acquisition area, anticipating development of the adjacent airport property. The associated draft EIS released in November of 1975 was therefore based on hilltop acquisition because of the obvious land use incompatibilities. When we became aware that the POS might be contemplating a reversal of its acquisition commitment in March of 1976 we specifically requested that both the STCP and the associated EIS be revised accordingly if a change of that magnitude were actually made during the critical review period just prior to adoption of the plan. During the POS's adoption of the STCP, acquisition of the hilltop area was indeed withdrawn, and yet the STCP was not revised to reflect that change until afterward. And, worse yet, the EIS never was redone in spite of this substantial change in environmental impact on our residential neighborhood.

IV. SUPPORT FOR HILLTOP COMMUNITY POSITION

1. The language of the STCP, as revised on June 10, 1976 speaks for itself in limiting airport westside development to south of S. 176th. We will submit copies of each pertinent paragraph in the STCP as part of our formal response to the EIS. Contrary to the POS's contention in the EIS, none of the maps published as part of the STCP documentation throughout the review and approval process identified a general aviation facility north of S. 176th. In fact neither of the airport maps included in the previous draft and final EIS for the GAR showed a 15 acre general aviation site on the westside of Sea-Tac.

2. King County Council Motion No. 2957 passed April 4, 1977 which completely reaffirms our position in this matter by stating:

"The Council reaffirms previous policy decisions made in the Sea-Tac Communities Plan regarding the West Reinforcement Area; specifically, Airport facility development occurring on the west side of the Sea-Tac Airport should be limited to the area south of South 176th and should have street access only from South 168th Street, 12th Place South, or Des Moines Way South (south of South 176th Street). Facility development north of South 176th Street is incompatible with the physical development of the community and the adjacent residential neighborhoods."

3. The STCP Policy Advisory Committee, recognizing our plight passed a motion at its' March 31, 1977 meeting stating that:

"It is questionable that proposed airport development of the area north of South 176th Street is in compliance with the Sea-Tac Communities Plan, therefore, the Policy Advisory Committee recommends that land use designation by the Port and the County in the westside hilltop area should be revised to be compatible if airport development north of South 176th is pursued."

4. The Highline Communities Plan, approved on Dec. 19, 1977, which includes the recommendations of the STCP, identifies the proposed general aviation site as Airport Open Space only.

5. The POS is not consistent in recognizing the need for land use compatibility for the proposed office complex immediately to the north while ignoring it for the proposed GAR facility.

Attachment to Westside Hilltop Residential Area Response to the Draft EIS for the Proposed General/Corporate Aviation Facility At Sea-Tac Airport Dated December 1977

Following is a review of the pertinent text inclusions concerning general aviation in the final approved Sea-Tac Communities Plan dated June 16, 1976. The STCP pages which are directly applicable are:

Chapter 6.5, Airport Improvement Programs

Section 6.5.3, page 27

Section 6.5.4, pages 3, 6, 7, 8, and 9

Chapter 6.6, Community Development Programs

First, page 27 of Section 6.5.3 states: "A permanent site for general aviation on the westside of the airfield will be determined later". No apparent problem with those words. In discussing extensions of Taxiway C to serve as a permanent Runway 17-35 for general aviation operations, page 3 of Section 6.5.4 states: "When the Westside Cargo and Maintenance Area is ready for development, Taxiway C can be further extended to service this area both as a taxiway and as a general aviation runway." Even though a new general aviation runway is being proposed here, there is no mention of where the general aviation facility will be located. Page 6 of Section 6.5.4 states: "As the west side is developed, general aviation can be given a permanent fixed based support location adjacent to Taxiway C". Again, not very specific. Of even more interest, page 6 also states: "If Boeing Field were better prepared to handle the needs for Customs clearance, general aviation requirements at Sea-Tac Airport would no doubt decrease." Here we seem to have a very simple and practical alternative to Sea-Tac's supposed need to provide a general aviation facility. Page 7 of Section 6.5.4 clearly identifies where westside development should occur as follows: "Air carrier cargo/maintenance development on the west side of Sea-Tac will be limited to the area south of S. 176th Street." It does not state that general aviation will be located north of S. 176th Street. Pages 5 and 6 of Section 6.5.4 are very interesting, observing that: "In addition, the potential inclusion of some forms of business jet operations to the Airport will add to total community noise exposure. Such exposure would be minimal but could be significant from a policy standpoint unless the leasing policy includes limitations." Most important that: "Total allocations to business aviation at the Airport should not exceed 15 acres and must be confined to the peripheral portions of the westside cargo/maintenance land reserve area, i.e., the extreme south or north ends of the latter site." Not only is the south end of the westside cargo/maintenance site equally feasible, but in either case the key work here is "of" meaning within the overall westside cargo/maintenance site south of S. 176th Street. And then, finally, Chapter 6.6, the Community Development Program portion of the plan, Section 6.6.1, page 2 amplifies the above by emphasizing the need for compatibility

by stating that: "The land on the westside includes homes and substantial amounts of undeveloped land. In this case compatibility is defined as residential protection and buffering."

A general aviation facility along 12th Ave. can hardly be considered as residential protection. But, most significant, Section 6.6.5 page 30 sums it all up with the very explicit words: "Airport facility development occurring on the west side should be limited to the area south of S. 176th and should have street access only from S. 188th Street, 12th Place S. or Des Moines Way S. (South of S. 176th St.)."

flight kitchen in its building, occupies the largest space within the tract.

This cargo area encompasses some 22 acres which are currently developed to their fullest extent. There is no room for expansion of existing facilities or addition of new facilities at this location. Other areas must be relied upon to serve the needs of increased air carrier/air cargo activity at Sea-Tac.

GENERAL AVIATION:

Presently, the old United Air Lines hardstand area in the N.E. Cargo Area is used for general aviation purposes. This is strictly a temporary facility for general aviation since the site is part of a proposed lease area for the new Air Mail Facility.

When full development of the Air Mail Facility is completed, a new interim general aviation site will be established in Tract C, adjacent to Air Cargo Building #2. A permanent site for general aviation on the west side of the airfield will be determined later.

OTHER SUPPORT FACILITIES:

Maintenance:

As of the present time, there are two separate sites for maintenance activities at Sea-Tac Airport one in the northeast and the other in the southwest part. The existing maintenance facilities located in Tract D will have to be relocated when this tract is needed for air carrier use. The second

General Aviation Runway:

Provision of supplemental capacity for the various activities associated with general aviation operations at the Airport requires special attention. The temporary general aviation Runway 17-35 which is 2,875 feet in length, falls some 725 feet short of FAA planning criteria for accommodating all aircraft weighing 12,500 pounds or less. As it exists, the clear zone for Runway 17-35 restricts development of the west side area. Provision of a permanent Runway 17-35 would impose further restriction on west side land use. The development costs associated with this runway would be considerable because of the terrain, and the integrity of the buffer area between it and adjacent residential property would be lessened. In view of this...

policy: *Proposed Runway 17-35 should be eliminated, and Taxiway C should be extended to serve as a permanent Runway 17-35 for general aviation operations.*

When the Westside Cargo and Maintenance Area is ready for development, Taxiway C can be further extended to service this area both as a taxiway and as a general aviation runway. Moving the runway threshold with cargo/maintenance development.

aviation activity. The present temporary location of general aviation parking and servicing in the N.E. Cargo Area will be needed for air cargo activities

As this function expands. ~~As the west side is developed, general aviation~~ An interim general aviation facility is to be constructed in the southeast section of the Airport, next to Alaska Airlines. ~~As the west side is developed, general aviation can be given a permanent fixed based support location adjacent to Taxiway~~ adjacent to Taxiway C.

~~C~~ Extending this taxiway and utilizing it for general aviation operations will be possible when and as the west side area becomes more developed.

Another factor in the problem of handling general aviation traffic at the Airport is the U.S. Customs situation. If Boeing Field were better prepared to handle the needs for Customs clearance, general aviation requirements at Sea-Tac Airport would no doubt decrease. The Airport's role as the only full-time Customs location in the region necessitates use by many international general aviation arrivals.

If a major Customs clearance demand is still present at the Airport after Fixed Base Operation (FBO) facilities are transferred to the west side, then some difficulties may be experienced in the need to cross runways to reach

The interim facility next to Alaska Airlines would provide short term general aviation parking for customs clearance at the South Satellite. ~~No tie downs or fueling facilities would be provided at this location. Other long term users would be required to use ground transit to reach the Customs area. It may prove feasible at that time to provide Customs service via ground vehicles to the west side, but this question will require further attention as development takes place.~~ service via ground vehicles to the west side, but this question will require further attention as development takes place.

Westside Cargo Maintenance Area:

The southwest portion of the Airport is generally designated as a future cargo-maintenance area. This location represents the only major land area remaining undeveloped with potential runway system access available at a sufficient reserve for cargo and aircraft maintenance demands during the 20-year planning period.

(Revised 6/16/76)

~~(Revised 4/22/75)~~

Access to the site is a major concern-- both from an intra-airport stand-point and in terms of off-airport connections. Several potential methods exist to connect this area to nearby roads and SR 509. Such connection could occur in the S.W. 188th St./Des Moines Way area to the south end of the site. ~~Another~~ All access to Sea-Tac from the west would be cognizant of existing, as ~~possibility is at 176th St. in the center of the site. A third opportunity exists~~ well as future, land uses and zoning. ~~from the north via 160th St., which connects to SR 509 at an existing intersection.~~

~~This last method would depend heavily on the vicinity development pattern occurring along 160th St.~~ Access within the Airport proper is important, especially the necessity of passenger terminal access for cargo destined to aircraft belly compartments at gate positions. The most desirable access would be a service road tunnel connection paralleling the 188th St. tunnel. The other service road possibility would connect around the northern perimeter of the Airport along an alignment already established by an unpaved service road.

The exact nature and timing of westside development is critical to eventual intra-Airport access to the west side. Because of the considerable cost represented by a tunnel connection (estimated at \$2.8 million), a very clear indication of tenant demand would have to be established before a cost effectiveness assessment of access could be conducted. It is recommended that...

policy: Air carrier cargo/maintenance development on the west side of Sea-Tac will be limited to the area south of S. 176th St.

policy: *The majority of the west side of Sea-Tac Airport be held as a developmental reserve for cargo and maintenance uses as long as possible so that capital programming for access and utilities can be directly related to established user requirements.*

Fixed Base Business Aviation:

Sea-Tac Airport has not provided space for the business aviation segment of general aviation in the form of ground lease operating base locations. As westside development occurs, it is likely that increasing demand for such uses will be generated. The Airport's location in this region is potentially convenient to many business aviation users. From this standpoint of land use alone, it is recognized that, while future space for direct runway system-related uses is limited, some space on the west side might be safely allocated to business aviation without severely jeopardizing the higher priority air carrier-related uses. However, such allocations would of necessity need to be very restrictive in view of the long-term need to reserve space for the prime air carrier-related functions. In addition, the potential inclusion of some forms of business jet operations to the Airport will add to total community noise exposure. Such exposure would be minimal but could be significant from a policy standpoint unless the leasing policy includes limitations...

policy: *Business aviation can be subject to FAR-36 noise restrictions or equivalent performance restrictions applicable to noise generated by aircraft based or utilized at Sea-Tac Airport.*

And the area is limited....

policy: Total allocations to business aviation at the Airport should not exceed 15 acres and must be confined to the peripheral portions of the westside cargo/maintenance land reserve area, i.e., the

Facility Maintenance:

POS maintenance facilities can be consolidated in auxiliary areas A and B. Presently, this function is fragmented and scattered over several locations. Development of the auxiliary areas for this purpose will necessitate a holding pond to contain runoff water since no means of draining the site with existing drainage facilities appears feasible.

It is recognized that the proximity to Highway 99 and Riverton Heights interchange would make some airport-related commercial development of this area possible. Potentially, such development could also occur at this general location along with the aforementioned facilities, although the total available area is limited.

Fuel Tank Farm:

Adjacent area south of the existing fuel tank farm at Sea-Tac Airport has previously been proposed for expansion of the tank farm if and when needed. It is considered desirable, however, in view of potential use conflict with the Expanded Services site and because of storm drainage considerations, to examine alternative locations. The area south of the existing tanks has been identified topographically as appropriate for a holding pond.

Alternative expansion sites were assessed in terms of these locational criteria:

- a. Minimize costs of extending the existing pipeline.
- b. Be compatible with adjacent land uses (especially non-airport

page 1

adjoining land. North and south of the Airport noise remedy programs will be the primary means to achieve compatibility. On the east side of the Airport commercial and hotel uses are well established, adaptable to noise, and certainly compatible with the terminal activities. ~~The land on the west side includes homes and substantial amounts of undeveloped land. In this isolated between the Airport and the freeway, S.R. 509. The west side in case compatibility is defined as residential protection and buffering. Includes substantial amounts of undeveloped land, and few homes remain after freeway and Airport expansion. In this case a substantial change will be possible with the land providing growth for both Burien and airport related uses.~~ On all four sides not only will noise problems be addressed and hopefully solved, but all land use decision will be based on the following policy objective:

policy: *Blend the Airport and its surroundings.*

The Sea-Tac Communities contain an extensive freeway systems consisting of Interstate 5, S.R. 518 and the north airport freeway, S.R. 509; as well as major through arterials, such as 1st Ave. So., Pacific Highway So. (Hwy. 99), and S.R. 516. Compatibility between land uses can be better achieved by using freeways and arterials as planning elements.

policy: *Recognize freeways and major arterials as potential barriers between neighborhoods and different land use areas.*

district, and other arterials within the Sea-Tac Communities. Natural features used to define land use areas (policy, 6.6.1) applies well in defining Burien's southern boundary. A heavily wooded ravine formed by Miller Creek crosses 1st Ave. just south of 5 corners (S. 160th St.). Single-family residences abut 1st Ave. So, south of the Miller Creek ravine. The natural ravine then becomes a logical natural feature to define the southern expansion of Burien and to separate it from single-family areas to the south (Map, 6.6.5:31).

In the vicinity of Highline High School, particularly near SR-518 and SR-509, high density residential development can be expected to continue ~~interrelate with the West Acquisition and Conversion Areas. A greater~~ slowly. Within this area, change should be directed so as to first occur ~~relationship with future air cargo, general and corporate aviation uses on~~ near existing offices, apartments and businesses. ~~the Airport's west side and the West Acquisition Area could provide a new~~

On Sea-Tac's west side ---
~~air trade economic impetus to Burien's further growth and development.~~
policy: Single family residential will be retained as the primary land use in the Sunnydale neighborhood. The only exception is existing ~~Unification of the West Reinforcement, Conversion and Acquisition Areas~~ multi-family and business zones, which will remain. Within the Sunnydale neighborhood, ravines, gullies, drainage passages, ~~with the Airport presents a regional center of significant physical and~~ heavily wooded steep slopes, and flat, low wetlands constitute a variety of natural features. In the protection of these elements --- ~~economic proportions. Burien's business markets and uses could diversify~~
policy: Development control policies should be utilized, rather than public acquisition, to preserve open space along the Miller Creek drainageway, ~~from those primarily of household goods and services of today and enhance~~ except for portions to be in public ownership as part of the Airport North Acquisition or holding pond development. ~~its ability to attract office uses on the corporate level.~~

Because of the proximity to Sea-Tac Airport, additional considerations are necessary to west side residential reinforcement ---

~~policy:~~ S. 160th Street and 12th Avenue S. should serve only as community ~~policy:~~ ~~Expansion of the Burien Business District should be~~ collectors and continue in their present alignments

~~directed toward improvement and redevelopment of~~
policy: Airport facility development occurring on the west side should be limited to the area south of S. 176th and should have street access only ~~the west side for ultimate integration of that area,~~ from S. 188th Street, 12th Place S., or Des Moines Way S. (south of S. 176th St.)

~~Burien and the Airport into a regional urban center.~~
policy: Clean up and landscaping should occur along the entire west edge of the Airport

~~Uniquely, the center would exist in harmony with surrounding single~~
policy: The Port of Seattle and King County should cooperatively seek to provide the necessary police protection to minimize vandalism ~~family areas since they would be largely separated by freeways and natural~~

~~features.~~

SUMMARY
Initial Development of the Westside
General/Corporate Aviation Facility
Draft EIS Public Hearing
January 19, 1978

Bill Whisler

"The comments I make will not be official comments. There will be a written statement from the City. There are two things I'd like to bring up...my feelings on this are much as they were for the Weyerhaeuser EIS, for they are pretty much the same thing.

One of the comments was that the addition of the aircraft was insignificant and unmeasurable, and this is generally treated in the environment of the commercial airline situation here. I grant you these four airplanes you are talking about here won't show up much compared to the other jets; they are a few more aircraft and several more flights per day and it's those additions of noise events that bother us in the City of Des Moines. That's how the traffic has become what it is now; an incremental increase in traffic, and this is in addition to that, so each event bothers us.

Another point is, we're not talking about much of an operation right now. The Weyerhaeuser operation, it's a foot in the door as it were, for general corporate aviation field here, and I can see nothing but increases in that capacity here. There is a large, 60-acre tract which can handle a lot more airplanes. I feel this is a beginning; that's how these things start, at the beginning, and little by little they grow until you've got something of major consequence.

The third thing is just a personal thing from my viewpoint. If we begin to allow large numbers of tiny aircraft at Sea-Tac, we get into a safety area where there is a lot of traffic here now and that if we allow many light planes flying around, the tower may do their best to control these, but there are going to be novice aviators who don't know exactly what they're doing. We've got an excellent safety record here now and I don't want a chance of spoiling that if we have lots of little planes buzzing around the traffic pattern. Thank you."

Virginia Dana

"As a participant in the Sea-Tac/Communities Plan, I am among the many waiting for implementation of that Plan. Welcome Weyerhaeuser Corporation. You are the first to seek a section of the 14.2 general aviation/corporate aviation land reserve north of S. 176th Street and east of 12th Avenue South. You should be a good neighbor. We shall be watching to see if the development controls contained in the Sea-Tac/Communities Plan will pertain to the proposal and that the residential property adjacent to the Airport will be buffered and protected. Not just as far as possible, but completely, even if acquisition becomes the name of the game."

Charles Schuh

Mr. Schuh read the letter from the Westside Hilltop Residential Area dated January 19, 1978, which is included with other letters from the same organization.

Marie Cervenke

"We live at the edge of what will be the freeway fence. The trunkline of the sewer took our creek and ripped it, and the Airport is right above us, so we're caught in a triangle. I find that we thought we were taken by the highway and the sewer company but everything was verbal and not in writing. All this is in writing and the result will apparently be the same and we'll just have to stay where we are."

Alice Wetzel

"I have a feeling there is not much desire for community participation in this meeting by where it was set....there are so many facilities located in the Burien area, the ERAC, the Cafetorium. There is no place more difficult to come to than the Sea-Tac Auditorium. But it was when I had to leave at 7:15 to make a phone call, I discovered that a drama group was scheduled to use this room at 7:30 that I realized that there wasn't planned community participation. I will send my comments in writing later."

Pauline Conradi

I will make my comments also brief tonight, We are going to submit a written more thorough statement before the deadline.

I just wanted to comment briefly. We have submitted a paper with the position of the Westside Residential Community dated July 29, 1977, in which we had listed the history of the area when it was considered conversion and the change in the Sea-Tac Plan to residential. We had requests in here for some planning, and some policies to be instituted to help the area. I thought I would just quote from some places in the paper.

When the County and the Port adopted the Sea-Tac Plan its resolution adopting the Plan stated "the staff is ..." The resolution also stated the primary goal of the Sea-Tac/Communities Plan was "... to attempt to achieve maximum compatibility between Sea-Tac Airport and the surrounding community."

How that relates to the EIS for Weyerhaeuser and GA area; I do not feel that the wording contained in the resolution is being carried out as far as to plan compatible development and to work with the citizens in what would be compatible to them in determining further development of the area on the Westside.

The Sea-Tac/Communities Plan in many different sections, addressed the effect that compatibility was the main issue... Chapter 6.6.1 goal is to enhance or protect permanent residential neighborhoods, Chapter 6.6.2 under "Stability through Reinforcement" states "the most effective programs will be those which stimulate renewed community interest and confidence in itself." Reinforcement means that POS and KC and other responsible agencies should carry out combined set of programs. It's been recognized by the Port and the County and acknowledged in the Sea-Tac/Communities Plan that there must be an ongoing commitment in reinforcing and enhancing the single family residential area.

I think Mr. Schuh quoted the part of the Plan that relates to the section which mentions development north of S. 176th Street. In our position paper we had listed the fact that we cannot accept any further development North of S. 176th until the Port, in cooperation with the community, correctly evaluates the extent of potential Westside development and devises and implements measures which will protect our property values, the quality of the life, protect community's attractiveness and viability.

I don't believe the EIS has addressed any of these issues the human qualities. The impact on life in the neighborhood has not been adequately addressed.

We had asked under our action plan for protection of property values; we asked to have procedures and definitions from the Port and County which will define the extent of development on the Westside. I don't think we have actually been given a plan for that either. We're getting things piecemeal as they come along. We would like to see what the actual, honest approach to what is really planned for the whole strip along 12th Avenue South, clear up to 150th from South 176th.

In 6.6.1 of the STP it maintains that application of land use controls should be used to reinforce the Westside residential area. Towards the end of it we had mentioned in case the measures and things that we had asked for were not implemented. Then we felt that we must have some sort of guarantee to protect the residents' home values in this area and one idea that we had was not the purchase guarantee program as contained in the Sea-Tac Plan, but a different type of one whereas the resident's home value would be guaranteed at the current market value at the time of sale.

The people would still be selling their homes individually but if they couldn't get the value of the homes being sold outside our area there would be a fund developed, perhaps from a county-wide tax, of some sort, whereby the individuals of the area would not suffer a loss because of measures being taken by the Port in the area. We feel that if there are plans implemented at the Port which are of benefit to King County or benefit to the Port for making money or whatever reason, that the people living directly next to the airport should not be bearing the brunt of this. Perhaps it could be a county wide type of thing where the residents there are not impacted. And I haven't heard anything to this request in relationship to the proposed Weyerhaeuser or other developments.

This is basically what my comments are this evening and I do not feel this position paper has been addressed in the revised EIS. I'd hoped that there would have been some mention of some of our requests and concerns.

Lois Lee

I live 600 feet away from the major impact zone. First of all I would like to second what the gentleman from Des Moines, Mr. Schuh and Ms. Conradi said because they have addressed themselves to a good many of the problems as those of us in the lowlands see it also. We really aren't against anything. We feel that people need their facilities and what not but we do come at the picture with a little fear and trembling because we live so close to it and do see the problems. For instance the extra aircraft coming in and out will make a difference to us. It will impact us more. My house, being right next to the runway there; there are some airplanes that rattle every dish in the house, every timber of the house, and even my teeth, every time they take off... there are a couple of particular bad ones around midnight. I don't know if the newer aircraft will be quieter or not, but in fact, there are going to be more makes us feel a little nervous. Of course we can't use our yard. We have a beautiful big yard - that's what we built our house for - we've almost half an acre and if we have a picnic in the summer time which we dare do about twice a summer we get in the middle of a conversation hold our hands up and pause until the aircraft goes over finish our sentence and wait for the next one to take off. Frequently they are less than 3 minutes apart because in the summertime they take off from the North, they do have a different pattern for summer and winter, I know.

So there is a very personal comment on the noise bit. Mrs. Dana mentioned that the Sea-Tac/Communities Plan and that we had assumed complete protection. We know that complete protection from anything like this is impossible, but we would like to see as much as possible because it is our home - we have lived there 20 years plus and have always liked this particular area. It is a good area to live in as far as being a middle class area with nice neighbors and people have moved in with young families, so there is hope for the area if it can be kept up.

I have a concern which my sister-in-law pointed out to me tonight as I talked to her on the phone. Access from 188th. She teaches at Bow Lake School and that is the road that she uses every day so she sees the traffic congestion on there at the peak traffic periods. I have driven in between it on occasion at the peak traffic period and in the summertime at 10:00 in the morning which should not be considered a peak traffic period and the traffic on that road is rather thick, I consider. I am wondering how that would be taken care of... it would back up onto 99 and on 188th on both ways... It is something I just can't picture. I'd like to put that concern in on page ... Chapter 1 of EIS ... there was a little article that kind of interested me... I don't understand all of this... we tired to wade through a good deal of it but it says here in the third paragraph down "built as a pavement..."

It looks like an awfully long taxiway ... almost the planes take off from the runway there, the smell of the korsene comes right into the house. You can go into the yard and take a nice big breathe of fresh spring air and you would wish you hadn't. Thank you.

APPENDIX F

In response to Mr. Howard R. Christensen, chairman of the committee representing the Hilltop community, the Sea-Tac/Communities Plan Draft Environmental Impact Statement replies:

The "17 acre" area described has, through discussion between the community, Port and County staff, been included with the area south of it. Any planned development of the west side of Sea-Tac will address the areas north and south of South 170th Street as an integral neighborhood. The draft Sea-Tac/Communities Plan has been revised to include this area between South 176th to "immediately north of South 170th Street" and west of 12th Avenue South as a whole.

1. "Acquisition" is an action that would precede development of major scale on the west side of Sea-Tac. Expansion of aircraft facilities to the west is an unknown factor at this time, so predictions of when development (if any) would occur, cannot be specifically addressed. Major acquisition emphasis will be in the noise-impacted areas north and south of the airport, per recommendations of the Sea-Tac/Communities Plan.

Development alternatives for the west side of Sea-Tac International Airport can be described as follows. These schemes are not necessarily sequential; however, probably begin with "a" or "b" initially. Schemes "a", "b", and "c" deal exclusively with the land east of 12th Avenue South, north of South 176th Street; "d" and "e" address more intensive west side development. No implementation schedule has been identified.

a. No Development

The area east of 12th Avenue South would be restored to a semi-natural setting (foundations and septic tanks removed); trees and shrubs would be planted. A fence would enclose all airport property and no acquisition would occur.

b. Low Intensity, Non Aviation Development

Under this alternative, a restaurant, viewpoint, and park could be added to the above scheme. Evergreen Tennis Club restoration would create a neighborhood amenity and "buffering" would shield parked cars and traffic from residential impacts. Improved police protection would result from increased airport security visits.

c. Low Intensity, Aviation Development

As recommended in the Sea-Tac/Communities Plan, a Fixed Base Operator (FBO) and some corporate aviation could be included on the west side of Sea-Tac provided adequate environmental analysis of this specific development be done and citizen input be included as an integral part of the process. "Buffering" would be established between the activities and residential areas to decrease visual and auditory impacts.

d. Limited Cargo/Maintenance Development

Extension of Taxiway C, as recommended by the Plan, would permit development of a west side cargo/maintenance area. Envisioned as using the deeper airport land south of South 176th Street for initial air carrier service, the shallower land north of South 176th Street would be retained as low intensity development. Separate access facilities via South 188th or 12th Avenue South would be necessary for the expected commercial traffic and a thorough environmental analysis would be required. The impacts generated by a 12th Avenue South access would be major in the neighborhood involved. Development of this alternative would require extension of all utilities to the area.

e. Full Cargo/Maintenance Development

If development of this scale is ever needed at Sea-Tac, the effective depth of the west side must be increased to provide space for the facilities. The full gamit of environmental impacts must be addressa prior to construction and neighborhood compatibility assured so far as possible. The neighborhood defined by the high ground west of 12th Avenue South would be treated as a whole in any action necessary to achieve compatibility.

2. More specific studies of surface traffic, air quality and noise impact will be completed prior to development on Sea-Tac's west side. Adequate buffering, so far as possible, will be assured. The Port of Seattle staff is directed to work closely with airport users and citizens of the west side community to refine development plans and policies to assure compatible development and subsequently recommend a phased program satisfactory to all participants.
3. The problems of transition of ownership in noise remedy and the conversion areas are difficult to address because of a lack of experience in conducting programs other than total acquisition. Mitigating measures will be investigated during the pilot implementation program (proposed in the Port of Seattle resolution accepting the Plan). Transition problems do need to be identified and solutions found.

The response to the difficulties of transition and uncertainties of timing on the programs recommended for the west side of the Airport, the Port of Seattle has in its resolution accepting the Sea-Tac/Communities Plan, included the following statement:

"The staff is directed to work closely with airport users and citizens of the residential community, particularly the west side of the Airport, to refine airport development plans and policies to insure so far as possible compatible development and to subsequently recommend a phased program to the Commission as appropriate;"

"In adopting this, the Sea-Tac/Communities Plan, the Port Commission recognizes that cooperation and action by others, including but not limited to citizens, airlines, federal agencies and King County is essential to proper implementation and compatability. It further recognizes the Plan as a guide which is subject to change and revision over time."

The residual problems of land use change, unresolved environmental encroachments, timing of development and funding will be addressed when more is known. This on-going process of Plan implementation, review, and update is provided in the Port and County acceptance of the Plan as a guide for compatability around Sea-Tac International Airport.

Thank you for your comprehensive comments on the Sea-Tac/Communities Plan Draft Environmental Impact Statement.

APPENDIX G

PORT OF SEATTLE
P. O. BOX 1209 | SEATTLE, WASHINGTON 98111

May 4, 1976

Councilperson Bernice Stern
King County Courthouse
Room 402
516 Third Avenue
Seattle, WA 98104

Dear Councilperson Stern:

Pursuant to the joint Port of Seattle/King County Council Planning and Community Development Committee meeting of April 7, 1976, the Port agreed to come to a decision regarding two specific areas adjacent to Sea-Tac International Airport. These two areas are named in the Plan as: (1) the "west acquisition area" (that land basically at the runway elevation between South 176th and South 166th Streets, the extension of SR-509 and the current airport boundary of 12th Avenue South), and (2) the "southeast conversion area" (the tract of 85 small homes south of the Angle Lake Elementary School between 28th Avenue South and the Airport boundary). The following statements are based on a thorough staff review of these topics and reflect their recommendations to the Port Commission.

Westside Acquisition Area

Although this 35-acre "hilltop" has been identified as the last "feasible" extension of operating surface at Sea-Tac, there are numerous reasons why, in the final analysis, acquisition must be ruled out. The following are cited as the primary bases for this conclusion: acquisition cost (plus or minus \$5,000,000); excessive development costs (filling, etc.); the possibility of extending environmental impacts; the lack of foreseeable demand (directly airport related) and use for marginal airport related activities at best. Even if acquisition were to have been considered, it is apparent that much higher priorities have been established for noise impact/clear zone acquisition, other noise remedy programs and other needed airport improvements. We recognize the Plan process did evolve to a point where the issue of acquisition warranted very serious consideration based on some obvious merits, nevertheless there is little or no realistic alternative to the non-acquisition recommendation.

The Port of Seattle agrees that development on the existing westside property must be done in accordance with carefully formulated guidelines established by the Port, and the County, and participated in by affected citizens. For example, the restricting of all major access to South 188th Street and the provision of adequate buffering of airport activity from property west of 12th Avenue South are clearly necessary. Development of more "major" uses, i.e., air carrier cargo and maintenance activities would be confined to airport property south of 176th Street. We believe that by definitely fixing the Airport's west boundary, the climate of uncertainty in the adjacent community can be reduced. We also recognize that changes to FHA/VA loan guarantee

policies are essential to stimulate the housing market and reassure confidence in the neighborhood. While some recent evidence of progress in these federal programs is promising, both the Port and the County must pursue further this problem area. We also agree that joint attention by the Port and the County to certain police surveillance needs in the area is necessary.

It is our further understanding that the County, in response to recent community input, intends to revise the "conversion" area of the Westside to emphasize retention of the existing residential character. We feel such action would be in keeping with the Port's decision not to acquire any Westside property and to revise the Airport portion of the Plan accordingly.

Southeast Conversion Area

The area in question, known as Lowe's Terrace Subdivision, is recognized in the Plan as a potential problem in the application of the Noise Remedy Programs. The 85 homes in the area are quite small (700 to 800 sq. ft.) on very small lots. Many are rental units. Under the proposed Noise Remedy Program the area would fall within an acoustic insulation cost-sharing category. However, it is very possible, based on visual surveys, that such treatment would not be cost effective.

For this reason, and because a land use change is recommended, the area is recognized in the Plan as potentially appropriate for a special limited term-purchase option intended to assist use conversion. If exercised, this feature, may, however, be applied with lower priority than some of the more direct noise impact programs. In any case, the Plan does seem to address the unique characteristics of this neighborhood.

We believe these responses are generally consistent with the direction currently being taken by the Council's review process for the Sea-Tac Communities Plan. We welcome the opportunity afforded myself, our General Manager J. Eldon Ophain, and other representatives of the Port Staff to meet with your Committee and discuss these matters and trust that as both agencies proceed further in adoption of the Plan, we will be accomplishing a valuable example of joint governmental cooperation and action.

Sincerely,

Henry T. Simonson, President
Seattle Port Commission

cc: J. Eldon Ophain, General Manager
Irv Berteig, Acting Manager, Planning Division
King County Dept. of Planning & Community Development

PORT OF SEATTLE

P. O. BOX 1209 / SEATTLE, WASHINGTON 98111

April 11, 1977

King County Council
402 King County Courthouse
Seattle, Washington 98104

To All Councilpersons:

It has come to the attention of the Port Commission that the King County Council on April 4, 1977 passed a motion introduced by Councilman Barden relating to the Sea-Tac Communities Plan. In that motion the Council "...reaffirms previous policy decisions made in the Sea-Tac Communities Plan regarding the West Reinforcement Area..." with regard to "airport facility development". Insofar as the West Reinforcement Area (which excludes current airport property) is concerned, we would agree that no "airport facilities" should occur there - either north or south of S. 176th Street. The West Reinforcement Area is intended to be solely a residential community, west of 12th Avenue South.

With respect to the airport itself however, the Sea-Tac Communities Plan has always provided for some development north of S. 176th Street (chapters 6.5.4 and 6.7). Therefore we are concerned that the intent of the motion conflicts with the jointly adopted plan. Airport property north of S. 176th Street already includes airport radar facilities and related towers and buildings. It is the site of the existing informal viewing area which is recommended for replacement with a more developed facility and it has long been designated for certain other uses including general and corporate aviation (6.5.4. and 6.7). The Sea-Tac Communities Plan in total is quite clear in this regard despite the one somewhat misleading reference in part 6.6.5 which Councilman Barden's motion apparently references.

Given the adopted plan's emphasis on westside residential reinforcement rather than acquisition or conversion as had been considered earlier, the Port has adhered to the plan's policy of confining access to airport property south of S. 176th Street (via S. 188th Street). County planning staff have always been well aware of the approach being taken on the airport's westside property. This whole topic was clearly addressed in a letter dated May 4, 1976 from Henry Simonson, Port Commission President, to Bernice Stern Chairman of the King County Council's Planning and Community Development Committee. It references access via S. 188th Street, the need for buffering and the intent to "confine"... more 'major' uses, i.e. air carrier cargo and maintenance activities...to airport property south of 176th Street." It should also be noted that the air carrier facilities designated for the area south of

King County Council
April 11, 1977
Page -2-

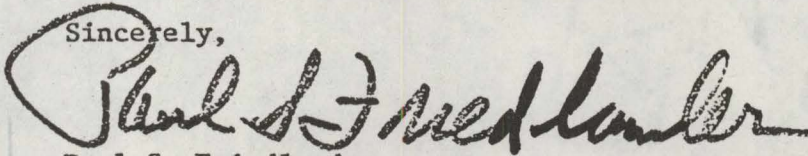
S. 176th Street are vital to the future of the airport. To in any way reduce the space available for them by shifting other minor uses such as corporate aviation south of S. 176th Street would compromise the long term adequacy of Sea-Tac.

While some community concern over potential impact is currently being expressed regarding the proposed corporate aviation facility, we see that issue as best dealt with through the S.E.P.A. EIS process. Although no comments from King County were received on the draft EIS, it does contain an extensive record of impact concerns and issues and the Port Commission will consider them carefully when any action recommendations on the proposal are brought before it.

We realize that any proposed airport activities on the westside will receive considerable attention from concerned residents living west of 12th Avenue South and we continue to confine development north of S. 176th Street to uses which are compatible with adjacent property as the Sea-Tac Communities Plan suggests. We believe that appropriate, well-buffered development can enhance stability in the adjacent reinforcement area much more than would the case be with undeveloped property subject to ongoing concern over its future uses.

In this same vein, the Port has recently developed a landscaping plan for the entire westside. Its recommendations will soon be available. It is anticipated that effective landscape treatment of the continuous buffer area east of 12th Avenue South will have to incorporate some of the existing unimproved right-of-way of 12th Avenue South. Therefore, involvement by King County in helping facilitate this needed buffer program is likely to be required. We will contact appropriate county staff further on this subject and we hope that an effective cooperative program can be achieved.

Sincerely,



Paul S. Friedlander
Vice President, Port of Seattle Commission

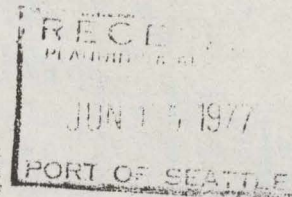
JS/dw

cc: Policy Advisory Committee ✓
Chuck Schuh

PORT OF SEATTLE

P. O. BOX 1209 / SEATTLE, WASHINGTON 98111

June 14, 1977



Ms. Pauline Conradi
Ms. Kathy Hand
Ms. Alice Wetzel
16035 - 12th Avenue So.
Seattle, Washington 98143

Ladies:

Under date of June 1, you have forwarded a letter to Brock Adams, Joseph A. Foster and William H. Hamilton. Some of the questions raised in that letter deserve a response from the Port, and while the letter was not specifically addressed to us, I am taking this opportunity to answer the questions about the Port.

My responses correspond to the numbers and lettered paragraphs provided in your original letter.

- I.A. Two-thirds of the Sea-Tac/Communities Plan cost was funded by FAA. The remaining third was split equally between the Port and the County; much of the Port and County funding being "in kind," that is, staff personnel.
- I.B. The document is binding while in effect. However, it is a plan, and plans can and should be modified from time to time as new information is developed, public attitude changes or as community or Airport requirements change. As you know, there is a fundamental difference of agreement on the interpretation of the Plan as it may apply to west side general aviation activity, i.e., Weyerhaeuser.

However, as the Plan applies to the Boeing proposal, we have stated from the beginning that the current Plan does not permit the location of Boeing in the area suggested. Boeing could only be placed in that location if the Plan were appropriately modified to permit it. A process to determine if the Plan should be changed has begun with the first citizen meeting.

- II. The Port most certainly would make available any studies that were undertaken pursuant to any planning grant. If the parties wish to review any data or receive copies on loan, they should contact our Planning Department.
- III. For the most part, this question probably would be best answered by the FAA. There are, however, provisions that surplus land not required for direct airport purposes and not conflicting with aviation requirements can be used for revenue-producing purposes. The golf course is a case in point.

Ms. Pauline Conradi -
Ms. Kathy Hand
Ms. Alice Wetzel
June 14, 1977
-2-

The only control that the FAA would have over buffer areas so far as I know would be its control as a grantor and also controls connected with the sale, operation or navigation of aircraft.

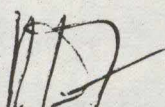
- IV. Local zoning does apply to the non-aviation private uses of Port land. However, this area of the law is not fully settled and could require further interpretation.
- V. This would be better answered by the FAA.
- VI.A. This would best be answered by the federal officials, although I am not aware of any federal zoning.
- VI.B. The Port of Seattle is controlled by an elected Port Commission and that Commission is answerable to the constituents of the Port District.

I think it is important that this letter be responded to in the context of what is actually happening so far as The Boeing Company is concerned. The Boeing Company will presumably be requesting that the Port consider a lease or purchase of land for their corporate headquarters on the west side. The proposal will be reviewed and will be going through normal community and decision machinery channels.

I hope that the writers of this letter are not suggesting that any new proposals or ideas received after a plan is adopted must be rejected out of hand simply because they do not comply with the plan. Obviously, this would make planning a farce because no plan developed at any point in time can ever anticipate all future changes.

I hope you will join with the Port, The Boeing Company, the County and others to examine this proposal. Please do not assume that every proposal placed on the table is a matter of bad faith. To be very candid, we believe that, as community leaders, you have an obligation to help us gain community interest in this suggestion so the decision, whatever it may be, will have strong community input.

Very truly yours,


Richard D. Ford
Executive Director

57/19

cc: Dwyer, Lansing--Port of Seattle w/attachment
Port of Seattle Commissioners w/attachment
bcc: Shay, Warmuth, Yoshioka w/attachment

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

NORTHWEST REGION
FAA BUILDING KING COUNTY INT'L AIRPORT
SEATTLE, WASHINGTON 98108



Mr. Roger M. Leed
Schroeter, Goldmark and Bender
540 Central Building
Seattle, Washington 98104

Dear Mr. Leed:

This is in response to your letter of May 19, 1977, regarding the Sea-Tac International Airport and the Westside Area Hilltop Committee. In your letter, a number of questions are raised concerning the Sea-Tac Communities Plan.

Your letter mentions "...substantial Sea-Tac expansion north of 176th Street, contrary to the plain language of the Sea-Tac Communities Plan." This is in reference to proposed aviation development on the west side of the airport property, including the Weyerhaeuser facility, which is of concern to the Hilltop Committee.

First, we would like to address your comment noted above. Chapter 6.5 of the Sea-Tac Communities Plan Main Report (hereinafter Report) covers the "Airport Improvement Programs." On the subject at hand, page 6.5.4:3 states the policy "Proposed Runway 17-35 should be eliminated, and Taxiway C should be extended to serve as a permanent Runway 17-35 for general aviation operations." Page 6.5.4:6 states "An interim general aviation facility is to be constructed in the southeast section of the airport, next to Alaska Airlines. As the west side is developed, general aviation can be given a permanent fixed-based support location adjacent to Taxiway C." Page 6.5.4:11 states "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." This page further states "The fact that the general aviation site will be located next to the viewpoint will also add to the enjoyment of this airport-community interaction point."

All of the proposed west side airport facility development items referenced above from the Report are reflected on the official airport layout plan (ALP). The ALP was developed as part of the Sea-Tac Communities Plan Project. The ALP was approved by the FAA on September 30, 1975, and the development items graphically depicted thereon are consistent with the overall "Recommended Airport Programs" covered on pages 6.5.4:1-18 of the

Report. The ALP was used extensively as a planning and working document throughout the Sea-Tac Communities Plan Project (before and after its approval) and continues to be used as the official FAA document for purposes of the Airport Development Aid Program (ADAP).

Chapter 6.6 of the Report deals with the "Community Development Programs" (i.e., the programs for the area surrounding the airport as opposed to those on the airport covered in Chapter 6.5). Page 6.6.5:30 states the policy "Airport facility development occurring on the west side should be limited to the area south of S. 176th and should have street access only from S. 188th Street, 12th Place S., or DesMoines Way S. (south of S. 176th St.)" The airport property directly south of S. 176th Street is planned for "air cargo/maintenance" uses. The area directly north of S. 176th Street involves the "Hilltop" area. The "Hilltop" area is in the "residential reinforcement program" of the Sea-Tac Communities Plan.

The "Hilltop" area was originally considered as an acquisition area for the airport during the Sea-Tac Communities Plan Study. However, as a result of an in-depth evaluation of all areas which were so considered, the "Hilltop" area was finally excluded from the Sea-Tac land acquisition program. This decision is based on several interrelated considerations including the level of environmental impact on the area relative to other areas, airport facilities' land needs, a realistic appraisal of the amount of future funding which would be available for land acquisition projects (e.g., the "Hilltop" area does not meet any of the current eligibility criteria for Federal aid for purposes of land acquisition under the FAA ADAP), and the general views of the residents in the overall community west of the airport which appeared to favor residential reinforcement. As such, the area directly north of S. 176th Street will not be used for airport facility development.

As far as the western part of the current airport property is concerned, the east-west dimensions of "no airport facility development" area north of S. 176th Street (i.e., extended east in terms of an imaginary line since the street ends at the airport property line) is not discussed on page 6.6.5:30 since this part of the Report deals with "off airport" programs rather than "on airport" programs. The areal extent of the "no airport facility development" or "buffer zone" area on the western part of the airport property is determined by the "Airport Improvement Programs" discussed in Chapter 6.5 and reflected on the ALP. The current designated buffer zone on the airport property varies in width from 100 to over 600 feet in width north of S. 176th Street (extended east) as reflected on the approved ALP. In connection with this buffer zone, the area designated as such in the "Hilltop" area vicinity is about 100 feet

in width. The distance from the airport boundary line to any proposed "aviation facility development" is some 300 feet as reflected on the ALP for that part of the airport. The Port of Seattle is developing a landscaping plan for the entire western part of the airport property north of S. 176th Street (extended east). This landscaping plan would establish at least a 300-foot wide "buffer zone" on the airport property in the immediate vicinity of the "Hilltop" area.

Chapter 7.3 of the Report covers "Timing, Cost, and Responsibilities." Pages 7.3.2:1-14 include the recommended aviation facility development items mentioned above in terms of the overall program and staging for the airport.

The purpose of the above discussion is to emphasize the point that the Sea-Tac Communities Plan clearly reflects certain proposed airport facility development on the western part of the airport property. This includes general aviation facilities and involves the west airport property north of S. 176th Street (extended east).

The Boeing Company proposal mentioned in your letter is not specifically reflected in the Report or on the ALP. If such a facility is to be developed, the Sea-Tac Communities Plan would need to reflect this in an appropriate manner. At this time, we do not have any substantive information on the Boeing proposal to provide any further comment on it.

Your letter includes the question on whether or not the Sea-Tac Communities Plan is "binding on the Port of Seattle by virtue of Federal law or regulation." The Plan is not "binding" in this way. The Plan was accepted by the FAA as fulfilling the requirements of the grant agreement between FAA and the cosponsors (i.e., Port of Seattle and King County) of the planning grant program project under which it was developed. The Plan was primarily developed for use by the Port of Seattle and King County as a set of policies and administrative guides for their future actions. In summary, the FAA does not have authority for enforcing the overall plan. The FAA approved ALP is used as required under Federal Aviation Regulations for purposes of the ADAP when the Port of Seattle submits a request for Federal aid under that program.

The Sea-Tac Communities Plan was adopted by the Port of Seattle Commission on June 8, 1976, in terms of a resolution and by the King County Council on September 20, 1976, in terms of an ordinance. Needless to say, the Hilltop Committee may contact the elected officials and/or staff representatives of these agencies "to ensure that the plan is adhered to."

The Port of Seattle and the Weyerhaeuser Company have not been able to reach an agreement on the proposed Weyerhaeuser facility. It is our

understanding that there are major differences between the two parties involved on the lease arrangement, and it is even possible that they may not be able to reach an agreement. As such, we do not have all of the pertinent information on the prospective Weyerhaeuser facility and the related taxiway project as to the precise description of the proposed action (e.g., actual agreed upon site to be leased) or when the proposed action is anticipated, if indeed an agreement is reached. For this reason, we have not initiated action in connection with the requirements of the National Environmental Policy Act of 1969 (P.L. 91-190) as they may apply to the overall proposed action. We plan to take all appropriate actions in this regard when the Port of Seattle makes its final decision on the proposed Weyerhaeuser facility.

In connection with your comment about the "piecemeal expansion at Sea-Tac," the Port of Seattle does not, for example, feel the need at this time to develop the entire proposed Taxiway C in the immediate future. It will be developed as needed as the planned airport facility development on the west side of the airport property takes place (including areas on the airport both north and south of S. 176th Street, extended east). The overall aviation facility development plan for the western part of the airport is reflected in the Sea-Tac Communities Plan and on the ALP. However, individual development items, in whole or in portions thereof, will be considered and developed on a need basis and in terms of availability of funding. In this sense, actual airport facility development will be "piecemeal" by the nature of the plan implementation process.

We appreciate receiving your letter which expresses the concerns of the Hilltop Committee. You can be assured that we will continue to work with representatives of the Hilltop Committee on these concerns.

Sincerely,

C. B. WALK, JR.
Director

cc:

Honorable Brock Adams
Senator Henry Jackson
Senator Warren Magnuson
Honorable Joel Pritchard
Westside Hilltop Committee, c/o Charles Schuh
Donald Shay, Port of Seattle, w/copy of Mr. Leed's letter
Arthur Yoshioka, Port of Seattle, w/copy of Mr. Leed's letter
Irv Berteig, King County, w/copy of Mr. Leed's letter

LIST OF ELEMENTS OF THE ENVIRONMENT (WAC 197-10-444)*

ELEMENTS OF THE PHYSICAL ENVIRONMENT

<u>N/A</u>	(a)	<u>Earth</u>
<u>N/A</u>	(i)	Geology
<u>N/A</u>	(ii)	Soils
<u>N/A</u>	(iii)	Topography
<u>N/A</u>	(iv)	Unique physical features
<u>N/A</u>	(v)	Erosion
<u>N/A</u>	(vi)	Accretion/avulsion
<u>N/A</u>	(b)	<u>Air</u>
<u>N/A</u>	(i)	Air quality
<u>N/A</u>	(ii)	Odor
<u>N/A</u>	(iii)	Climate
<u>N/A</u>	(c)	<u>Water</u>
<u>N/A</u>	(i)	Surface water movement
<u>N/A</u>	(ii)	Runoff/absorption
<u>N/A</u>	(iii)	Floods
<u>N/A</u>	(iv)	Surface water quantity
<u>N/A</u>	(v)	Surface water quality
<u>N/A</u>	(vi)	Ground water movement
<u>N/A</u>	(vii)	Ground water quantity
<u>N/A</u>	(viii)	Ground water quality
<u>N/A</u>	(ix)	Public water supplies
<u>N/A</u>	(d)	<u>Flora</u>
<u>N/A</u>	(i)	Numbers or diversity of species
<u>N/A</u>	(ii)	Unique species
<u>N/A</u>	(iii)	Barriers and/or corridors
<u>N/A</u>	(iv)	Agricultural crops
<u>N/A</u>	(e)	<u>Fauna</u>
<u>N/A</u>	(i)	Numbers or diversity of species
<u>N/A</u>	(ii)	Unique species
<u>N/A</u>	(iii)	Barriers and/or corridors
<u>N/A</u>	(iv)	Fish or wildlife habitat
	(f)	<u>Noise</u>
<u>N/A</u>	(g)	<u>Light and glare</u>
	(h)	<u>Land use</u>
<u>N/A</u>	(i)	<u>Natural resources</u>
<u>N/A</u>	(i)	Rate of use
<u>N/A</u>	(ii)	Nonrenewable resources
<u>N/A</u>	(j)	<u>Risk of explosion or hazardous emissions</u>

ELEMENTS OF THE HUMAN ENVIRONMENT

<u>N/A</u>	(a)	<u>Population</u>
<u>N/A</u>	(b)	<u>Housing</u>
<u>N/A</u>	(c)	<u>Transportation/circulation</u>
<u>N/A</u>	(i)	Vehicular transportation generated
<u>N/A</u>	(ii)	Parking facilities
<u>N/A</u>	(iii)	Transportation systems
<u>N/A</u>	(iv)	Movement/circulation of people or goods
<u>N/A</u>	(v)	Waterborne, rail and air traffic
<u>N/A</u>	(vi)	Traffic hazards
<u>N/A</u>	(d)	<u>Public services</u>
<u>N/A</u>	(i)	Fire
<u>N/A</u>	(ii)	Police
<u>N/A</u>	(iii)	Schools
<u>N/A</u>	(iv)	Parks or other recreational facilities
<u>N/A</u>	(v)	Maintenance
<u>N/A</u>	(vi)	Other governmental services
<u>N/A</u>	(e)	<u>Energy</u>
<u>N/A</u>	(i)	Amount required
<u>N/A</u>	(ii)	Source/availability
<u>N/A</u>	(f)	<u>Utilities</u>
<u>N/A</u>	(i)	Energy
<u>N/A</u>	(ii)	Communications
<u>N/A</u>	(iii)	Water
<u>N/A</u>	(iv)	Sewer
<u>N/A</u>	(v)	Storm water
<u>N/A</u>	(vi)	Solid waste
<u>N/A</u>	(g)	<u>Human health</u> (including mental health)
<u>N/A</u>	(h)	<u>Aesthetics</u>
<u>N/A</u>	(i)	<u>Recreation</u>
<u>N/A</u>	(j)	<u>Archeological/historical</u>

ADDITIONAL POPULATION CHARACTERISTICS

<u>N/A</u>	(a)	<u>Distribution by age, sex and ethnic characteristics of the residents in the geographical area affected by the environmental impacts of the proposal.</u>
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*NOTE: N/A means that the category is "not applicable" to this proposal-- i.e., the proposal will not significantly affect the area of the environment in question.

Many of the elements designated N/A are discussed in the text of the EIS, but that discussion does not signify that the impacts on that element are judged to be significant.

