

INSERT TO THE ENVIRONMENTAL IMPACT STATEMENT FOR THE  
PROPOSED BOEING COMPANY CORPORATE HEADQUARTERS FACILITY

This insert is a statement of the present status of the proposed construction site as described in the adopted plans of King County and the Port of Seattle.

Purpose:

The purpose of this statement is 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 north of south 176th Street. The specific area involved includes the western edge of the airport east of and adjacent to 12th Avenue South, and the westside residential communities immediately west of 12th Avenue South. The area extends from South 156th Way (formerly Renton-Three Tree Point Road) on the north to South 176th Street on the south.

Background:

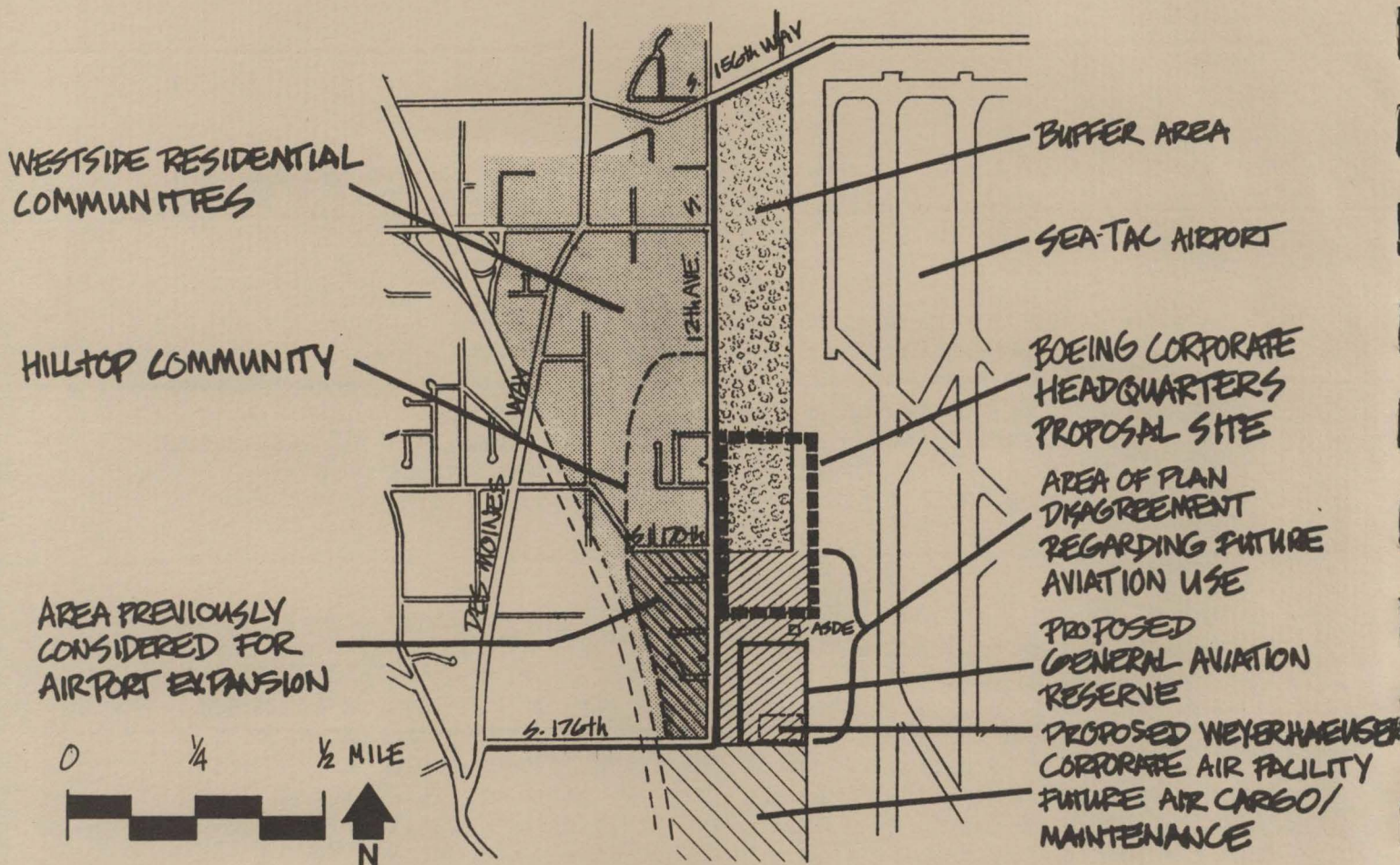
For over two decades, the Port of Seattle (the "Port") has been gradually acquiring more land and expanding the size of the airport. This process has resulted in the acquisition and removal of a number of residential units and has created a climate of uncertainty as to the future stability of remaining residential areas in proximity to the airport. In an effort to clarify the future role of Sea-Tac Airport and to determine how it and its neighbors could best coexist, the Port and King County (the "County") jointly initiated a planning project in 1973 to develop a coordinated area plan. This effort resulted in adoption in 1976, by both the Port and the County, of the Sea-Tac Communities Plan (STCP).

During development of the STCP, serious consideration was given to the concept of Port acquisition, for airport expansion, of some of the residential property (17 acres) west of 12th Avenue South, and to "converting", through the gradual application of zoning-based techniques, much of the remainder of the westside residential communities (as shown on the accompanying map) to higher density residential and/or commercial uses.

Although the "conversion" approach had some support in the community, it became clear that many 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 slightly 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 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.





At the time of STCP adoption, the need to adequately buffer the airport's existing and future uses through landscaping was recognized, but neither this nor other provisions were identified in detail in the Plan. This resulted in continuing uncertainty among many residents of the west side community as to exactly what might be the ultimate uses of the airport land adjacent to their neighborhood, and what impact such future uses might have on the desirability and stability of their area as a residential community. It was expected that further environmental analysis and opportunity for public input would occur when specific development proposals were identified for the airport's west side.

On December 19, 1977, the King County Council adopted the Highline Communities Plan (HCP) which now augments the King County Comprehensive Plan and is the official land use planning document used by all County officials and agencies in reviewing and approving development proposals in the Highline area, which encompasses the current proposal. The HCP adoption process afforded all interested and affected parties with a further opportunity for comment as to the future development of the proposal site.



To whom it may concern:

Subject: The Boeing Corporate Headquarter Facility, Final Environmental  
Impact Statement.

The enclosed page may have been inadvertently left out of your copies.  
It should be the first page in the book.

Superior Reprographics, Inc.  
Jack Fulmer  
Vice president, printing







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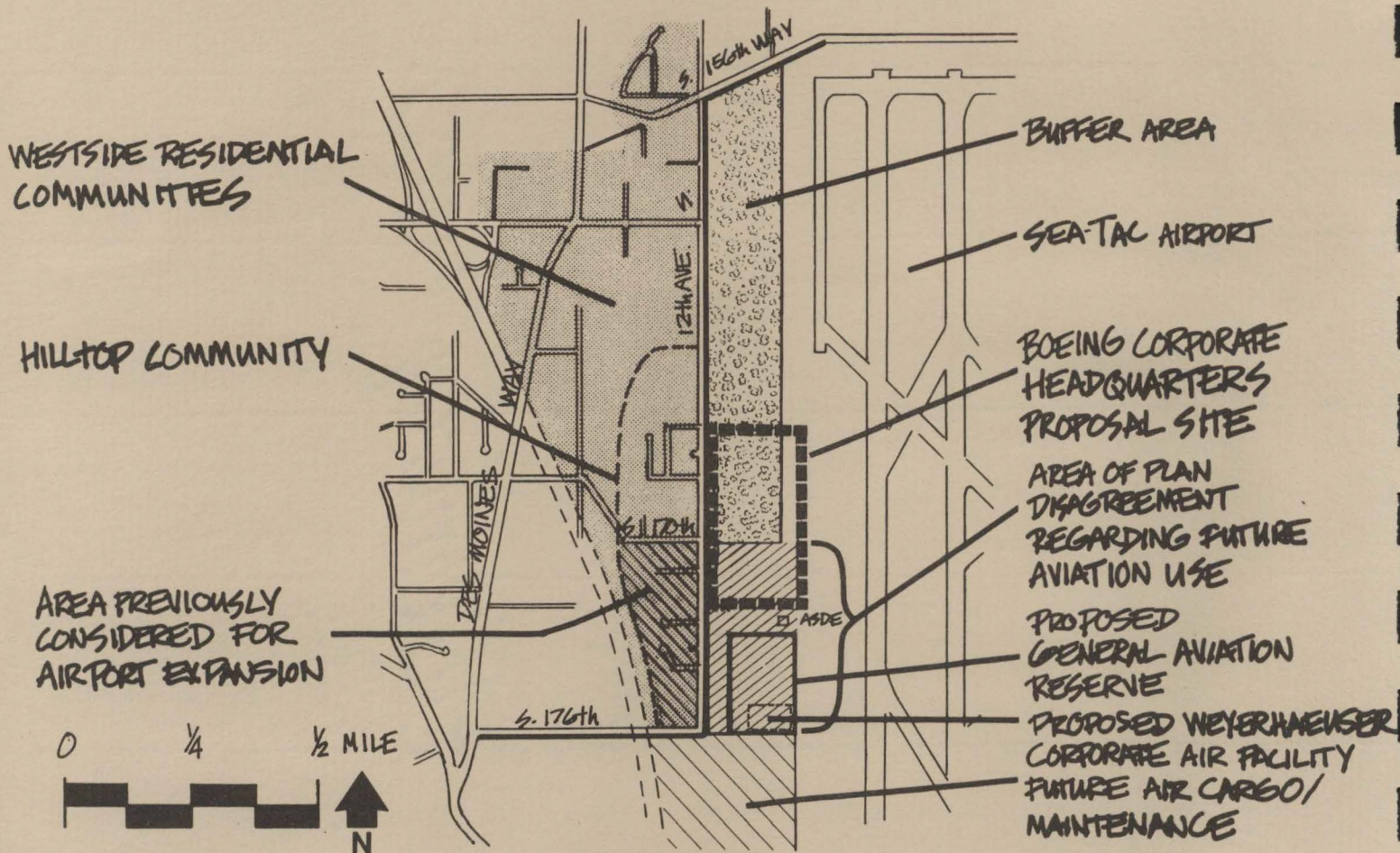
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On December 19, 1977, the King County Council adopted the Highline Communities Plan (HCP) which now augments the King County Comprehensive Plan and is the official land use planning document used by all County officials and agencies in reviewing and approving development proposals in the Highline area, which encompasses the current proposal. The HCP adoption process afforded all interested and affected parties with a further opportunity for comment as to the future development of the proposal site.



### Unresolved Issue:

The area east of 12th Avenue South, south of South 170th Street to South 176th Street (extended), is shown on the Sea-Tac Communities Plan Land Use Plan Map as "airport facility". A policy statement incorporated in the STCP as adopted by the Port states that "...airport facility development..." on the west side of the airport should be restricted to the area south of South 176th Street. The Port interprets this as a restriction only as to air carrier cargo and maintenance uses, and that the less intensive General Aviation (GA) uses proposed for a 14-acre site within this area (referred to in the STCP as a reserve) should occur north of South 176th Street.

On April 4, 1977, the County Council passed motion #02957 which stated in part that "...airport facility development occurring on the west side of the Sea-Tac Airport should be limited to the area south of South 176th...", reaffirming the County's interpretation that no type of aviation use should be located north of 176th. This view is reflected in the Highline Communities Plan, which designates "airport facility" on the west side of the airport south of South 176th Street only, and designates a combination of "airport open space" and "parks and recreation" north of 176th up to South 156th Way.

The difference of view between the Port and the County in the airport area between South 170th Street and South 176th Street remains unresolved. However, the proposed Boeing Corporate Headquarters facility, as outlined below and in the accompanying EIS, would commit a significant portion of this area to non-aviation use.

### Current Proposals:

An opportunity for clarification of the future of the west side of the airport has recently presented itself in the form of two separate development proposals. Early in 1977, details of a proposal by the Weyerhaeuser Company to construct a corporate aviation facility on 2.3 acres of land within the Port's proposed General Aviation Reserve (north of South 176th Street) were published in a Draft EIS. Subsequent to the filing of the Final EIS on the Weyerhaeuser proposal in April, 1977, continuing concern about the remainder of the proposed 14-acre GA Reserve prompted the Port to expand, for reissue, the earlier document as a Draft Impact Statement addressing the potential development of the entire General Aviation site as shown on the accompanying map.

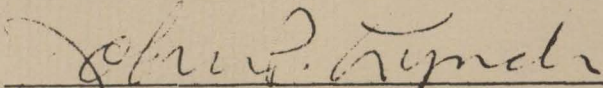
In May, 1977, the Boeing Company introduced a proposal to develop a Corporate Headquarters facility on 30 acres of land just north of the proposed General Aviation Reserve. The Boeing proposal, which is the subject of this Environmental Impact Statement, would be a private, non-airport use of this land, as shown on the accompanying map, which would be bought or leased from the Port.

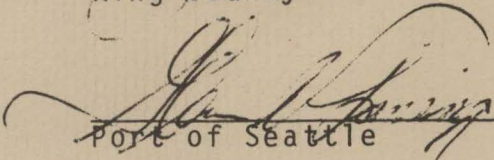
Although these two proposals are related by their geographic proximity, and both have implications regarding "reinforcement" of the westside residential area, they are otherwise separate and independent actions representing different sets of issues. The general aviation proposal falls entirely within the jurisdiction of the Port, and the major issue involved is the use of the airport area immediately north of South 176th Street, northward to the ASDE tower at approximately South 173rd Street (extended).



The Boeing Headquarters proposal, however, falls within County jurisdiction as it is a private, non-airport-related use. The primary land use issue involved here is a requested change in County zoning to allow the insertion of a private "office" use between the airport and the adjacent residential communities in the area to the north of the ASDE tower. The proposed zoning change would require amendment of the Highline Communities Plan by the County, and it is anticipated that a similar change to the Sea-Tac Communities Plan would be made by the Port.

The County and the Port both recognize the complexity of the land use issues involved in dealing with the west side of Sea-Tac Airport, and acknowledge the stated desires of the residents of the west side community that the resolution of these various issues be approached in a coordinated manner to facilitate full understanding within the community. To this end, the County and the Port will afford some overlap in EIS review periods for the two proposals so that other agencies and the public can examine them together. The other EIS (on the General Aviation proposal) addresses the westside airport land from South 176th Street northward to the ASDE tower near South 173rd Street, extended. The attached EIS covers the Boeing Headquarters proposal site which extends from the ASDE tower northward to South 166th Place, and it also discusses the remainder of the airport's westside north of 166th Place up South 156th Way. Together, the two documents present an extensive data base addressing the potential development and issues on the entire western portion of the airport north of South 176th Street and adjacent to the westside residential community.

  
\_\_\_\_\_  
King County

  
\_\_\_\_\_  
Port of Seattle



FINAL  
ENVIRONMENTAL IMPACT STATEMENT  
FOR THE  
PROPOSED BOEING COMPANY CORPORATE HEADQUARTERS FACILITY

KING COUNTY  
DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

PORT OF SEATTLE  
PLANNING AND RESEARCH DEPARTMENT

Prepared Pursuant  
To:

THE WASHINGTON STATE ENVIRONMENTAL POLICY  
ACT OF 1971 CHAPTER 43.21c REVISED CODE OF WASHINGTON

SEPA GUIDELINES, EFFECTIVE JANUARY 16, 1976  
CHAPTER 197-10, WASHINGTON ADMINISTRATIVE CODE

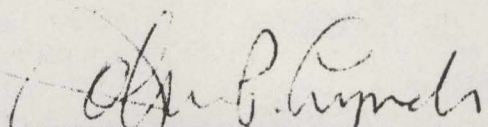
KING COUNTY ORDINANCE 1700  
(KING COUNTY CODE 20.44)

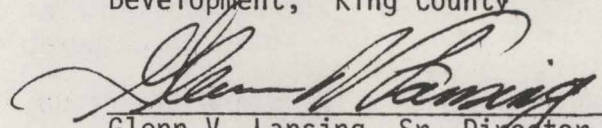
DATE OF ISSUE: December 30, 1977

DATE COMMENTS DUE: February 6, 1978

COST PER COPY: \$5.00

DATE OF FINAL: March 9, 1978

  
\_\_\_\_\_  
John P. Lynch, Director  
Department of Planning and Community  
Development, King County

  
\_\_\_\_\_  
Glenn V. Lansing, Sr. Director  
Operations and Facilities  
Port of Seattle



## Introduction

Action Sponsor: The Boeing Company  
7755 East Marginal Way South  
Seattle, Washington 98108

Proposed Action: Community Plan Amendments, Zoning Reclassification, lease and other licenses and permits to allow construction of a Corporate Headquarters facility for the Boeing Company.

Project Location: The proposed development site lies on the western boundary of Sea-Tac International Airport east of 12th Avenue South, north of approximately South 173rd Street and south of approximately South 166th Place.

Nominal Lead Agency:  
King County

Joint Lead Agency:  
Port of Seattle

Responsible Official:  
John P. Lynch, Director  
Department of Planning and  
Community Development  
W313 King County Courthouse  
516 Third Avenue  
Seattle, Washington 98104

Responsible Official:  
Glenn V. Lansing, Sr. Director  
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Port of Seattle  
P. O. Box 1209  
Seattle, Washington 98111

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Technical Design Information - Skidmore, Owings & Merrill  
One Maritime Plaza, San Francisco, California 94411 (415) 981-1555

Licenses Required: Zoning reclassification from RS-7200 to M-P, Comprehensive Plan Amendments (Highline Communities Plan and Sea-Tac Communities Plan), Draft and Final EIS approvals, grading permits, building permit; administrative approval of plans for access, landscaping, engineering and site plans, water and sewer hookup permits as required and construction inspection approvals.

Cost of Copies: \$5.00; available at the County Planning Division; W-217, King County Courthouse. Make check payable to "King County Comptroller".

Date of Issue of Draft: December 30, 1977

Return comments to John P. Lynch by: February 6, 1978

Date of Issue of Final: March 9, 1978



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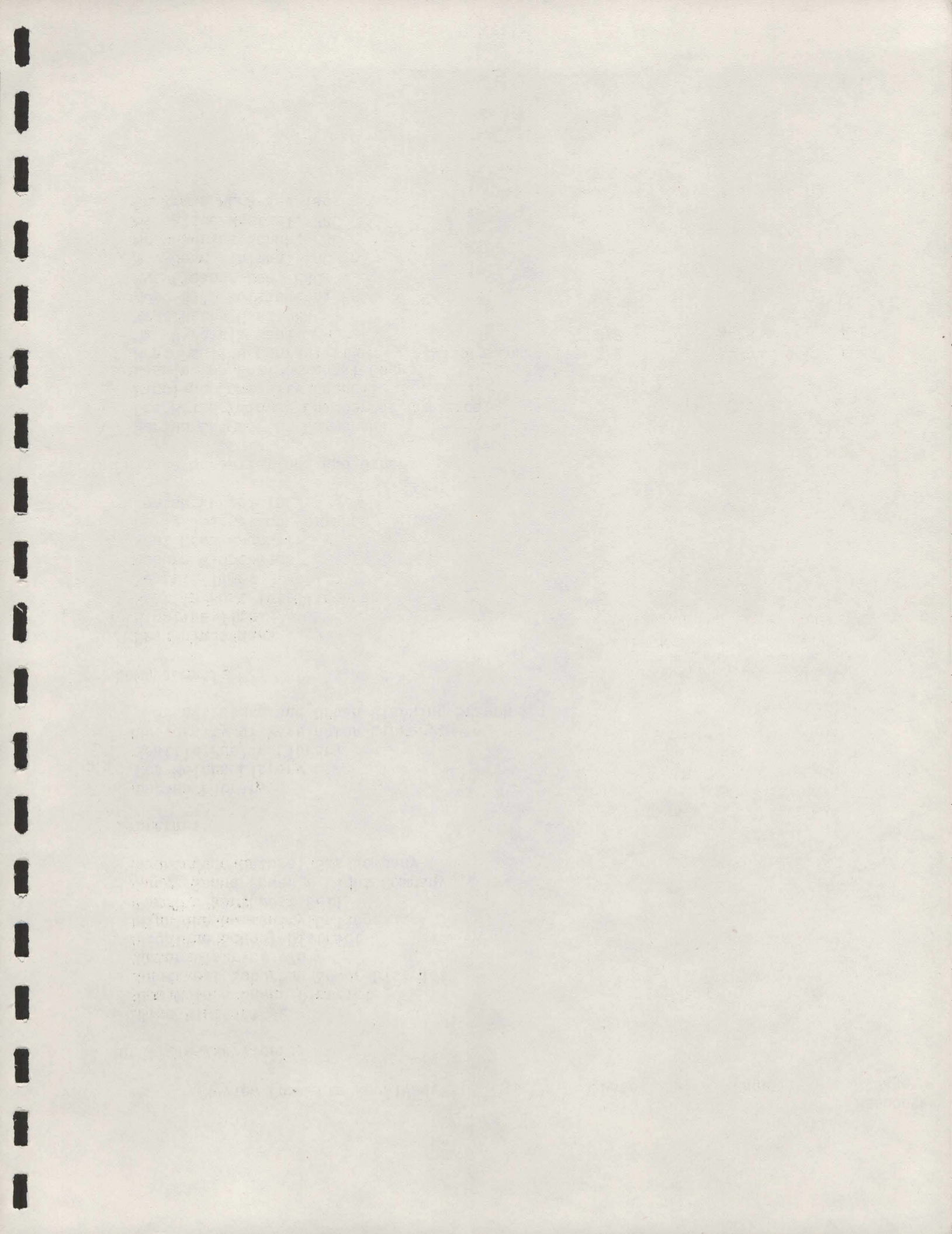
# Recipients of the Draft EIS

Review Comments Received:	Date	Page	Response Page
<b>Federal:</b>			
Environmental Protection Agency	2/6	A-13	A-15
Department of Housing and Urban Development	2/6	A-16	A-22
Federal Aviation Administration			
<b>State:</b>			
Department of Transportation	1/12	A-2	-
Department of Commerce and Economic Development			
Office of Community Development			
Department of Ecology	2/10	A-5	A-9
Department of Fisheries	2/14	A-8	A-9
Department of Game			
Department of Highways			
Department of Natural Resources			
Department of Parks and Recreation	1/16	A-3	-
Department of Social and Health Services			
Office of Program Planning and Fiscal Management			
<b>Regional:</b>			
METRO			
Office of Environmental Management Division			
Port of Seattle			
Puget Sound Air Pollution Control Agency	1/27	A-4	-
Puget Sound Council of Governments	2/6	A-10	A-12
Seattle-King County Department of Public Health	1/17	A-6	A-9
<b>King County:</b>			
King County Executive			
County Council			
Department of Budget and Program Development			
Building and Land Development Division			
Chief Deputy Fire Marshal			
Policy Development Commission			
Prosecuting Attorney			
Parks Division			
Planning Division			
Department of Public Safety			
Department of Public Works (Hydraulics)	1/20	A-7	A-9
(Roads)	2/7	A-14	A-15
<b>Cities:</b>			
City of Des Moines			
City of Normandy Park			



Review Comments Received:	Date	Page	Response Page
<b>Utilities/Services:</b>			
Fire District #2			
Des Moines Sewer District			
Southwest Suburban Sewer District			
Water District #75			
Highline School District			
Highline Community College			
Pacific Northwest Bell			
Puget Sound Power & Light Company			
Washington Natural Gas Company			
<b>Libraries:</b>			
Burien Library			
Des Moines Library			
Seattle Public Library			
University of Washington Library, Architecture and Urban Planning Branch			
<b>Newspapers:</b>			
Des Moines News			
Highline Times			
Seattle Post Intelligencer			
Seattle Times			
Auburn Globe-News			
Kent News Journal			
Daily Journal of Commerce			
Renton Chronicle			
<b>Private Organizations and Others:</b>			
Burien Chamber of Commerce			
Des Moines/Midway Chamber of Commerce			
Highline Community Council			
Washington Environmental Council			
Mrs. Pauline Conradi Policy Advisory Committee	2/7	A-33	A-48
Ms. Virginia Dana, PAC	2/6	A-28	A-32
Mrs. Kathy Hand, PAC			
Mrs. Bill Hoisington, PAC			
Ms. Eleanor Lee, PAC			
Ms. Jean Pihlman, PAC			
Mr. Charles Schuh, PAC			
Ms. Alice Whetzel, PAC			
Chairman ALPA-Sea-Tac			







# Summary of Contents of Draft EIS

## THE PROPOSED PROJECT

The proposal is for a zone reclassification and comprehensive plan revision to allow construction of the Corporate Headquarters Office Facility for The Boeing Company, sponsor of the project, on an approximately 30-acre site located on the west side of Sea-Tac Airport. The site plan includes a headquarters building and accessory site improvements to be built as Phase I, and space for a future Phase II expansion building.

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

Although the sponsor has no current plans for further construction, space for a future Phase II expansion building is provided on the site. For purposes of potential impact analysis, it is assumed that the expansion building, if built, would be, at a maximum, similar in size to the Phase I building and would house a similar number of employees. Because of the present uncertainty as to future need for the expansion, the summary of its potential impacts is presented separately and follows the summary of potential impacts for the Phase I project.

## ENVIRONMENTAL IMPACTS OF PHASE I

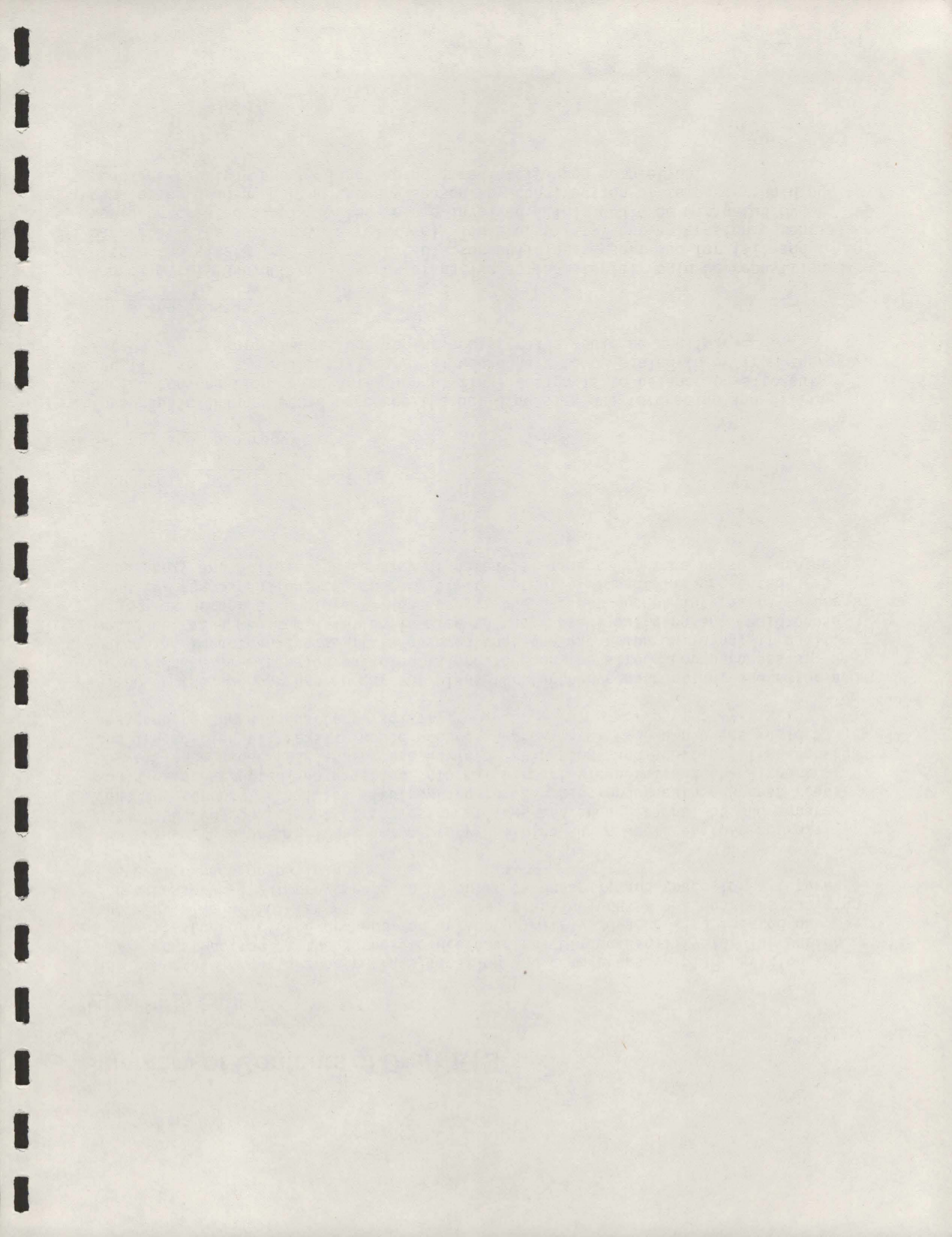
### Geology and Topography

Topographic changes would occur on the building site due to grading and filling during construction. The intention of final design is to balance on-site cut and fill so that minimum fill material would have to be hauled to or from the site. Topographic changes due to the access roads would be negligible.

### Soils and Erosion

Approximately 350,000 cubic yards of native soils material would be repositioned within the site. The soil is suitable for building support and for fill and backfill. The soils have a relatively low erodability, but an erosion potential would be created simply by the volume involved. This could be mitigated by completing grading during the dry season, by construction of temporary holding ponds as required and by landscaping immediately upon completion.







### Hydrology

Since the total area of impervious surfaces will not be significantly changed, preliminary indications are that there would be little or no impact on water quality or rate of storm water runoff. Detailed engineering plans and runoff calculations have not been completed but will be required prior to issuance of grading and building permits.

### Vegetation and Wildlife

Most existing vegetation would be removed from the building site and replaced by trees, shrubs and lawns. Most wildlife would be displaced during construction. Upon completion of the project, wildlife would return to approximately the same population levels but species diversity may be slightly decreased. No rare or endangered species occur on the site.

### Air Quality

There would be a temporary increase in dust levels during construction. Long-term additional air pollutants would be negligible and indistinguishable from existing levels and sources.

### Noise

There would be no long-term increase in existing levels of noise due to the building or related traffic. There would be a temporary increase in Noise Exposure Forecast (NEF) to approximately 42 from the existing 37 along 12th Avenue South during construction. NEF is the standard descriptor that was used in the Sea-Tac Communities Plan studies for development of airport noise remedy programs.

### Natural Resources

Typical amounts of non-renewable resources such as sand, gravel, cement, steel, aluminum, and glass would be consumed by construction. The site would be committed to the proposed use for the foreseeable future.

### Light and Glare

The glass exterior will reflect light. This would not pose a safety hazard to pilots as they would not be looking directly into the reflection when landing or taking off. Reflection would occur off-site only during very low sun angles on clear days, but would not significantly affect adjacent land uses.

### Land Use

The site is zoned and, until 1972, was used for single-family residences. It was purchased by the Port of Seattle and converted to an open space buffer for the airport. The project would result in a local change in land use as identified in the adopted Highline Communities Plan, Sea-Tac Communities Plan and zoning. The project is not expected to encourage any change in surrounding land uses, but could help to stabilize existing nearby residential uses.



### Population

The project would not have significant impact on population. It is not anticipated that many employees would relocate their residences after completion.

### Housing

The project is not expected to have a significant impact on the market demand for housing in the adjacent residential area.

### Transportation

Approximately 900 vehicular trips would be generated daily to or from the site. This would result in an insignificant impact to traffic on South 188th Street and other major arterials. The impact on South 156th Way (formerly Renton Three Tree Point Road) would be minor but could result in temporary minor congestion at nearby intersections during peak flow periods.

### Public Services

Public services are adequate for the proposed project. However, formal agreements would be necessary between the Port of Seattle and the local Police and Fire Departments to clarify responsibilities.

### Energy

The building would consume an average of 44,000 therms of natural gas yearly for heating and cooking purposes. Approximately two million kw hours of electricity would be consumed yearly on an average for cooling, lighting and machinery.

### Utilities

Adequate telephone and electrical service is available and would be brought to the project boundary underground from existing systems. All other utilities would be brought to the project boundary by the Port of Seattle from existing Sea-Tac airport systems. Existing or planned utilities systems are adequate to handle the proposal.

### Aesthetics

The building would be visible from the east, partially visible from 12th Avenue South and from greater distances to the west. It would be compatible with other structures around the airport. Landscape plans for the site would partially screen the building from the view of homes to the west by a berm and planting.



## ENVIRONMENTAL IMPACTS OF PHASE II

The Phase II expansion building, if built in the future, would be similar to the Phase I building in size, occupancy and exterior architectural treatment. Because construction of Phase II would affect only a small portion of the site and would commence after the entire site has been initially rezoned, graded and landscaped in Phase I, additional impacts to most environmental elements would be minor. No significant impact would be anticipated to: Geology and Topography, Soils and Erosion, Hydrology, Vegetation and Wildlife, Land Use, Risk of Upset, Population and Housing, Public Services, Aesthetics, Recreation or Archeology/History. Elements which may experience potential impacts are as follows:

### Air Quality

Temporary increase in dust levels during construction. Long term additional air pollutants would be negligible and indistinguishable from existing levels and sources.

### Noise

Temporary increase in NEF level during construction as in Phase I. No long-term increase in NEF levels due to the building or related traffic.

### Light and Glare

Sunlight would be reflected from the building's glass surfaces, but because the building would be more heavily screened by vegetation than the Phase I building, it would be even less likely to produce adverse reflection impacts.

### Natural Resources

Typical amounts of non-renewable materials would be consumed by construction.

### Transportation

Similar to Phase I, the expansion building would generate approximately 900 vehicle trips per day. Other than minor increases in peak hour congestion on the south access road and at intersections North and South of the site, traffic impacts should be insignificant.

### Energy

The building would consume an average of 44,000 therms of natural gas yearly for heating and cooking purposes. Approximately two million kw hours of electricity would be consumed yearly on an average for cooling, lighting and machinery.



## Utilities

Adequate utilities are available and would be brought to the site during Phase I construction. Existing or planned utilities systems are adequate to handle demand from the expansion building.

## SUMMARY OF ALTERNATIVES

### No-Action

Disapproval of the plan amendments or rezone would direct the sponsor to an alternative site and retain the currently proposed site as an undeveloped open-space buffer.

### Alternative Sites

The sponsor with its architect, Skidmore, Owings and Merrill has seriously considered five potential sites. The primary considerations in selecting a site were architectural potential, corporate identity, expansion capability, community acceptance, zoning compatibility, traffic impact, air quality sensitivity, utility availability and soil conditions. The proposed site was determined by the sponsor to be the most favorable considering all factors.

### Alternative Use for Proposed Site

A portion of the proposed site is currently being used informally as a viewpoint and is recommended for development as a viewpoint park by the Sea-Tac Communities Plan. The Highline Communities Plan designates the north and south portions of the site as "Airport Open Space" and the central portion as "Parks and Recreation." Potential alternatives uses for the site include landscaping and maintenance of the open space buffer, development of the viewpoint park, development for aviation uses, and development for other non-aviation commercial uses. Uses other than open space or recreation would also require plan amendment and possibly rezoning.



### POSSIBLE MITIGATING MEASURES

Traffic impact on South 156th Way would be mitigated by directing the majority of employees and all service traffic to use the south access road.

The visual impact to the westside communities would be mitigated by landscaping including the proposed berm and tree plantings.

The viewpoint would be relocated to an alternative site.

Erosion potential would be mitigated by scheduling major earthwork during the dry season, by construction of temporary holding ponds and by landscaping immediately upon completion.

Dust impact could be mitigated by watering the site during construction as needed.

Helicopter noise impact would be mitigated by directing approaches and departures to the east or south whenever possible.

### REMAINING ADVERSE IMPACTS

Slight erosion potential during construction.

Removal of natural vegetation.

Minor local air pollution due to increased vehicular activity.

Minor noise impacts due to vehicular activity.

Increased traffic on secondary and primary arterials.

Partial visibility of the upper portion of the building from westside residences, particularly until landscaping matures.

A slight increase in sanitary sewage delivered through the Sea-Tac system to the Des Moines sewer system.



# Description of the Proposal

## NAME OF PROPOSAL AND SPONSOR

The proposal is a request to King County for a zone reclassification from RS-7200 to M-P and appropriate revisions to the Highline Communities Plan and the Sea-Tac Communities Plan to allow construction of a Corporate Headquarters Facility for The Boeing Company, sponsor of the project, on approximately 30 acres of Sea-Tac Airport property presently owned by the Port of Seattle.

## LOCATION

The proposed site lies at the west edge of Sea-Tac International Airport, in the east half of Section 29, Township 23 N., Range 4 E., in King County, Washington. Figure 1 presents the site in its regional context, and Figure 2 shows the site's relationship to the local vicinity.

## OTHER AGENCY FILE NUMBERS

Building and Land Development Rezone File No. 224-78R. King County is not aware of other agency file numbers on this proposal.

## CONSTRUCTION SCHEDULE

The project is planned in two phases. Phase I would include the primary office building and all major site improvements such as access roads, security facilities, the central pond and total site grading and landscaping. Space for a Phase II expansion office building is provided in the master site plan, but the sponsor has no definite plans, at present, for construction of this potential expansion.

Current plans call for clearing, grading and foundation work to begin during the second half of 1978. Construction would require approximately 18 to 20 months, and completion and occupancy is scheduled for the second quarter of 1980.

## PHYSICAL AND ENGINEERING ASPECTS

The following figures illustrate the proposed facility:

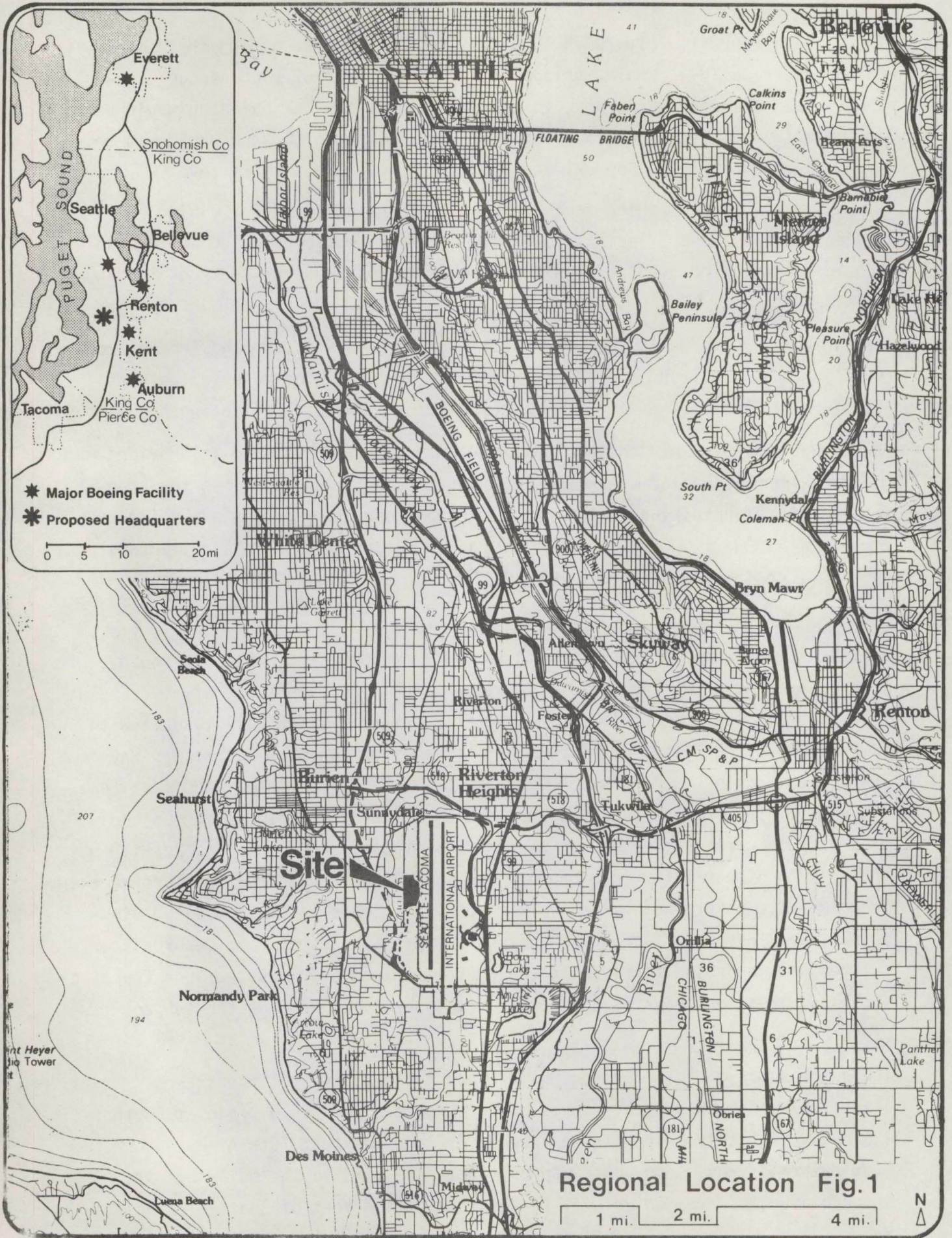
Figure 3. Project site plan

Figure 5. Building entry level plan

Figure 4. Site sections

Figure 6. Model photo from southwest







The site is approximately 700 X 1850 feet and includes about 30 acres. The headquarters building would include 95,000 square feet of floor space on two floors over an entry level open to the east and west. The building would be approximately 90 feet wide, 540 feet long and 65 feet high, and would sit on an existing earth mound approximately 20 feet above the airport level.

Approximately 55,000 square feet of space would be utilized for dining, recreation and support facilities in two below-grade floors which would also provide parking for about 235 employee vehicles and two service truck loading docks.

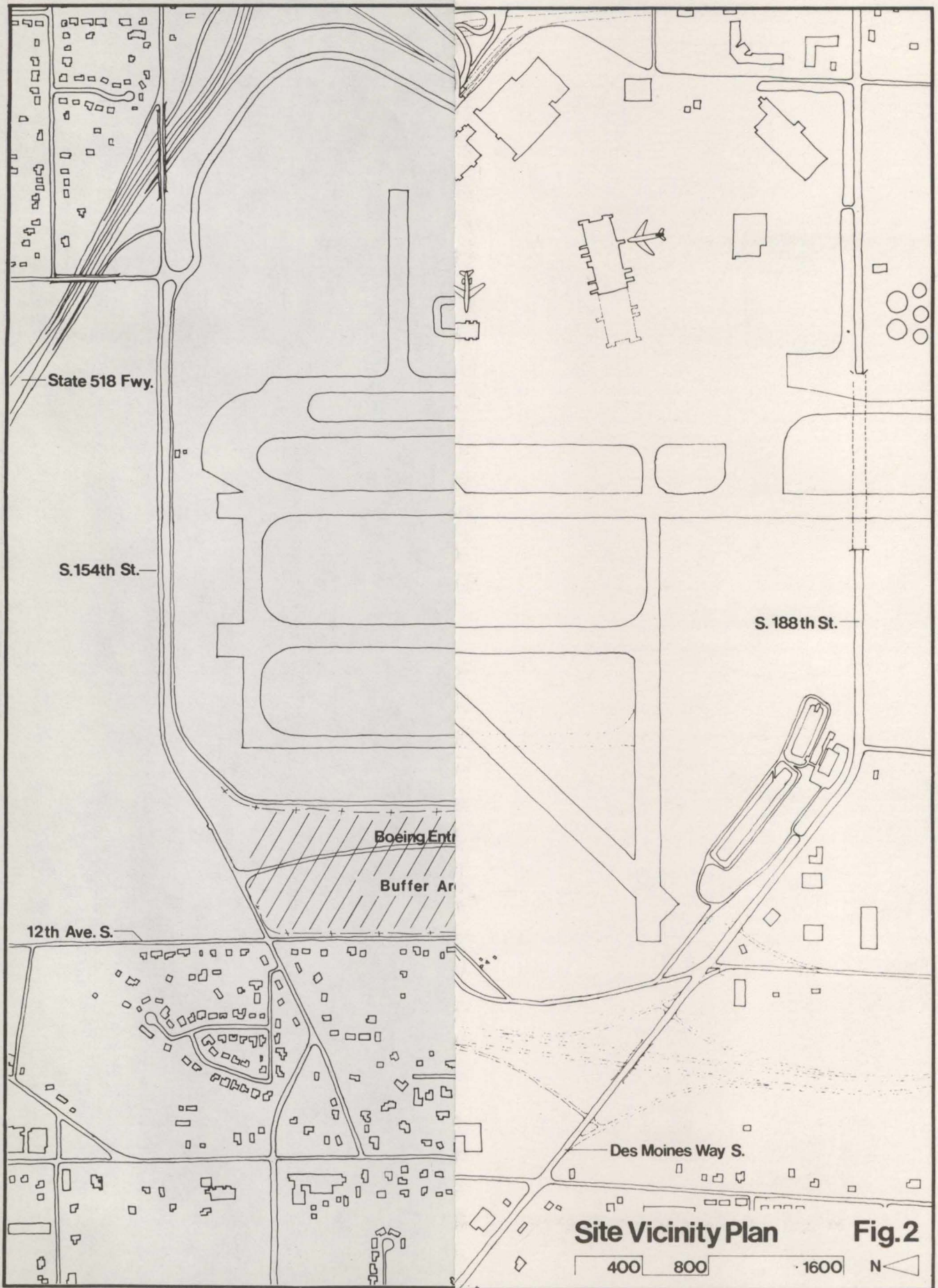
Exterior materials would include a flat roof, two horizontal bands of reflective glass windows, and a light colored, metallic cladding material on vertical wall surfaces. The site plan would feature a central reflecting pond.

Space for expansion by construction of a second office building is provided in the sponsor's master site plan as shown in Figures 2 and 3, but the sponsor has no definite plans, at present, for such expansion. The expansion building, if built in the future, would probably be similar in architectural treatment to the Phase I building and also similar in size, function and capacity.

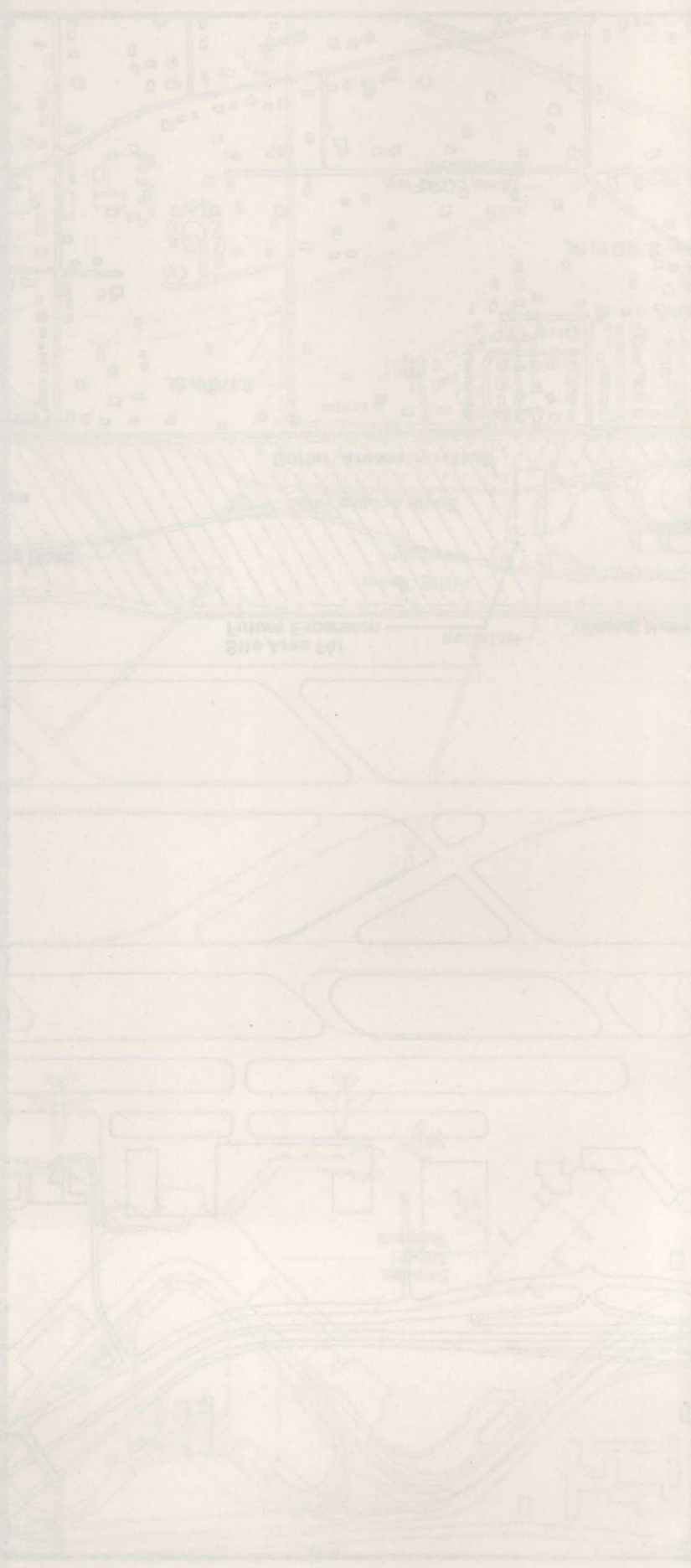
Vehicle access would be via separate entrance roads at the north and south, both leading to a main security gate. The majority of staff and all service traffic would be required to use the south entry road which will connect with South 188th Street/12th Place South at its intersection with Des Moines Way South. This intersection is scheduled to be moved approximately 300 feet to the east of its present location by the State Highway Department in conjunction with the proposed extension of SR 509 southward to an interchange with South 188th Street/12th Place South. The south access road that will serve the proposal site is planned by the Port to provide access to the relocated viewpoint, the Airport Surface Detection Equipment (ASDE) tower, and other airport related uses proposed for land to the south of the proposal site. Construction of the south access road is not contingent upon development of the subject proposal.

The north entry would be predominantly used by customers, officers, some executive staff and special guests of the sponsor, and would begin at South 156th Way (formerly Renton Three Tree Point Road) east of 12th Avenue South. From there, it would run south approximately one mile to the building site through a buffer area which will be retained by the Port of Seattle as an air-

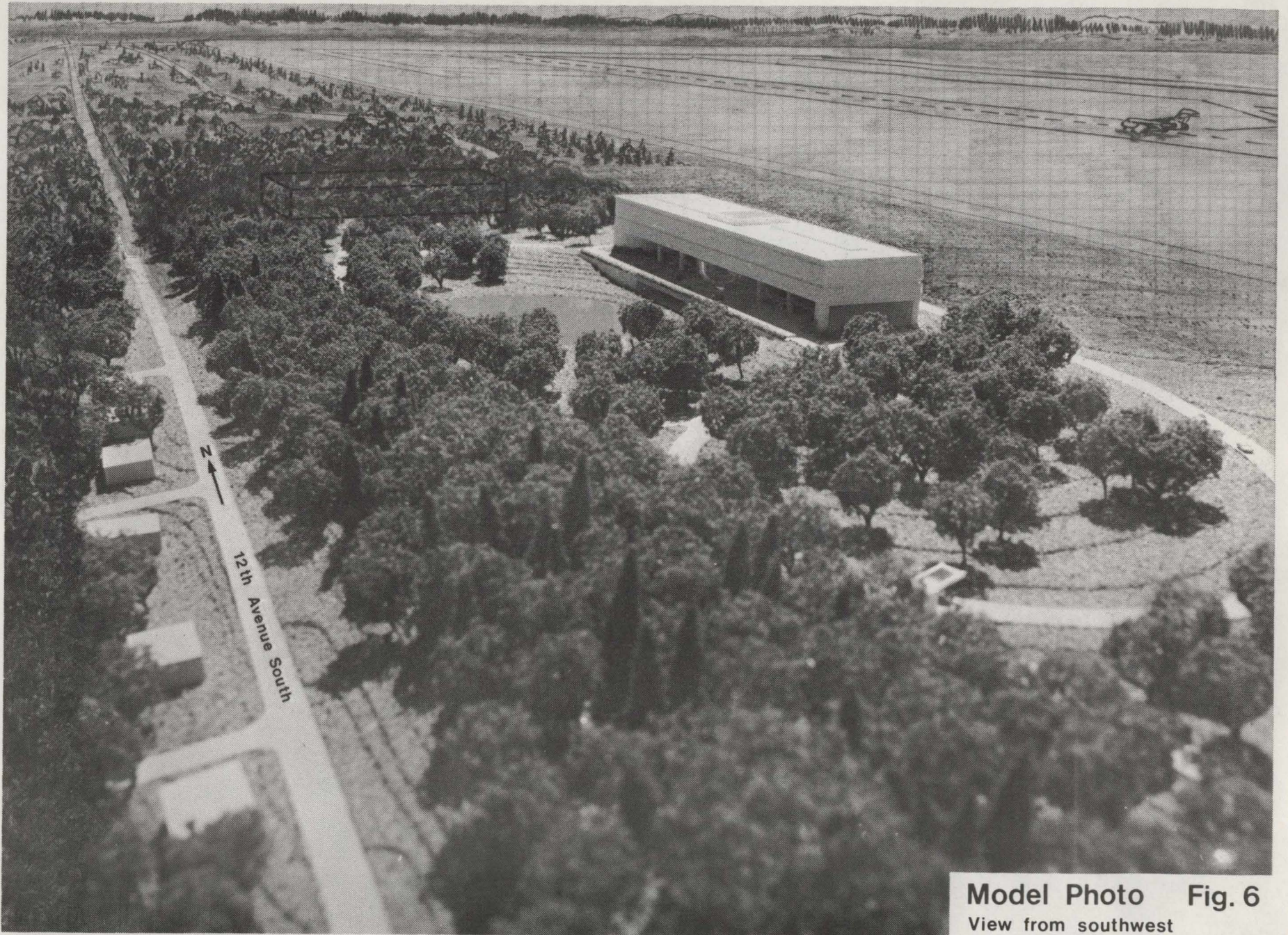












Model Photo Fig. 6  
View from southwest



port greenbelt. The proposed alignment of this road may require a small bridge to span a ravine north of the building site. The 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.

The proposal includes provisions for limited helicopter service to the facility. Flights would be infrequent and would not adhere to any fixed schedule. Present plans provide for a helistop to be located near the southeast corner of the site as shown in Figures 2 and 3.

Extensive landscaping is planned for the entire project site. Vegetated areas indicated on Figure 3 would include a variety of deciduous trees and conifers, assuring year-round visual screening of the building from the west along with seasonal changes in color. The existing berm along the western edge of the site would be increased in height to further separate the building visually from nearby residential area. Section AA on Figure 4 shows how the building, the proposed berm and vegetation, and nearby houses will related to each other, and Figure 6 further illustrates the landscaping concept.

## EXISTING PLANS AND REGULATIONS

### Zoning

The site and most of the land for some distance around has been designated RS-7200, a King County zone which allows basically single-family detached dwellings up to a density of about 4 units per acre. A change in zoning designation from RS-7200 to Manufacturing Park (M-P) 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" (King County Code 21.34.010).

### Comprehensive Plans

Implementation of the proposal would require King County amendment of the adopted Highline Communities Plan and a corresponding change to the Sea-Tac Communities Plan by the Port of Seattle.



The Sea-Tac Communities Plan, adopted by the Port of Seattle in June 1976 and by the King County Council in September, 1976 was developed jointly with a planning grant from FAA. This plan is intended to achieve maximum compatibility between the airport and the surrounding communities. The Plan Map depicts the north portion of the proposal site (north of South 170th Street) as "open space" and the south portion as "airport facility". The area to the west, across 12th Avenue South, is shown as "Single-Family Residential". See Figure 12(a) on page 53.

The Highline Communities Plan was adopted by the County Council on December 19, 1977, and will take effect 10 days after being signed by the County Executive. This plan will augment the King County Comprehensive Plan and will become the official land use planning document used by all County officials and agencies in reviewing and approving development proposals in the Highline area. According to wording in King County Ordinance #2883 adopting the Sea-Tac Communities Plan, the Highline Plan will also "...be the official zoning guideline for implementing the land use concept of the Sea-Tac Communities Plan".

The Highline Communities Plan Map differs from the Sea-Tac plan map on the airport's west side. The Highline map designates the airport property north of South 176th Street as "airport open space" except for the portion between 171st and 168th (extended) which is designated as "park and recreation". The airport property south of South 176th Street is shown as "airport facility". These designations reflect King County Motion #02957, passed on April 4, 1977, which states in part that "...airport facility development occurring on the west side of the Sea-Tac Airport should be limited to the area South of South 176th ...". Similar to the Sea-Tac Plan, the area west of 12th Avenue South is designated "single-family: 4 to 6 units per acre". Figure 12(b) on page 53 shows a portion of this map and its relationship to the proposal site.

Changes to these plans would be required to redesignate the proposal site as "Office". A preliminary proposal for such a map change is shown on Figure 12(c) on page 53.



# Existing Conditions, Environmental Impacts and Mitigation

## ■ Elements of the Physical Environment

### GEOLOGY AND TOPOGRAPHY

#### Existing Conditions

In general, the site slopes down approximately 20 to 30 feet from the flat airport surface on the east to 12th Avenue South on the west. The northern portion has been graded to create a large, nearly flat retention pond. The retention pond is surrounded on the north and west by a berm which drops steeply to the north and to 12th Avenue South on the west.

The central portion of the site rests on a bench approximately 20 feet above the airport surface. This raised bench is the site of an informal airport viewpoint and is the location for the proposed headquarters building. The bench slopes gradually down to 12th Avenue South on the west.

Existing topography and proposed changes to topography can be seen in Figure 7. The site is underlain by compact, impermeable, unsorted drift called Vashon Till. Road cuts along 12th Avenue South expose a typical random mix of clays, sands, gravels and boulders. Granite boulders exposed on the surface of the site are assumed to be remnant glacial erratics.

The unsorted drift, or till, is very hard, stable and resistant to erosion. However, once loosened by construction activity, the material becomes subject to erosion unless stabilized by vegetation or other means. It forms a stable base well suited to building foundation support and is generally insensitive to seismic disturbance. Much of the area that would be the subject of major grading activity has been previously graded and covered by building foundations and pavement. All buildings were removed a few years ago and only the access roads and the 1.2 acre abandoned tennis courts shown on Figure 7 remain.

#### Environmental Impact

Impacts to geology and topography would be limited to the specific project site. Grading, cutting and filling would cause a local change to the topography. The primary purposes of grading are to improve the aesthetic appearance of the building site, create a reflection pond and to screen the project from the westside residential communities by a berm. The project would result in negligible impact on surficial and subsurface geology at the site.



## SOILS AND EROSION

### Existing Conditions

The natural soils on the site consist of very dense glacially consolidated soils overlain by a thin discontinuous mantle of sand and gravel. The dense glacial soils include a till zone of unknown thickness over a unit of very compact sand and gravel. The till is likely to be weathered to a few feet below the ground surface. Perched water may occur in random zones within the unweathered till or at the interface between the weathered and unweathered zones.

Spread footings supported in the unweathered till or dense sand and gravel may be designed for relatively high bearing capacities. Settlement would generally be rapid and minor and the major portion would occur during construction. The magnitude of post-construction settlement will depend on structural loading but is expected to be minor. Excellent pavement support would be provided directly by the existing natural soils on the site if adequate subgrade drainage were to be included in the pavement section design. The type and amount of fill material contained in the embankment in the northwest portion of the site and in the former building sites is presently unknown. Due to the regrading proposed for the site and the proposed building location, previous fill material would have insignificant effect on the project.

A detailed soil investigation has not yet been completed. Further investigations of native soil and existing fill material would be conducted during design phases of the project. The consulting firm of Dames and Moore has been retained for this purpose.

Several test pits and borings would be necessary. Test pits would allow the determination of the thickness of the weathered zone of till and the thickness of the upper layer of sand and gravel. Test pits would also be useful in establishing potential borrow areas. Boring would enable the identification of groundwater levels, if any, and the extent of the till layer.

### Environmental Impact

Repositioning of soils would occur only within the site. Approximately 350,000 cubic yards of soil materials would be moved. While a final grading plan has not yet been prepared, the intent will be to minimize or eliminate the need to



haul fill material into or out of the site. Any excess material would be used within Sea-Tac airport property at the option of the Port of Seattle. Grading plans would be reviewed prior to issuance of permits to allow construction. Construction activity would cause a temporary increase in erosion potential.

The presence of surface water in the vicinity of South 164th Street along the proposed access road indicates that further investigation will be necessary in that area during final design stages to determine soil stability.

### Mitigating Measures

Long-term soil erosion potential would be mitigated by the landscaping that is a part of the project proposal. Short-term soil erosion would be mitigated by retention facilities installed before construction begins and by completing the majority of grading and site work during the dry season.

## HYDROLOGY

### Existing Conditions

The majority of the site (all the area north of approximately 100 feet south of South 170th Street), drains to the west in six roadside ditches to a low in 12th Avenue South, approximately 800 feet north of South 166th Place. It then drains west to the Miller Creek stream bed.

The eastern portion of the site drains into the Sea-Tac airport storm drainage system. The airport storm drain flows south to a retention pond and then into Des Moines Creek.

Water quality and flooding problems presently exist in both Miller and Des Moines Creek.\* Water quality and biological sampling programs indicated that the creeks are moderately degraded. Water quality problems are caused by several factors, including septic tank discharges in unsewered areas, unshaded stretches of the creeks and high stormwater discharges. More specific data regarding water quality is available. It is not reproduced here because construction of the proposed facility would not significantly affect water quality or peak runoff rates. Both creeks are generally incapable of carrying runoff from relatively frequent small storms. Flooding is more severe in Miller Creek.

\*Sea-Tac/Communities Plan, Element Report 5.3, Water Quality Analysis, Port of Seattle, King County, .1974.



The major flooding problems are located in the lower reaches of both basins; however, flooding of the stream channels, surcharging of storm sewers and channel constrictions are also evident throughout the basins. A stormwater control system is needed to diminish peak discharges and thereby reduce the flooding problems encountered in Miller and Des Moines Creeks.

Several recommendations have been made to improve water quality and reduce flooding in the creeks. These include creation of a system of holding ponds, the planting of shade trees in the upper reaches of the creeks and expansion of sewer systems in residential areas.

The site is approximately 600 feet east of the Miller Creek stream bed. There are no permanent or seasonal surface water courses within the project site.

In January 1975, the King County Council adopted a surface water runoff regulation (Ordinance No. 2281), which limits the rate of storm water leaving a developed site to no more than that leaving the site before development.

#### Environmental Impact

Detailed plans for the project storm water system have not been prepared. Calculations of runoff volumes will be developed during the design stages of the project. Runoff calculations and review of the proposed storm water system would be reviewed by King County prior to issuance of grading and building permits.

In general, there would be little change in runoff volumes or water quality. The total amount of proposed impervious surfaces would be approximately equal to the surface area of existing roads, house foundations and the abandoned, paved tennis courts that would be removed.

Temporary retention ponds would be constructed to control runoff volumes and siltation during project construction. Minor, temporary siltation of adjacent drainage ditches might occur during construction. Silt would not be expected to reach Miller Creek in significant amounts due to the small quantities anticipated and lack of direct flow to stream channels.

If required (to comply with Ordinance 2281), permanent retention facilities would be included in the design and construction of the project. Retention facilities would not significantly improve the existing flooding and water problems of Miller Creek.



## VEGETATION

### Existing Conditions

#### Project Site:

The site is a combination of open grassy areas, small tree groves, brushy areas and mixed areas of grass, shrubs and trees as can be seen in Figure 8. The majority of the site is returning from artificially maintained lawns and landscaping to a more natural plant community.

Site investigations found numerous ornamental species typical of suburban areas. No rare or endangered species were present. The most significant aspect of the vegetation in human terms may be the aesthetic value of a few mature trees.

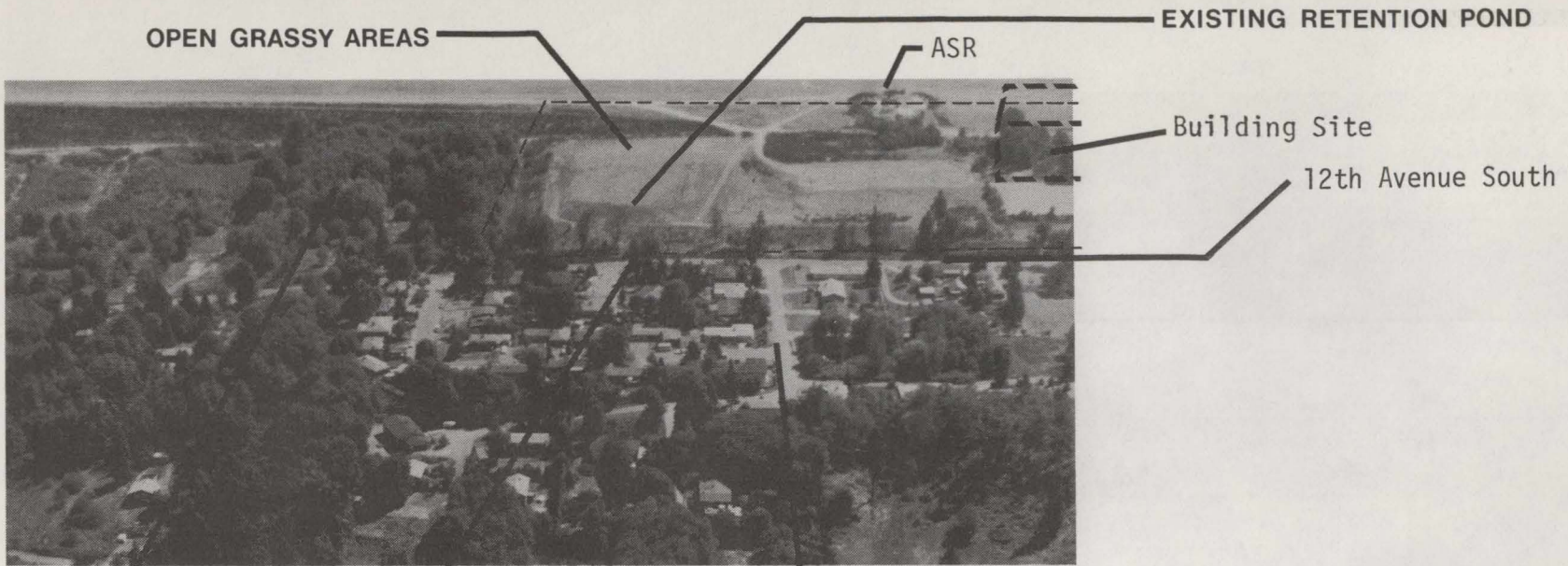
Current Port of Seattle proposals for a portion of the proposed building site have identified an airport viewpoint to be landscaped with a variety of trees, shrubs and lawn. The remainder of the site would be landscaped, under current plans, as a continuation of the buffer areas described below.

#### Buffer Areas:

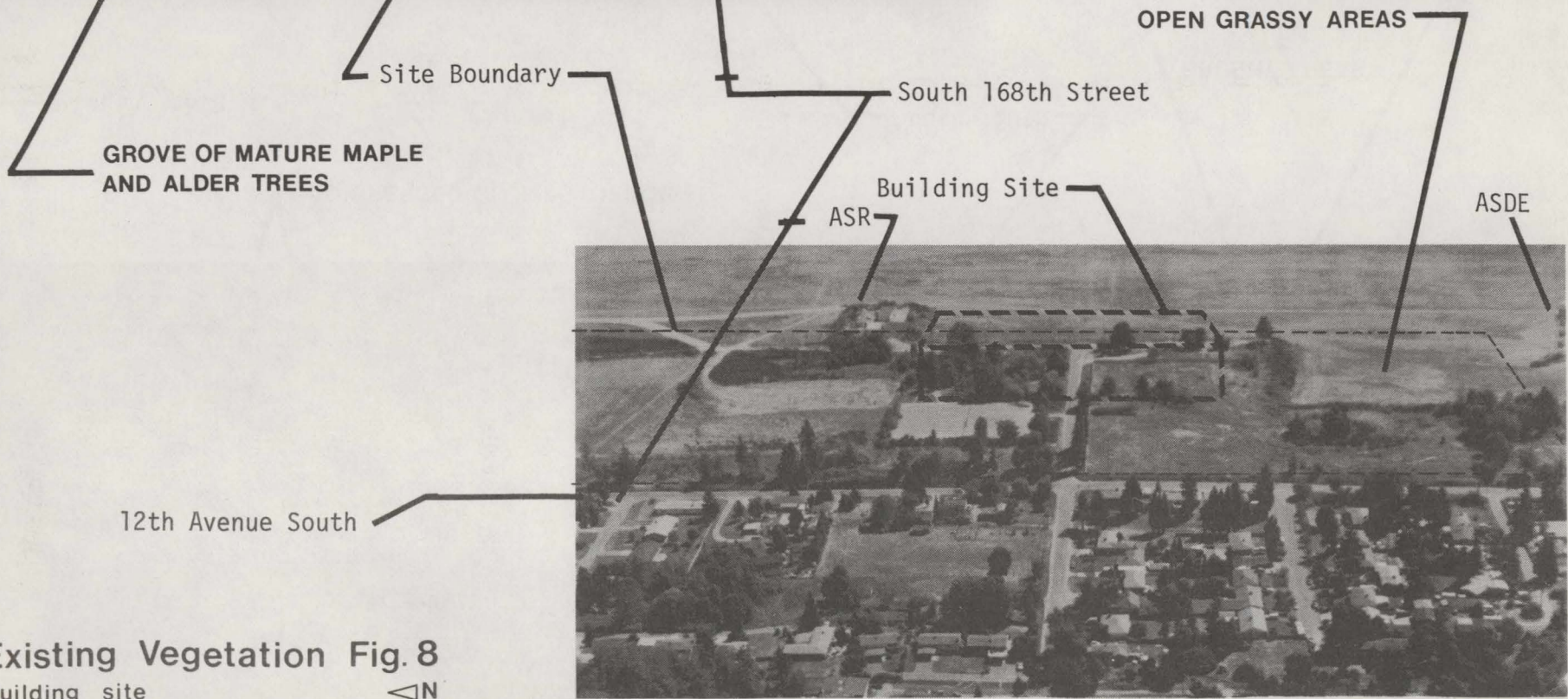
Existing vegetation in the proposed greenbelt area to the north is similar to that on the project site. The main differences are the presence of larger dense tree groves and the smaller size of open grassy areas as shown in Figure 9. The present condition here may be slightly altered by the time construction would start on the Boeing facility. Funding has recently been approved for the Port's landscaping project which would reinforce the process of returning the area from an urban type landscape to a more natural condition.


As part of the program, approximately 2.5 additional acres of trees will be planted to supplement existing groves, 6.25 acres will be artificially maintained as meadow by annual mowing, and the remainder of the buffer area will be planted with conifer seedlings. Individual trees and shrubs will be integrated into the green belt landscape plan or will be removed particularly where they define previous homesites or property lines. A dense undulating row of 8 foot to 12 foot Douglas fir trees will be planted along the airfield bank. Current plans for the buffer area south of the site are similar to those on the north. Dominant groves would be maintained and reinforced. Small random areas would be maintained as meadows. The remainder would be planted with conifer seedlings. Landscaping plans in these buffer areas



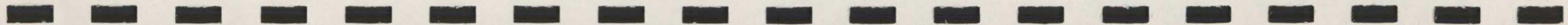
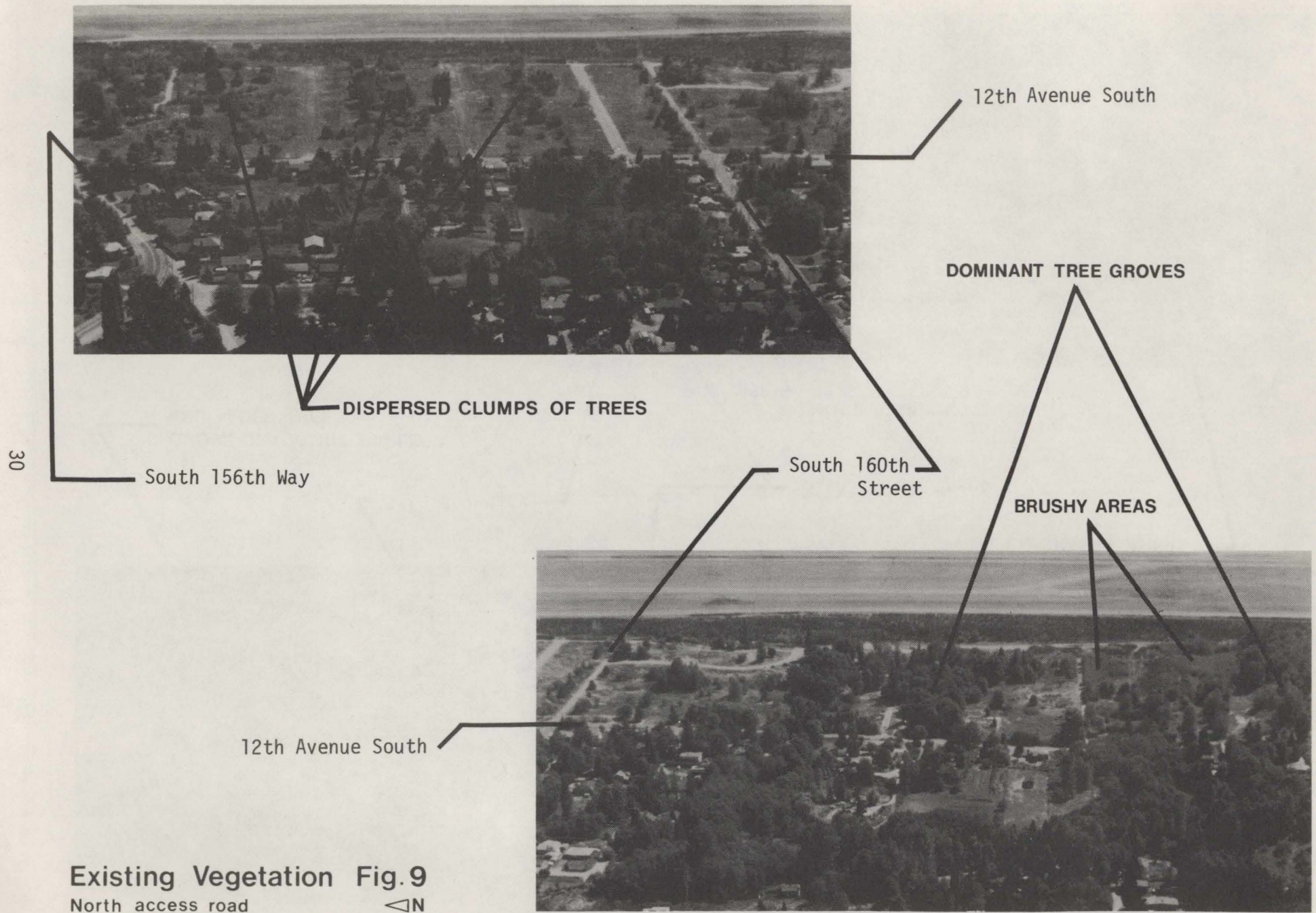


29



Existing Vegetation Fig. 8  
 Building site 







will be carried out by the Port with or without implementation of this or other proposals in the vicinity.

### Environmental Impact

The substantial site regrading that is proposed indicates that most of the vegetation on the project site and along the access roads would be removed. This would mean elimination of the mature trees within the eastern portion of the existing informal airport viewpoint. Smaller trees and shrubs could be transplanted to other locations.

Trees along much of the western boundary of the site and adjacent to the access roads would not be affected. The proposed berm and the north access road would be designed to avoid and preserve large individual trees. However, it may be necessary for the north access road to pass through the groves of mature trees at approximately South 164th Street and South 166th Street. This would eliminate some of the trees in those groves.

The entire site would be landscaped upon completion of site preparation work. Concept plans for the landscaping of the building site call for a 100 to 200 foot wide buffer strip of deciduous and coniferous trees 10-15 feet high; along 12th Avenue South. Existing mature trees along 12th Avenue South would be preserved wherever possible. The vegetation in this buffer strip would be allowed to grow in essentially a natural condition, and would be blended into the Port of Seattle's landscaping projects to the north and south. The remainder of the site would be a combination of trees, lawns and shrubbery. The total change in amount of vegetated area would be minor. More of the site would be tree covered and less would be maintained in an open, grass-covered condition.

### Mitigating Measures

In designing the access roads and the berm, dominant, mature trees should be avoided and preserved wherever possible. The north access road design should be coordinated with the Port and its consultant on the westside greenbelt plan. Landscaping of the entire site soon after completion of site preparation would mitigate necessary vegetation removal.

In the long term, the proposed landscaping and berm would be intended to provide a more attractive and effective visual buffer between the west side residences and the proposed facility in addition to the airport.



## WILDLIFE

### Existing Conditions

The wildlife of the site reflects the varied vegetational patterns. A variety of bird species was observed during site visits indicating a wildlife community typical of partially developed suburban areas.

The site is one of the several loosely connected, semi-natural, open spaces surrounding the airport. The combination of individual open spaces work together to support many species that probably could not survive on one individual site. For example, a red-tailed hawk, a sparrow hawk, and evidence of a coyote were observed on the site. All of these species range outside of the site daily. Only smaller birds and mammals would rely entirely on the project site to provide suitable habitat.

Within the site, there are several habitat types. These include dry grassland, brushy thickets, broadleaf forest, the mixed park-like habitat of scattered trees, shrubs and grass, and a small freshwater pond and marsh resulting from the artificially created retention pond.

No rare or endangered species are known to occur on the site. The site does not provide any unusual wildlife habitat.

Small flocks of crows (4-6) and starlings (10-20) were observed on the site and are indicative of the problems the airport has had with these species. Very large flocks occurring near the runways create safety hazards to aircraft. This has occurred particularly near the south end of the airport where a large habitat area of young alder and blackberry exists. It is about a mile and a quarter south of the proposal site.

### Environmental Impact

During construction, both small and large animals would be displaced from the site. Although landscaping programs in the adjacent buffer areas may increase their ability to sustain some of the displaced wildlife, some reduction in numbers would be expected. This would be a temporary condition and, once construction and landscaping are completed on the site, both large and small animals would be expected to return fairly quickly. The species present have demonstrated a tolerance of human activity and only a minor amount of habitat would be permanently lost.



Depending on the landscaping, wildlife diversity and populations may change slightly. The marsh habitat around the retention pond would be eliminated and an open pond habitat would be created by the proposed reflection pond. The proposed access roads would slightly reduce the amount of potential habitat, and the roads, fences and building would create barriers to the movements of small animals.

The landscaping changes proposed by the Port and by the sponsor could make the buffer areas more productive for wildlife. This might occur for two reasons: first, the vegetation itself will probably be more productive with management such as fertilizing and mowing. Second, the variety of habitat types and the "edge effect" between differing habitats would be increased. This should result in slightly increased populations and numbers of species.

Increased wildlife populations due to future landscaping projects, both on the proposed site and in the adjacent buffer areas, hold the potential for a secondary negative effect on airport operations. The possibility of creating a roost for large numbers of blackbirds, starlings or crows, thereby increasing a potential safety hazard to aircraft, must be considered.

Three points are significant in this consideration. First, the present roost near the south end of the airport is a large, homogeneous area of young alder and blackberry. Second, the west side in the vicinity of the proposed project is apparently not attractive now as a roost for large numbers of birds. Third, the proposed landscaping plans will not significantly change the mixed pattern of vegetation that currently exists. Thus, although it is not possible to state for certain, the proposed landscaping project probably will not create new roosts for large flocks of birds.

#### Mitigating Measures

Complete landscaping and maintenance of the berm and buffer areas in a seminatural condition would off-set the minor loss of habitat area.

If the project landscaping were to become a roost for large flocks, successful mitigating measures to control the numbers of birds are available. The U. S. Fish and Wildlife Service could provide technical assistance with the development of a roost control program.



## AIR QUALITY

### Existing Conditions

#### Meteorology:

Sea-Tac International Airport has a complete U.S. Weather Bureau station operated by the National Oceanographic and Atmospheric Administration (NOAA), and has furnished the following data on temperature, precipitation, wind speed and wind direction. The site locality is characterized by a typical Pacific coast marine type climate with cool, wet winters and warm, dry summers.

Precipitation at Sea-Tac Airport averages about 39 inches annually, with variations between 24 inches and 50 inches. November through February are traditionally the wettest months with over half the annual precipitation occurring in this period.

Annual average temperature is about 50°F. Temperatures average about 40°F in the winter months and about 65°F during the summer months. Extreme temperatures of up to 100°F in the summer and down to 0°F in the winter occur rarely.

Winter winds are predominantly southerly, originating from the southsouthwest 30 percent of the time. Summer and fall winds are predominantly northerly with 30 percent originating from the northnortheast. Calm, less than 2 MPH winds are moderately rare occurring about 10 percent of the time. Wind speeds are generally low, rarely exceeding 20 MPH, but occasional storms may bring gusty winds of up to 50 MPH. Fog occurs occasionally during the fall and winter months sometimes disrupting airplane traffic at the airport.

#### Air Quality:

Air quality in the vicinity of the airport is affected primarily by aircraft activity and related vehicular traffic. A study conducted in 1973 by King County and the Port of Seattle established the air quality in the airport environs to be generally within applicable standards. Carbon monoxide, hydrocarbons, nitrogen oxides and oxidant were all measured in that study. Nitrogen oxide and oxidant levels were well below (within) the air quality standards. Hydrocarbon levels consistently exceeded (violated) the 6 AM - 9 AM standard for non-methane hydrocarbons. The high morning hydrocarbon levels are due largely to peak aircraft operation activity and associated high traffic volume on the east side of the airport.



Carbon monoxide was the pollutant measured at the most locations. Average day-time concentrations ranged from 8.6 milligrams per cubic meter ( $\text{mg}/\text{m}^3$ ) in the lower level of the airport parking garage, down to less than  $2 \text{ mg}/\text{m}^3$  outside the B and C concourses of the terminal building (the standard is  $10 \text{ mg}/\text{m}^3$  for 8 hours). Average daily concentrations around the perimeter of the airport ranged from 2 to  $4 \text{ mg}/\text{m}^3$ .

The Puget Sound Air Pollution Control Agency operates an air monitoring station at McMicken Heights (South 176th Street and 42nd Avenue South) about one mile east of the airport. Pollutant concentrations measured in 1976 and the applicable standards are shown in Table I. All pollutant concentrations were well within standards.

TABLE I  
MAXIMUM POLLUTANT CONCENTRATIONS AT  
McMICKEN HEIGHTS IN 1976

Pollutant	Sampling Period	Maximum Concentration	Standard
Suspended Particulate	Annual Mean	$42 \text{ ug}/\text{m}^3^*$	$60 \text{ ug}/\text{m}^3$
Sulfur Dioxide	Annual Average	.008 ppm**	.02 ppm
Sulfur Dioxide	24 Hour Average	0.04 ppm	0.10 ppm
Sulfur Dioxide	1 Hour Average	0.29 ppm	0.40 ppm
Oxidant	1 Hour Average	0.07 ppm	0.08 ppm

\* $\text{ug}/\text{m}^3$  = micrograms per cubic meter

\*\*ppm = parts per million

#### Environmental Impact

There would be no change in the meteorology as a result of the project. Changes in air pollution concentration created by the facility would come primarily from vehicular traffic. The building is currently projected to be heated with natural gas, and estimated total emissions (particulate, sulfur dioxide, oxidant, carbon monoxide, etc.) from natural gas combustion should not exceed 0.5 Kg./day. The total pollutant emissions from the proposed building would be approximately equivalent to twenty vehicles using the access road. Construction of the second building in the future would approximately double the emissions from gas heating, but would not add significantly to local air pollution. All solid waste would be hauled away so there would be no incineration.



There would be a temporary increase in dust levels during the construction of the buildings and adjacent roads. However, this would cease upon completion of the projects. Watering of dusty areas and roads can reduce dust to a minimum.

Vehicle activity would create the majority of pollutants, primarily carbon monoxide. The project is estimated to generate approximately 900 vehicle trips per day; 190 in the morning peak hour 180 in the afternoon peak hour, and 530 during the course of the rest of the day (refer to Table X on page 60.)

From this traffic information the carbon monoxide levels were evaluated using the California Division of Highways line source model incorporating the following parameters.

Traffic: Peak hour, 190; maximum 8 hour, 660

Meteorology: "E" atmospheric stability, windspeed - 1 meter/second (2MPH)

Wind direction: SSW or NNW (prevailing) with a 22° orientation to the roadway alignment, temperature: 40°F.

Vehicle Characteristics: Average vehicle speed - 40 MPH.

EPA carbon monoxide emission factor - 32 gm/mi - 1977,

28 gm/mi - 1980. 80% traveling under hot conditions,

20% under cold start conditions. 99% of vehicles are cars and light trucks, 1% heavy trucks or buses

Under the above conditions the model predicts that the peak hour carbon monoxide concentration at a receptor 25 meters downwind from the roadway edge would be 0.5 mg/m<sup>3</sup> in 1980. The maximum eight hour average concentration created by these vehicles would be 0.2 mg/m<sup>3</sup>. Therefore, the maximum expected concentration of carbon monoxide under "worst case" conditions should not exceed 4 mg/m<sup>3</sup> for eight hours (which is well within permissible standard of 10 mg/m<sup>3</sup>) including both the background and the local conditions. The vehicular pollutants created by the facility should be indistinguishable from the existing levels created by the airport and other vehicular traffic in the area. Addition of a second building to the site would approximately double the project vehicle emissions, but would not significantly increase local pollutant concentrations.

Based on this analysis and on the above "worst case" concentrations, it would not be expected that the cumulative contribution of traffic from the subject proposal and other current proposals in the vicinity - namely the SR 509 extension and the proposed general aviation facility - would create conditions that would approach the carbon monoxide standard.



## NOISE

### Existing Conditions

Man's response to noise is determined by the sound level emanating from the source of noise and the frequency spectrum of the sound. Noise intensity represents the level of sound which is weighted in accordance to the apparent loudness perceived by an average human observer. This number is expressed in "A"-weighted decibels and is written as dBA.

Noise intensity covers such a broad range that it is measured logarithmically and analyzed based on statistical averages. An average of an A-weighted sound level measurement is a measure of the mean acoustical energy level and does not readily account for the annoyance associated with loud sounds of short duration. Steady noise levels are rarely observed, and because of the time-varying characteristics of environmental noise, it is necessary to provide a statistical descriptor which indicates a dBA level and the percentage of time this level will be exceeded. The descriptor is designated by L, and  $L_{10}$  indicates the sound level in dB that will be exceeded 10% of the time. The "average" sound level is designated by  $L_{50}$ .

The Washington State Department of Ecology has specified regulations relating to maximum environmental noise levels. They have classified various areas or zones and established maximum permissible noise levels. These "EDNA's" (Environmental Designation for Noise Abatement) are classified as:

- a) Residential areas - Class A EDNA
- b) Commercial areas - Class B EDNA
- c) Industrial areas - Class C EDNA

The maximum permissible noise levels for these zones are shown in Table II. These are the same levels used in the King County noise ordinance.



TABLE II\*  
NOISE LIMITATIONS

EDNA OF NOISE SOURCE	EDNA OF RECEIVING PROPERTY		
	CLASS A	CLASS B	CLASS C
CLASS A	55 dBA	57 dBA	60 dBA
CLASS B	57	60	65
CLASS C	60	65	70

\*WAC 173-60

Between the hours of 10:00 PM and 7:00 AM the noise limitations of the foregoing table shall be reduced by 10 dBA for receiving property within Class A EDNA's. These noise levels may be exceeded on the receiving property by 15 dBA for 1.5 minutes, 10 dBA for 5 minutes, 5 dBA for 15 minutes for any one hour, day or night.

Since the majority of vehicular traffic on arterials and highways regularly exceeds the standards promulgated in Table II, an additional set of standards has been established for motor vehicles and is shown in Table III.

TABLE III\*  
MOTOR VEHICLE NOISE PERFORMANCE STANDARDS

VEHICLE CATEGORY	35 MPH OR LESS	OVER 35 MPH	MANUFACTURED AFTER 1975+
Motor vehicles over 10,000 lbs. GVWR or GCWR	86 dBA	90 dBA	86
Motorcycles	80	84	83
All other motor vehicles	76	80	80

+Added to Final EIS per response from Department of Public Health

\*WAC 173-62



One of the major problems associated with activity in the vicinity of the airport is the noise levels created by jet aircraft activity. The Port of Seattle and King County have completed several studies which are on file for those who want detailed information on airport vicinity noise.

One noise study was conducted by Mr. Hugh Parry, noise consultant to the Port, to determine the potential impact of general aviation facilities, including corporate-size aircraft, on the west side of the airport. The area studied is immediately south of this proposal site. As part of the study, noise readings were taken along 12th Avenue South. The average ( $L_{50}$ ) noise levels are shown in Table IV.

TABLE IV  
EXISTING ( $L_{50}$ ) NOISE LEVELS ALONG 12TH AVENUE SOUTH

LOCATION	dBA			
	AUTOS	PROPELLER TAKE-OFFS	AIR CARRIER	AMBIENT
12th Avenue South and South 176th Street	64	58	67	42
12th Avenue South and South 170th Street	69	67	77	44

Noise levels are higher at South 170th and were higher because the microphone was closer to the source for automobile generated noise. Aircraft noise was higher at South 170th because of the elevation difference between the road and the airport runways. South 176th Street was about 50 feet lower and below the line-of-sight of the runways.

Airport noise has often been assessed using a cumulative noise scale called Noise Exposure Forecast (NEF) which incorporates other local noise contributors in addition to aircraft operation noise. Although the NEF method has the limitation of not relating directly to or reflecting ambient levels as measured in dBA, it is considered a useful method for the prediction of future noise levels. The proximity of the proposal site to Sea-Tac Airport suggests that



NEF would be an appropriate measure of the potential noise impact of the proposal.

The noise remedy program element of the Sea-Tac Communities Plan describes the impacts of various NEF values on residential areas and indicates at which values noise remedies are necessary. (It should be noted that noise levels in the airport environment are predicted to decline over the next several years due largely to quieter engines on new jet aircraft, required retro fitting of quieter engines on older craft, and improved engine runup procedures related to ground maintenance.) The following briefly describes the Sea-Tac Communities Plan criteria for noise remedy programs along with a description of the degree of impact on residents exposed to various NEF values:

NEF 45 AND ABOVE - Clearly not acceptable for residential use. Acquisition of residential property and conversion to a noise compatible use would be required.

NEF 40 AND ABOVE - Severe exposure. Areas permanently above 40 NEF (throughout the 20-year planning period of the plan) should be converted to non-residential use. Areas averaging above 40 NEF during the planning period, but falling below 40 NEF by 1993, qualify for "Purchase Guarantees", "Residential Soundproofing Program" and "Long-Term Easements".

NEF 35 TO 40 - Moderately severe exposure. A large segment of the population in locations permanently within this noise level range feel that conditions are tolerable. A significant level of annoyance remains which would be unacceptable to some people. Salability of homes is a concern. Remedies would include "Cost Sharing Insulation Assistance" and "Long-Term Easements", and the availability of FHA and VA mortgage insurance is recommended.

NEF  $\pm$  35 - Threshold of significant exposure. Many people living in areas averaging above NEF 35 during the planning period but falling below NEF 35 by 1993 do not feel that noise is a critical problem. Remedies would include "Cost Sharing Insulation Assistance on a Reduced Share Basis" and "Limited Term Easements", and the availability of FHA and VA mortgage insurance is recommended.

NEF BELOW 35 - No significant exposure. Noise remedy programs not recommended.



The following table presents NEF values predicted in the Parry Study for the proposed General Aviation Facility mentioned above. The table includes temporary noise increases due to construction activity, and the predicted values for traffic on the proposed extension of the SR-509 highway to the west.

TABLE V  
CUMULATIVE NOISE EXPOSURE FORECAST ALONG 12TH AVENUE SOUTH FOR VARIOUS  
NOISE SOURCES

SOURCE	NEF YEAR		
	1978	1983	1993
Existing Sources (Sea-Tac Airport, Neighborhood Noise)	37.0	35.0	34.0
Existing Plus Other Proposed Sources (General Aviation, Taxiway, SR-509)	37.0	35.8	35.6
(Incremental Increase from other proposals)	-	(0.8)	(1.6)
Construction Noise at 300 feet (Temporary)	40.0	-	-
Cumulative Total of Above	41.8	35.8	35.6
(Incremental Increase from Construction Noise)	(4.8)	-	-
Access Road at 300 feet	10.0	10.5*	11.5*
Cumulative Total of Above	41.8	35.8	36.6
(Incremental Increase from Access Road)	0.0	0.0	0.0

\* Assumes a 10% increase in traffic every five years.



It should be noted that the above NEF values are predicted for a location immediately adjacent to 12th Avenue South and the proposal site, and that noise levels should be below these values for most locations within the residential areas on the west side of the airport, all of which lie west of 12th Avenue South.

In summary, existing noise levels within the residential areas in the proposal site vicinity are at or below NEF 37. Predicted levels for 1983 and 1993 show a decline to about NEF 35. These predictions include future noise contributions from the proposed extension of SR-509 and the Port's proposed general aviation facility. Construction noise associated with any project in the immediate vicinity could temporarily raise the NEF to about 41.8. With the exception of these temporary construction noises, future NEF values should be within a range considered acceptable by most residents in the vicinity.

#### Environmental Impact

The major sources of noise generation by the proposal would be vehicular traffic, infrequent helicopter operations, and temporary construction noise.

##### Vehicular Noise:

The facility would add approximately 900 vehicle trips per day to SR 509, SR 518 and the access roads, about 600 of these coming from the south. The Parry Study for the Port's proposed general aviation facility indicates the increase in noise in equivalent NEF values. The headquarters site is adjacent to the proposed GA facility and would create somewhat higher traffic volume.

The addition of 900 vehicles is not predicted to increase noise levels over existing levels. In future years noise will decrease, due primarily to more stringent noise control on aircraft. The noise levels due specifically to vehicles will increase slightly over presently predicted levels of automobile noise but will not affect the "average" noise levels which include aircraft activity.

##### Helicopter Noise:

As part of the operation of the Headquarters Facility, there would be occasional use of a helicopter to transport executives and customers to the sponsor's various facilities in the area. The helicopter normally used is a Model B0-105 which is among the quietest in operation. Current plans place a "helistop" pad near the southeast corner of the site as shown in Figures 2, 3 and 5.



In order to estimate the noise impact of the helicopter on the surrounding community, the aircraft that will actually be used was run through a series of take-offs and landings directly from the north, south, east, and west. Simultaneous noise readings were taken at two locations. Site A was at 170th Street and 12th Avenue South and Site B was at South 168th Street and 8th Avenue South. An observer, without a noise meter, was stationed at Site C; South 160th and 12th Avenue South during the test.

Noise readings were taken with one General Radio and one Quest Type II sound level meter. The meters were calibrated just prior to use. Meters were set on slow response. Weather was overcast with no wind. Temperature was about 45<sup>0</sup>F. Readings were taken on November 8, 1977 between 1:45 and 2:15 PM. A reading was taken every ten seconds throughout the monitoring period. Data are shown in Table VI.

TABLE VI  
SOUND LEVELS DURING HELICOPTER SIMULATION TESTS

Site	dBA				
	Max	L <sub>10</sub>	L <sub>50</sub>	L <sub>90</sub>	Min
A South 170th and 12th South	78	62	54	47	40
B South 168th and 8th South	80	66	50	45	43

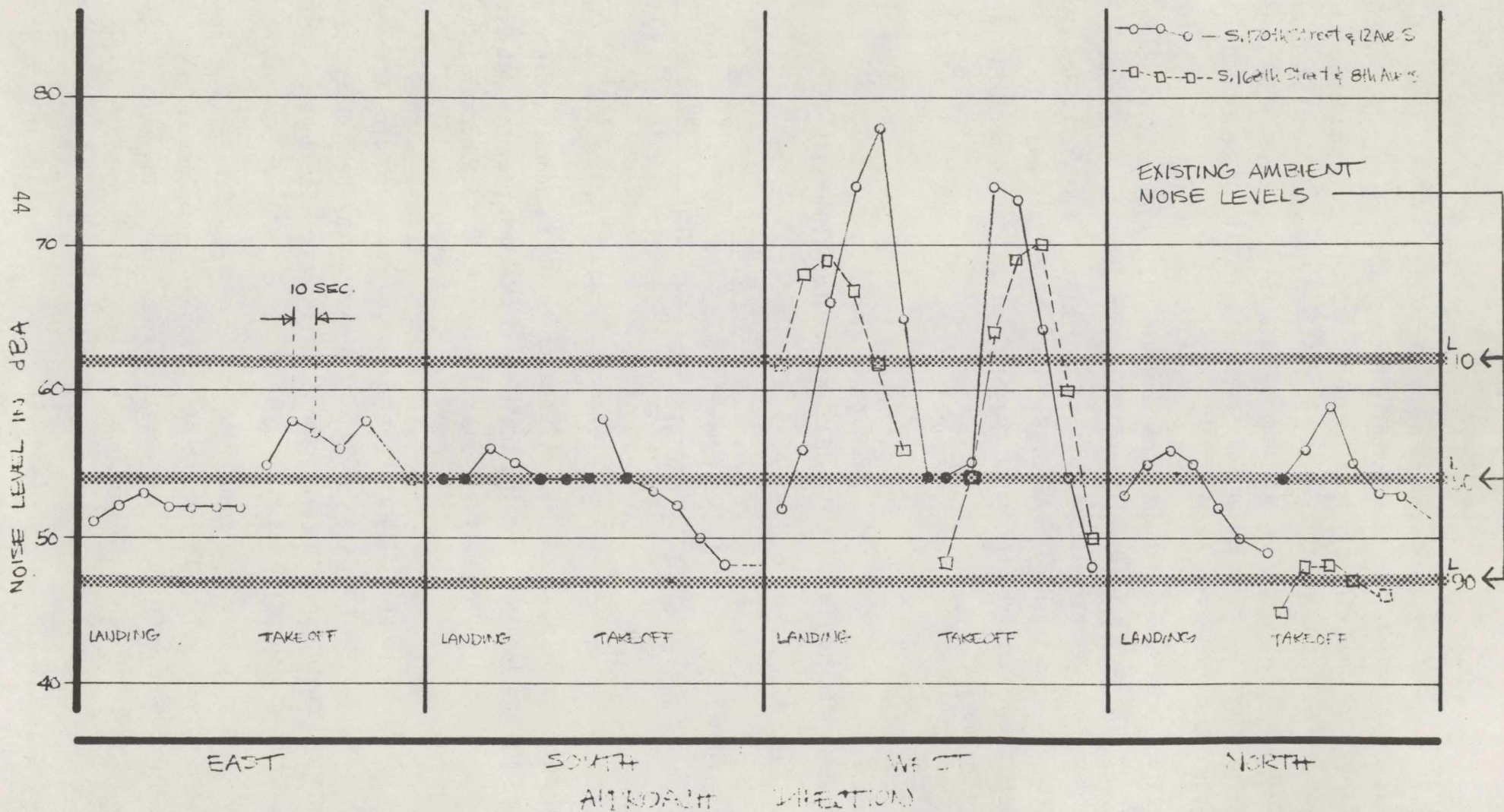
Sources of sound at Site A included, in addition to the helicopter, other aircraft take-offs and landings, passing traffic and children playing. At Site B, the primary sources of noise were passing cars and trucks with occasional noise from an airplane.

The impact of the helicopter flights from the various approach directions are shown in Figure 10. The change in noise levels as discrete helicopter operations events and their durations are shown. The average noise levels at Site A are shown for comparison purposes.

The figure shows that as the helicopter takes off or lands, there is an increase in the noise levels. The amount of increase is dependent on the approach direction in relation to the monitoring stations. The East and South approaches were discernible at Site A but only very slightly above average



NOISE LEVELS FROM HELICOPTER  
SIMULATION TESTS



Helicopter Noise Levels Fig. 10



noise levels. The North approach showed a slightly greater noise level. The West approach was the most significant in terms of community impact because it flew right over the monitoring stations and the houses.

Duration of perceivable noise from any take-off or landing of the test helicopter was less than one minute in all cases for any approach direction.

The observer stationed at South 160th and 12th Avenue South noted that the greatest noise occurred during the North approach. Noise levels here approximated landing noises of air carrier approaches from the North. The West approach was perceived here also, but was quieter than local auto traffic. The East and South approaches were not discernible above ambient noises at this location.

Based on the simulation tests it appears that an East or South approach creates the least impact and would be perceived by the fewest people in the community. The North approach has a somewhat higher impact and the West approach has the most significant impact. Use of the East and South approaches should not create a significant noise impact in the community. These operations would usually be barely perceivable in the context of airport operations. Helicopter flights as proposed by the sponsor would not significantly increase NEF levels.

#### Mitigating Measures

The potential impact of helicopter noise can be minimized by controlling the direction of approaches to and take-offs from the site. The sponsor's intent is to utilize the eastern approach almost exclusively. This would reduce helicopter noise to a level barely discernible in residential areas. When air traffic conditions necessitate, the southern approach would be the next best alternative, and the northern approach should be used only if the other two are unavailable. Flights over the west side residential areas, which would produce the only significant potential impact, should not be permitted.

Mitigating measures that can be used to reduce the potential annoyance from construction noise include:

- 1) Limiting the use of noisy equipment to daylight hours.
- 2) Employing proper maintenance and operation of up-to-date equipment.
- 3) Completing installation of the proposed berm early in the construction sequence to partially shield later construction noise.



## LIGHT AND GLARE

### Artificial Lighting

The proposed facility would include both exterior and interior lighting. Outside site lighting would be of street light intensity and close to ground level and should have little effect on areas beyond the building site and access roads. Interior lighting would be visible to the surrounding area when used during early morning or late evening hours, and the "glow" would be similar in intensity to that from other newer office buildings in the region. Ornamental lighting of the building exterior would be of low intensity.

### Reflected Sunlight

The light-colored metallic cladding and reflective glass surfaces on the building would reflect sunlight. Reflection from the cladding would be diffused and non-directional, but that from the glass would be similar to a mirror reflection, although somewhat less in intensity than direct sunlight.

A study was conducted of sun positions (bearing and altitude) at the proposal site for various times of the day and year. The resulting angles of incidence of sunlight were then mathematically "reflected" off of the proposed building's glass surfaces, assuming that all glass is installed vertically and that the building is positioned in a true north-south alignment as proposed.

Conclusions of the reflection study:

1. Because of the mountainous terrain to the east and west, sunrise and sunset cannot occur at angles of less than about  $1.2^\circ$  above the horizon, and consequently reflections would be limited to angles of more than  $1.2^\circ$  below the horizon. No reflections in a level or upward direction would occur.
2. The maximum height that reflections would reach on buildings on the east side of the airport, just after sunrise, is approximately 20 feet above ground level. No direct reflection would be seen from passenger waiting areas or from the airport control tower.
3. Reflections may intercept aircraft operating on the two runways within one-half hour after sunrise. However, these reflections would be at greater than a  $45^\circ$  angle from the direction of movement, would be of short duration to a moving craft, and would be of somewhat less intensity than the direct sunlight to which the aircraft are exposed at present.



4. Any reflections occurring more than 45 minutes from sunrise or sunset would intercept the ground within the project site or within about 200 feet of the airport perimeter road on the east side of the proposed building.
5. Some residential areas on the immediate west side of the airport might be exposed to potential reflection between approximately 20 and 40 minutes before sunset. However, the vegetation included in the proposed landscape plan should almost entirely block these reflections. Any reflection that may be visible from a particular nearby house would likely be from the upper office floor windows only, would resemble the sun itself, would last a maximum of 8 to 10 minutes, and would occur during a few weeks each year.
6. Some areas further to the southwest, west and northwest, within view of the site, could experience reflected sunlight from the proposed building within the last 30 minutes before sunset. The effects would be similar to those given above in item 5, except that the number of days per year of possible exposure at a particular location would decrease with increasing distance from the site. Duration of a reflection would be a maximum of about 4 minutes at a distance of one mile, and 3 minutes at 2 miles.

Analysis of these study results indicates that sunlight reflected from the proposed building should not create a hazard for any airport-related operations, and should cause no significant adverse impacts on land areas outside of the airport. Current sketch plans of the possible second office building at the north end of the site indicate that this structure would be more heavily screened by vegetation than the main building, and would be even less likely to produce adverse reflection impacts.



## LAND USE

### Existing Conditions

#### Existing Land Use:

The proposed building site is vacant at the present time. The area was previously occupied by houses and a private tennis facility which were removed after the Port of Seattle acquired the property in the 1960's. The only current active use is an informal airport viewpoint and access road. A 1.2 acre paved area near the center of the site is a remnant of the abandoned tennis courts. Existing site features are noted on the April, 1977 aerial photo in Figure 11.

Sea-Tac Airport lies immediately east of the site, and the Airport Surveillance Radar (ASR) Tower is located approximately on the eastern edge of the proposed building site. Land to the north has been acquired by the Port of Seattle over the last several years and will soon be re-landscaped as a buffer area between adjacent residential areas and the airport. All residences have been removed from this area.

The Airport Surface Detection Equipment (ASDE) Tower is located on the large, flat, grassy area near the southeast corner of the site, and to the southwest of this tower is a 15-acre reserve area proposed by the Port of Seattle for future general aviation use. This reserve area and its proposed development is the subject of a separate EIS which is being circulated by the Port of Seattle.

To the west, across 12th Avenue South, is an established residential area known as the "Westside Residential Community" which is a part of Burien (unincorporated). The westside community is a diverse, single-family residential area which contains a variety of housing densities and ages. Several clusters of 5 to 20 year old suburban homes are interspersed with numerous, mostly older, more rural style homes on one and one-half to 4 acre plots. Many of these larger lots are partially used for small-scale agricultural activities. Crops such as corn and sunflowers can be seen, and several horses, goats, and some domestic fowl are kept in the area. The westside area is approximately 80 percent developed. The corridor for the extension of SR 509 cuts diagonally through the area, and completion of this freeway will provide a definite western boundary to the community.



The future of the westside community as a single-family residential area has been uncertain for a number of years. This uncertainty has been created by the intrusion of the SR 509 freeway corridor and by the land acquisition activities of the Port of Seattle related to expansion of Sea-Tac airport. Some residents of the area have indicated that the uncertain future has depressed land values for a number of years, but that things have begun to improve in recent months.

Contacts with several realtors in the local area indicate a general consensus that housing values are somewhat lower here than for comparable units in other areas, but that prices are increasing along with regional trends. Signs of uncertainty are indicated by a higher than average number of homes listed for sale during the past six months, and by a gradual increase in rental units. The unclear future of the westside area is seen by some realtors as a negative factor in the housing market, but the area's proximity to the airport and concern about noise is probably the main factor which discourages many potential buyers. The realtors are aware of the Sea-Tac Communities Plan and the subject proposal but are not sure, as yet, what impact these may have on the area. The most positive trend appears to be a recent improvement in confidence shown by local mortgage companies. Some of these familiar with the area are relaxing their down payment requirements, and conventional loans are becoming easier to secure in the westside areas.

#### Existing Zoning:

The site and most of the land for some distance around is designated RS-7200, a King County zone which allows basically single-family detached dwellings up to a density of about 4 units per acre. The site, along with all land east of 12th Avenue South, is currently in public ownership as part of Sea-Tac airport. Land owned by the Port of Seattle is not subject to County zoning regulations if used for airport related activities.

Since the proposal would involve a private non-airport use, County zoning controls will apply to the site and, therefore, a change in zoning designation from RS-7200 to Manufacturing Park (M-P) 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" (King County Code 21.34.010).



## Comprehensive Plans:

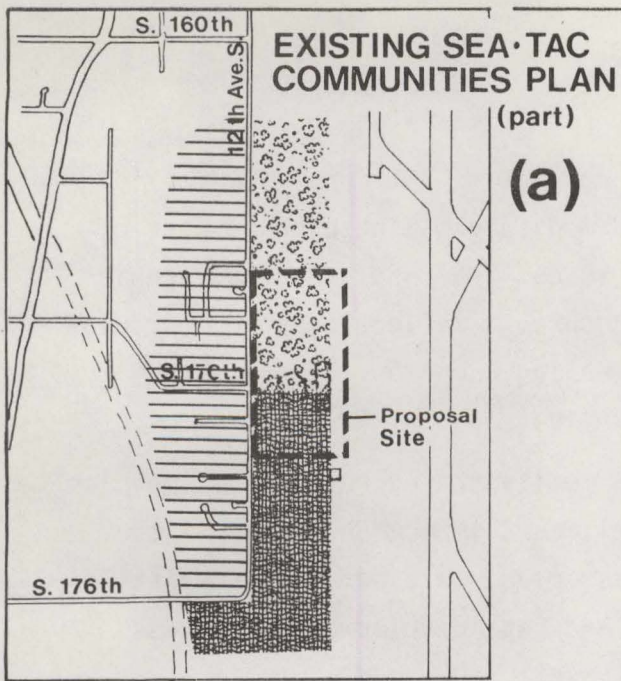
The Sea-Tac Communities Plan, adopted by the Port of Seattle in June 1976 and by the King County Council in September, 1976, was developed jointly with a planning grant from FAA. This plan is intended to achieve maximum compatibility between the airport and the surrounding communities. The Plan Map depicts the north portion of the proposal site (north of South 170th Street) as "open space" and the south portion as "airport facility". The area to the west, across 12th Avenue South, is shown as "Single-Family Residential". See Figure 12(a).

The Highline Communities Plan was adopted by the County Council on December 19, 1977, and will take effect 10 days after being signed by the County Executive. This plan will augment the King County Comprehensive Plan and will become the official land use planning document used by all County officials and agencies in reviewing and approving development proposals in the Highline area. According to wording in King County Ordinance #2883 adopting the Sea-Tac Communities Plan, the Highline Plan will also "...be the official zoning guideline for implementing the land use concept of the Sea-Tac Communities Plan".

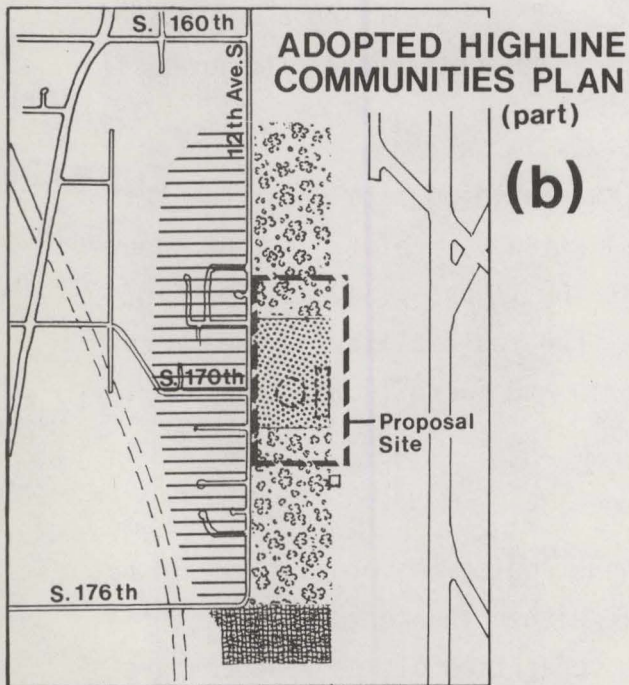
The Highline Communities Plan Map differs from the Sea-Tac plan map on the airport's west side. The Highline map designates the airport property north of South 176th Street as "airport open space" except for the portion between 171st and 168th (extended) which is designated as "park and recreation". The airport property south of South 176th Street is shown as "airport facility". These designations reflect King County Motion #02957, passed on April 4, 1977, which states in part that "...airport facility development occurring on the west side of the Sea-Tac Airport should be limited to the area south of South 176th...". Similar to the Sea-Tac Plan, the area west of 12th Avenue South is designated "single-family: 4 to 6 units per acre". Figure 12(b) shows a portion of this map and its relationship to the proposal site.





Implementation of the proposal would require King County amendment of the adopted Highline Communities Plan and a corresponding change to the Sea-Tac Communities Plan by the Port of Seattle. Changes to these plans would be required to redesignate the proposal site as "Office". A preliminary proposal for such a map change is shown on Figure 12(c). This change includes an "Open Space" designation along the western edge of the site where the landscaped berm is proposed, and a "Parks and Recreation" designation around the ASDE tower where a relocated viewpoint is proposed by the sponsor.

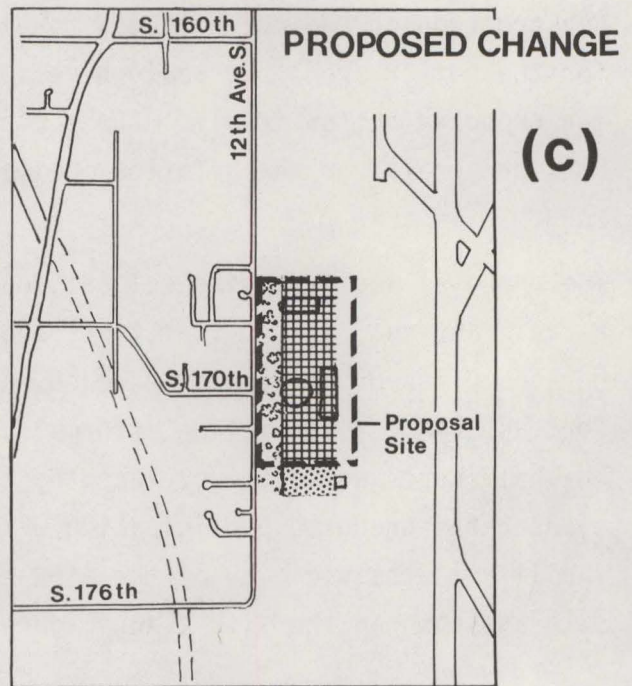







-  Single Family Residential
-  Open Space
-  Airport Facility

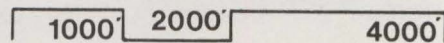


-  Single Family: 4 to 6 units /acre
-  Airport Open Space
-  Parks and Recreation
-  Airport Facility



-  Office
-  Open Space
-  Parks and Recreation

**Communities Plans Fig. 12**





## Impact on Land Use

### Direct Impacts:

Construction of the proposed facility would modify existing uses on most of the site area. The informal viewing area, access road and abandoned tennis courts would be replaced by the office structure, a reflecting pond, circulation roads, and extensive landscaping integrating a contoured berm along 12th Avenue South with required security fencing.

Construction of the north access road would modify the current landscape plan for the buffer area, but would have no significant impact on development of the proposed buffer itself. The south access plan would not affect existing Port proposals for the aviation facility, landscape development or access road.

The proposal would require relocation of the ASR facility which consists of a radar antenna on a 40-foot tower and a small support building. This would be accomplished, at sponsor expense, at an alternative site agreeable to the Port and FAA. The existing informal viewpoint which covers about one and one-half acres would be displaced by the proposed office building, and the sponsor has proposed participation with the Port in developing a replacement facility in the vicinity of the ASDE tower at the south end of the proposal site as shown on the site plan, Figure 3.

The proposal would eliminate all access to the building site area from 12th Avenue South, including the existing access to the viewpoint. A continuous security fence which will be integrated with the landscaping would prevent public access from 12th Avenue South to the proposed facility or the green-belt area between South 156th Way on the north and South 176th Street on the south.

### Indirect Impacts:

Because of the lack of access from 12th Avenue South, the proposal would not generate any pedestrian or vehicular traffic within the westside residential area. The physical, visual and topographic separation of the Headquarters building from the residential area would reinforce 12th Avenue South as a boundary between different land uses. It should also be noted that the plans for the extension of SR 509 do not include access to that facility between



South 160th Street and South 188th Street. It is therefore unlikely that either the subject proposal or construction of the highway would increase the attractiveness of the westside community area for commercial or other non-residential land uses.

Construction of the proposed office building at the subject site would create a substantial physical barrier to further westward expansion of Sea-Tac airport. As long as the proposed building is in place here, clear-zone restrictions would preclude major runway construction more than a few feet west of the existing west runway, and the building would also physically isolate the proposed buffer to the north from proposed future aviation or other uses further to the south.

Adoption of a change to the Highline Communities Plan and Sea-Tac Communities Plan, such as that proposed in Figure 12, would clarify the intent of the Port and the County regarding the future use of westside airport land north of the ASDE tower. During the plan amendment process, all current land use issues regarding the proposal site and the buffer area to the north would likely be considered, and full community involvement and input would be included. Thus, a full understanding, by all concerned parties, of the implications of the proposal on future airport development and on the adjacent residential community should be achieved, and this should remove much of the uncertainty which has clouded the future of the westside residential community, and enhance the potential for a stable future for this neighborhood.

It is anticipated that most of the proposed facility's staff, service vehicles, users of future airport-related development to the south, visitors to the viewpoint, and the general public will have access to the site vicinity only from the south off of South 188th Street. The proposed north access road to the Headquarters building will be used only by customers, officers, some executive staff and special guests of the sponsor. Therefore, the slight additional traffic generated by the proposal in the vicinity of South 156th Way will be entirely destination oriented and should not provide significant market increase for commercial uses near the north end of the westside area.



The proposed headquarters facility itself will be almost entirely screened from view from the west. Only the top of the office building may be partially visible (between the proposed tree plantings) from a few places west of 12th Avenue South. Since the facility is a "quiet" use and will not generate additional traffic in the westside area, the presence of the facility should have no adverse impacts on existing or future residential uses in the vicinity.

#### NATURAL RESOURCES

Fossil fuels would be used by equipment during construction and by vehicles traveling to and from the site after completion. Construction material used in the Phase I building would be primarily sand and gravel, concrete, steel, aluminum, lumber and glass in quantities typical for comparable office building construction.

The building, roads and walks would remove approximately two or three acres of open space from the west side buffer zone, and commit the site area land to the proposed use for the foreseeable future.

The possible future expansion building would consume additional construction materials similar to Phase I.

#### RISK OF EXPLOSION OR HAZARDOUS EMISSION

The risk of explosion or release of hazardous substances would be a temporary one during construction phases of development. It would be limited to construction equipment accidents and improbable natural gas releases during installation of the utility infrastructure needed to serve the building. Once the project is completed all safety requirements will have been met.



## ■ Elements of the Human Environment

### POPULATION AND HOUSING

#### Existing Conditions

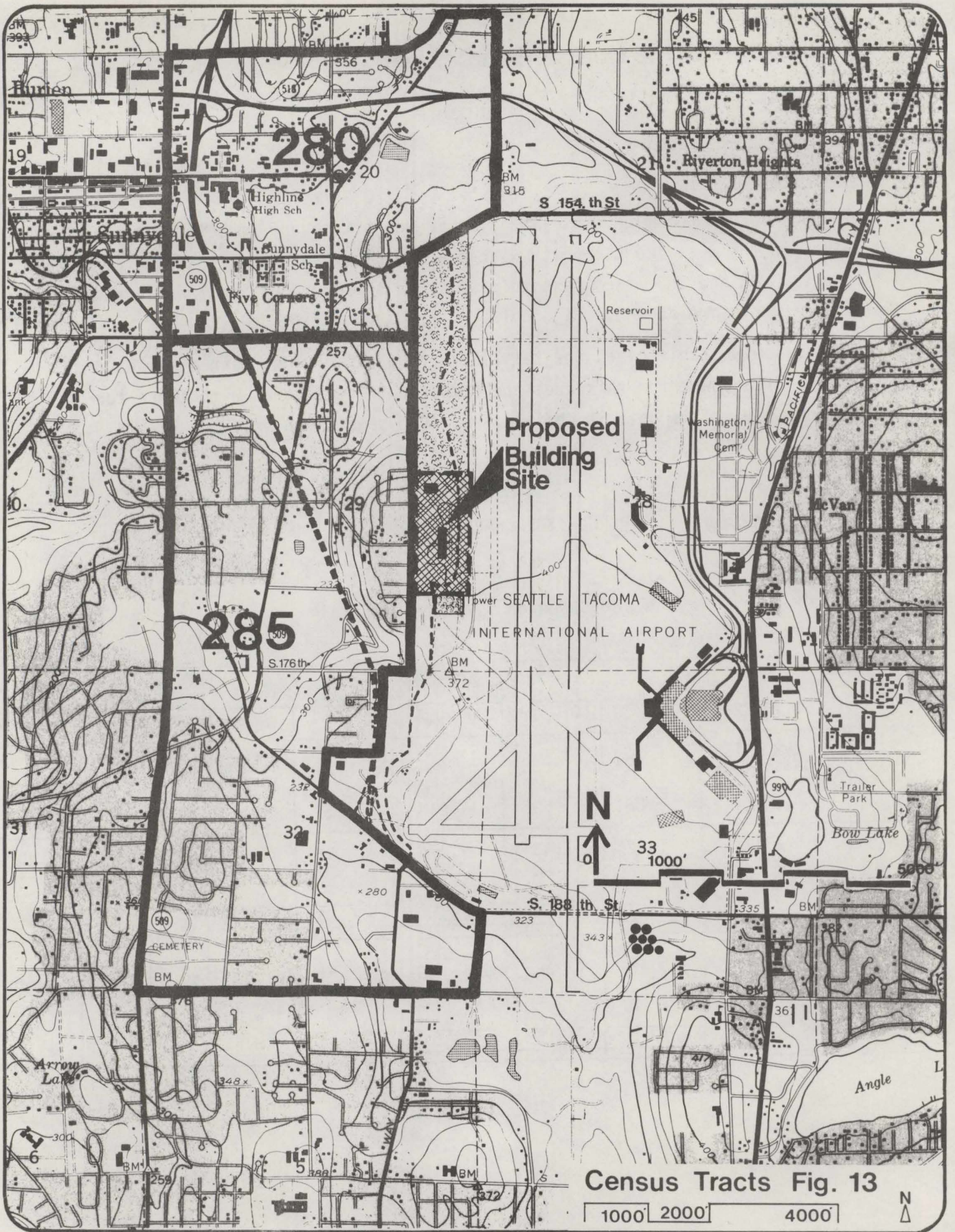
The existing population most likely to be subject to any impacts from the proposal lives in the westside community within a few blocks of the site. Two census tracts, 280 and 285, encompass this area and some surrounding land in the vicinity. These tracts are shown in Figure 13.

The following table gives the total 1970 population along with age, sex and racial breakdowns for this area and compares these figures with those for King County. This data is derived from 1970 census tables.

TABLE VII  
POPULATION CHARACTERISTICS IN THE  
SEA-TAC WESTSIDE VICINITY  
(Based on 1970 census data)

CENSUS TRACT	TOTAL POPULATION	AGE					SEX		RACE
		UNDER 10	10 - 19	20 - 34	35 - 64	65+	%M	%F	% BLACK
280	2,748	394	539	861	847	107	47.7	52.3	
285	4,054	881	895	914	1,251	113	49.9	50.1	0.02%
Total		1,275	1,434	1,775	2,098	220	49.9	51.0	0.02%
		18.7%	21.1%	26.1%	30.9%	3.2%			
King County	1,156,633	203,954	216,586	264,701	369,685	101,707	48.9	51.1	3.50
		17.6%	18.7%	22.9%	32.0%	8.8%			





Census Tracts Fig. 13



The left-hand portion of Table VIII compares the 1970 populations with 1976 estimates prepared by the Puget Sound Council of Governments (PSCOG). PSCOG has used an Activity Allocation Model (AAM) to estimate the distribution of projected population growth throughout the central Puget Sound region. AAM District 3620 is approximately congruent with the two census tracts shown on Figure 13, but includes slightly more area to the south. The right-hand portion of Table VIII shows PSCOG's forecasts in this AAM District for 1980 and 1990, and also gives the figures for King County. These forecasts are from the 1973 AAM run which was based on the Interim Regional Development Plan (IRDP).

TABLE VIII  
POPULATION ESTIMATES AND FORECASTS  
SEA-TAC WESTSIDE VICINITY

CENSUS TRACT	1970 POPULATION (CENSUS)	1976 ESTIMATE (PSCOG)	PSCOG FORECASTS (1973 IRDP)			
			1970	1980	1990	
280	2,748	2,736	AAM DIST. 3620	6,903	7,173	8,420
285	4,054	3,676				
TOTAL	6,802	6,412				
KING COUNTY	1,159,230	1,155,700	KING COUNTY	1,136,064	1,190,053	1,456,129

The 1970-76 decline in tract 285 is partly due to acquisition and subsequent removal of houses by the Port of Seattle as part of its noise remedy program. Population in the study area is expected to increase by approximately 1.5 percent annually through 1990 as compared with the 2 percent annual growth forecasted for the total County.

Table IX shows data on housing in the study area. Owner occupancy is about at the County average, and housing values and contract rent are 15% to 20% higher than the County median. The number of substandard units is low relative to the County



TABLE IX

HOUSING CHARACTERISTICS\*  
SEA-TAC WESTSIDE VICINITY

CENSUS TRACT	TOTAL UNITS	VACANT UNITS	SUB-STANDARD	% OWNER OCCUPIED	MEDIAN VALUE	MEDIAN RENT	PERSONS/HOUSEHOLD		
							OWN	RENT	ALL
280	1,072	110	4	45.8%	\$22,900	\$144	3.4	2.1	2.4
285	1,240	73	12	75.5%	\$23,200	\$135	3.7	2.5	3.4
TOTAL	2,312	7.9%	0.7%	62.1%					
KING COUNTY	423,183	7.4%	2.8%	63.2%	\$20,000	\$117			2.9

\*1970 Census Data

Environmental Impact

Construction of the proposed Headquarters building is not expected to have measurable impact on population or housing in the site vicinity or to cause any significant shift in population within the region. The new facility will replace current headquarters operations in south Seattle, approximately 6 miles to the north, and all of the 200 employees would be relocated from the Seattle facility. Few, if any, employees are expected to change their residence location because of the move.

As discussed in the "Land Use" section of this report, the proposal should have no adverse impact on housing or population in the site vicinity. The most significant potential impact would be the stabilizing effect of providing a definite physical barrier to further westward expansion of the airport, which would remove much of the present uncertainty about the future of existing residential land uses in the vicinity.

TRANSPORTATION AND CIRCULATIONExisting Conditions

The region and the project vicinity are well served by transportation facilities. Seattle is a major international seaport. The site is readily accessible to Sea-Tac International Airport and to Boeing Field as well. Seattle is also located on the main lines of the Burlington Northern, Union Pacific, and Milwaukee Road railroads.

Access to the site itself would be provided by the local highway and street system. The project vicinity is well served by freeways and major arterials in north-south and east-west directions.



North-south arterials with their approximate average daily traffic loads include:<sup>\*</sup>

- 1) Interstate 5, freeway, approximately 70,000 ADT.
- 2) Pacific Highway South, 21,000 ADT.
- 3) SR 509, freeway, 24,000 ADT at intersection with SR 518.
- 4) Des Moines Way, 7,500 ADT north of intersection with South 156th Street.

East-west arterials with their approximate average daily traffic loads include:

- 1) SR 518, freeway, 37,000 ADT.
- 2) South 154th Street, secondary arterial, 6,000 ADT north of proposed site.
- 3) South 188th Street, major arterial, 15,000 ADT south of proposed site.

The site is now accessible via 12th Avenue South which parallels the west boundary of the site, and by Port of Seattle roads inside of the security fence for Sea-Tac Airport. Twelfth Avenue South is classified in the King County Interim Transportation Plan as a local access street. As such, it is intended to provide vehicular and pedestrian access only to and among the adjacent single-family residences. The local residents have voiced strong opposition to any increase in traffic along 12th Avenue South. The adopted Highline Communities Plan proposes a 12th Avenue South street project that would include bicycle and pedestrian facilities, landscaping and drainage improvements. The proposed access roads were located to avoid any increase in traffic along 12th Avenue South.

South 154th Street between 12th Avenue South and 24th Avenue South has a 2 lane, 20 foot wide cement concrete pavement which appears to be in good condition. The roadway has a 10 foot wide gravel shoulder along the north side and a 6 foot wide bladed shoulder along the south side. The right-of-way is 60 feet wide and the roadway is posted with a 35 mph speed limit. A signed and marked school crosswalk exists across the west leg of the intersection of South 156th Way and 12th Avenue South.

<sup>\*</sup> County Road Traffic counts were supplied by the King County Traffic and Planning Division. Traffic counts for State Highways were obtained from the Washington State Highway Department.



The traffic-carrying capacity of the South 154th Street - South 156th Way roadway is approximately 550 vehicles per hour in one direction, computed for level of service "C". Level of service "C", on the 1965 Highway Capacity Manual's scale from A to F, is the level of service commonly used for the design of roadways in urban and suburban areas. The 1990 average peak hour volume for this roadway is projected to be approximately 340 vehicles in one direction. South 154th Street is scheduled by the county for minor widening and reconstruction with construction to begin by 1980.

The present METRO transit bus system would not provide convenient transportation for the site.

### Environmental Impact

The estimated trips that would be generated by the proposed facility are presented in the following table. The table and assessment of traffic impacts were developed by a consulting traffic engineer for the project sponsor.

TABLE X \*

#### BOEING CORPORATE HEADQUARTERS

#### Assumed Vehicular Trip Distribution Over Time Average Work Day for Initial Employment Situation

Hour Ending	Vehicular Trips			
	<u>Employee</u>	<u>Delivery</u>	<u>Visitor &amp; Misc.</u>	<u>Total</u>
8:00 AM	180	3	7	190
9:00 AM	30	3	27	60
10:00 AM	30	3	27	60
11:00 AM	30	3	27	60
12:00 Noon	30	3	27	60
1:00 PM	90	3	17	110
2:00 PM	30	3	27	60
3:00 PM	30	3	27	60
4:00 PM	30	3	27	60
5:00 PM	<u>170</u>	<u>3</u>	<u>7</u>	<u>180</u>
	650	30	220	900

\* Transportation Planning & Engineering, Inc.



A vehicular trip is defined as "a single or one-direction vehicle movement with either the origin or destination (exiting or entering) inside the study site."

The sponsor has indicated that the north entrance is intended as a formal entrance for customers, officers, specific executive staff and special guests. For the purposes of estimating environmental impacts, it was assumed that a maximum of approximately one third of the total daily traffic to the site would use the north entrance. This estimate was based on preliminary information from the sponsor concerning the internal policies that would be developed to control use of the north access road. The majority of employees, visitors and all service trucks would be required to use the south access.

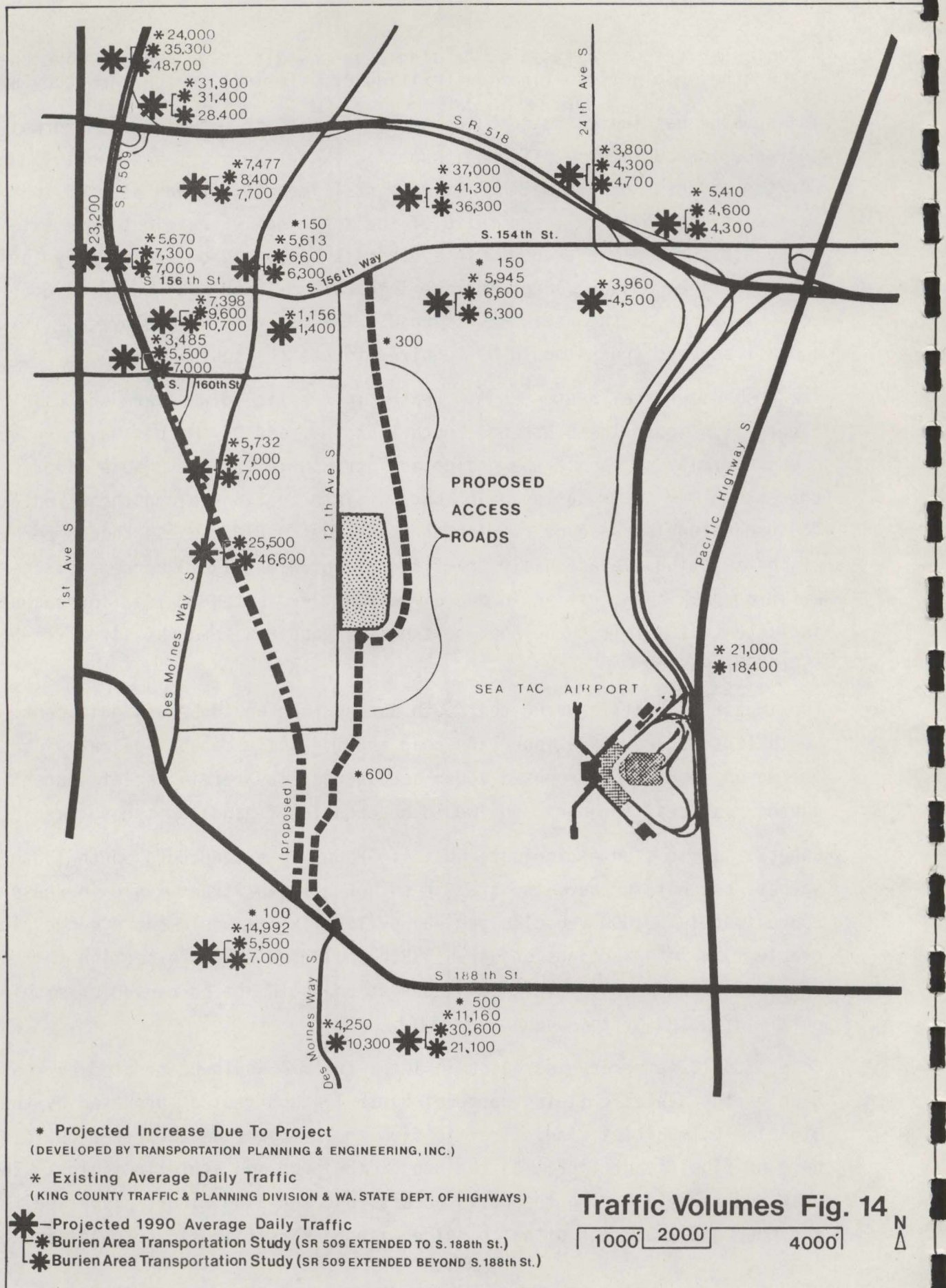
The probable travel routes and increases in traffic volumes are shown in Figure 14. South 154th Street, South 156th Way and Des Moines Way have sufficient capacity to handle the projected increase in traffic. Some minor, brief congestion may occur during peak hours at intersections along these routes. The projected increase over existing conditions would be less than 3 percent of the existing average daily traffic and approximately 10 percent of the existing peak hour traffic in one direction. Projected traffic increases indicate that a left turn lane would not be required into the site from South 154th Street.

The impact of traffic using the south access road would be insignificant. South 188th Street is a four lane road and is easily capable of carrying the increased load. The proposed south access road may receive brief congestion during peak traffic hours, but would be capable of handling the volume.

County traffic studies indicate that if SR 509 is extended to South 188th Street, but not further, the traffic on South 188th Street would increase to approximately 30,000 vehicles per day by 1990. This would cause congestion problems at intersections on South 188th including the intersection for the proposed south access road. This congestion would not be caused or significantly affected by the proposed facility.

Occasional, temporary increases in local traffic would be created by construction of the athletic fields north of South 154th Street as proposed by the Highline Communities Plan. Traffic from the proposed headquarters building would have no significant impact on the use of the proposed athletic fields. The peak hour traffic using the north access road would be minor, dispersed through the hour and would not often coincide with peak traffic flows to the athletic complex.







The traffic generated by the potential expansion building would approximately double the traffic of the first building. However, the expansion building is indefinite at this time and its construction would be at least several years in the future.

Most employees working at the Corporate offices vary their working hours slightly to fit their personal preferences. This minimizes impact on peak hour traffic. The sponsor offers incentives to employees for carpooling. Due, in part, to the slightly irregular hours kept by Corporate employees, carpooling is not a significant factor among Corporate level employees.

The sponsor operates shuttle buses between its facilities. However, there would not be sufficient traffic between the other facilities and the Corporate offices to justify shuttle bus service to the proposed Corporate offices.

Limited access to the facility would be provided by helicopter as previously discussed. The proposed helicopter facilities and use would create an insignificant impact to existing transportation systems. It is estimated that an average of two round trips per day would occur. Helicopter activity would be limited to normal business hours. These flights presently originate from Boeing Field where the helicopter would continue to be based. Addition of the expansion building would not significantly affect the volume of helicopter activity at the site.



## PUBLIC SERVICES

### Fire

#### Existing Conditions

The site falls within the boundaries of King County Fire District No. 2. The fire rating for this location is Class 4 and average response time would be 5 - 6 minutes. First response would normally include two pump trucks and an air car. The district has five pump trucks, a 100 foot aerial ladder truck, two aid cars and a rescue unit. Fire protection would be sufficient for the project.

The Port of Seattle maintains an independent fire fighting service for the airport. While this system is designed primarily for aircraft related emergencies, it does have limited structural fire fighting facilities. In the event of a major structural fire, the airport would rely on back-up from King County Fire District No. 2.

#### Environmental Impact

Responsibility for fire protection will rest either with, King County, the Port of Seattle or both, depending upon the nature of the property rights the sponsor may acquire from the Port, whether the property is purchased or leased. In accordance with normal practice, a formal agreement would be established between the Port of Seattle and King County Fire District No. 2 to clarify responsibilities.

If the Port of Seattle retains ownership of the property, no significant tax revenue would be received by the local fire district. It would be necessary for the Port to financially compensate the local fire district for the additional fire protection responsibility. A similar agreement has been developed for structures within the airport noise acquisition area.

Fire hydrants would be required on the project site. The building would be equipped with a sprinkler system for fire suppression.

#### Police

The site is within Precinct No. 4 of the King County Police. However, a similar situation exists as with fire protection. The Port of Seattle has its own police and security systems for the airport and the airport is ordinarily out of the jurisdiction of King County Police. In accordance with normal practice, a formal agreement would be developed between the Port of Seattle and the



County Police to delineate responsibility if the proposal is approved.

The site would have a guard station at the entry point. The sponsor maintains its own security personnel. There would not be a significant increase in the demand for police protection as a result of the project.

#### Schools

No significant number of employees would be expected to relocate their residences as a result of the project. Therefore, there would be no significant increase in enrollment in the local school districts. The increase in tax revenue for schools would be a significant benefit for the school district.

#### Parks and Recreation

The grounds would be landscaped in a park-like fashion and would be accessible to employees on their lunch hours or breaks. Limited recreational facilities would also be available inside the building. The airport viewpoint recommended by the Sea-Tac/Communities Plan would be relocated. No significant increase in demand for recreational facilities would result from the proposal.

#### Maintenance

Maintenance of the grounds and building would be the responsibility of the sponsor. Maintenance of the south access road would be the responsibility of the Port of Seattle. Maintenance of the north access road and that portion of the south access road used only by the sponsor would be the responsibility of the sponsor. Additional road maintenance costs due to the project would be minor.

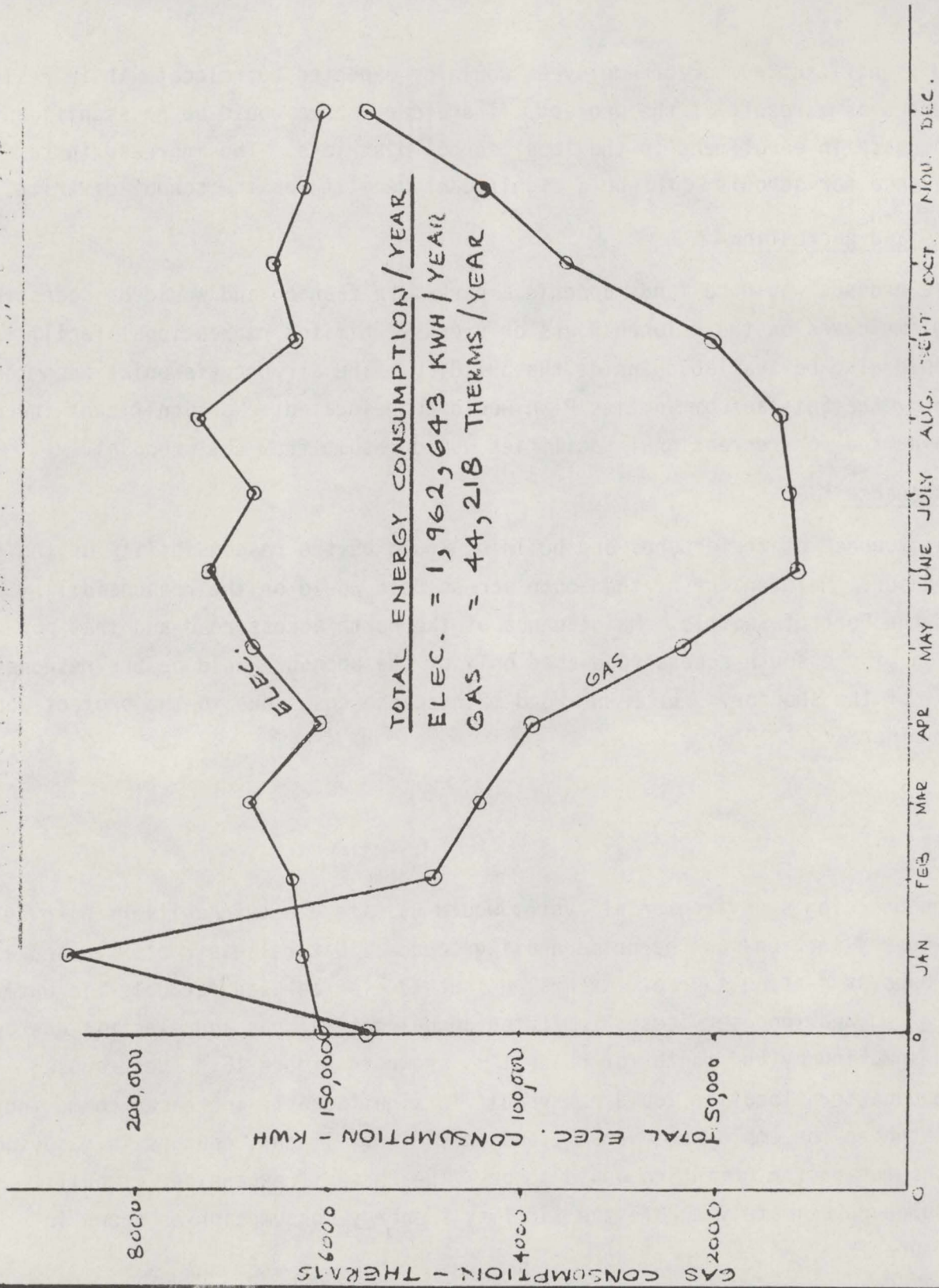
#### ENERGY

The building's environmental system would utilize electric chillers with heat recovery sections as the prime heating source. Natural gas would be used as a booster heating source. Natural gas would also be used for domestic water heating and food services. Estimated annual natural gas and electric energy consumption by the month for Phase I is shown in Figure 15. The proposed headquarters location would not result in significantly increased commuting distances for employees overall, and only minor, if any, changes in gasoline consumption for commuting would occur. The Phase II expansion, if built, would approximately double the facility's energy consumption as shown in Figure 15.



Project BOEING HEADQUARTERS BLDG ehkr  
Subject REVISED ENERGY CONSUMPTION ANALYSIS  
Engr NC

Date  
Date NOV. 4, '77  
Job No.  
Sheet



HELP FOLLOWER CENTER 1500 CHURCH ST. S.F. CA 94115  
 TEL: 415-774-1000 FAX: 415-774-1001

Energy Consumption Fig. 15



## UTILITIES

### Existing Conditions

The nearest gas main is located on 12th Avenue South approximately 300-400 feet south of the proposed site boundary.

Puget Sound Power & Light Company intends to supply all of the facilities' electrical power requirement from an existing electrical line approximately 1,200 feet south of the proposed site. Puget Sound Power & Light currently plans to build a new substation at the southwest corner of Sea-Tac in the near future.

Telephone service would be supplied by Pacific Northwest Bell. A main cable is located at the intersection of 12th Avenue South and South 176th Street.

A 24 inch water main and a 24 inch storm sewer parallel the eastern boundary of the site. The storm sewer empties into a holding pond on Des Moines Creek. A 10 inch sanitary sewer line is planned to serve the proposed general aviation area immediately south of this proposal site. A 42 inch industrial waste sewer line also passes approximately 200 feet southeast of the project boundary.

### Environmental Impact

All existing utility systems are capable of handling the additional loads required by the proposed facility. All utilities would be underground. Minor, temporary disturbances would be created during extension of utilities to the project site. Similar utility requirements would be necessary at any other location for the same facilities.

The proposed substation for the southwest corner of Sea-Tac is not contingent on or required by the sponsor's proposed facility.

The eastern portion of the site would drain into the existing airport storm sewer system. Part of the site would drain to the west toward Miller Creek. There would be insignificant impact to existing storm sewer systems as no significant change in the rate of storm water runoff would occur.

The sanitary sewer line would be extended approximately 200 feet to the project boundary by the Port of Seattle. An estimated 2,700 gallons of sewage would be generated by employees daily.

An estimated 5,000 gallons of water would be required daily. This amount would fluctuate seasonally and annually due to the large area that would be landscaped and irrigated. Solid waste would be compacted on the site and would be collected and transported by a private disposal company.



## AESTHETICS

### Existing Conditions

The site area is currently visible to the west from the passenger terminals and other airport activity areas approximately 3,000 feet away across the open runway area. The existing informal viewpoint is situated on a 20 foot high bench which tapers down to the north, reaching airport level at approximately the location of the ASR equipment. This bench is the most prominent visual feature of the site as viewed from the terminal.

Portions of the western side of the site are visible from the adjacent residential area and appear as open grassy areas in some places and as shrub and tree covered low hillsides in others. (Refer to Figure 8 on page 29).

### Environmental Impact

Much of the site would be reworked along with construction of the building. As viewed from across the airport, the main building will be the most prominent feature, appearing as a crisp, light-colored, horizontal, rectangular mass sitting above a gently sloping 20 foot high knoll, against a background of heavy, medium to dark green vegetation. The expansion building, if built, would be largely screened from airport view by proposed vegetation, leaving the main headquarters structure as the dominant element.

From the west, the most notable change would be an increase in the height of the berm as it gently slopes up away from 12th Avenue South. The addition of a large number of trees blended into the Port's proposed landscaping project would give this area a more consistent and more natural appearance along the entire length of the site. The main building, and the expansion building if it is built in the future, would be largely obscured from view along 12th Avenue South and from nearby homes. From areas further to the west, the upper portions of the office buildings may be seen in silhouette above the landscaped hillside.

The entire site would be landscaped and the development would provide a visual improvement over existing conditions. No aesthetic incompatibility with any surrounding land uses should result.

## HEALTH

No conditions would be created by the proposed facility that would become health hazards to the building occupants or to the surrounding population.



## RECREATION

### Existing Conditions

A portion of the site is presently open to the public and an abandoned street along the eastern edge of the site serves as an informal viewing area.

The Sea-Tac/Communities Plan and Highline Communities Plan recommend developing a portion of the area as a viewpoint park. The possibilities include improvements to parking area, re-alignment of the entrance road, landscaping, construction of walkways and improvements to the paved area previously used for tennis courts. Access to the proposed viewpoint park would have remained at 12th Avenue South and South 170th Street.

### Environmental Impact

The present informal viewpoint would be displaced by the proposed facility. As an alternative, the sponsor has proposed a 1-1/2 acre viewpoint built around the ASDE tower immediately south of the proposed building site. This alternative would have certain advantages. The sponsor would participate in the development of the viewpoint. Possible use of the lower levels of the ASDE tower offer additional interpretive opportunities in design. It may be possible to allow visitors to climb to a viewing platform constructed on the lower levels of the tower. Interpretative exhibit techniques could identify and explain the facilities and activities of the airport. Traffic to and from the relocated viewpoint would be routed via the South 188th Street access rather than through the hilltop community via 12th Avenue South.

The relocated viewpoint would be less accessible to adjacent residents. The smaller proposed size would restrict its use for other recreation activities, and there would not be space to develop playground facilities.

## ARCHAEOLOGY/HISTORY

There are no known historical or archaeological sites in the immediate vicinity. Extensive previous disturbance and the lack of a major water body, stream, good growing soil or topographic prominence makes the existence of historical or archaeological resources remote. The State Office of Public Archaeology and the State Historic Preservation Officer have indicated that there are no known resources in the immediate airport vicinity.



## Irreversible and Irretrievable Resource Commitments

Should this project be implemented, it would represent an initial and continuing commitment of financial, human, and material resources.

### Financial Resources

The Headquarters building structure would represent an initial capital investment of approximately ten million dollars for Phase I.

### Human Resources

There would be a substantial commitment of human resources in planning, designing and constructing the proposed building over the next two to three years. Following construction, about 200 professional, technical and support personnel would be committed to working in the facility for the foreseeable future.

### Material Resources

Approximately two to three acres of land would be committed to the proposed building, roads, and walks for the foreseeable future.

The Headquarters building would consume some 2 million kw/hours of electricity and about 44,000 therms of natural gas yearly, and would also use about 5,000 gallons of water per day.

Building materials, equipment and furnishings would be irretrievably committed.



## Short-Term Environmental Uses vs. Long-Term Productivity

### (RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY)

Construction activity related to the project would last approximately two years. The facility's ultimate life would exceed fifty years.

The site and the north buffer zone encompassing the proposed north access road would be committed to the proposed uses for the foreseeable future. The proposed facility would define the future of land use along this portion of the western boundary of Sea-Tac Airport for the foreseeable future.

Development of the site would increase revenues to the Port of Seattle and taxes to both local and state agencies. While commitment of the site in accordance with the proposal would preclude development of a purely passive buffer, it would also preclude possible future development of the site for airport related facilities. While the proposed facility would limit future airport related development options for the Port of Seattle, it would remove uncertainty about future use of this site and much of the western airport boundary and thus, could have a stabilizing effect on the westside communities.

The land is not a significant natural area or unusual recreational resource. The proposed facility would not significantly affect the long-term productivity of the site as a natural area or recreational resource.



# Alternatives to the Proposal

## No-Action

Denial of the proposed plan amendments and rezone requests would direct the project sponsor to an alternative site. The proposed site would remain as undeveloped open space. Although funding is not currently available, the viewpoint park would presumably be developed by the Port of Seattle in the next few years. The buffer area along 12th Avenue South would be landscaped. This could also be viewed by some as having a positive reinforcing impact on the west side residential areas.

Since the demand for various aviation related facilities will continue to increase it is possible that there would be proposals in the future to develop the site for such facilities if the present proposal is not approved.

Current policies and plans offer a measure of protection to the open-space, buffer zone along the western boundary of Sea-Tac. With changing political circumstances and increasing demand for aviation related facilities, the protecting policies and plans may become subject to change. Therefore, while the immediate no-action alternative is to retain the open space and develop the viewpoint, the long-term result may be indefinite.

## Alternative Sites

After an initial consideration of over 20 potential sites, the project sponsor narrowed the field to five sites for further consideration. These included three sites adjacent to existing major airports, a suburban site in the Sea-Tac vicinity and a site adjacent to an existing Boeing plant.

Considerations in selecting a site included architectural potential, corporate identity, site expansion capability, community acceptance, zoning compatibility, traffic impact, air quality sensitivity, utility availability and soil conditions. The west side of Sea-Tac was selected as the most favorable site considering all factors. Many of the environmental impacts associated with the project would be similar for all sites. The primary factors in selecting the Sea-Tac site were architectural potential, corporate identity with aircraft and expansion potential. A summary of the sponsor's comparative analysis used in site selection is shown in Figure 16.



		Primary Site Consideration					Additional Site Consideration			
		Architectural Potential	Future Expansion Capability	Community Acceptance	Zoning Compatibility	FAA Air Space Limitations	Traffic Impact	Air Quality Sensitivity	Utility Availability	Soils Condition
Site 1	Vicinity of Existing Corporate Headquarters	○	○			○		○		
Site 2	Vicinity of Existing Corporate Headquarters	●	○	●		○		○		
Site 3	Sea-Tac West Side *			○	○	○	○			
Site 4	Sea-Tac Vicinity	○	●	●	●		●		●	
Site 5	Rural Site Adjacent to Existing Boeing Plant	●		○						

Major Site Deficiencies or Projected Exposures



Site Deficiencies with Identifiable Solutions



\* Proposed Site

NOTE: Sponsor has requested that specific sites not be identified, as commitments have not been secured from existing property owners.

Sponsor's weighting of various considerations is not shown.

Summary Site Selection Analysis Fig. 16



### Alternative Use for Proposal Site

Alternative uses for the site include parks, open space and other commercial developments. Alternative commercial uses might include office space for public agencies or other private companies, aviation related facilities, hotels and restaurants. Economic feasibility studies have not been completed for alternative commercial uses. Many alternative uses would have similar or greater environmental impacts, particularly on the west side communities.

Although an open space or park use of the site, with landscaping, would provide a buffer between the airport and the adjacent residential area, such a use would not be considered so permanent a buffer as the proposed headquarters facility or other developed use involving significant capital investment.



## Unavoidable Adverse Impacts

The following impacts would be unavoidable and could not be mitigated.

Approximately two or three acres would be converted from potential park and open space designation to a building, roads and walks. This would result in an insignificant loss of wildlife habitat.

Natural vegetation would be removed from the site. There would be a slight potential for on-site erosion during construction. During construction of the project, there would be some noise, smoke, and congestion for a period of about 18 to 20 months. After completion of the project there would be a slight increase in local traffic volumes, related noise and related air pollution from exhaust emissions.

The completed building would be partially visible to west side residential areas particularly until the landscaping matures.

A slight increase in sanitary sewage would be delivered to the Des Moines sewer system.

Helicopter noise would occasionally be distinguishable from west side residences.



## REFERENCES

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- Skidmore, Owings & Merrill, Boeing Headquarters Building, Site Selection Technical Report, June 27, 1977, San Francisco, California.
- Washington State Department of Ecology, Maximum Environmental Noise Levels, (WAC 173-60), Olympia, Washington, 1975.
- Washington State Department of Ecology, Motor Vehicle Noise Performance Standards, (WAC 173-62), Olympia, Washington, 1975



ORGANIZATIONS CONTACTED

---

KING COUNTY

Department of Planning and Community Development  
Planning Division  
Building and Land Development Division

Department of Public Safety  
Research and Development Division  
Precinct No. 4, Southwest

Department of Public Works  
Traffic and Planning Division

Fire Department  
Fire Marshal  
Fire Protection District No. 2, Burien Station

PACIFIC NORTHWEST BELL

PORT OF SEATTLE

Planning and Research Department

PUGET SOUND POWER & LIGHT COMPANY

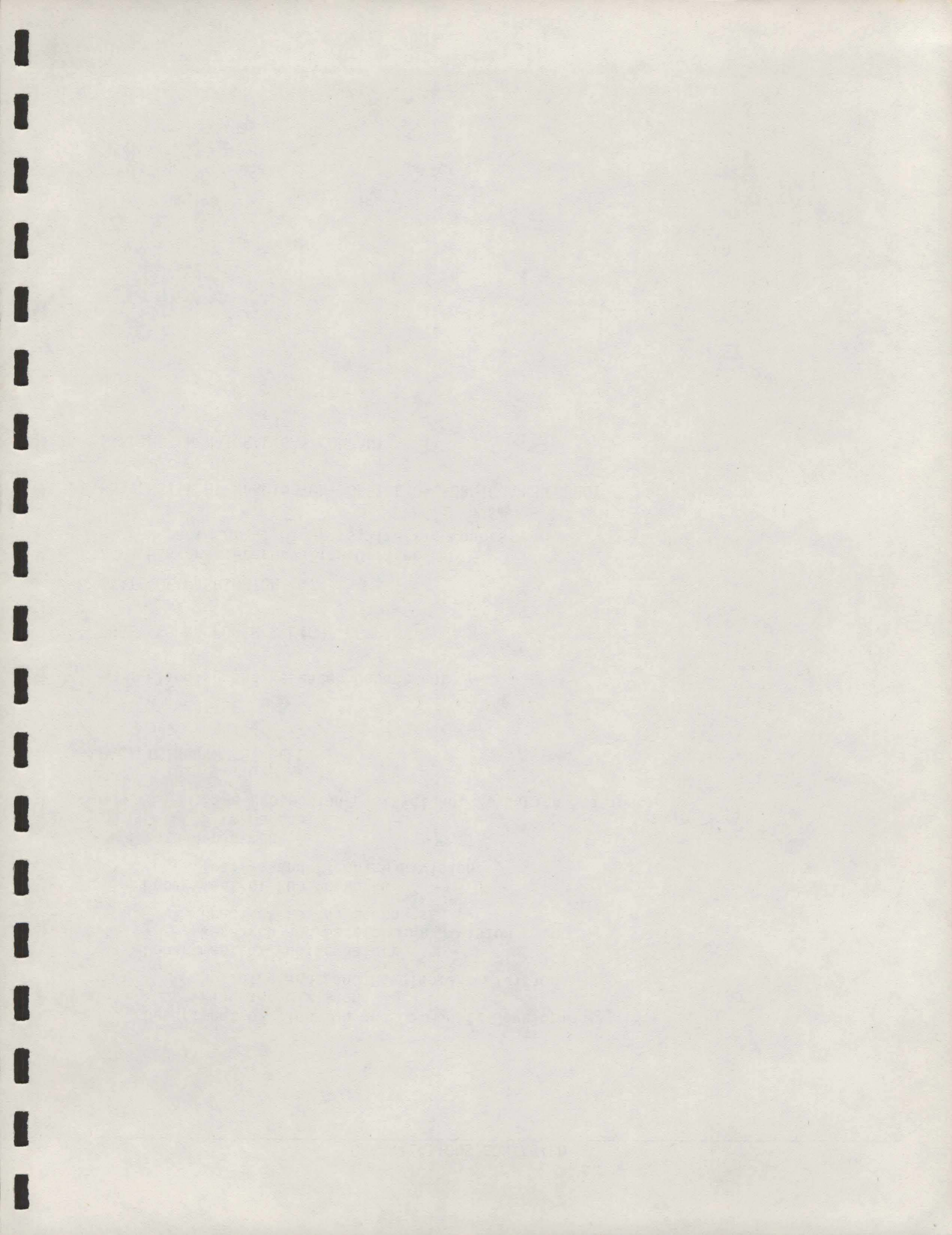
STATE OF WASHINGTON

Historic Preservation Officer  
Department of Highways, Traffic Courts

UNIVERSITY OF WASHINGTON, OFFICE OF PUBLIC ARCHEOLOGY

WASHINGTON NATURAL GAS COMPANY







APPENDIX A

COMMENTS AND RESPONSES TO THE DRAFT EIS

This Appendix contains letters of comment from agencies, individuals and private organizations to the Draft EIS for the Boeing Corporate Headquarters facility.

The letters are reproduced in full and where a response is appropriate it is given on a following page.

King County and the Port of Seattle wish to express their appreciation to all commenting agencies and citizens for the time and effort spent in reviewing the Draft EIS.

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<u>REVIEW COMMENT LETTER</u>	<u>PAGE</u>	<u>RESPONSE PAGE</u>
Department of Transportation	A-2	(No Response)
Parks & Recreation Commission	A-3	(No Response)
Puget Sound Air Pollution Control Agency	A-4	(No Response)
Department of Ecology	A-5	A-9
Department of Public Health	A-6	A-9
King County Public Works (Hydraulics)	A-7	A-9
Department of Fisheries	A-8	A-9
Puget Sound Council of Governments	A-10	A-12
Environmental Protection Agency	A-13	A-15
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Federal Aviation Administration	A-16	A-22
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(Attachment "B" to above)	A-46	A-49
Summary of Public Meeting	A-51	A-55





STATE OF WASHINGTON

Dixy Lee Ray  
Governor

DEPARTMENT OF TRANSPORTATION  
Highway Administration Building, Olympia, Washington 98504

RECEIVED  
PLANNING DIVISION  
206/753-6005  
RECEIVED  
DEC 12 PM 1:32  
JAN 12 1978

January 11, 1978

DEPARTMENT OF PLANNING  
& COMMUNITY DEVELOPMENT

Mr. John P. Lynch, Director  
Department of Planning and  
Community Development  
W. 313 King County Courthouse  
516 Third Avenue  
Seattle, Washington 98104

King County  
The Boeing Company: Corporate  
Headquarters Facility  
Draft Environmental Impact Statement

Dear Mr. Lynch:

We have completed our review of the subject document and feel the document addresses adequately the impacts to either existing or proposed transportation facilities in the area.

Thank you for the opportunity to review this information.

Sincerely,

RUSSELL ALBERT  
Planning and Public  
Transportation Engineer

By: WM. P. ALBOHN  
Environmental Planner

RA:ds  
WPA/WBH

cc: W. C. Bogart  
H. B. Ashford  
Environmental Section

*cc: Kaven / Harold*





STATE OF  
WASHINGTON

Dixy Lee Ray  
Governor

WASHINGTON STATE PARKS AND RECREATION COMMISSION

7150 Cleanwater Lane, Olympia, Washington 98504

206/753-5755

RECEIVED

JAN 16 1978

January 13, 1978

DEPARTMENT OF PLANNING  
& COMMUNITY DEVELOPMENT

35-2650-1820

Draft EIS - Boeing Co.  
Corporate Headquarters  
Facility

(E-1095)

Mr. John P. Lynch  
Director  
King County Department of Planning  
and Community Development  
W-205 King County Courthouse  
516 Third Avenue  
Seattle, Washington 98104

Dear Mr. Lynch:

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

Thank you for the opportunity to review and comment.

Sincerely,

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

PAK:sg





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

RECEIVED  
JAN 27 1978

DEPARTMENT OF PLANNING  
& COMMUNITY DEVELOPMENT  
January 25, 1978

Mr. John P. Lynch, Director  
King County Department of Planning  
and Community Development  
Room W-205, King County Court House  
516 Third Avenue  
Seattle, WA 98104

Subject: Boeing Company Corporate Headquarters Facility-Draft  
Environmental Impact Statement

Dear Mr. Lynch:

We have reviewed the Draft Environmental Impact Statement for the proposed Boeing Company Corporate Headquarters Facility at Seattle-Tacoma International Airport.

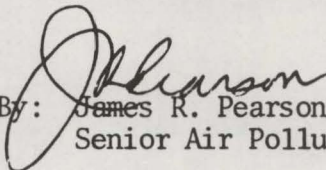
The statement contains good coverage of the existing air quality conditions and air quality impact. We have no suggestions for additions or changes. Implementation of traffic mitigating measures which are being suggested could further reduce carbon monoxide impact from automobiles.

The corporation should be encouraged to establish preferred parking/car-pooler's permit systems to assist in attainment and maintenance of ambient air quality standards in the vicinity.

Thank you for the opportunity to comment.

Very truly yours,

A. R. Dammkoehler  
Air Pollution Control Officer

By:   
James R. Pearson  
Senior Air Pollution Engineer

jk

SERVING:

KING COUNTY  
410 West Harrison St.  
P. O. Box 9863  
Seattle, 98109  
(206) 344-7330

KITSAP COUNTY  
Dial Operator for Toll  
Free Number Zenith 8385  
Bainbridge Island, 98110  
Dial 344-7330

PIERCE COUNTY  
213 Hess Building  
Tacoma, 98402  
(206) 383-5851

SNOHOMISH COUNTY  
506 Medical-Dental Bldg.  
Everett, 98201  
(206) 259-0288

BOARD OF DIRECTORS

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STATE OF  
WASHINGTON

Dixy Lee Ray  
Governor

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

'78 FEB 10 PM 3:16

February 8, 1978

Harold Robertson, Planner  
King County Dept. of Planning  
and Community Development  
W-205 King County Courthouse  
Seattle, Washington 98104

Gentlemen:

We have reviewed the draft environmental impact statement for the proposed Boeing Company Corporate Headquarters Facility. We appreciate the efforts of the county and the Port to coordinate their planning activities. It is very helpful to clarify the relationship of this proposal to that of the Weyerhaeuser Company in this area.

In regard to the proposed change, it is not clear what happens to the single family zoning west of 12th Avenue South (see figure 12, page 53 C). Further, the SEA-TAC and Highline Communities Plan show "Airport Open Space" designation east of 12th Avenue South to the north-south boundaries. Why is this designation not maintained?

We appreciate the opportunity to review this draft EIS. If we can be of further assistance to you, please call me at 753-6891.

Sincerely yours,

*Rosemary L. Walrod*  
Rosemary L. Walrod  
Environmental Review Section

RLW:bjw





LAWRENCE BERGNER, M.D., M.P.H.  
Director of Public Health

January 11, 1978

RECEIVED  
JAN 17 1978  
DEPARTMENT OF PLANNING  
& COMMUNITY DEVELOPMENT

John P. Lynch, Director  
Department of Planning and  
Community Development  
W-205 King County Courthouse  
516 Third Avenue  
Seattle, Wa. 98104

Re: Draft Environmental Impact Statement, Boeing Co. Corporate Headquarters Facility

Dear Mr. Lynch:

This department has reviewed the Draft EIS for the Boeing Company Corporate Headquarters Facility at Sea-Tac International Airport and submits the following comments:

- a. Table II, Page 38, is inaccurate and should list the EDNA Source from Class A as 55 dba (it is shown as 57 dba).
- b. Table III should include the noise level for vehicles manufactured 1975 and later as follows:

Motorcycles manufactured after 1975	83 dba
Any motor vehicle over 10,000 lbs GUMP manufactured after 1975 and prior to 1978	86 dba
Any motor vehicle over 10,000 lbs manufac- tured after 1978	83 dba
All other motor vehicles	80 dba

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PLANNING DIVISION  
JAN 19 PM 4:00

Aside from these comments, we have no objections as regards this Draft Environmental Impact Statement.

Very truly yours,

John P. Nordin  
Chief, Environmental Services  
Seattle King County Dept. of Public Health

LK:baf

DISTRICT SERVICE CENTERS:

<b>CENTRAL</b> 1000 Public Safety Building Seattle 98104 625-2571	<b>NORTH</b> 1600 N. E. 150th Seattle 98155 363-4765	<b>EAST</b> 15607 N. E. Bellevue- Redmond Road Bellevue 98008 885-1278	<b>SOUTHEAST</b> 3001 N. E. 4th St. Renton 98055 228-2620	<b>SOUTHWEST</b> 10821 8th Ave. S. W. Seattle 98146 244-6400
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**King County** State of Washington  
John D. Spellman, County Executive

**Department of Public Works**

Jean L. DeSpain, Director  
900 King County Administration Building  
500 Fourth Avenue  
Seattle, Washington 98104

January 18, 1978

RECEIVED  
JAN 20 1978  
DEPARTMENT OF PLANNING  
& COMMUNITY DEVELOPMENT

John P. Lynch, Director  
Department of Planning and  
Community Development  
King County Courthouse

Dear Mr. Lynch:

Re: Draft EIS for Boeing Corporate  
Headquarters Office

We have reviewed the draft environmental impact statement for the Boeing Corporate Headquarters Office and have the following comments:

1. Detention facilities for the proposed project will be required per King County Ordinances No. 2281 and No. 2812.
2. The existing retention pond must be considered in the proposed development.
3. Oil pollution facilities will be required to insure pollutants from the site do not enter the natural drainage system.

If you have any questions concerning the above requirements, please contact Larry Gibbons of my staff on 344-3874.

Very truly yours,

WILLIAM B. GILLESPIE  
Division Engineer  
Division of Hydraulics

WBG  
LRG:lmw





STATE OF WASHINGTON

Dixy Lee Ray  
Governor

February 14, 1978

DEPARTMENT OF FISHERIES

115 General Administration Building, Olympia, Washington 98504

206 753 6600

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FEB 21 1978

DEPARTMENT OF PLANNING  
& COMMUNITY DEVELOPMENT

John P. Lynch, Director  
Department of Planning and  
Community Development  
W 313 King County Courthouse  
516 Third Avenue  
Seattle, Washington 98104

Dear Mr. Lynch:

Draft Environmental Impact Statement - Proposed  
Boeing Company Corporate Headquarters Facility  
in King County WRIA B-09

We apologize for the late response. Following a field check of the site and review of the above described statement, we offer the following comments.

Miller Creek, which ultimately receives most of the site runoff has been severely impacted by past development activities. Siltation of the streambed, in part due to extreme flow fluctuation, currently limits salmon production in this stream to a low level. Past investigations by our Department have indicated that Miller Creek does offer salmon production potential higher than is presently occurring but that such an increase would require some major stream rehabilitation projects to be undertaken. Juvenile salmonids have recently been observed in Miller Creek.

One of the more effective measures that we feel would improve the fish production would be to eliminate direct flow of storm runoff into the creek. We note the planned use of temporary retention ponds during construction, and feel it would also be beneficial in the long run to incorporate permanent retential facilities into the storm drainage plans. The benefit for fish would be modification of extreme flow patterns in Miller Creek. An oil/water separator to remove petroleum contaminants, originating in particular from the parking lots, would help protect water quality.

We appreciate the well prepared and accurate description provided in the section on Hydrology (p. 26-27). We hope our comments have been helpful.

For further suggestions from our Department regarding this project we suggest contacting Joe Robel (753-2980), Hydraulics Investigator in this area.

Sincerely,

*Gordon Sandison*  
Gordon Sandison  
Director

jp

A-8



cc: WDG  
DOE



LETTER FROM DEPARTMENT OF TRANSPORTATION - No response indicated.

LETTER FROM PARKS & RECREATION COMMISSION - No response indicated.

LETTER FROM PUGET SOUND AIR POLLUTION CONTROL AGENCY - No response indicated.

RESPONSE TO COMMENTS FROM THE DEPARTMENT OF ECOLOGY

Map (C) on Figure 12, page 53 was intentionally drawn to show only the portion of the map that would be changed by the proposal. The Residential, and other Open Space and Airport Facility areas would not be affected.

RESPONSE TO COMMENTS FROM THE DEPARTMENT OF PUBLIC HEALTH

Comment a. - Table II, page 38: Typographic error has been corrected as noted.

Comment b. - The table presented in the letter is also found in WAC 173-62. This has been added to page 38.

RESPONSE TO COMMENTS FROM DEPARTMENT OF PUBLIC WORKS (HYDRAULICS)

Comment 1. - No response indicated.

Comment 2. - The existing retention pond was constructed several years ago to handle runoff from areas to be paved for an anticipated air-cargo facility. The air-cargo facility was never constructed, and the areas were never paved. Thus, the retention pond serves no significant function. Runoff from the airport runways is intercepted by the airport storm sewer system and does not flow into this retention pond. Only runoff from the immediately adjacent, undeveloped field flows into this retention pond.

Comment 3. - All parking would be beneath the building. Drainage from parking areas would be directed to the Port of Seattle Industrial Waste Sewer System where it is treated to remove petroleum pollutants.

RESPONSE TO COMMENTS FROM DEPARTMENT OF FISHERIES

Comment 1. - Permanent retention facilities would be provided as needed in compliance with King County Ordinance No. 2281.

Comment 2. - Refer to Comment 3 above.



January 27, 1978

John P. Lynch, Director  
Department of Planning and Community Development  
W 313 King County Courthouse  
516 Third Avenue  
Seattle WA 98104

RECEIVED  
FEB 6 1978  
DEPARTMENT OF PLANNING  
& COMMUNITY DEVELOPMENT

Dear Mr. Lynch:

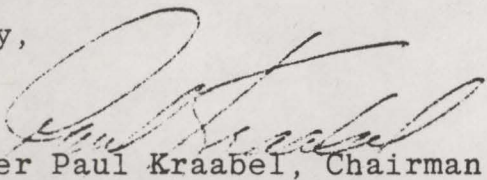
The King County Subregional Council acting through the Growth and Development Committee has reviewed the Draft Environmental Impact Statement for the proposed Boeing Headquarters at Sea-Tac Airport for which the Department of Planning and Community Development is the lead agency.

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 Committee was generally supportive of the project as a suitable use for the green belt/buffer strip along the westside of the airport. The review which is attached did raise a couple of questions that we hope can be answered 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 to other King County officials in reaching decisions on the projects 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: The Boeing Company Corporate Headquarters Facility

LEAD AGENCY: King County Department of Community Development

Project Supports the Following  
GPRD Policies

Activity Centers - Policy #2  
Policy #2 - New economic activities should be encouraged as a first order of preference to locate in existing centers, and as a second order preference to group into new centers, rather than locate in dispersed, stripped or isolated areas.

Agriculture - none identified

Economic - none identified

Housing - none identified

Natural Environment - none identified

Public Services - none identified

Transportation - none identified

Intergovernmental Relations - none identified

Fiscal - none identified

Social - none identified

Project Conflicts with the  
Following GPRD Policies

Activity Centers - none identified

Agriculture - none identified

Economic - none identified

Housing - none identified

Natural Environment - none identified

Public Services - none identified

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

Activity Centers - Policy #2 - Although PSCOG has not yet identified any activity centers in King County, it is recognized that Sea-Tac Airport is the focus of a growing range of economic activities. The Boeing Headquarters appears to be consistent in the broad sense of this policy but the EIS should provide additional detail about the choice of the residentially oriented west side for the site. Are there other sites in the vicinity of the airport that could be used for the Boeing Headquarters? Is a view of the airport the most important consideration?

Transportation - Policy #11 - The Boeing Headquarters is not a transportation facility but it does affect the public investment in Sea-Tac Airport to the degree that it limits future airport expansion. The EIS should present a more detailed discussion of the implications of limiting airport expansion for the future.



## RESPONSE TO COMMENTS FROM PUGET SOUND COUNCIL OF GOVERNMENTS

The site selection was made by the sponsor. As stated on page 74 of the draft, over 20 alternative sites were studied and primary considerations are identified.

Any appropriate zoned site of adequate size in the vicinity of the airport would be a possibility. The proposed site is the only on airport site, at field level, with a view of aircraft operations, that the Port of Seattle considers is not in conflict with present or planned airport facilities (see the prologue for a description of the disagreement regarding west-side land use).

A view of and from the airport is considered by the sponsor to be a significant aspect of architectural potential.

Establishment of the proposed Boeing Corporate Headquarters facility on the west side of Sea-Tac would not limit planned expansion of the airport. The north half of the site was purchased as a buffer area and, as shown in the Sea-Tac and Highline Communities Plans, is to be continued as a "green belt" buffer between the airport and the residential neighborhood.

The portion of the site south of South 170th Street has been planned as a buffer area or general/corporate aviation reserve by the County and the Port of Seattle, respectively (again, see prologue). Both uses incorporated an airport viewing area and neither were air-carrier aviation oriented.

A demand-capacity analysis was completed for the Sea-Tac/Communities Plan and no critical airport capacity problems were identified with airfield operations. Currently at 7.3 million annual passengers, Sea-Tac is designed to handle 20 million passengers. Although the land area at the airport is limited, no problem is expected, even with a continuance in current air transport technology. Off-site consolidation of air freight, mass transit to terminal facilities (to reduce parking area);...all reduce necessary airside requirements.

No additional air carrier runways were recommended by the Sea-Tac Communities Plan demand capacity analysis. Since the airport is located on a plateau, topography limits any expansion of the runway system. Social and monetary constraints reinforce that restriction. Even with the introduction of the Microwave Landing System (MLS) sometime in the remote future, individual operation of the present close parallel runway system is not expected. Aircraft wake turbulence cannot be overcome by navigational devices.



U.S. ENVIRONMENTAL PROTECTION AGENCY

REGION X

1200 SIXTH AVENUE  
SEATTLE, WASHINGTON 98101



REPLY TO  
ATTN OF: MS 623

RECEIVED

FEB 6 1978

DEPARTMENT OF PLANNING  
COMMUNITY DEVELOPMENT

February 2, 1978

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

Dear Mr. Lynch:

We have completed our review of your draft environmental impact statement for the Boeing Company Corporate Headquarters Facility. We would like to submit the following comments for your consideration:

The Draft EIS did not state how many helicopter flights were predicted to occur each day. Will this change after completion of the Phase II expansion? How will a change affect helicopter related noise?

Considering the preferential direction of helicopter takeoff, we believe that sound level measurements should have been made at locations on 12th Avenue South, south of South 170th Street.

We do not anticipate any serious impacts from the Boeing Facility, nor do we believe the proposal to be counter to the intentions of the Sea-Tac Communities Plan. In fact, the structure will probably provide some beneficial relief by partially masking sideline takeoff noise from Sea-Tac air traffic.

Thank you for the opportunity to review this draft environmental impact statement.

Sincerely,

*Alexandra B. Smith*

Alexandra B. Smith, Chief  
Environmental Evaluation Branch



KING COUNTY  
DEPARTMENT OF PUBLIC WORKS  
MEMORANDUM

KING COUNTY  
FEB 07 1978  
Budget Division

To: J. R. Edmundson

Date: February 6 1978

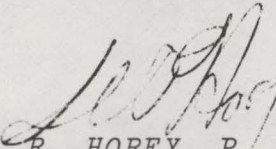
From: D. R. Horey

Subject: DRAFT ENVIRONMENTAL IMPACT STATEMENT

THE BOEING COMPANY CORPORATE HEADQUARTERS FACILITY

We have reviewed the subject document and our comments are as follows:

- We agree with the concept of a separate roadway serving this complex by eliminating the S 170th Street access road from 12th Avenue S. The intersection of the proposed entry road with S 154th Street should be located on approximately the same alignment as the old 13th Avenue S intersection. This is due to the curvature and superelevation of S 154th Street in this area, as it causes some restrictions on sight distance.
- In the report fire and emergency and vehicle calls may generate from the Port of Seattle facilities as well as local agencies. In any event, we feel that there should be a connector road between the proposed entry road and the airport service road or perimeter road in the vicinity of the proposed buildings.

  
D. R. HOREY, P. E.  
County Road Engineer

DRH/OHR:pe

PLANNING DIVISION  
FEB 8 1978



RESPONSE TO COMMENTS FROM THE U.S. ENVIRONMENTAL PROTECTION AGENCY

- Comment 1. In the Transportation and Circulation section on page 65, it is estimated that there would be an average of two round trips per day (two take-offs and two landings) by the helicopter. It is also projected, based on past trends, that the use of the helicopter would not increase significantly if the expansion building was built in the future. Although requirements and function of the staff that could be housed in the expansion building can not be defined at this time, there would probably not be a significant addition of corporate personnel that commonly use the helicopter.
- Comment 2. Noise measurement locations were selected to simulate "worst case" conditions for the most undesirable approach corridor of the helicopter (west), and the most desirable corridor (east). Approaches from the south would create noise levels along 12th Avenue South at about South 174th Street similar to those recorded at Site A for the north approach. It is expected that the east approach would usually be used, reducing the potential impact.

RESPONSE TO COMMENTS FROM KING COUNTY PUBLIC WORKS (ROADS)

- Comment 1. The north access road as shown in the site plans is located on approximately the same alignment as the old 13th Avenue South intersection.
- Comment 2. Fire and police protection from the Port of Seattle may be required by the Boeing Company. Thus, access to the site becomes of prime importance. Most emergency service is required on the east side of the runways, near the passenger terminal, so any response to the west side may cross the runways and come through the security fence. A road from the existing airport service road and a crash gate located near the helistop and ASDE tower would provide access to the site as necessary.



DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

FEB 3 1978

NORTHWEST REGION  
FAA BUILDING KING COUNTY AIRPORT  
SEATTLE WASHINGTON 98108

FEB 6 1978



DEPARTMENT OF PLANNING  
& COMMUNITY DEVELOPMENT

Mr. John F. Lynch, Director  
Department of Planning and Community Development  
W-205 King County Courthouse  
516 Third Avenue  
Seattle, Washington 98104

Dear Mr. Lynch:

As requested in your letter of December 29, 1977, we have reviewed  
the Draft Environmental Impact Statement for The Boeing Company  
Corporate Headquarters Facility. Our review comments are enclosed.

Sincerely,

*Robert O. Brown*

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

Enclosure

cc:

Mr. Arthur Yoshioka, w/enc.



FAA Review Comments  
Draft Environmental Impact Statement (DEIS)  
The Boeing Company Corporate Headquarters Facility

1. Page 3, Insert: Under "Unresolved Issue," both the Port of Seattle and King County positions on the proposed west side airport facilities north of S. 176th Street (extended east) are presented. The FAA views on this matter were expressed in a letter dated June 2, 1977, to Mr. Roger M. Leed, attorney representing the West-side Area Hilltop Committee, with copies to Mr. Arthur Yoshioka, Port of Seattle, and Mr. Irv Berteig, King County. Please review this letter again in connection with the "unresolved issue" at hand. The DEIS mentions that the Highline Communities Plan designates "airport facility" on the west side of the airport south of S. 176th Street only, and designates a combination of "airport open space" and "parks and recreation" north of 176th up to S. 156th Way. However, we note that the Development Plan map following page 200 in the Highline Communities Plan Report dated July 1977, shows "airport facility" on the west side of the airport north of S. 176th Street to about S. 170th Street (both extended east). This is consistent with the Sea-Tac Communities Plan.
2. Page 3, Insert: It is stated "The Boeing proposal, which is the subject of this Environmental Impact Statement, would be a private, non-airport use of this land, as shown on the accompanying map, which would be bought or leased from the Port." The proposed lease and/or purchase arrangement should be discussed in relation to any applicable Federal regulations, as well as local requirements, since the land involved Federal aid. For example, the sale or other disposal of airport land acquired with FAA Airport Development Aid Program funds will require an FAA review process and approval in the matter. We will be glad to discuss this matter in detail with you.
3. Page 6: Under "The Proposed Project," the purpose of the project should also be summarized in terms of its need and justification. Under "Environmental Impacts of Phase I," any impacts on historical or archaeological sites should be summarized.
4. Page 20: It is stated "The 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." However, we note in Figure 3 that the control gate is beyond where the two access roads meet. What would prevent a vehicle from going from one access road to the other?



5. Page 21: Reference is made to the Highline Communities Plan with regard to the westside airport property north of S. 176th Street. Comment No. 1 above concerning the part on the Highline Communities Plan again applies here.
6. Page 28: It is stated "Funding has recently been approved for the Port's landscaping project which would reinforce the process of returning the area from an urban type landscape to a more natural condition." Information on who has approved this funding and what the landscaping project schedule is should be presented.
7. Page 31: Under "Environmental Impact," it is stated "...most of the vegetation on the project site and along the access road would be removed." Then, in the next paragraph, it is stated "Trees along much of the western boundary of the site and adjacent to the access roads would not be affected." Are the two statements consistent?
8. Page 33: It is stated "If the project landscaping was to become a roost for large flocks, successful mitigating measures to control the numbers of birds are available." What are they?
9. Page 38: What is the point of measurement in relation to the noise source for the standards shown in Table III?
10. Page 41, Table V: We assume that the "Existing Sources" reflect, at least in part, the aircraft operations forecast of the Sea-Tac Communities Plan. What aircraft operations forecast assumptions are reflected in "Existing Plus Other Proposed Sources?" It would be helpful if noise contour maps were included to show the overall impact on the residential area west of the airport.
11. Page 48: It is stated "Sea-Tac Airport lies immediately east of the site...." This is unclear as the site is located on Sea-Tac Airport.
12. Page 52: Reference is made to the Sea-Tac Communities Plan. It should also be mentioned that the airport layout plan which was developed as part of the Sea-Tac Communities Plan project includes the following proposed features in the Boeing proposal site: (1) proposed ultimate general aviation area, (2) viewing park, (3) restaurant, (4) auto parking and road system with access off 12th Avenue South at S. 170th Street, and (5) landscaped buffer area. With reference to the Highline Communities Plan, comment No. 1 above concerning this specific airport area again applies here.
13. Page 54: It is stated in the second paragraph that the north access road "would have no significant impact on development of the



proposed buffer itself." The width of the access road corridor should be given as an indication of the impact.

14. Page 54: The third paragraph discusses some of the impacts on the FAA airway facilities at Sea-Tac. All of the following effects on the FAA facilities should be completely addressed in the final EIS: (1) ASR and ATCRB will have to be relocated, (2) low altitude communications coverage may be lost in a NNW to NNE sector from Remote Transmitter and Receiver Sites "A" and "B", (3) security of the ASDE site will be compromised, (4) low altitude DF operation will be lost in a NW Sector from the DF site, (5) DF bearings may be erroneous due to proximity of new security fences, and (6) deterioration of ILS and VOR operation is expected, but minimal. Reduced RADAR and communication coverage is caused by the relatively close proximity of the facilities to the building site, plus the top of the proposed Boeing office building is higher than the facility antennas (i.e., antennas for ASR, RTR Site "A", RTR Site "B", and DF).

The placing of the ASDE tower outside of a secure area and in the center of a public viewpark is unacceptable to us from the security, safety, and maintenance standpoints. An access gate must be provided from the perimeter road to the ASDE site. Incidentally, we have experienced two forced entries with theft of equipment in the last two years, even with the facility located inside the airport security fence and with periodic police patrol. This comment especially applies to the statements in the second paragraph on page 71 on this same subject.

The ASR and ATCRB must be located within a 20,000-foot radius of the ATCT for operation with landlines. Beyond this distance, a radar microwave link would have to be obtained. A number of buildings have been constructed on the airport since the ASR-8 siting survey was conducted in 1974 by FAA. It may be difficult to locate a site that will not cause signal reflections on the ATCRB on the airport. Needless to say, a detailed engineering study is required to evaluate alternative sites for the FAA airway facilities involved and to recommend some restricted areas for them.

15. Page 54: The fourth paragraph mentions "The proposal would eliminate all access to the building site area from 12th Avenue South, including the existing access to the viewpoint." How would this impact the amount of use of a viewpark on the westside of the airport?

16. Page 55: In the second paragraph, the term "clear-zone restrictions" should be explained.



17. Page 63: In the first paragraph, it is stated "The majority of employees, visitors and all service trucks would be required to use the south access." The security measures to be taken on the airport with regard to this road should be clearly addressed in the final EIS (e.g., Figure 2 of the draft EIS does not show the locations of security fences in the southwest portion of the airport).

18. Page 67: The second paragraph mentions "The increase in tax revenue for schools would be a significant benefit for the school district." This needs clarification including whether or not the site is leased (involving a lease-hold tax) or eventually purchased by The Boeing Company.

19. Page 67: Under "Maintenance," it is stated "Maintenance of the south access road would be the responsibility of the Port of Seattle." Inasmuch as most of the traffic to the Boeing site is envisioned as using the south access road, would this maintenance arrangement continue in the event the site is purchased by The Boeing Company?

20. Page 71: We assume that letters from the appropriate state offices confirming that there are no known archaeological or historic sites in the area will be included in the final EIS.

21. Pages 74-76: We find that the section on "Alternatives to the Proposal" is inadequate. First, the paragraphs pertaining to the "no-action" alternative should address themselves only to the impacts of what would most likely occur at the site without the Boeing facility. The Sea-Tac Communities Plan and the airport layout plan reflect certain future uses at the site and should provide the basis for an assessment of the "no-action" alternative. Most of the discussion (i.e., second and third paragraphs on page 74) is based on much "indefinite" speculation.

The discussion on "Alternative Sites" is too general to provide any real information on what the alternatives involve and why they were specifically rejected. We believe the final EIS should evaluate thoroughly and objectively the environmental impact of all reasonable project alternatives, particularly those which would mitigate environmental impacts. To the extent that the impacts of alternatives are of the same type and significance, the effects should be stated and compared with the proposed action and the reasons given why the alternatives are rejected. To this end, the analysis of the environmental benefits, costs, and risks must be sufficient to show that an alternative that might enhance environmental quality or have a less detrimental effect has not been prematurely rejected or foreclosed.

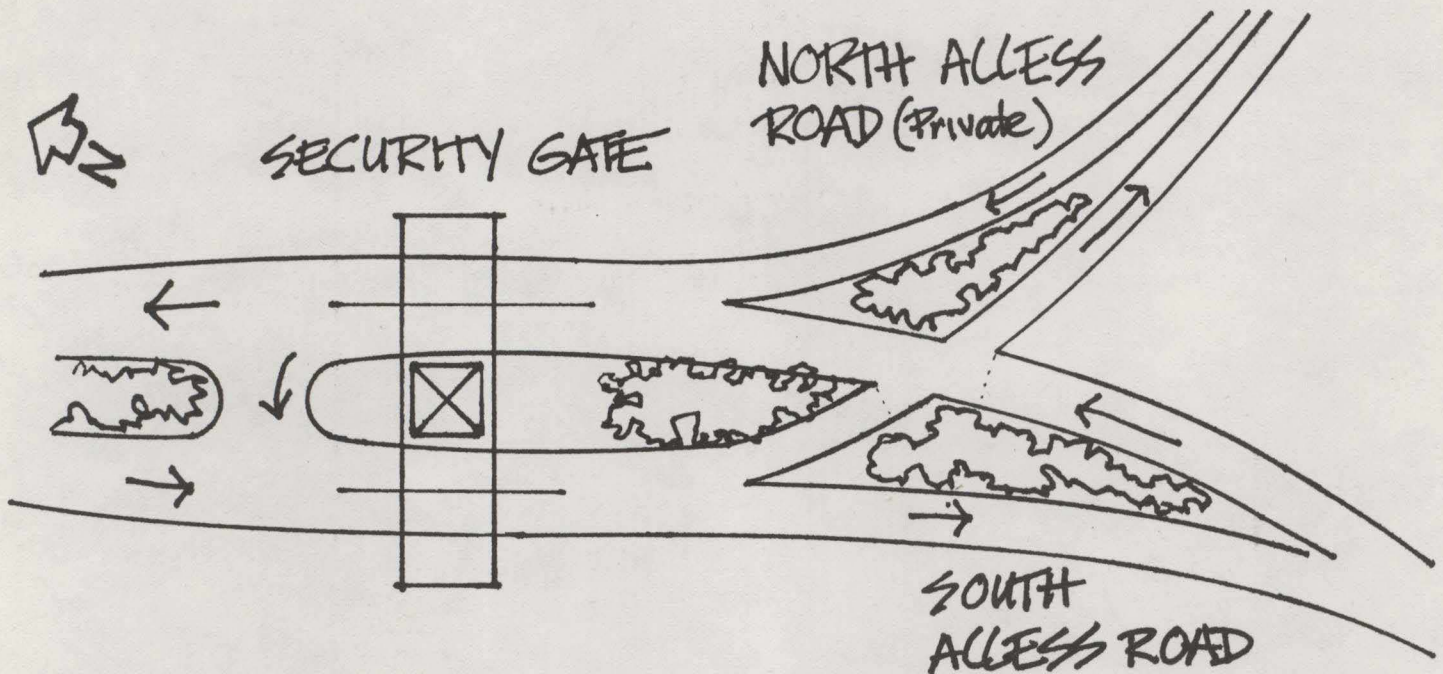


Under "Alternative Use for Proposal Site" (page 76), there is discussion of other possible uses of the site without the Boeing facility. This appears to be some additional information for the "no-action" alternative discussed on page 74. We note that there is no discussion of the consideration of alternative locations of the proposed Boeing facility at Sea-Tac. Why was the recommended building site selected and not another location to the north or south or even to the west? Were there alternative access road locations considered? For example, should the north access road be moved further east to avoid the landscaped buffer area? Also, was the alternative of only providing access from the south fully considered? To summarize this, we believe that all reasonable alternative site locations of the Boeing facility (including access roads) at Sea-Tac Airport should also be addressed in the final EIS and why they were rejected.



RESPONSE TO FAA

- Comment 1. The map referred to is an early draft. The adopted Highline Communities Plan is as shown on page 53, Fig. 12 (b).
- Comment 2. Negotiations between the Port of Seattle and the Boeing Company regarding the lease or sale of the proposed corporate headquarters site would be continued after the final EIS and initial rezone hearing have been completed. Whatever recommendations are made will be discussed with the FAA. Both parties realize that the property was purchased with Federal assistance for airport use, and that FAA approval will be required prior to sale or lease of the property.
- Comment 3. Pursuant to Sea-Tac/Communities Plan, the Port of Seattle designated land west of the runways and north of South 170th Street as a buffer area. The proposed project would be a change in this non-aviation use to a more intensive non-aviation use that would provide revenue, whether leased or sold, to the Airport. There would be no significant impacts to historical or archeological sites.
- Comment 4. The figure shown in the draft is a concept sketch that does not show design details. The entrance gate has not yet been designed. It is intended that there be no north-south through traffic. An example of one possible design for the entrance gate intersection to prevent through traffic is shown below.





- Comment 5. See response to No. 1.
- Comment 6. The Westside Greenbelt Landscaping project (ADAP #6-53-0062-13) is being funded in part by the Federal Aviation Administration. Bids were received by the Port of Seattle on February 28, 1978. Work is scheduled to begin in March, 1978 and will be completed no later than 283 days after issuance of the contract.
- Comment 7. Grading and excavation on the building site and for the access road would eliminate most existing shrubs and ground cover. However, it is intended that significant trees would either be avoided or transplanted.
- Comment 8. According to the U.S. Fish and Wildlife Service, chemical audio and physical control methods have been successful in other parts of the country. Information on those techniques and technical assistance is available, both from the Fish and Wildlife Service (as stated in the draft EIS) and commercial control companies in the Seattle area.
- Comment 9. The standards are for measurements taken 50 feet from the vehicle.
- Comment 10. Details of noise forecasting assumptions are described in A Study of Noise Impacts for a Proposed General Aviation/Corporate Aviation Facility by Hugh Parry. This document is available from the Port of Seattle. NEF contours for the airport are presented in the Sea-Tac Communities Plan.
- Comment 11. The site is located on Airport property but it is west of the developed portions of the airport (terminal, runways, etc.)
- Comment 12. The airport layout plan was not adopted as a part of the Sea-Tac Communities Plan. With reference to the Highline Communities Plan, see response #1 above.
- Comment 13. The access roadway would be 18-24 feet wide.
- Comment 14. The impacts of the proposed project of FAA NAVAID facilities have been discussed at length by the FAA, King County, the Port of Seattle and the sponsor. Mitigating measures have been identified:
- 1) The ASR and ATRB would have to be relocated. Suitable sites are available at Sea-Tac to position this equipment with little, if any, degradation of service. A letter from the Port to the FAA is included in Appendix B.
  - 2) RTR operations would be affected. These installations would have to be relocated as necessary on airport property. After relocation, there would be no degradation of service.
  - 3) The sponsor and its architect will review design and construction at the Airport Viewing Area with the FAA. Access to the tower area could be limited and security measures enforced to adequately address FAA concerns.



4-5) Deleted from comment at the request of FAA per meeting with FAA on February 29, 1978.

6) ILS and VOR operation would be suitable with the proposed project under its present Category II configuration. New ILS equipment, Category III, allowing lower visual minimums for landing at Sea-Tac would have to be designed around all facilities at the airport. When installed, a suitable antenna would be designed to allow accurate and efficient operation. It may also be noted that the design and orientation of the proposed office building has been coordinated between the project architects and the FAA. Surfaces exposed to radar would be kept to a minimum. Reflections from large flat surfaces would be avoided and intensive landscaping and screening would minimize any foreseen interference.

Comment 15. As stated in the Draft EIS on page 71, the proposal would have the following impacts on use of the viewpoint park.

"Traffic to and from the relocated viewpoint would be routed via the South 188th Street access rather than through the hilltop community via 12th Avenue South".

"The relocated viewpoint would be less accessible to adjacent residents. The smaller proposed size would restrict its use for other recreation activities, and there would not be space to develop playground facilities."

Comment 16. "Clear-zone restrictions" should read "side-line and height restrictions". On the Airport Layout Plan, Taxiway C requires a sideline or wingtip clearance of 200 feet for use by air carriers. There is also a building restriction line required by the FAA. The proposed building is well back from the building restriction line and below airport height limitations.

Comment 17. The south access road would pass through the proposed air cargo-general aviation facility. This proposal is not related to the proposed air cargo or proposed general aviation facility. Security in these areas is beyond the scope of this EIS. The Port of Seattle will be responsible for security in areas south of the proposed site.

Comment 18. Tax revenue would be generated by the proposed facility whether the site is leased by the Port of Seattle or sold to the sponsor. The taxes assessed on the improvements would be the same in either case, however the taxes on the land would be different (excluding special levies), in quantity and disbursement to the special purpose districts.

If the site were leased, a leasehold tax on the land would be collected by the Port of Seattle. This tax is then transmitted to the State for pro-rated distribution to taxing districts in the County. This amount would be less to the special purpose districts than if the property were sold to the sponsor outright and taxed by King County as any other privately owned parcel. This decrease in revenue is because the leasehold tax does not reflect special levies voted over and above the taxation limit of \$10 per \$1,000 assessed value of property.



Comment 19. The south access roadway would serve the airport viewing area and any other development on the westside of Sea-Tac to the south of the proposed site, not exclusively for the corporate headquarters facility. The Sea-Tac and Highline Communities Plans recommend the area south of South 176th Street as Air Cargo and Maintenance land use. The south access roadway would serve these facilities. Since these uses are airport oriented, the Port would maintain the roadway even if the proposed building site were sold. Maintenance responsibility for the north access roadway would be established in the lease agreement between the Port of Seattle and the project sponsor. The cost of construction and maintenance would be borne by the sponsor.

Comment 20. The referenced letters are included in Appendix B.

Comment 21. Refer to response to comments by the Puget Sound Council of Governments. Single access to South 188th Street and single access to South 160th Street were considered as alternatives by the project sponsor. Single access to South 160th Street was recognized as having potential significant impact on the residential areas. Single access to South 188th Street would be acceptable from a traffic engineering viewpoint for the projected volumes, assuming extension of SR509 beyond the South 188th Street interchange. The north access road to South 154th Street was selected by the sponsor primarily for aesthetic considerations, that is, a visually impressive entrance for visitors and for corporate level executives.

Consultant studies prepared for the sponsor of traffic volumes for these alternatives are available for review at the King County Planning Division.



January 24, 1978

WESTSIDE HILLTOP RESIDENTIAL AREA  
Response to Draft EIS  
The Boeing Company Corporate Headquarters Facility

We, the homeowners and residents of the Westside Hilltop residential community, fully recognize the dynamic nature of the Sea-Tac Airport as a regional air terminal. We are, therefore, not opposed to an orderly, well-planned and compatible future airport westside development as long as our community has guaranteed safeguards. We are all reasonable people trying to maintain a viable residential community.

The Sea-Tac Communities Plan (STCP), adopted by both the Port of Seattle and King County Council, redesignated the hilltop community as a Residential Reinforcement area and limited westside airport development to south of South 176th street. On April 4, 1977, the County Council passed motion #02957 which reaffirmed this requirement for land use compatibility by stating "...airport facility development on the west side of the Sea-Tac Airport should be limited to the area south of South 176th...". On December 19, 1977, the County Council adopted the Highline Communities Plan (HCP) which designates "airport facility" on the west side of the airport south of South 176th Street only, and designates a combination of "airport open space" and "parks and recreation" north of 176th up to South 156th Way.

The proposed 25 acre office complex will require a rezoning to manufacturing park which seems to be contrary to the philosophy of residential reinforcement. A reversal in land use from that designated in the STCP will have a significant impact on our community unless positive measures are taken to protect it. We earnestly hope that the County Council will take positive steps to implement measures to reinforce our residential reinforcement status. As an example, in the fall of 1977, the County Council denied rezoning to Airport Open Use (AOU) of the Marchell property, which is immediately north of the site now being asked for rezoning by the Port. This reclassification to AOU was denied by reason of land use incompatibility. A review of county ordinance #3148, passed the 11th of April, 1977, represents or defines AOU as a more compatible land use than the manufacturing park zoning now being requested by the Port.

We do not want a Georgetown developing in our Hilltop area. We had a residential neighborhood that used to be better than it is now. We had a community with normal community amenities.

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.

Luella Gestner, Secretary  
Westside Hilltop Survival Committee

*Received by Planning Division  
1/24/78 at  
Public Meeting*



1002 South 170th  
Seattle, Washington  
February 2, 1978

RECEIVED

FEB 3 1978

John P. Lynch  
Dept. Planning and Comm. Dev.  
W 313 King County Courthouse  
516 Third Avenue  
Seattle, Washington 98104

DEPARTMENT OF PLANNING  
& COMMUNITY DEVELOPMENT

Re: Draft EIS Boeing Company Corporate Headquarters Facility

Dear Mr. Lynch:

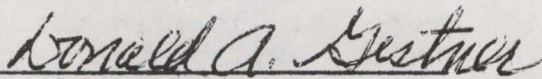
Except for adverse affects of reflection/glare from reflective glass windows, the Draft EIS statement for the Boeing Facility does not address the impact of westside structures on the safety of airline approach and departure traffic. Since the historic and primary function of the airport is for the operations of scheduled air carriers, whether or not proposed westside construction does indeed compromise the high standard of operations now existing must be determined. Good airport design considers first the air traffic and how safe it is to operate.

The airport is presently "clean" on the west side and while the Boeing facility building is well designed, it is, in fact, clutter and burdensome to air line operations.

I have some concern regarding day-to-day airport operation affected by the wind, which nominally is a southwest wind. Wind currents creating wind turbulence around buildings many have detrimental effects on all aircraft landings, particularly during winter weather with winds, from the west and southwest, gusting to 45 MPH.

Runway 16 Right is the predominate instrument approach runway. There should be some concern for the disruption of signals from very precise instrument landing systems which allows airplanes to operate using the lowest minimums during fog and low cloud conditions.

Yours very truly,



Donald A. Gestner



RECEIVED  
PLANNING DIVISION

Department of Planning and Community Development  
516 Third Avenue  
Seattle, WA 98104

'78 FEB 6 AM 11:17

Dear Sirs:

The Boeing "corporate headquarters" could be a large PLUS for our community. Boeing has been around for a long time.. It is not a fly-by-night, "Mickey Mouse" operation. What they do-- they do well!

The location chosen by Boeing to build their corporate headquarters is not what our PLAN shows for the site. But we recognized all along that even the "foreseeable future" can still contain unexpected changes.

The Boeing location most assuredly will "fix" that section of the AIRPORTS west boundary and eliminate some uncertainty for the adjacent residents.

The restricting of all major traffic flow north and south will cause minor congestion at certain intersections during peak flow periods--something the traveling public has learned to accept, and our children must learn to live with.

Construction activity related to the project would probably last two years. The facilities life would exceed fifty years. A short time of inconvenience for a long term stabilizer. I think it even tells us that "Sea Tac International Airport" is here to stay!!!

Whether it is the westside or the n.e. corner where I live we really have the same problems---the same noise, the same noxious odors, the same questionable land uses for "on airport" property. The foreseeable future is always questionable.

As airport vicinity residents we do not have time to fight progress--which is inevitable! Together, we need to seek State controls to cover the ground rules that were laid down in the Sea Tac Communities Plan to protect us and our environment. The State gave the Port the authority to proceed with noise remedy programs so the airport and the community could achieve compatibility. We now have many areas designated for help-- BUT the State has never told the Port that these programs MUST now take effect. Nor has it made feasible suggestions for funding some of the remedies.



Have we gone the one step further to check into a re-structuring of tax allocations? Leasehold tax now goes to the general fund- Why can't a portions of it go directly to the local school districts? Boeing would be paying a healthy leasehold tax.

Perhaps it is the State--not the Port who needs the extra PUSH to give us that feeling of security. Maybe then we would all welcome Boeing to our neighborhood! The PLUS factor could just outweigh the MINUS...

Thank you for letting me express my views on the Boeing Company Corporate Headquarters Facility.

*Virginia Dana*

Mrs. Virginia Dana  
2648 So 142nd  
Seattle, WA 98168



January 16, 1978

We have read the EIS's for  
Doering and Meyerhauser and  
approve the proposed sites with  
reservation. Both facilities  
appear to enhance the area  
east of 12<sup>th</sup> So. and will also act  
as a further buffer, but  
would like to see the  
Port improve the area north  
of the proposed sites with  
more and better landscaping.

We share Hilltop's concern  
for our neighborhood and  
believe it is time for  
cooperative improvements since  
it is clear the Port is  
not acquiring homes in that  
area. That should be our  
goal.

Bob & Phyllis Lundstedt  
839 So. 157<sup>th</sup> Pl.  
Seattle, Wa. 98148

PLANNING DIVISION

FEB 7 1978



In regard to Proposed Boeing Corporate  
Headquarter Facility

I am concerned about the road Boeing proposes to build north to S. - 156<sup>th</sup> from the exit of the property proposed to be leased to Boeing. It appears it connects with the road exiting on to S-188<sup>th</sup> so would allow travel north & south. It is not necessary because all traffic going out of the south exit at S-188<sup>th</sup> could very well diffuse onto the traffic going north on 509, when constructed, and north and south on Des Moines way and also on to First Ave S. or in the eastern direction to highway 99 or 5. The north exit road as proposed would have to be patrolled closely or it may present a night time danger zone, or speed zone for motorcycles and cars during week ends.

The western <sup>residential</sup> area needs buffering from the noise of the airport as much as possible. According to the environmental statement it would be necessary to remove some of the big trees to construct the road which means less buffering at present.

If Boeing is allowed to locate at the proposed location, which I am not opposed providing they construct and plant accordingly to their specified plans, and the north road is constructed there may be a temptation to the Dept of Seattle to locate other businesses along the road.

PLANNING DIVISION

FEB 7 1978

John C. Coiventa  
632 S. 168<sup>th</sup>  
Seattle, Wash  
98148



LETTER FROM WESTSIDE HILLTOP SURVIVAL COMMITTEE

Refer to the response of Attachment "B" of the letter from the Committee representing the Westside Residential Committee on pages A-49 & 50.

RESPONSE TO DONALD GESTNER

The establishment of the proposed facility on the west side of Sea-Tac International Airport has been discussed with the Federal Aviation Administration. Please see response to question #14 in FAA letter in regard to specific comments. No major problems are expected in relocation of the ASR or other navigational aids.

Visual "clutter" on the west side of the airport is now limited to FAA Navigational Aids. Positioning of the proposed facility would add another visual reference point near the existing ASR radar tower. Landscaping and architectural detail would minimize the "distraction" of the building.

Wind currents are not expected to be a problem. Landscaping, varying topography and building placement on the site would minimize side wind problems. Compared to wind turbulence generated by air carrier aircraft on takeoff and landing, surface winds are negligible.

The wind rose from the Sea-Tac Airport layout plan indicates that wind velocities greater than 24 miles per hour occur .5% of the time.

It may be pointed out that the terminal side of the runway has "clutter", aircraft movements and miscellaneous service vehicles affecting operations. Sideline clearance is also considerably less than that on the westside. No compromise in operational procedures or airport safety is expected from the proposed project.

RESPONSE TO MRS. VIRGINIA DANA-See response to Comment 18 of FAA on page A-24.

RESPONSE TO BOB & PHYLLIS GRIMSTAD

The Sea-Tac and Highline Communities Plans have been adopted and, in both, 12th Avenue South is designated as the limit to airport development west of Sea-Tac. To further enhance the west side, the Port has accepted an ADAP grant from the FAA to landscape the area between South 154th Street and South 176th Street.

Work will proceed on the landscaping project in March of 1978 and should continue through the year. Many mature trees will be repositioned in the area and several hundred new trees and shrubs will be planted. King County also has identified a capital improvement project for 12th Avenue South which would include landscaping of right of way up to the airport security fence.

RESPONSE TO JOHN O. CERWENKA

The proposed entrance gate would be designed to preclude North-South traffic. See response #4 of the FAA letter, page A-22.

There would be 24-hour security provided for the site and access roads by both the sponsor and the Port of Seattle.



February 6, 1978  
16035 - 12th Ave. So.  
Seattle, Washington 98148

PLANNING DIVISION

FEB 7 1978

✓ 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 STCP. 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 Sunnydale community (the WRC) (which impacts 400 homes). There are two distinct groups in the Sunnydale 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 Blakely 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 Sunnydale 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. 1 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. 1 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 Block, Art Yokhioka, and Ed Parks of the POS, Howard Christenson and Leiland Schuh of the HSC, and Alice Setzel, 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 Sunnydale 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 Sunnydale - 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 Sunnydale 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 Sunnydale School was referred to numerous times as the "catalyst for conversion" of the Sunnydale area. A school is a binding force for a community. Anything which threatens the stability of the Sunnydale service area will threaten the viability of the school, which would have an enormous historical as well as social impact on the Sunnydale 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 Sunnydale (historic Des Moines Way, Sunnydale Triangle, Vacca's Pumpkin Patch, Morasch House, Sunnydale 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 POS 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 6.6.1 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 impaction - 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 11th 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-8 of General/Corporate Aviation EIS states under 4. Transportation and Circulation: "...most of which would be expected to get 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 Sunrydale 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.B.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 ramps 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. 188th? 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.

Fig. 13 - (Gen-Corp. Aviation P.S) - "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??

Fig. 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 NCF 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, 168th & 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 65-75 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 rump 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) hold 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.

Pr. 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.

Fg. V-6 - "The foregoing table shows that the GA 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. 151st & 12th or for So. 160th and 12th?

Appendix A, Pg. 17 - Table 8 - "GA aircraft takeoffs on Runway C (1100 feet) and GA 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 MEF 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: "STOP: 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. 1-3 - "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 gamut 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 smyth 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.

#### V. 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 - Being 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 POS 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

for the Committee Representing  
the Westside Residential Community

*Pauline J. Conradi*  
Pauline J. Conradi



STUDY OF EIS 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 MS/2000 Manufacturing Park (P) 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 (21.30) - "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. M900 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.

M900 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 PROFESSIONAL BUSINESS. (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 M900 zone, no building or structure shall exceed a height of 35 feet." (21.16.090) Total permissible floor area "shall not exceed two times the square foot area of the lot." (21.30)

M-P zoning permits more noise, odor and pollution than does M900; 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". (p.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.

D. 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 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.



RESPONSE TO THE COMMITTEE REPRESENTING THE WESTSIDE RESIDENTIAL COMMUNITY

P.2-IA: Concerns about potential impact from the proposed facility (e.g. land use, traffic, noise) were considered to be the "worst case" condition for the purposes of impact assessment. Where appropriate (e.g. traffic, housing values), a broader impact area was considered.

P.4-ID: The King County Housing and Community Development section has conducted a visual survey of housing and neighborhood conditions which concluded that conditions have not significantly changed since the 1970 Census. A 1976 population and housing estimate developed by P.S.C.O.G. is now available. The additional data is presented below:

	Census Tract 280	Census Tract 285
Population	2,736	3,676
Housing Units	1,135	1,219

P.4-IE: As stated on page 71, "Traffic to and from the relocated viewpoint would be routed via the South 188th Street access rather than through the hill-top community through 12th Avenue South.

The relocated viewpoint would be less accessible to adjacent residents. The smaller proposed size would restrict its use for other recreation activities, and there would not be space to develop playground facilities".

The proposed viewpoint would be of sufficient size to function as a viewpoint, but not as a neighborhood or community park.

P.5-IF and P.6-IIA: Approval of the project may encourage additional proposals for development within the west side buffer area and residential areas. However, the expressed intentions of the County, Port of Seattle, and sponsor are that there would be no further development within the buffer area. Also, the adopted HCP indicates single-family residential land use for the Hilltop and Westside Residential Communities.

P.6-IIB: Traffic counts and accident records indicate that South 154th Street is not used to capacity and has a relatively low accident rate (i.e. four accidents in 1976 and 1977 in the near vicinity of South 154th Street and 12th Avenue South).

After the Highline Athletic Complex is constructed, there will be "occasional, temporary increases in local traffic". However, the peak use of athletic fields tends to be in the evenings during the week and during weekend days. Thus, peak use of the two proposed facilities would not likely coincide.

The proposed improvements to South 154th Street by the County should improve pedestrian safety. Construction is scheduled for 1980 and will include paved shoulders on each side.

Figure 3 on page 16 is a concept sketch that does not show design details. The entrance gate has not yet been designed. It is intended that there be no north-south through traffic. See response #4 to FAA comments.



A gate is not proposed to be installed initially at the north end of the north access road. If undesired traffic entering the north buffer area becomes a problem, the sponsor could add a mechanical control gate later.

The sponsor is seeking an access road easement 200 feet wide through the north buffer area to preclude further development in that area. The intention of both the sponsor and the Port of Seattle is that there would be no further development of the buffer area.

Washington State Department of Highways design criteria would not permit SR 509 access so close to the planned interchange at South 188th Street.

P.13-IV: The alternative presented by the Westside Residential Committee was not discussed in the Draft EIS because the Port of Seattle has not offered the property south of the ASDE tower to the sponsor as an alternative site. Implementation of such an alternative would modify the impacts of the proposal as follows:

1. The park and tennis courts would have direct access off of 12th Avenue South. This would provide easy access to residents of the Westside Community, and 12th Avenue South and South 170th Street would carry all of the vehicular traffic to the recreation facilities. The proposed elimination of access to 12th Avenue South would not occur.
2. The ASR tower would not be relocated, but the ASDE tower probably would have to be moved.
3. The alternative site would be 20% to 30% smaller, which may affect the proposed site plan and building massing. The required volume of earth moving would not be reduced if the same degree of view screening of the building were to be maintained.
4. The north access road to the headquarters building could be extended to pass on the east side of the view park, resulting in no change to projected traffic distribution.

#### Attachment "B":

A. A number of zoning classifications would permit construction of a business office building: RM900, BN, BC, CG, M-P, M-L, and M-H (King County Zoning Code, Chapter 21).

The dimensional standards (i.e. height, setbacks, etc.) vary amongst the classifications cited above. However, the proposed corporate headquarters office building has ample setbacks to be allowed under any of them.

The purpose of the M-P classification most closely describes the proposal, although office use, rather than manufacturing has been requested. The M-P zone has been used by King County in Federal Way for the Weyerhaeuser corporate offices complex.

There is a distinction among zoning classifications in regard to the proposed helipad. The King County Building and Land Development Division has determined that under the M-P zone, a helipad would be permitted as customarily accessory to the corporate office use. If the RM900 or business classifications were used, the helipad would not be permitted without approval of



an unclassified use permit. A separate hearing process would be required.

It is possible that implementation of the requested plan change, zoning classification and office development would encourage other development requests on Sea-Tac's west side (on airport and off). However, the proposed M-P zoning may be conditioned to define and limit the use(s) allowed and the plan/zoning review process required for the subject proposal can serve to further clarify and document present and future land use intent.

B. Some of the trees planted by the Boy Scouts would be eliminated by construction of the north access road. However, the overall effectiveness and visual impression of the plantings would not be significantly affected.

The north access road would be constructed and maintained by the sponsor. The south access road would be constructed and maintained by the Port of Seattle.

The referenced landscaping as a mitigating measure would be completed by the sponsor on areas of construction activity.

The buffer between the proposed facility and 12th Avenue South could be defined in the conditions of the rezone, if approved.



## SUMMARY

### PUBLIC MEETING ON THE DRAFT EIS BOEING CORPORATE HEADQUARTERS FACILITY

January 24, 1978  
7:00 p.m., Highline High School Cafetorium

Thirty-eight persons were in attendance; sixteen of those were agency, Boeing, consultant and press representatives. The meeting was tape recorded.

#### WELCOMING COMMENTS

Barbara Summers, Sea-Tac PAC member and "Hilltop" resident: Highlighted three key issues facing her neighborhood; 1) SR509 extension; 2) proposed Weyerhauser aviation facility and 3) proposed Boeing office. Cited a Hilltop area survey which indicated 70% not opposed to Boeing headquarters, with Safeguards; not opposed, 30%; opposed, 28%; 6% , no opinion.

Dottie Harper, Highline Community Council representative: Welcomed attendees, expressed the Council's interest in community facilities and invited public comment on the Draft EIS.

#### INTRODUCTION

Harold Robertson, King County Planning Division: The Boeing request is for a comprehensive plan revision and a zoning reclassification. The review process began with the filing of a request for rezone from RS7200 to M-P and issuance of the Draft EIS.

The public hearing before the King County Zoning and Subdivision Hearing Examiner will be March 23. The County Council will make the final decision on the requested plan change and rezone. After Council action, the Port of Seattle Commission will take action on the plan change request.

Availability of Draft EIS on Weyerhauser proposal was mentioned.

The deadlines for comment on both the Weyerhauser and Boeing EIS's were announced. (January 28 and February 6, respectively.)

#### SUMMARY DESCRIPTION OF ENVIRONMENTAL IMPACTS

Ron Ubaghs, of Wilsey and Ham, consultants: Reviewed the impacts described in the Draft EIS regarding topography, drainage, vegetation, air quality, noise, light and glare, land use, traffic,



public services, utilities and aesthetics.

It was stated that there would be 30-40 vehicles per hour, during peak hour (8:15 - 9:15 a.m.).

A question was raised regarding helicopter flights. That noise impact was discussed.

#### COMMENT AND DISCUSSION

1. Raymond Vye, 16043 12th Ave. So.: Felt there was a possibility that the number of helicopter flights would be increased.
2. Louella Gesner, Secretary, Hilltop Survival Committee:  
Read a response to the Draft EIS from the Committee, highlighting 1) a desire for guaranteed safeguards for a viable residential community; 2) the history of the residential reinforcement designation, including Council Motion 02957 and the Highline Communities Plan; 3) a need for implementation of measures to guarantee residential reinforcement. The Committee cannot accept development north of S. 176th St., until the Port and Council will protect property values and protect quality of life.
3. Alice Wetzel, 578 S. 158th Street:  
Zoning - read the stated purposes of both the RM-900 and M-P zones. Permitted uses and restrictions were also cited. Sees M-P zoning as "a foot in the door" to establish an industrial area on Sea-Tac's west side. RM-900 with a P-Suffix could be used, M-P is not required. The proposal is totally unacceptable if M-P zoning goes with it.

Landscaping - EIS does not mention the Scout tree planting project. Who is to do the landscaping for the Boeing project?

View Point Park - Proposal would reduce it to 1/4 of the original land area.

The Westside Residential Community (lowlands) is not adequately addressed in the EIS.

Proposed an alternative: 1) leave the existing view point park; 2) restore the old Evergreen tennis courts; 3) move the Boeing project to the south of the existing viewpoint area and move general aviation facilities to the south of S. 176th St.



4. Raymond Vye: Discussed Scout involvement.
5. Chris Hansen, 16416 2nd S.W.  
Questions M-P zoning classification and asked about the staff recommendation. The response was that Boeing was advised that M-P was the appropriate classification to request, in that manufacturing or office park described the proposal more accurately than maximum density residential and RM-900 may be misleading on the zoning map. It was pointed out that no staff recommendation has yet been made - the final EIS is necessary before development of a staff report for the rezone hearing.
6. Pauline Conradi, 16053 12th So.:  
The access roads (pages 16 and 20) appear to allow north-south through traffic. Will the road remain in Port hands? Who will maintain it? Cited earlier position paper which stated that additional traffic should be diverted to perimeter road to the east, not to S. 156th Way. Reasons noted were existing traffic, the proposed athletic field complex, congestion and safety hazards. Expressed concern about the impact of auto trips to the south of the site. There should be a link to the SR509 extension.

The EIS has not addressed the protection of property values. The proposals suggested in the position paper are not addressed in the EIS.

It is incorrect to conclude that the Boeing project will alleviate neighborhood uncertainties.

7. Virginia Dana, 2648 S. 142nd St.  
Read a statement. Boeing could be a large plus to the community. The Boeing location will fix that section of the west airport boundary and will relieve some uncertainties.

Traffic and construction impacts noted.

Airport vicinity residents always have a somewhat unforeseeable future.

The State of Washington needs an extra push to require noise remedies and to help fund them.

8. Marian MacKenzie, 21230 15th Ave. So.  
Invited Boeing to locate their office in her neighborhood.



9. Carol Burwald, 1010 S. 174th.:  
The three key projects impacting her area: 1) the General/Corporate aviation proposal; 2) the Boeing proposal and 3) SR509 extension.

Her area is surrounded by negative noise impacts. When you add all plane and auto traffic together, there will be significant air quality impacts. Should be protected against property devaluation.

10. Mike Colasurdo, 1129 S.W. 121st Pl.:  
Boeing proposal is a wonderful thing for the community. However, other properties around Sea-Tac, under private ownership and zoned for manufacturing should be used.
11. Barbara Summers, 1016 S. 174th St.:  
Opposes Boeing and Weyerhauser proposals because she moved into a residential area. Now it is proposed for office buildings and an aircraft center. That's not what they moved there for.
12. Questions and discussion followed here regarding site selection (why here?), helicopter flights (extent of impact), traffic flow on S. 156th Way (what is the directional split, based on the location of employee homes?), M-P zoning (what will it draw, or attract?), experience in other areas (what do corporate headquarters and general/corporate aviation headquarters attract? Would they serve as a drawing card to other uses?)
13. Don Davis, Boeing Company, 8457 NE 7th, Bellevue:  
For the 30 acres which is the subject of the Boeing proposal, there are no plans or intentions for industrial facilities. As for the buffer area to the north, Boeing cannot negotiate with the Port on specifics (e.g., the road) until the final EIS is issued.
14. Paul Barden, King County Councilman:  
Port Commissioner Simonsen informed him that no use of the buffer area to the north is contemplated.
15. Howard Kehrer, "lowlands":  
Concerned about deterioration of the neighborhood.

Meeting concluded, followed by informal discussion and examination of maps and models.



RESPONSE TO COMMENTS RECEIVED AT PUBLIC MEETING

Most of the comments made at the public meeting were also made in the preceding written comments. Responses to additional comments are presented below.

Comment No. 1. - There is no information to suggest helicopter flights would be increased. The predictions were based on trends of helicopter use by corporate level employees.

Comment No. 3. - The sponsor would be responsible for completing the landscaping for the proposed facility.

Comment No.12. - For the directional split of traffic on South 156th, it was assumed that most employees would enter SR 518 east bound. The travel time to and from the site is approximately equal via exits and entrances to SR 518 in either direction. Thus, a 50-50 split was assumed. There may be slight differences in the actual split if the project is built, but any variation would not significantly change traffic impacts.



The first part of the report deals with the general situation in the country. It is noted that the economy is still in a state of depression, and that the government has taken various measures to stabilize the situation. The second part of the report deals with the political situation, and notes that the government is still in a state of transition. The third part of the report deals with the social situation, and notes that the population is still suffering from the effects of the depression.

The report concludes that the situation in the country is still very serious, and that the government must take more effective measures to stabilize the economy and improve the social situation. It is recommended that the government should focus on reducing inflation, and that it should also take steps to improve the social services.



APPENDIX B

ADDITIONAL CORRESPONDENCE RECEIVED

CONTENTS:

PAGE

1. Additional attachments to comment letter from the Westside Residential Community:
  - A. Attachment "A" - comments on the draft EIS for the Westside General/Corporate Aviation Facility. B-2
  - B. Port of Seattle response to Westside Residential Community's Position Paper. B-4
  - C. King County response to above Position Paper. B-7
  - D. FAA response to above Position Paper. B-12
2. Letter from Marie Cerwenka, Re: G/A Proposal B-14
3. Letter from State Historic Preservation Officer B-15
4. Letter from Office of Public Archaeology, U. of W. B-16
5. Letter from Port of Seattle to F.A.A. B-18



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. 1 - 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 CA 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. 176th...."

p. V-3 - the fourth paragraph does not relate to the entire CA/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 Meyerhauser 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 B, 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 CA 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. Corradi - 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 Meyerhauser 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 B, p. IX-11 - 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 Port twisting events and facts to justify their planned action, which was not made known to us until after STCP adoption.

Letter from J. Eldon Spohn to Sen. Warren G. Magnuson: Again the distortion of the facts to substantiate the Port's position for CA development north of S. 176th. 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 CA/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. Costner 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 reclassify us as residential.



# 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.

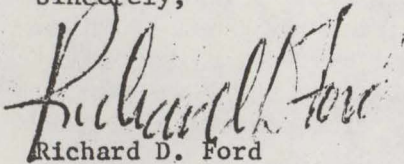
The Highline Athletic Complex, as proposed in the Highline Communities Plan, is located on Port property just north of the Renton-Three Tree Point Road and as we understand, has been given a number one priority for implementation. The Port will work actively with the County and with citizen groups in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

206-344-7503

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 Weyerhaeuser (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 Weyerhaeuser 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-

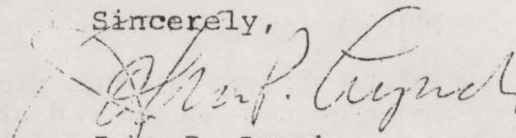


Ms. Pauline Conradi  
September 7, 1977  
Page 5

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, 98108



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

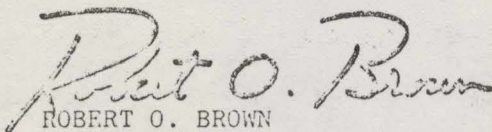


noise sensitive areas as much as practical and without compromising safety. On this matter, we would like to be advised if there are any specific problems with regard to the Sunnydale Community. In connection with the reference to engine maintenance runups, the Port of Seattle has instituted limitations 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,



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

cc:

Don Shay, Port of Seattle  
Art Yoshioka, Port of Seattle  
Karen Rahm, King County



FEB 7 1978

I agree to the linking corridor to <sup>the new</sup> ~~the existing~~ <sup>Facility</sup> ~~the existing~~ <sup>Facility</sup>  
 I have no objections to the installation in itself,  
 but there are many errors in this volume that  
 I distrust as Trojan Horses

Page 11 Biological - "eliminate some existing vegetation."  
 Already, with the loss of many trees on the hill we  
 have greatly noticed higher noise level. If the hillside  
 is brought out - we below are doomed.

Page 13 noise "alternate flight patterns allowed by tower"  
 increased noise under these patterns. We are directly  
 under this avowed "unused runway" pattern.

Page 14 noise "a cost sharing acoustic insulation would  
 apply to the adjacent residential community"

How much cost sharing and by whom?

Page 14 Remaining adverse impacts - "will add to overall  
 noise levels"

I 5 page 1 "If development of this scale is ever needed  
 the effective depth of the west side must be increased  
 to provide space - the ground west of 12<sup>th</sup> would  
 be treated as a whole" - how far west?

IV-2c Irreversible or irremediable Resource Commitment  
 - since the land could at some future time be  
 again converted to another use

V 7 Although not part of any developments at the airport,  
 the planned extensions of SR 509 presents a possible  
 additional noise impact on the community." This is not  
 completely honest. I believe the SR 509 route was altered  
 in order to more directly service these insulations and  
 the airport - another thing, why is it being extended, at  
 such an expense, only as far as 188<sup>th</sup>?

As far as constantly evaluating noise at 12<sup>th</sup> ave  
 Twelfth is not the only street involved in the noise  
 Page 34 B - is a farce - Contractors I am positive will use  
 their usual equipment with usual disregard for where  
 the chips may fall





# 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.

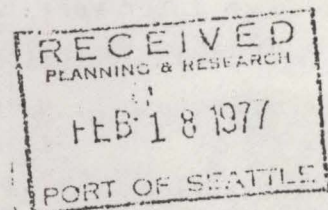
We have no listing of registered archaeological sites in the area, however, there has been no archaeological survey made of the undeveloped portions of the proposed acquisition area. We recommend that you contact the Public Archaeologist, University of Washington, Seattle, Washington, to determine the 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, Acting  
State Historic Preservation  
Officer

kb

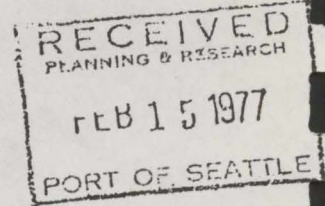




UNIVERSITY OF WASHINGTON  
SEATTLE, WASHINGTON 98195

Office of Public Archaeology  
Institute for Environmental Studies  
Engineering Annex FM-12

14 February, 1977



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





# PORT OF SEATTLE

P. O. BOX 1209 / SEATTLE, WASHINGTON 98111

February 28, 1978

Mr. Robert O. Brown  
Chief, Airports Division  
FAA Northwest Regional Headquarters  
FAA Bldg., Boeing Field International  
Seattle, Washington 98108

Dear Mr. Brown:

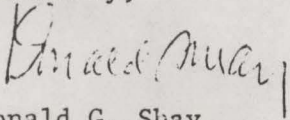
Subsequent to the recent meetings between the Port of Seattle, FAA and Boeing Company regarding the proposed location of the Boeing Corporate Headquarters Building at Sea-Tac International Airport, we request that the FAA initiate a relocation analysis of the Westside Airport Surveillance Radar (ASR) site.

A Draft Environmental Impact Statement has been reviewed by the FAA and comments pertinent to the project have been received. One of your questions was directed at existing navigational compatibility with the proposed building. Our initial meetings appear to indicate that relocation is technically feasible. The FAA will not be responsible for any costs due to the necessary relocation of the navigational aids.

The Port of Seattle and Boeing as well as their consultant staffs are available to assist you. Please contact Ed Parks (587-4630) for further coordination. We would appreciate initiation of the aforementioned study of the ASR facility relocation as soon as possible.

Thank you in advance for your cooperation.

Sincerely,



Donald G. Shay  
Director of Aviation

EP/mj

cc: Messrs. Lansing, Yoshioka, Port of Seattle  
Mr. Don Davis, Boeing Company  
Mr. John Lynch, King County





**King County**

**Department of Planning and  
Community Development**



**Port of Seattle**

**Planning and Research Department**

**Final Environmental Impact Statement**

**March, 1978**

**THE BOEING COMPANY  
CORPORATE HEADQUARTERS FACILITY**



