

DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT
BUILDING AND LAND DEVELOPMENT DIVISION
ENVIRONMENTAL ASSESSMENT
AND
PRELIMINARY REPORT TO THE ZONING & SUBDIVISION EXAMINER
MARCH 23, 1978 - PUBLIC HEARING

APPLICANT: Port of Seattle FILE: 224-78-R

ENVIRONMENTAL ASSESSMENT

A. SUMMARY OF PROPOSED ACTION:

The applicant's proposal is for a zone reclassification to M-P (Manufacturing Park) from RS-7200 (Single Family Residence) to allow the 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.

B. GENERAL INFORMATION:

Owner/Agent:	Port of Seattle PO Box 1209 Seattle, WA. 98111 Attention: Glen V. Lansing Phone: 587-4845
Request:	M-P (Manufacturing Park)
Existing Zone:	RS-7200 (Single Family Residence)
STR:	E 29-22-4
Location:	Lying on the east side of 12th Ave. So., approximately between 167th St. and 172nd St. (if both were extended)
Size:	29.42 acres
Water District:	Port of Seattle
Sewer District:	Port of Seattle
Fire District:	Port of Seattle
School District:	#401

C. HISTORY/BACKGROUND:

At the outset of this application the applicant and King County agreed that an environmental impact statement should be prepared for the project. In December of 1977 a Draft Environmental Impact Statement was circulated for review and comment to various state, local and private individuals. In March, 1978 a Final Environmental Impact Statement was issued.

2. The subject property was zoned RS-7200 at the time of the Highline Area Zoning Study and adopted by Resolution No. 34529 on December 11, 1967.

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

4. The Sea-Tac Communities Plan (King County Ordinance #2883) adopted September, 1976: illustrates the subject property conceptually as open space within the northerly 2/3 of the site and airport related facilities within the remaining southerly 1/3 of the subject property.

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

(A further discussion of the relationship of this application to existing community plans will be addressed in subsequent sections of this report).

D. AGENCIES CONTACTED:

(See Appendix A of Final Environmental Impact Statement)

E. PURPOSE OF THE M-P ZONE CLASSIFICATION & PRINCIPLE USES PERMITTED:

1. 21.34.010:

"Purpose of classification. The purpose and objective of this classification and its application is to establish industrial areas of high operational development and environmental standards. The requirements of this classification are intended to provide standards of intensity of use and standards of external effects which will minimize traffic congestion, noise, glare, air and water pollution, fire and safety hazards. (Res. 25789 & 1700, 1963)."

2. Principal uses permitted: Any use permitted in the M-L classification.

F. PHYSICAL LAND CHARACTERISTICS:

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

G. ACCESS:

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

H. NEIGHBORHOOD CHARACTERISTICS:

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

I. PUBLIC SERVICES:

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

J. APPLICABLE COMPREHENSIVE PLAN PRINCIPLES & POLICIES:

1. Comprehensive Plan Policy B-30:

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

2. Comprehensive Plan Policy B-31:

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

COMMENT: The subject property is located on the west side of the Seattle-Tacoma International Airport. The land use within the immediate area is presently made up of (commensurate with the Highline Community Plan) open space area north of S. 176th St. and east of 12th Ave. S. and single family residences west of 12th Ave. S. That area south of S. 170th St. and east of 12th Ave. S. is designated for airport related uses under the Sea-Tac Communities Plan. The nearest community business area is located approximately one mile to the northwest (Burien Community Business Shopping Area) and on the east side of Sea-Tac International Airport adjacent to Pacific Highway South. It should be noted that the Sea-Tac Airport, while being zoned for single family residence, is, in terms of character, an industrial-type activity. If the Highline Communities Plan were to be changed to reflect "office" uses for the subject property the comments made above would remain applicable as it would relate to the King County Comprehensive Plan.

3. King County Comprehensive Plan, page 103:

"An industrial park is a comprehensively planned industrial district for a group of industrial establishments which is designed to insure compatibility between the industrial operations therein and the existing activities and character of the community in which the park is located. The plan should provide for streets designed to facilitate truck and other traffic, setbacks, land coverage maximums, land use ratio minimums, landscaping requirements, and specific use requirements, all for the purpose of promoting the degree of openness and park-like character which is appropriate to harmonious integration into the adjoining area. Further, the County will encourage industrial parks to have adequate architectural provisions in order to prevent visual blight."

4. Policy C-3:

"In order that residential areas may be free from industrial traffic, industrial areas shall be located with access provided only to major transportation routes which include major arterial truck routes, expressways, freeways, major railroad lines, and navigable bodies of water."

COMMENT: (See pages 60-65 of the final EIS).

5. Policy C-7:

"Special requirements and standards should be required by the County with respect to street, curb, gutter, or sidewalk design and construction, design of off-street parking and design of loading and docking facilities."

6. Policy C-8:

"Special conditions should be required by the County with respect to the installation of necessary utilities, such as water, sewer, gas, electricity, and storm drainage."

COMMENT: The corporate headquarters facility, and related facilities, requested by the applicant more explicitly reflects the purpose of the M-P (Manufacturing Park) zone classification. The applicant has, within the submitted drawings and the final environmental impact statement, addressed the provisions of basic utilities, and access, amenities and other land use features associated with the proposal. If this application is to be approved King County can stipulate specific conditions to assure that the necessary amenities will be provided to meet the intent of the above listed policies and to mitigate impacts upon adjacent single family residences. The applicant submitted plans that illustrate the installation of extensive berming and landscaping and other mitigating measures to reduce impacts upon the surrounding area and to meet the purpose and intent of the M-P zone classification.

7. Highline Community Plan: (With reference to Section C-4 and C-5, above, the following discussion of the relationship of the proposed project to the adopted Highline Community Plan is provided as a background to a request made by the applicant to revise the existing Highline Communities Plan to show the subject property for "office" facility, in lieu of its present designation for open space and recreational uses.)

The Final EIS (page 52) describes the present Sea-Tac and Highline Communities Plans and the requested change. Some restatement of that description here is warranted, along with applicable maps.

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 the FAA. This plan intended to achieve maximum compatibility between the airport and the surrounding communities. The Plan Map depicts the north portion of the proposed site (north of South 170th St.) 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." (Reference page 53, Map (a) of the Final EIS).

The Highline Communities Plan was adopted by the County Council on December 19, 1977. This plan augments the King County Comprehensive Plan and is to be used as 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 King County Ordinance #3538 adopting the Highline Plan, it is "the official zoning guideline for the Highline Area."

The Highline Communities Plan 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 (if 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" page 53, Map (b) of the Final EIS shows a portion of this map and its relationship to the proposal site.

The Plan change request by the Boeing Company is for amendment of the adopted Highline Communities Plan (and a corresponding change to the Sea-Tac Communities Plan by the Port of Seattle) to redesignate the proposal site as "Office". The proposal for such a map change is shown on Map (c) on page 53 of the Final EIS. 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.

During its deliberations on the Highline Plan, the County Council adopted the following language as part of its final action:

"Recognition is hereby made of the fact that the Boeing Company is proposing to construct a corporate headquarters building on the west side of the Sea-Tac Airport at a site located in a proposed buffer area on Port of Seattle property, consisting of approximately 30 acres of land which lies east of 12th Avenue east of 12th Avenue South and extending northerly from the ASDE Radar Tower to approximately South 166th Place.

"It is further recognized that an Environmental Impact Statement with respect to such proposal is now in preparation by King County, but that no request is currently pending before King County for any land rezone or application for any grading, building or other permit which may become necessary before the proposed construction can proceed.

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

(The King County Council is expected to act upon the proposed community plan revision prior to reviewing the recommendations and conclusions of the King County Zoning & Subdivision Examiner relative to File 224-78-R.)

8. King County Comprehensive Plan, Policy E-8:

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

COMMENT: Varying portions of the subject property are presently shown in both the Sea-Tac Communities Plan and the Highline Communities Plan as open space (and recreation). The applicant has petitioned the King County Council to revise the Highline Communities Plan to illustrate "office" use for the subject property, in lieu of the present open space (and recreation) designation. If such a request to revise the Highline Community Plan to "office" use is approved, the Port of Seattle should provide other areas on the west side of the Sea-Tac Airport to meet the intent of Policy E-8 as it relates to the intent of the Sea-Tac Communities Plan and the Highline Communities Plan to establish a observation+recreational facility on portions of the present subject property. It should be noted that the applicant's request is not an aviation use directly related to the operation and maintenance of the Sea-Tac Airport.

K. IMPACTS ON THE NATURAL SYSTEMS:

(See Final Environmental Impact Statement for this proposal).

L. SOCIAL IMPACTS:

(See Final Environmental Impact Statement for this proposal).

M. OTHER CONSIDERATIONS:

On September 26, 1977, the King County Council passed Motion #03213 denying an amended zone reclassification from RS-7200 (Single Family Residence) to AOU (Airport Open Use) (Edward Marschall, Division File #250-76-R). The applicant had originally requested the property be rezoned to M-L (Light Manufacturing) for 3.9 acre parcel of land lying on the northeast corner of 12th Avenue South and S. 164th St. This application was the subject of numerous public hearings, appeal hearings, and court litigation. An adopting King County Motion No. 02313 the King County Council stated the following conclusions and denying the applicant's request for AOU (Airport Open Space Use):

"... WHEREAS, the Council finds that a reclassification of subject property from RS-7200 to AOU as recommended by the Deputy Zoning and Subdivision Examiner would not be consistent with the best interest of the residential community to the west;..."

CONCLUSIONS AND RECOMMENDATIONS

A. CONCLUSIONS:

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

2. The applicants request does not comply with (1) the King County Comprehensive Plan, and (2) the adopted Sea-Tac Communities Plan, and Highline Communities Plan (as presently adopted) for the location of a business office complex.

3. It should be noted that in areas where adopted community plans exist, the King County Council has utilized the community plans as the primary land use policy in those instances where conflicts with the King County Comprehensive Plan (1964) are identified.

4. The approval of this application for a non-airport related use could set a precedent for future development of the remaining open space area to the north of the present subject property. The future use of the land presently designated as open space to the north of the subject property hinges upon a decision by the King County Council to continue to "reenforcement" of (the single family areas to the west of 12th Ave. S. through the present open space element of the adopted Highline Communities Plan as opposed to the location of permanent structures and uses presumably compatible with, and sensitive to, the immediate area.

5. If this application is approved, specific site plans and development conditions should be required to protect the interest of adjacent single family residences in the Highline Community.

B. RECOMMENDATIONS:

(1.) DENY.

(2.) If this application is to be approved subject to the provisions of KCC 21.46.150 through 21.46.200 (site plan approval) and the following additional requirements:

a. The use of the subject property shall be limited to business office and accessory uses only. Other uses typical of the M-L zone classification shall not be permitted.

b. The proposed project shall be developed in General Conformance with the conceptual plan illustrated within the Final EIS.

c. The applicant shall provide a detailed landscape plan, the purpose of which shall be to provide a view-obscuring buffer between the proposed development and the residences fronting along 12th Ave. So. The height, type, and spacing of such planting to be installed, in conjunction with the proposed berm, shall be such that the purpose of the buffer area shall be reasonably obtained within 2 years from time of final completion of said buffer area. The applicant shall attempt to provide tree plantings at a ratio of 2 evergreens to 1 deciduous.

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

e. No access shall be permitted onto 12th Ave. S. between S. 176th St. and S. 154th St.

f. As a pre-ordinance condition, the applicant shall provide a legally recorded document binding the Port of Seattle, its successors, and assignees stating that the area north of the subject property, between 12th Ave. S. on the west, S. 154th St. on the north, and the landing facilities on the east, shall remain in perpetual open space and shall not be developed for any other land uses other than open space and non-intensive recreational uses.

g. As a pre-Ordinance condition, the Port of Seattle shall make available to King County appropriate other lands adjacent to the Sea-Tac Airport in order to provide for the equitable completion of the recreation-observation park as originally conceptualized by the Highline Communities Plan. If appropriate land within the ownership of the Port of Seattle is not available, the Port shall provide funding to King County in order to purchase other properties as suitable sites for the development of a Community Park.

h. Relative to the accessory use of the Heliport to be established as a result of this request, the following restrictions shall be applied:

1. No more than three take-offs and landings shall be performed in any one day.

2. No maintenance or storage of helicopters shall be permitted.

3. No storage of gasoline and no onsite fueling shall be allowed.

4. Approaches to the helipad shall not be from the west, except under emergency conditions.

5. Repeated and sustained violations of the above listed conditions shall be cause for King County to initiate processes to eliminate the applicants use of the heliport area.

6. Inasmuch as no plans have been provided indicating the size, shape and height of the additional structure (Phase II) to be located on the subject property, it is hereby stipulated that the additional structure shall be of the same general size and character as the initial building to be constructed on the subject property. The final plans of this structure shall be reviewed through the "P"-suffix administrative process. If all conditions applying to the Phase I development have not been met, this shall be cause to not approve any portion of the Phase II development.

7. The granting of this application does not preclude the applicant from obtaining other state and local permits and abiding by any conditions set forth therein.

TRANSMITTED to parties listed hereafter:

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Mr. Don Davis, Boeing Co., 8457 NE 7th St., Bellevue, WA.
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EBS: 09:jl
3/15/78

