

Policy Advisory Committee Meeting
Thursday, May 12, 1977

In attendance were:

Members

Don Shay	POS
Art Yoshioka	POS
Jean Pihlman	Zone III
Virginia Dana	Citizen
Kathi Hand	Citizen
Pauline Conradi	Highline Community Council
Barbara Summers	Citizen
Robert O. Brown	FAA
Oris Dunham	POS
Jack Lynch	King County
Irv Berteig	King County
Eleanor Lee	PDC

Non-Members

Ed Parks	POS
Dave Warmuth	POS
Harold Robertson	King County
Alice Wetzel	Citizen
Irene Jones	Citizen
Carol Burwald	Upset Citizen
Joanne Van Arsdell	Interested Citizen
Tom Van Arsdell	Interested Citizen
Charles Schuh	Westside Citizen
Keith Christian	POS
Carol Doherty	POS
Glenn Lansing	POS
Joe Sims	POS
Harry Blangy	Boeing
Don Davis	Boeing
Barbara Goen	POS
Paul Barden	King County Council

The meeting was called to order at 2:15 by chairman Don Shay. He mentioned at noon he had been interviewed by KOMO-TV regarding rumored Concord operations at Sea-Tac. He stated that these rumors were just that and there has been no contact as far as he knows regarding Concord flights into our airport.

The Port of Seattle has received a proposal from The Boeing Company to establish its corporate headquarters building on the west side of Sea-Tac International Airport. Don introduced the two Boeing representatives Mr. Harry Blangy and Mr. Don Davis.

Art Yoshioka prefaced the Boeing proposal by saying that it required an amendment to the Sea-Tac/Communities Plan. The information that Boeing and the Port of Seattle has is still in a very preliminary stage. Art stated that bringing this information to PAC as early as was feasible is an important step in the decision making process for this project.

The Port of Seattle receives inquiries periodically regarding land uses at Sea-Tac. Over time, general aviation, restaurants, different air cargo and freight operations as well as business interests like the Boeing petition the Port to be allowed access to the Airport. Discussion and evaluation from Port of Seattle and the community is desired on any project that looks somewhat feasible. The Boeing representatives are well aware of the citizen commitment on the westside of the airport and are fully agreed to participate with the residents in determining what their project must do to be compatible with the neighboring residential area.

Initial review from the Port of Seattle regarding the project demanded several requirements of Boeing. The development must have extensive buffering; no ground allocated to aviation facilities must be taken for this somewhat non-aviation related activity; and there should be no westerly access to the site, only from the north or south (i.e., no traffic on 12th Avenue So.). An extensive landscape program is now in the works, including a viewpoint park and other commitments made to the citizens of the westside. This project must not be disrupted. Finally, the Port, County and citizens are committed to a decision-making process that will allow maximum participation of all residents and agencies interested in development at Sea-Tac.

Mr. Yoshioka stated that the site picked by Boeing is now allocated for buffer use. The viewing park that the site encompasses would have to be relocated or replaced in order to satisfy Port commitments to the community at large. However, establishment of a corporate headquarters of this type on the westside will end the uncertainty of pending development and provide an opportunity for more extensive landscaping as well as barrier to further taxiway development to the west. Art asked that the King County and Port of Seattle staffs as well as the Policy Advisory Committee start to investigate this project and make sure that the citizens in the area be apprised of this proposal.

Art answered some questions regarding the project. Jean Pihlman was told that 200-250 people would initially occupy the corporate headquarters building. Another building of like size is a possible future expansion. Underground parking is now being considered but there has been no final design or decision made on that area. Kathy Hand was told the site requirements are now

around 12 acres. The preferred site is located somewhere around the viewpoint park (map enclosed). Eleanor Lee questioned the distance from the road and how high the building would have to be in order to accommodate the 200-250 people estimated to be employed there. The preliminary plans noted that the initial building would be located about four hundred feet from 12th Avenue South and be 3 to 4 stories high; well within the height limit established by the FAA. But, the design is very schematic.

Jack Lynch inquired what the distance to South 176th Street was (1,200 feet) and noted that the project as defined on the map stretched from 173rd Street to 168th Street just east of 12th Avenue South. Jean Pihlman said that there has to be a value of viewpoint park. The General Aviation area and topographic features were outlined by Art Yoshioka. They determine the extent of the preferred Boeing site; Jean mentioned that landfill or reshuffling of other airport uses could occur to move the headquarters facility elsewhere on the Airport. Kathy Hand noted that the project could extend into a nursey area which has been planted by the Boy Scouts. Eleanor Lee questioned if the viewpoint could be relocated and was answered affirmatively.

Chuck Schuh asked if the Hilltop area residents would have pedestrian access to The Boeing complex. Art mentioned that the security program for the airport was in effect, but that pedestrian access would certainly be investigated. Jean Pihlman asked what a "pastoral landscape" was and was told that the buffering should become more intensive if necessary in order to create a more compatible development.

Kathy Hand asked "If we allow this" on the west side of the airport, how would it stabilize the neighborhoods that have fought so long to make the airport a compatible element of the community? She was answered by Glenn Lansing saying that any development of this type given adequate controls via land use policies and guidelines would tend to stabilize the area because of the employment generated and the spin-off services required of the community at large. Alice Wetzel, again emphasized that the parking for such a structure would have to be handled very carefully because of the emense size. Flat, black-top lots were not acceptable to her.

Irv Berteig questioned Boeing's timetable in regards to development, plan amendments and an environmental impact statement. Boeing said that they were considering three alternative sites at this point, and that no specific timing had been set for development of their facilities.

Barbara Summers asked the Boeing representatives at what time they brought their questions to the Port of Seattle. The Boeing representatives responded that on the first of March, approximately, the Port of Seattle was first contacted. That was approximately two weeks after the initiation of their headquarters site evaluation activity.

Jean Pihlman asked the Boeing representatives what activity constitutes the corporate headquarters? The function of the building is just an office area for top corporate executives and their staff--there are no other functions whatsoever. The operating arms of Boeing handle the business and although the building would receive some visitor traffic, it will not be a "show place" like the Weyerhaeuser facility in Federal Way, although the same architectural firm (Skidmore, Owings and Merrill) will do the design.

Jean Pihlman wanted to know how the Port of Seattle perceives the project. Art Yoshioka and Don Shay both replied that the Port is studying the benefits and problems with the proposed Boeing site. The Port realizes that it does not comply with the Sea-Tac/Communities Plan land use but also believes that there may be some benefits to be accrued from this specific facility.

Jean Pihlman also noted the comment that Boeing could be interested in purchasing the land. If it did buy, would they be paying property taxes? Glenn Lansing responded that whether Boeing purchases the land or not they will be paying taxes. On all Port leased property there is a leasehold tax that approximates property taxes and that tax collected goes to the state general fund. If Boeing owned the property they would be paying property taxes and probably more of this money would go to the community; i.e., school district and local utility districts).

Kathy Hand stated that this proposal should be put before a community forum, especially Sunnydale Elementary School, as soon as possible. Eleanor Lee stated that guidelines from PAC should be used at this meeting. The following guidelines were presented.

1. Set Back--a minimum 300 foot setback from the western Port boundary to any structure or parking. This 300 foot area should be landscaped.
2. Height and Use--a maximum 3 or 4 story building--well within FAA height criteria.
3. Establish another location for the viewpoint park.
4. Vehicle access from north and south only.

5. Limited pedestrian access should be investigated.
6. Additional community participation, specifically the Westside Hilltop residents, should be sought.

Jean Pihlman said that once design decisions are reached, parking must be detailed in full for the drainage and the esthetic consideration of large opening parking areas is great concern to her. Glenn Lansing said if the community comes up with some support with this proposal, Boeing will be encouraged to go into more design detail prior to making their decision.

Pauline Conradi noted the tree planting in the area north of the recommended Boeing site and asked if promises made to the Boy Scouts and the community would be broken if a road were allowed to come from South 154th Street into the Boeing site. Barbara Summers adamantly stated that she was against any development on the west side of Sea-Tac north of 176th street. She wishes to retain the residential character of her neighborhood and feels that no development on the airport is preferable to any development at all. Kathy Hand echoed concerned over the project for she "fronted for the trees" and the Scouts and doesn't want to face a Troop which had their trees removed for an access road. It was also stated by Carol Burwald that Port has reneged on its acquisition promised in the Sea-Tac Plan and has proposed development north of 176th contrary to the Plan. Don Shay responded that we have not decided to officially propose any facility north of South 176th, especially Boeing, and that it is a matter of opinion as to the question of accepted land use north of South 176th.

Jean Pihlman stated that the Policy Advisory Committee is to analyze projects like this and was very glad that this proposal was brought in its initial stages to PAC for guidance. Eleanor Lee stated that she believes the community now must be involved, especially those people on the west side of the Airport. Alice Wetzel questioned the benefits of the project and Art Yoshioka responded, saying that it did form a border for all air operational development at Sea-Tac, it would help stabilize the community, landscaping would be assured, and jobs provided for people in the Burien area.

Kathy Hand asked what development to the north of Boeing Company is expected; Glen Lansing and the Boeing representatives stated that if the area was not a residential character, Boeing would probably not be looking at this specific site. They do not want to establish in an industrial or commercial zoned area. The use of

the area to the north of the proposal could be written into the contract as a retained buffer area, not only between the airport and the residential community, but also Boeing and any other proposed use.

Pauline Conradi questioned where the north boundary of development at Sea-Tac was. She had assumed that South 176th Street was that boundary, only to be told that there was a 15-acre general aviation area that extended north of South 176th. She questioned if Boeing would be using the general aviation apron for parking for planes. Boeing responded that there would no airplanes at Sea-Tac.

Barbara Summers questioned why no amendment to the plan was made for the Weyerhaeuser Corporate Aviation facility when now an amendment is considered necessary for this proposal. Jean Pihlman stated that the Policy Advisory Committee had not stated that any development north of South 176th street was incompatible, but said if it did not turn out to be compatible that land use would have to be amended. Dave Warmuth stated that Boeing interest in this project is very interesting to the Port; Boeing does not want an industrial area west of Sea-Tac and neither does the Port of Seattle. The mutual interest in the retained residential area and the separation of air operations from single family residential housing is a very important aspect of this proposed project.

Art Yoshioka asked for the sentiment of the Policy Advisory Committee. Don Shay said that Eleanor Lee had given specific guidelines and we could use those on which to base a community meeting. Eleanor Lee said that while the Policy Advisory Committee may tell us we are "out in left field" we still do not have the right to say, without a community meeting, that the project should go further into development.

Jean Pihlman asked how much control King County has over the land use, both on the airport for non-aviation purposes and in the Hilltop area. Jack Lynch explained the zoning and land use guidelines and Irv Berteig stated that the further away from air activities one goes the more jurisdiction the County would feel to have in land use questions. It is an area that has not been thoroughly addressed, but should be in regard to this proposal.

Kathy Hand questioned whether "conversion" would be promoted by this type of use. Irv responded that it would be considered a "anchor use" under the old scheme of conversion of the Hilltop area especially with other access via South 176th and 160th and 12th Avenue South, but without that type of access no further development could really be expected. Pauline Conradi stated that it is a goal of the community to avoid a conversion atmosphere

and strengthening of the residential community is necessary. Kathy Hand stated that she would have to have more data for the Sunnydale School PTA in regard to this proposal and suggest that a meeting be held prior to the end of school to present material to the Sunnydale residents.

Virginia Dana asked Bob Brown what the FAA's opinion was on the proposal. Bob replied that as long as the facility did not take land allocated for aeronautical development and would be compatible with the residential community across 12th Avenue South, the FAA would have no concern for this type of activity. Height limitations and effects on airport avionics were also discussed. Height limits would limit the size and configuration of the building especially, the initial multi-story 250-person office building.

Chuch Schuh said that the Hilltop still has a problem accepting any development north of South 176th Street, basically an "all or nothing approach." He stated that although the Boeing project looks like it could be a very successful and compatible land use on the west side of Sea-Tac, that the development that would follow, Weyerhaeuser and the 15-acre general aviation area would cause irrevocable problems for the Hilltop area.

Kathy Hand stated that she would organize a meeting at Sunnydale Elementary School, but in that meeting would stress that she would oppose any access at all from South 154th Street because of the amount of children using that arterial to get to school. Eleanor Lee stressed that this meeting at Sunnydale should be before school is out and be presented with all the material that both Port and Boeing has regarding the area, including maps, preliminary site plans, and, said Harold Robertson, a note regarding drainage on Miller Creek including peak rates and total runoff.

Eleanor stressed that meeting should be held as soon as possible and that a PAC meeting should follow to evaluate the citizen comments regarding this Boeing proposal.

Kathy stated that in the meeting a letter or representative from Boeing stating their intention of reinforcing or strengthening the residential character of the area would be welcome and basically a necessity to presentation to the Sunnydale PTA. Upon this note the meeting was adjourn at 3:30.

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