

Seattle City Clerk's Office

Comptroller File

191521

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**CF-191521**

COMMITTEE OF WHOLE

DEC 16 1946

**ON FILE**

JUL 19 1948

REPORT ON AIRPORT SITES  
 IN  
 CITY OF SEATTLE  
 by  
 CITY PLANNING COMMISSION

Date Reported  
and Adopted

DEC 9 - 1946

PUBLIC SAFETY

JUL 19 1948

**ON FILE**

**FILED**  
 o'clock  
 DEC 5 1946  
 W. C. THOMAS  
 CITY CONTROLLER  
 AND EX-OFFICIO CITY CLERK

Sec Conf

76928

76338

75680

83790

files 225094  
230286

re. deeds etc on  
this property

A. PRESIDENT:

Your Committee on Public Safety

is referred the within Report

and respectfully report that we have considered the same and respectfully recommend that

same be referred to Committee of the Whole.

*Morton*

Chairman

Chairman

JUL 19 1948 ON FILE

*Power*

Committee

Committee

Copy for *City Council Office*

**CITY PLANNING COMMISSION  
OF  
CITY OF SEATTLE**  
503 COUNTY-CITY BLDG.  
SEATTLE 4, WN.

MEMBERS (APPOINTEE)  
CLYDE GRAINGER, CHAIRMAN  
JOHN H. HANLEY, VICE-CHAIRMAN  
E. G. SILL  
E. A. DUFFY  
EVRO BECKET  
BERT SWAIN

MEMBERS (EX-OFFICIO)  
J. A. GIBBS  
PRESIDENT OF PARK BOARD  
C. L. WARTELLE  
CITY ENGINEER  
JOHN B. CAIN  
SUPT. OF BUILDINGS  
EXECUTIVE SECRETARY  
HENRY R. BERG

December 19, 1946

Mr. Harold E. Fitts  
King County Property Agent  
County-City Building  
Seattle 4, Washington

Dear Mr. Fitts:

At a preliminary hearing before the City Council on Monday, December 16th, we informed the Council that we had made an informal arrangement with you whereby you are withholding from sale all King County Tax Title Property within the sites recommended by the City Planning Commission as possible locations for future airports for small planes within the City. The City Council at the above-mentioned meeting directed me to request that the arrangement for withholding the tax title property from sale be continued until such time as the City Council has had an opportunity to study the proposed program. This matter has been scheduled for a public hearing on January 6, 1947, and it appears that a decision will be made in the near future.

The City Council also requested that we ascertain the cost of acquiring from King County all of the tax title property now existing within the sites recommended for future airport use. Submitted herewith are maps of each of the proposed sites, on which we indicated the Tax Title Property as of October 15th, as taken from your records.

Would it be possible to get an estimate of the cost to the City of Seattle on each site to acquire this tax title property. We would like to get this information as soon as possible to be prepared for the January 6th hearing date.

Thanking you for your many past favors, I remain

Yours very truly,

HENRY R. BERG,  
Executive Secretary

HRB:jm  
Att.

c.c. City Council Office ✓  
Mrs. Powell  
Mr. Norton

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Copy for *City Council Office*

CITY PLANNING COMMISSION  
OF  
CITY OF SEATTLE  
503 COUNTY-CITY BLDG.  
SEATTLE 4, WN.

MEMBERS (APPOINTIVE)  
CLYDE GRAINGER, CHAIRMAN  
JOHN H. HANLEY, VICE-CHAIRMAN  
E. G. SILL  
E. A. DUFFY  
EVRO BECKET  
BERT SWAIN

MEMBERS (EX-OFFICIO)  
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C. L. WARTELLE  
CITY ENGINEER  
JOHN B. CAIN  
SUPT. OF BUILDINGS  
EXECUTIVE SECRETARY  
HENRY R. BERG

December 19, 1946

Mr. H. L. Collier, City Treasurer  
City of Seattle

Dear Mr. Collier:

At a preliminary hearing before the City Council on Monday, December 16th, we informed the Council that we had made an informal arrangement with you whereby you are withholding from sale all City of Seattle property and any King County Tax Title Property coming under your jurisdiction within the sites recommended by the City Planning Commission as possible locations for future airports for small planes. The City Council at the above-mentioned meeting directed me to request that the arrangement for withholding this property from sale be continued until such time as the City Council has had an opportunity to study the proposed program. This matter has been scheduled for a public hearing on January 6, 1947, and it appears that a decision will be made in the near future.

The City Council also requested that we ascertain the cost of acquiring all of the tax title property now existing within the sites recommended for future airport use. We have requested a statement from the County Property Agent as to King County's equity in this property and would like to get similar information from you as to City of Seattle Local Improvement Assessments now outstanding against the tax title property.

Submitted herewith are maps of each of the proposed sites on which we have indicated the Tax Title Property as of October 15th. May we have a statement from you on each site of the outstanding L.I.D. assessments. We should like to get this information as soon as possible to be prepared for the January 6th hearing date.

Thanking you for your many past favors, I remain

Yours very truly,

HENRY R. BERG,  
Executive Secretary

HRB:jm  
Att.

c.c. City Council Office ✓  
Mrs. Powell  
Mr. Norton

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CLYDE GRAINGER, CHAIRMAN  
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E. G. SILL  
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EVRO BECKET  
BERT SWAIN

CITY PLANNING COMMISSION  
OF  
CITY OF SEATTLE  
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SEATTLE 4, WN.

MEMBERS (EX-OFFICIO)  
J. A. GIBBS  
PRESIDENT OF PARK BOARD  
C. L. WARTELLE  
CITY ENGINEER  
JOHN B. CAIN  
SUPT. OF BUILDINGS  
EXECUTIVE SECRETARY  
HENRY R. BERG

December 2, 1946

REPORT ON POSSIBLE AIRPORT SITES IN THE CITY OF SEATTLE

Honorable Mayor and City Council  
City of Seattle

Gentlemen:

At the last session of Congress, a "Federal Airport Act" was passed, providing for Federal Aid in the acquisition and construction of airports by governmental agencies. The Act further provides for the formulation of a National Airport Plan to create a system of public airports adequate to anticipate and meet the needs of civil aeronautics.

The Civil Aeronautics Administration has requested that a plan of proposed airports to meet anticipated needs over a twenty-year period in the King County-Seattle Area be prepared jointly by King County and the City of Seattle. It is necessary that such a plan be considered on a regional basis as the location of the airports must be coordinated to eliminate flying hazards.

It is therefore necessary that an over-all plan for the King County-Seattle Area be submitted to the Civil Aeronautics Administration and become incorporated in the National Airport Plan before any project in the area is eligible for Federal Aid. The King County Planning Commission has prepared and adopted an airport plan for the County Area outside the limits of the City of Seattle. Submitted herewith is a map (Exhibit "A") showing the location of existing and proposed airports in the County Area.

The Civil Aeronautics Administration informs us that approval and submission of an over-all airport plan does not in any way obligate the local

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governmental unit to the establishment or operation of any of the facilities shown thereon. The only obligation incurred is that protection be given whereby no airport facility will be permitted at any other location which would interfere with the proposed sites shown on the over-all plan.

With the completion of the Bow Lake Airport and its use as the primary airline terminal and the continued use of Boeing Field for airplanes, it appears that adequate commercial airport facilities will be available to serve the Seattle Area for some time to come. There are no suitable areas within the City capable of development for the larger type commercial airports and future needs in this respect will, no doubt, have to be located in the County Area adjacent to the City of Seattle. Provision is being made in the County plan for additional facilities of this type in the Mid-Lakes Area lying between Lake Washington and Lake Sammamish.

The Civil Aeronautics Administration estimates that within the next five years, we may have as many as 1,500 personally-owned and operated planes in the Seattle Area and that in ten or fifteen years, this number might be 2,000 to 3,000, or more. It therefore appears that the principal concern of the City of Seattle over the twenty-year period will be to make provision whereby terminal airport facilities for privately-operated small planes can be established within the City when the need develops.

At the present time, terminal facilities for privately-operated planes in the Seattle Metropolitan Area are available at the following airports:

- (1) Boeing Field.
- (2) Renton Airport.
- (3) Kent Airport.
- (4) Mercer Airport (Nordhoff's).
- (5) Seattle Sky Ranch (Issaquah).
- (6) Lakeside Airport (Newport).
- (7) Lake Union Seaplane Base.
- (8) Kenmore Seaplane Base (Lake Washington).

In addition to the above-listed existing facilities, the following airports and seaplane bases are now under construction and will soon be placed in operation.

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- (1) Evergreen Air Park (Webb Center).
- (2) North Seattle Air Park (Finn Hill).
- (3) Kirkland Seaplane Base (Lake Washington).

For information on the location of these facilities, please refer to the enclosed map (Exhibit "A") showing existing and proposed airports in the County Area.

With the existing public and privately operated airports and with the proposed facilities to be developed by private enterprise, it appears that adequate facilities will be available to take care of the immediate needs of terminals for privately operated planes in the Seattle Metropolitan Area.

Looking to the future, numerous local civic and aviation organizations have requested the formulation of an over-all plan for future airports within the City. Copies of the requests and endorsements of these organizations are included herein (as Exhibit "H") and consist of the following:

- (1) Chamber of Commerce.
- (2) National Aeronautic Association, Seattle Chapter.
- (3) Aircraft Owners & Pilots Association, Seattle Unit.
- (4) Aero Marine Club.
- (5) Association of World War II Pilots & Aviation Specialists.
- (6) White Center Commercial Club.
- (7) Seattle Metal Trades Council.
- (8) Seattle Hotel Association.
- (9) Boeing Aircraft Company.
- (10) Exchange Club of Seattle.
- (11) Frederick and Nelson.
- (12) Washington State Restaurant Association.
- (13) C. I. O.

In accordance with the requests of the Mayor, the City Council and the above-mentioned organizations, the City Planning Commission has made a detailed study of all the possible available sites within the City that appear to have the necessary qualifications for Class 1 Airports for small planes.

This study reveals that there are four such sites within the City of Seattle capable of development as airports for small planes. These sites are as follows:

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<u>Reference No. on Vicinity Map</u>	<u>Site</u>	<u>Detailed Map Exhibit</u>
1	Smith Cove Sanitary Fill Area	C
2	22nd Ave. South Sanitary Fill Area	D
3	White Center Site (West Seattle)	F
4	Wetmore Slough Sanitary Fill Area	G

Please refer to the enclosed map of the Seattle Area (Exhibit "B") for the geographical location of the above-mentioned sites and to the detailed maps for each individual site, showing the area involved and the ownership of the property.

In addition to the sites listed above, detailed consideration was given to two other possible sites, namely:

(a) The City Gravel Pit Site in West Seattle, being the area bounded by West Brandon Street, 12th Avenue S. W., West Morgan Street, and 15th Avenue S. W. This possibility was found to be aeronautically unsuitable because it lies within the flight pattern of Boeing Field. There does not appear to be any possibility of a change in the Boeing Field Flight Pattern that would help this situation.

(b) Golden Gardens Beach Site, being the tide lands area lying immediately south of the Golden Gardens Bathing Beach, which is now owned by the City of Seattle and could be developed by the construction of a seawall and a dredged fill. This area was also found to be unsuitable from an aeronautical standpoint.

Three of the above-mentioned sites, namely, the Smith Cove Site, the 22nd Avenue South Site and the Wetmore Slough Site are now being used for the disposal of garbage by the sanitary fill method and will continue to be needed for this purpose for some time to come. By continuing to fill these areas by this method to the proper grades required for a Class 1 Airport, a

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double purpose will be served. Since a sodded runway is all that is required for a Class 1 Airport, any settlement that may occur in the sanitary fill area can be easily corrected.

At the present time, the Wetmore Slough Site does not meet the requirements of the Civil Aeronautics Administration for Class 1 Airports as to the approach from the south. The topography to the south is such that it is not possible to achieve a 20 to 1 glide angle; however, with the anticipated improvement in airplane design in the relatively near future, present day criteria may not be a controlling factor.

The White Center Site is a vacant piece of low-lying land, approximately one-half of which is now being used for truck gardens. The area is quite swampy and until such time that the White Center Trunk Sewer is constructed to drain this area, it will probably remain largely unusable for building purposes. West Barton Street, an important east-west crosstown arterial street, bisects the site and its use as a future airport site will involve a relocation of this arterial street.

Special attention is invited to the amount of property within each site owned by the City of Seattle and by King County, as shown on the detailed maps for each site. A tabulation of these areas is as follows:

SMITH COVE SANITARY FILL AREA:

City of Seattle Property, Including Streets and Alleys. . . . .	19.8 Acres =	43.1 %
King County Tax Title Property. . . . .	<u>20.8 " =</u>	<u>45.5 %</u>
Total Governmental-Owned Property. . .	40.6 Acres =	88.6 %
Privately-Owned Property. . . . .	<u>5.2 " =</u>	<u>11.4 %</u>
<u>Grand Total:</u>	45.8 Acres =	100.0 %

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22ND AVENUE SOUTH SANITARY FILL AREA:

City of Seattle Property, Including Streets and Alleys. . . . .	12.5 Acres =	42.3 %
King County Tax Title Property. . . . .	<u>5.9 "</u>	<u>20.0 %</u>
Total Governmental-Owned Property. . .	18.4 Acres =	62.3 %
Privately-Owned Property. . . . .	<u>11.1 "</u>	<u>37.7 %</u>
<u>Grand Total:</u>	29.5 Acres =	100.0 %

WHITE CENTER SITE (WEST SEATTLE):

City of Seattle - Street Area . . . . .	1.7 Acres =	2.8 %
King County Tax Title Property. . . . .	<u>4.9 "</u>	<u>8.2 %</u>
Total Governmental-Owned Property. . .	6.6 Acres =	11.0 %
Privately-owned Property. . . . .	<u>54.0 "</u>	<u>89.0 %</u>
<u>Grand Total:</u>	60.6 Acres =	100.0 %

WETMORE SLOUGH SANITARY FILL AREA:

City of Seattle Property, Including Streets and Alleys. . . . .	28.1 Acres =	79.2 %
King County Tax Title Property. . . . .	<u>2.2 "</u>	<u>6.2 %</u>
Total Governmental-Owned Property. . .	30.3 Acres =	85.4 %
Privately-Owned Property. . . . .	<u>5.2 "</u>	<u>14.6 %</u>
<u>Grand Total:</u>	35.5 Acres =	100.0 %

The Civil Aeronautics Administration Standards for Class 1 Airports  
are as follows:

CLASS 1 AIRPORTS

Purpose	To accommodate small private owner types. Includes planes with gross weights up to 4,000 pounds, and index numbers not exceeding 190.
Landing strips	1,500 to 2,700 feet in length (sea level conditions); 300 feet usable width.

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(Class 1 Airports - Cont'd.)

Paved runways. Not required.

Number and alignment of landing strips. Sufficient in number to permit take-offs and landings within two points ( $22\frac{1}{2}^{\circ}$ ) of the true wind direction for 70 percent of winds 4 miles per hour and over. Estimates should be based on a 10-year Weather Bureau wind record.

Facilities. Drainage, fencing, marking. Wind direction indicator. Basic lighting.

Landing strip grades. 2 percent maximum transverse.  
2 percent maximum uniform longitudinal.

Grade breaks longitudinal. Maximum algebraic difference 3 percent. (Longitudinal intersecting grades on a runway or landing strip should be joined by a vertical curve at least 500 feet in length. It is also recommended that tangent intervals between the PT of one curve and the PC of the succeeding curve be not less than 1,000 feet. In general, there should be no change in landing area grades of more than  $1/2$  percent in any 100-foot interval.)

The local officials of the Civil Aeronautics Administration have examined the potential airport sites mentioned herein and in a letter dated November 13, 1946 report, as follows, on the suitability of the sites from an aeronautical standpoint.

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C.A.A. LETTER

DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION

P. O. Box 3224  
Seattle, Washington

November 18, 1946

City of Seattle Planning Commission  
Room 503  
County-City Building  
Seattle, Washington

Gentlemen:

The present trend in per capita ownership of private planes indicates that within relatively few years, all developed airports within the Seattle metropolitan area, plus the few remaining airport sites capable of development, will have reached the operational saturation point. Your farsightedness in planning for the future needs of our flying citizenry and the preservation of the few remaining sites capable of airport development is highly commendable indeed, and we welcome the opportunity of commenting on the prospective sites individually.

The SMITH COVE SANITARY FILL SITE, with proper development, will make a splendid close-in site for small private planes and will appeal particularly to air tourists and travelling businessmen because of its nearness to downtown Seattle. From an aeronautical point of view, future development of this site is practicable and desirable.

THE 22ND AVENUE SOUTH SANITARY FILL AREA, with proper development, will make an excellent close-in airpark. It should prove to be of great value to the air tourists and businessmen as it is but a few minutes' drive from the center of the city. From an aeronautical point of view, future development of this site into an airpark is feasible and desirable.

The WHITE CENTER SITE in West Seattle can be developed into a very satisfactory airpark. Because of its location, however, traffic from this field would require coordination by means of a positive system of traffic control with the traffic from both Boeing Field and the Seattle-Tacoma Airport. Development of this airpark should be made with the understanding that student instruction or commercial flight activity would not be permitted from it. It is considered that future developments of this airpark will become aeronautically necessary to meet the requirements of small plane owners and tourist fliers. With the traffic control coordination previously mentioned, the development of this site is aeronautically feasible.

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C.A.A. Letter, 11/18/46, Cont'd.

The WETHORE SLOUGH SANITARY FILL SITE was examined by this office and found to be incapable of development according to present-day airport standards. As long as ownership to the properties constituting this site is vested in the city and county, it is recommended that the site be reserved for possible development at such time in the future as technological advances in aviation may justify its use.

The GRAVEL PIT RIDGE SITE in West Seattle, which is located only 1.8 miles northwesterly from Boeing Field, is considered to be entirely too close to Boeing Field for any safety of foreseeable future operations. Development of this site cannot be recommended or approved by the Civil Aeronautics Administration.

All of the above mentioned sites are contemplated for Class 1 airports, the development of which would provide for close-in landing fields for the many hundreds, and even thousands, of air travellers who will visit Seattle in ever increasing numbers.

Very truly yours,

/s/ PAUL MORRIS

Paul Morris  
Superintendent, Airports Branch

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In order to make it possible for future development of Class 1 Airports within the City of Seattle, the City Planning Commission respectfully recommends as follows:

- (1) That all City of Seattle property within the boundaries of the sites herein mentioned be reserved for possible future airport uses or other public uses.
- (2) That arrangements be made with King County whereby all tax title property within the boundaries of the sites be withheld from sale and reserved for possible future airport uses or other public uses.
- (3) That the City of Seattle will not permit any other airport to be established within the City that will interfere with the possible development of future airports at the sites herein mentioned.

The City Planning Commission is not recommending at this time that the City of Seattle should proceed with the development of any of the sites herein mentioned or that it should become obligated in any manner to establish airports within the City. The entire purpose of this report is to endeavor to reserve the necessary land whereby future facilities can be established when and if the need develops. The reservation of such lands should not entail any financial loss to either the City or the County, as no doubt these sites will become more valuable as the City continues to grow, regardless of whether the ultimate use is for airports or for other purposes.

Respectfully submitted,

CITY PLANNING COMMISSION

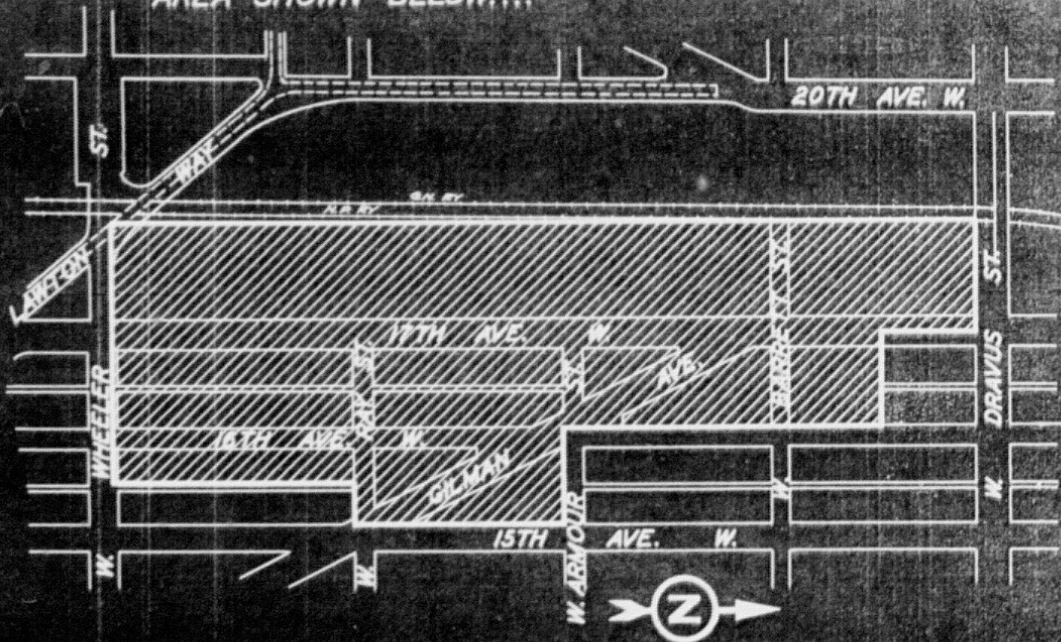
*Clyde Grainger*  
CLYDE GRAINGER, Chairman

Henry R. Berg  
Executive Secretary

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# NOTICE!

THE CITY COUNCIL WILL HOLD A PUBLIC HEARING AT 2:30 P.M., MONDAY, JAN. 6, 1947 IN THE CITY COUNCIL CHAMBERS, ROOM 513, COUNTY-CITY BLDG. TO CONSIDER THE RECOMMENDATION OF THE CITY PLANNING COMMISSION THAT ALL GOVERNMENTAL OWNED PROPERTY WITHIN THE SMITH COVE SANITARY FILL AREA BEING THE AREA SHOWN BELOW...



BE RESERVED FOR FUTURE USE AS AN AIRPORT FOR SMALL PLANES OR FOR OTHER PUBLIC USE.

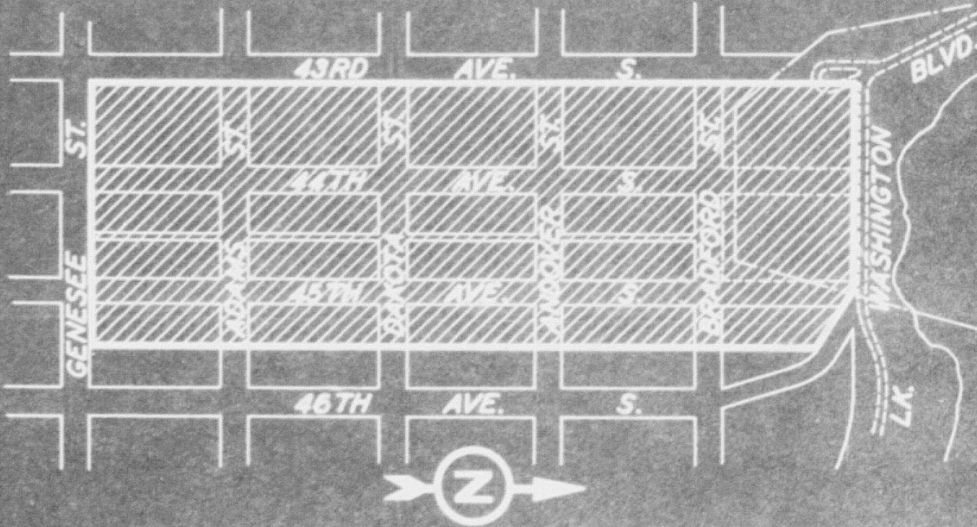
THE OWNER OF ANY PROPERTY THAT MAY BE AFFECTED BY THIS RECOMMENDATION MAY APPEAR IN SUPPORT OF OR IN OPPOSITION TO THIS RECOMMENDATION. ADDITIONAL INFORMATION MAY BE OBTAINED AT THE OFFICE OF THE CITY PLANNING COMMISSION, 503 COUNTY-CITY BLDG.

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# NOTICE!

G  
Pack  
2.2

THE CITY COUNCIL WILL HOLD A PUBLIC HEARING AT 2:30 P.M., MONDAY, JAN. 6, 1947 IN THE CITY COUNCIL CHAMBERS, ROOM 513, COUNTY-CITY BLDG. TO CONSIDER THE RECOMMENDATION OF THE CITY PLANNING COMMISSION THAT ALL GOVERNMENTAL OWNED PROPERTY WITHIN THE WETMORE SLOUGH SANITARY FILL AREA BEING THE AREA SHOWN BELOW.....



BE RESERVED FOR FUTURE USE AS AN AIRPORT FOR SMALL PLANES OR FOR OTHER PUBLIC USE.

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*20 Notices Posted 12-23-46*

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10:30 A.M.

VIEW TRIP TO AIRPARK (Garbage Dump)

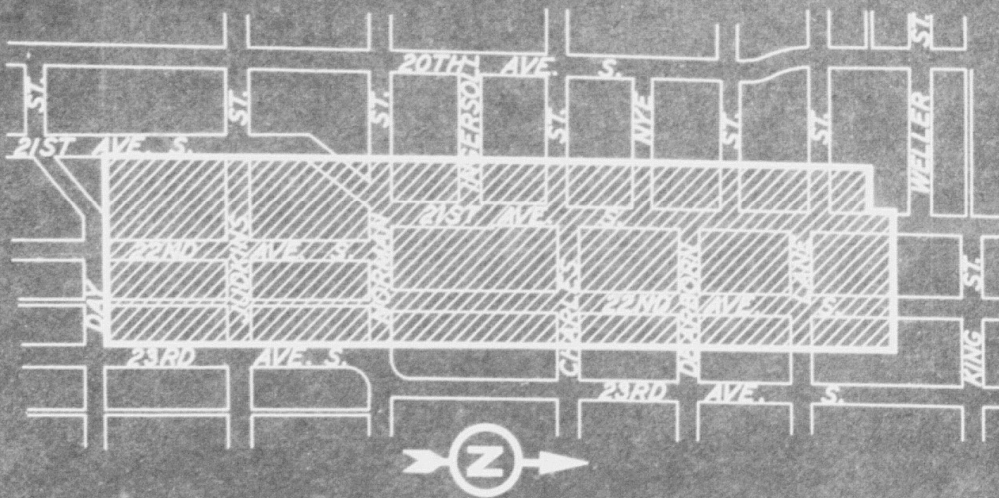
Mitchell	NO
Harlin	NO
Scavotto	NO
Rochester	NO
Powell	YES
Levine	?
Laube	NO
Jones	?
Norton	NO

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# NOTICE!

D  
Park  
5-2-47

THE CITY COUNCIL WILL HOLD A PUBLIC HEARING AT 2:30 P.M., MONDAY, JAN. 6, 1947 IN THE CITY COUNCIL CHAMBERS, ROOM 513, COUNTY-CITY BLDG. TO CONSIDER THE RECOMMENDATION OF THE CITY PLANNING COMMISSION THAT ALL GOVERNMENTAL OWNED PROPERTY WITHIN THE 22ND AVENUE SOUTH SANITARY FILL AREA BEING THE AREA SHOWN BELOW....



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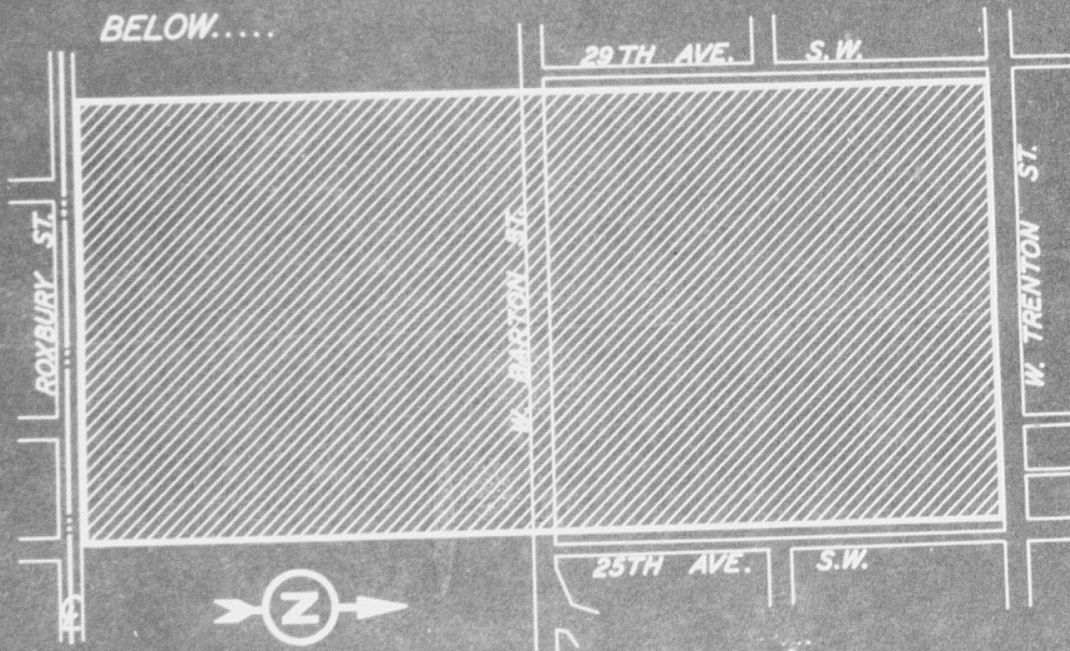
23 Notices Posted 2-13-46

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# NOTICE!

F  
Camp  
4.7.1947

THE CITY COUNCIL WILL HOLD A PUBLIC HEARING AT 2:30 P.M., MONDAY, JAN. 6, 1947 IN THE CITY COUNCIL CHAMBERS, ROOM 513, COUNTY-CITY BLDG. TO CONSIDER THE RECOMMENDATION OF THE CITY PLANNING COMMISSION THAT ALL GOVERNMENTAL OWNED PROPERTY WITHIN THE WHITE CENTER AREA BEING THE AREA SHOWN BELOW.....



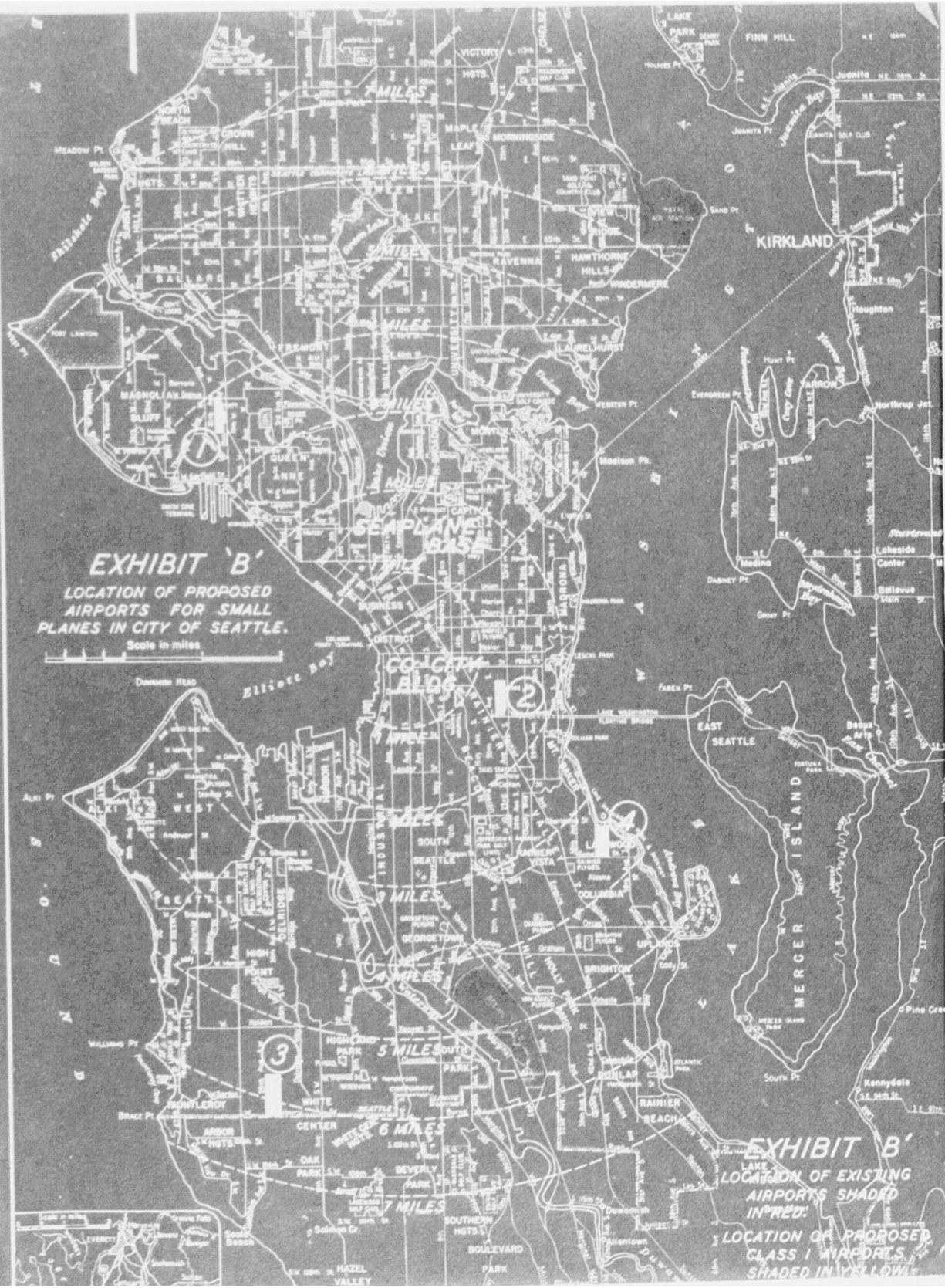
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15 Notices Posted 1/2/47

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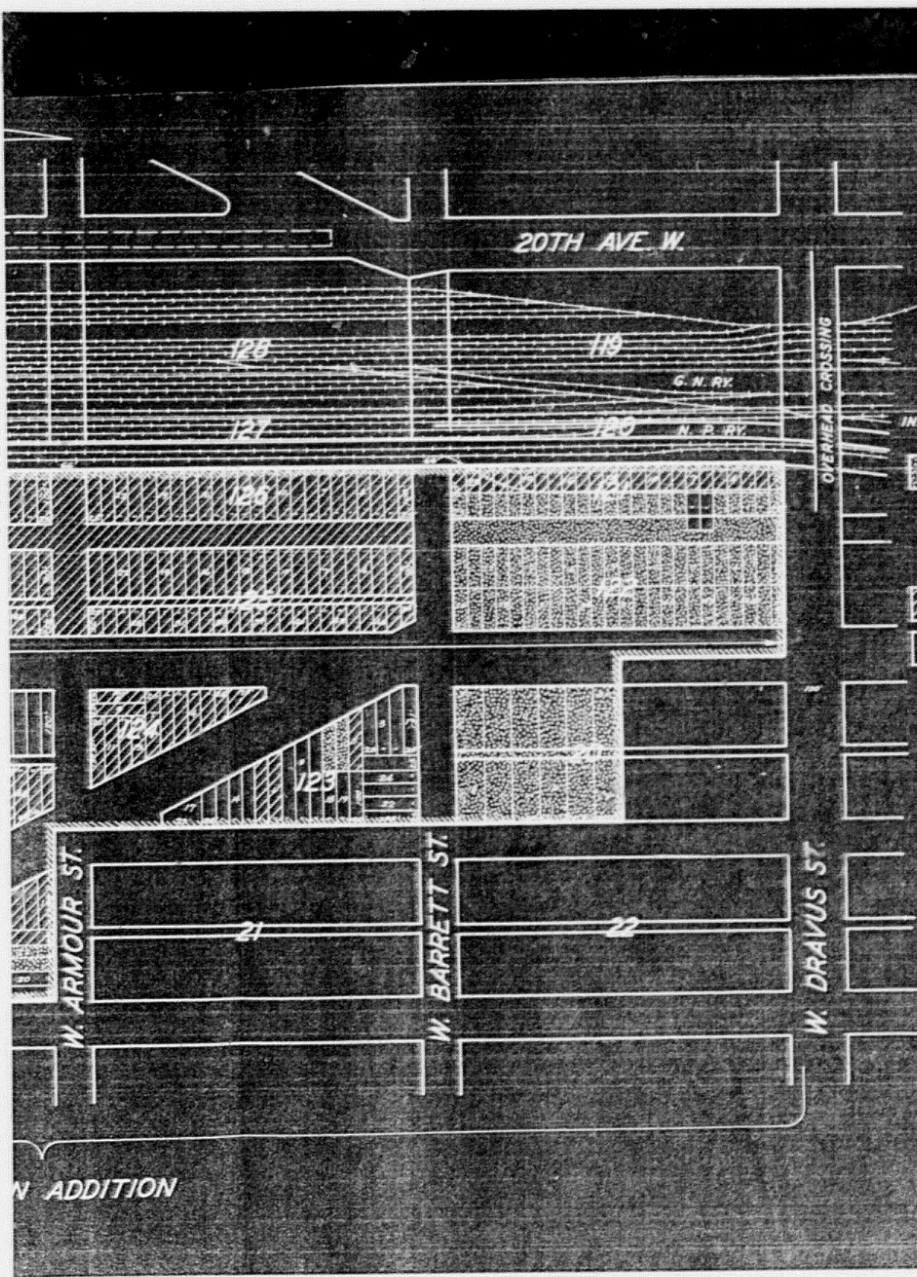


**EXHIBIT 'B'**  
 LOCATION OF PROPOSED  
 AIRPORTS FOR SMALL  
 PLANES IN CITY OF SEATTLE.

Scale in miles

**EXHIBIT 'B'**  
 LOCATION OF EXISTING  
 AIRPORTS SHADED  
 IN RED.  
 LOCATION OF PROPOSED  
 CLASS I AIRPORTS  
 SHADED IN YELLOW

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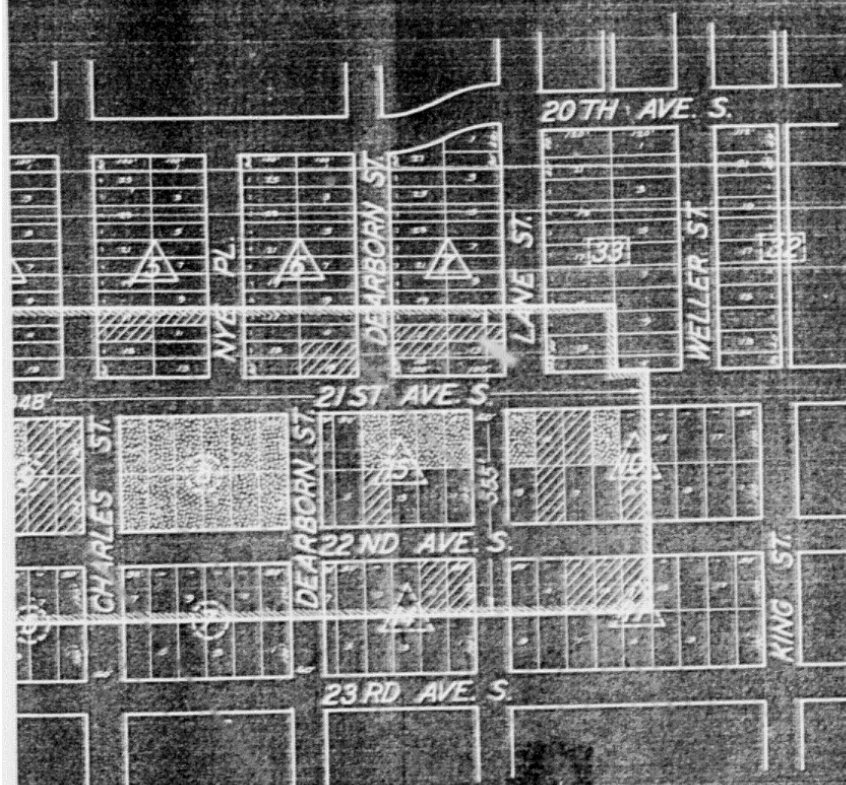
STATUS OF PROPERTY

AS OF  
OCTOBER 15, 1946

INDICATED BY			
[Stippled pattern]	CITY OF SEATTLE PROPERTY	6.2 ACRES	13.5%
[Hatched pattern]	STREET AREA	13.6 ACRES	29.6%
[Diagonal lines]	TOTAL CITY OF SEATTLE PROPERTY	19.8 ACRES	43.1%
[Cross-hatched pattern]	KING COUNTY TAX TITLE PROPERTY	20.8 ACRES	45.5%
[White box]	PRIVATELY OWNED PROPERTY	5.2 ACRES	11.4%
	TOTAL ACREAGE IN SITE	45.8 ACRES	100.0%







----- BOUNDARY OF PROPOSED AIRPORT SITE

**EXHIBIT 'C'**  
 MAP OF  
**SMITH COVE SANITARY FILL AREA**  
 TO BE  
 RESERVED FOR FUTURE AIRPORT SITE  
 AS PER  
 CITY PLANNING COMMISSION RECOMMENDATION



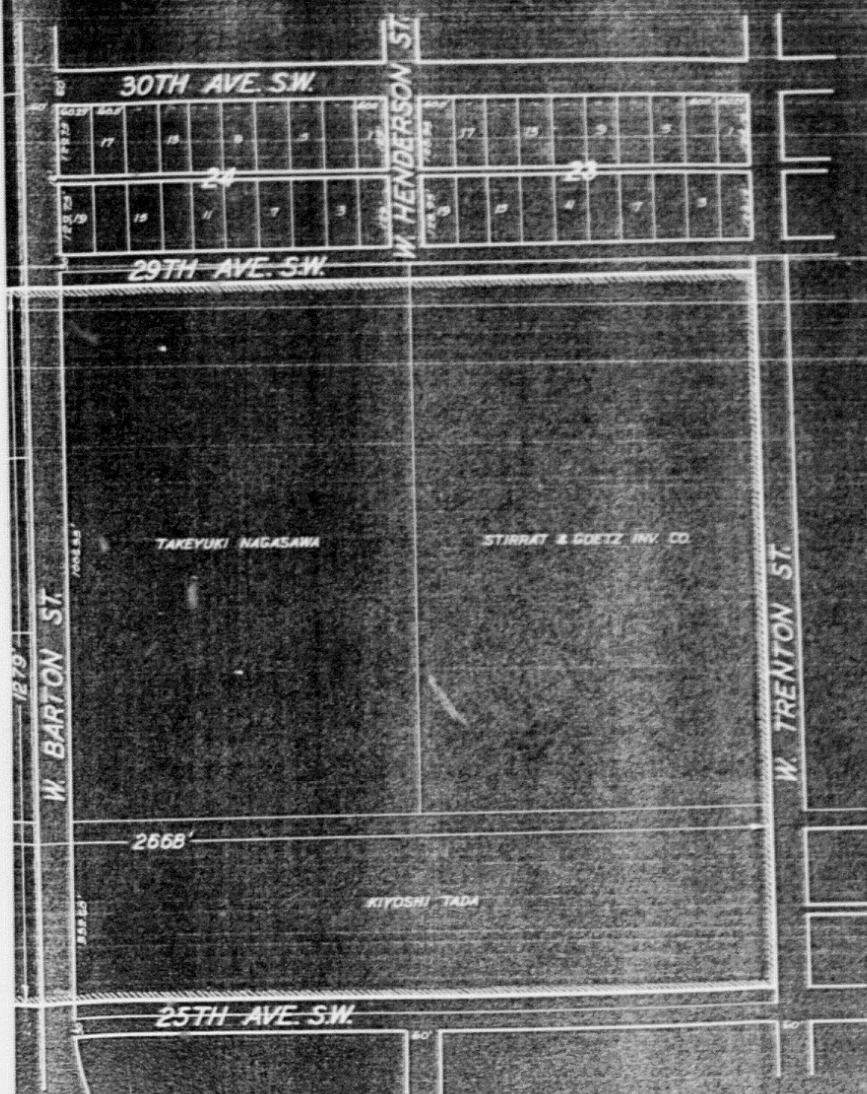
STATUS OF PROPERTY

AS OF  
OCTOBER 15, 1946

INDICATED BY			
	CITY OF SEATTLE PROPERTY	2.8 ACRES	9.3%
	STREET AREA	9.7 ACRES	33.0%
	TOTAL CITY OF SEATTLE PROPERTY	12.5 ACRES	42.3%
	KING COUNTY TAX TITLE PROPERTY	5.9 ACRES	20.0%
	PRIVATELY OWNED PROPERTY	11.1 ACRES	37.7%
	TOTAL ACREAGE IN SITE	29.5 ACRES	100.0%
	BOUNDARY OF PROPOSED AIRPORT SITE		




**EXHIBIT 'D'**  
 MAP OF  
**22ND AVE. S. SANITARY FILL AREA**  
 TO BE  
 RESERVED FOR FUTURE AIRPORT SITE  
 AS PER  
 CITY PLANNING COMMISSION RECOMMENDATION

ALFRED ADDITION  
 FACT ADDITION  
 N STREET ADDITION

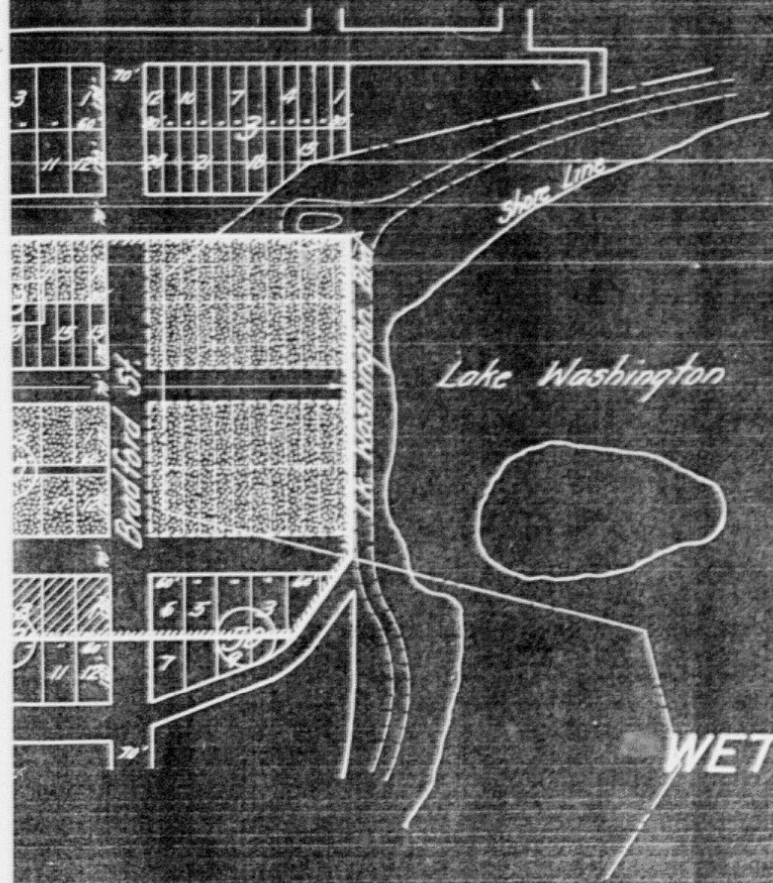


STATUS OF PROPERTY

AS OF  
OCTOBER 15, 1946

INDICATED BY			
	CITY OF SEATTLE - STREET AREA	1.7 ACRES	2.8%
	KING COUNTY TAX TITLE PROPERTY	4.9 ACRES	8.2%
	PRIVATELY OWNED PROPERTY	54.0 ACRES	89.0%
	<b>TOTAL ACREAGE IN SITE</b>	<b>60.6 ACRES</b>	<b>100.0%</b>
	BOUNDARY OF PROPOSED AIRPORT SITE		

**EXHIBIT 'F'**  
 MAP OF  
**WHITE CENTER AREA**  
 TO BE  
**RESERVED FOR FUTURE AIRPORT SITE**  
 AS PER  
**CITY PLANNING COMMISSION RECOMMENDATION**



Status of Property  
as of  
Oct. 15, 1946

Indicated By	Property Type	Acres	Percentage
[Stippled Box]	City of Seattle Property	17.5	49.3%
[Dotted Box]	Street Area	10.6	29.9%
	<b>Total City of Seattle Property</b>	<b>28.1</b>	<b>79.2%</b>
[Diagonal Lines Box]	King County Tax Title Property	2.2	6.2%
[White Box]	Privately Owned Property	5.2	14.6%
	<b>Total Acreage in Site</b>	<b>35.5</b>	<b>100%</b>
[Dashed Line]	Boundary of Proposed Airport Site		

**EXHIBIT 'G'**  
 MAP OF  
**WETMORE SLOUGH SANITARY FILL AREA**  
 TO BE  
 RESERVED FOR FUTURE AIRPORT SITE  
 AS PER  
 CITY PLANNING COMMISSION RECOMMENDATION

EXHIBIT "H"

Copies of requests and endorsements by local civic and aviation organizations for the formulation of this over-all plan for future airports within the City of Seattle.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

COPY OF RECOMMENDATION  
APPROVED BY THE BOARD OF TRUSTEES  
OF  
SEATTLE CHAMBER OF COMMERCE

June 18, 1946

- - - -

The Seattle Chamber of Commerce urges the City Council of Seattle and the Commissioners of King County to work together to prepare a master urban airport plan for this community as soon as possible. The plan should cover the general requirements in landing facilities for at least a 10-year period and should indicate the general location and actual development of airports and airharbors required by aeronautical necessity for the next three years.

Under the provisions of H. R. 1828, the Federal Airport Act signed by President Truman May 13, 1946, and pertinent policies, a master urban airport plan is necessary before any Federal funds may be authorized for participation in airport development at any new sites in the urban area.

It appears unlikely that any Federal aid will be available until late in 1946. However, it is advisable to have a master plan which is acceptable to the Civil Aeronautics Administration completed without delay. Officials of the Seventh Region of the Civil Aeronautics Administration have agreed to advise and assist in the preparation of a master urban airport plan for Seattle and the King County area.

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NATIONAL AERONAUTIC ASSOCIATION

Seattle Chapter  
Seattle, Washington

9/23/46

1204 Vance Bldg.

Hon. Wm. Devin,  
Mayor of Seattle.

Dear Mr. Devin:

At the September meeting of this Chapter a resolution was passed urging the City to take action in the development of a Master Urban Airport Plan as previously recommended by the Chamber of Commerce. I was instructed to write a letter explaining the necessity for such action by the City.

The problem revolves around the fact that such a plan is a pre-requisite of any Federal appropriations for the Seattle Area. Unless there is a plan based on the needs for the next ten years and approved by the C.A.A., no money will be available to either the County or the City or the Port Commission.

In order to have an acceptable plan it is necessary to have the entire area covered. Only the City can approve a plan for the City. The County has completed its work on the plan. This leaves it up to the City.

The action required by the City at this time is to set aside and designate certain areas, which are now available, for use as airports if as and when the situation makes their use necessary. The areas which would be suitable are, I believe, owned by the City or the County now. Action should be taken to hold these sites on a priority for aviation use to be developed later when demand for their use is established.

We do not feel that there need be any great expenditure of money in engineering at this time. Certain sites are known to be suitable from an aviation standpoint. All that is needed is to consider them and withdraw them from disposal for other purposes. We feel that the City would be advised to utilize the services of the Committee headed by Ben Ehrlichman which has done a similar job for the County. A study by this Committee followed by specific recommendations which can be acted on by the Planning Commission and the Council should result in the completion of the Master Plan so that this area will be able to secure Federal funds if they are needed.

We therefore urge the City to take such action as is required without delay.

Very truly yours,

/s/ LAURENCE R. FRETHER

Pres. Seattle Chapter N.A.A.

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AIRCRAFT OWNERS AND PILOTS ASSOCIATION

Seattle Unit - 1909 Broadway North - Seattle 2, Washington

September 18, 1946

City Planning Commission  
County-City Building  
Seattle 4, Washington

Attention: Mr. Henry Berg  
Secretary

Gentlemen:

We are again urging the City of Seattle to seriously consider the urgency of definite action on the selection and rezoning of sites for airparks within the city limits. We pointed out in our letter to the City Council dated July 9, 1946, endorsing the Seattle Chamber of Commerce recommendation for a master urban airport plan, that a recent survey by this organization had disclosed two sites which are aeronautically feasible, one in the Interbay area and the other in the White Center district. During the investigation conducted by the King County Aviation Council, other sites were suggested and submitted to the local Civil Aeronautics Authority, Airport Section, for future consideration by the City Planning Commission when action is taken on the matter.

The AOPA Board of Trustees, Seattle Unit, at a recent meeting passed a resolution commending the King County Aviation Council on selection of airport sites for the King County Master Airport Plan. Action on the part of the City Planning Commission is now required to complete the plan which has been so well handled for the suburban areas by the King County Aviation Council. The prompt action of that body is one of the best indications that there is no time to lose if Seattle is to be spared needless expense later when airparks must be provided. An even more serious situation, the expense involved later would be to find it virtually impossible for the City to provide adequate airpark facilities due to improper planning now when the sites are available and financial assistance obtainable.

Yours very truly,

Seattle Unit  
AIRCRAFT OWNERS & PILOTS ASS'N

/s/ FORREST E WOOD  
Forrest E. Wood  
President

FEW:md

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

AERO MARINE CLUB

1001 Terry Avenue

Seattle 4, Washington

September 30, 1946

Seattle City Council  
County-City Building  
Seattle 4, Washington

Gentlemen:

At a special meeting of the Board of Governors of Aero Marine Club, September 28, 1946, the matter of the urgency for the City Council to take immediate and definite action on the selection and rezoning of sites for airparks within the city limits and the incorporation of such proposed airpark sites into the master urban airpark plan previously submitted by the King County Aviation Council, was discussed and the following views expressed.

Hindsight is better than foresight. If the planners of the Washington portion of Highway 99 had foreseen the tremendous increase in utilization of automobiles and trucks by the public, there could and would have been provided a more adequate highway, with better elimination of grades and curves, thereby obviating the cost presently incurred by our State in improving Highway 99. The situation with regard to airparks within the city limits of the City of Seattle is in point, comparable and parallel. Adequate and timely planning at this time to accommodate the steadily increasing flow of air traffic into and out of our city will surely pay dividends in the future by way of increased revenue to business, greater utilization by air tourists, vacationers and travelers of this area's resources. Failure of the City to promptly act will lose for it federal funds now available.

Aero Marine Club, therefore, respectfully urges you to take immediate and necessary action to assure the people of the City of Seattle that adequate airparks will be provided within our city limits; that the City of Seattle is alert to the opportunities here presented and is not dilatory in discharging with dispatch its obligation to provide suitable facilities for the accommodation of air traffic in the Air Age.

Yours very respectfully,

/s/ DORETTA H. CROPP

Secretary  
FOR THE BOARD OF GOVERNORS

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ASSOCIATION OF WORLD WAR II  
PILOTS & AVIATION SPECIALISTS

304 Westlake Square Building

Seattle, Washington  
29 June 1946

President, City Council  
City of Seattle  
County City Building  
Seattle, Washington

Dear Sir:

Our City of Seattle is in definite need of urban airport sites if we are to be in a position to allow the greatly expanding numbers of private flyers throughout the country advantages of ports of entry to our City which is daily attracting business, family and industry from other parts of the country.

In as much as such airport sites would have to be acceptable to the Civil Aeronautics Administration it would seem advisable to have a master airport plan submitted for their approval without delay.

The Association of World War II Pilots and Aviation Specialists - Seattle Wing has reviewed and unanimously voted to endorse and support the recommendation for a master urban airport plan which was drawn up and submitted to you by the Seattle Chamber of Commerce.

The American public today like to take the easy way. It is our desire to have our city the easy place for the American public to come - whether by land, sea or air. We have the land and the sea but not the air facilities.

Very truly yours,

/s/ BARTON D. STEBBINS

Barton D. Stebbins  
Secretary-Treasurer

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WHITE CENTER COMMERCIAL CLUB  
9804 - 16th Avenue S. W.  
Seattle 6, Wash.

June 3, 1946.

City Planning Commission,  
County-City Building,  
Seattle, Washington

Gentlemen:

The White Center Commercial Club has gone on record as approving Dr. MacWhinnie's Air Park Program as it affects the White Center Area.

Any action you may take in respect to this program which will tend to bring an airfield to this section will receive the support of the businessmen of this Club.

Respectfully yours,

/s/ ELLIOT N. COUDEN  
Secretary

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METAL TRADES COUNCIL  
Of Seattle and Vicinity

June 6, 1946

REPORT OF COMMITTEE ON CONSTRUCTION OF PROPOSED  
LANDING FIELDS, ONE AT INTERBAY AND ONE AT 24TH  
AVE. S. W. AND TRENTON ST.

RESOLUTION

WHEREAS, These proposed Air Strips would create jobs, such as grading, surfacing, hangers, etc. and,

WHEREAS, All major cities in the United States are taking steps to build private plane air strips, and

WHEREAS, The Federal Government will match dollar for dollar with the City of Seattle for the construction of said air strips,

THEREFORE BE IT RESOLVED, That the Seattle Metal Trades Council go on record as endorsing the building of said air strips and be it further resolved that copies of this Resolution be sent to the Seattle Building Trades Council, Seattle Central Labor Council, and Local Unions affiliated with the Council, requesting they take like action; also to the Mayor and members of the City Council.

RESOLUTIONS COMMITTEE:

(Signed)

D. Cameron

J. Stender

J. Albert

J. Wigen

H. W. Nelson

J. W. McCaffrey

D. McKillop

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

SEATTLE HOTEL ASSOCIATION

\*\*

A. J. Barash, Secretary  
708 Joshua Green Building

January 18, 1946

Dr. A. B. MacWhinnie  
Chairman, Aviation Sub-Committee  
Seattle Chamber of Commerce  
Seattle, Washington

Dear Dr. MacWhinnie:

The executive committee of the Seattle Hotel Association recently considered your plan for acquiring sites in the city for the development of small airports to be used by the owners of private airplanes.

We believe that your plan is a most commendable one as there will no doubt be great use for this type of airport in the immediate future and we would be glad to lend our support and assistance in any way possible to bring about the acquisition of the necessary sites for the use of this type of air service.

If we can be of any further assistance to you, do not hesitate to call upon us.

Yours very truly,  
SEATTLE HOTEL ASSOCIATION

/s/ A. J. BARASH

A. J. Barash

AJB:AN

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BOEING AIRCRAFT COMPANY

Seattle 14, Washington

March 12, 1946

Dr. Arthur B. MacWhinnie  
Trustee  
Aircraft Owners and Pilots Association  
Medical and Dental Building  
Seattle, Washington

Dear Doctor MacWhinnie:

The Boeing Aircraft Company is glad to give its endorsement to your committee's program calling attention to the need for immediate planning in this city for facilities to meet the future requirements of personal aircraft owners. Seattle should make sure that it is on the future "airmap" of the small plane flyer with adequate close-in landing facilities equal to or superior to those of any other comparable city. Such facilities, whether provided by private or public means, will not only be important to the city's future standing in the rapidly expanding field of aviation activity, but should also be a source of valuable "air tourist" business in coming years. Planning at this time, while sites are available, will ease the problems to be faced later.

Sincerely yours,

BOEING AIRCRAFT COMPANY

/s/ WILLIAM M. ALLEN

William M. Allen  
President

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THE EXCHANGE CLUB OF SEATTLE

January 23rd, 1946

Resolution

The Exchange Club of Seattle, Recognizing that a new era in the history of aviation is at hand; that private flying in a large degree will soon become a fact; that provision for handling this type of transportation is now woefully inadequate and in line with the policy of the National Exchange Club to aid in the development of aviation in America, does hereby recommend:

1. That an immediate survey be made in Seattle and its environs to determine what facilities are needed now and in the future for the development of suitable Air Parks and Air Harbors.
2. That immediate steps be taken to obtain such sites for this purpose as will insure future development as it is needed.
3. That the attention of the Congress of the United States and the Legislatures of the respective state governments be drawn to the advisability and need for federal and state aid in instituting a comprehensive program toward this end.

Passed at the regular meeting of the Exchange Club of Seattle on January 23rd, 1946.

Dean M. Slatter, President

Ray L. Scott, Secretary

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

FREDERICK & NELSON

Seattle

April 30, 1946

Dr. Arthur B. MacWhinnie  
Aircraft Owners & Pilots Association  
Medical-Dental Building  
Seattle, Washington

Dear Dr. MacWhinnie:

We have been interested in observing the growth of private flying and believe that the immediate post-war era will see rapid increases in the use of private planes. It necessarily follows that suitable landing strips for such planes should be established in locations convenient to the downtown area.

While we cannot forecast when the need for such landing strips will be imperative, we agree with the proposal of the Aircraft Owners & Pilots Association that an appropriate civic agency should take the necessary steps to insure that such landing strips will be available. Undue delay in facing the problem may well cost the City an unnecessarily large sum at some later date.

Sincerely,

/s/ M. C. LAW

M. C. Law  
General Operating Manager

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WASHINGTON STATE RESTAURANT ASSOCIATION

803 Seaboard Building  
Seattle 1, Washington

March 22, 1946

Dr. Arthur B. MacWhinnie, Trustee  
Aircraft Owners and Pilots Association  
1025 Medical & Dental Building  
Seattle 1, Washington

Dear Dr. MacWhinnie:

The State Board of our Association had its Meeting in Seattle February 14, 1946 and considered your plan for acquiring sites in the City of Seattle for the development of small airports to be used by the owners of private airplanes.

We believe that your plan is a most commendable and far sighted one as there will be a tremendous demand for this type of airport by owners of private planes in the not far off future.

Our Board went on record endorsing your plan and have directed me to convey their message of support to you.

We beg to remain,

Sincerely yours,

WASHINGTON STATE RESTAURANT ASS'N

/s/ R. W. DALE

-----  
R. W. Dale, Gen. Mgr.

RWD:r

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE  
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CONGRESS OF INDUSTRIAL ORGANIZATIONS . . Smith Tower . Seattle 4, Washington

March 14, 1946

Dr. Arthur B. MacWhinnie, Trustee, Seattle Unit  
Aircraft Owners & Pilots Assn.  
1025 Medical & Dental Building  
Seattle 1, Washington

Dear Sir:

May I say that I am fully in accord with your idea that something should be done immediately to provide landings for small aircraft as easily accessible to the metropolitan area of Seattle, as is possible and practical. There is certain to be great need for the development of such landing fields. It should be the duty of those who are planning the future of our city to survey and study location and allotment of space to fill our future needs of small aircraft.

While I am entirely unacquainted with the mechanics and details of any such project, you can be assured that if there is any way we can help in formulating the proper plans and carrying out the proper program we will be glad to do so.

Sincerely yours,

/s/ ROY W. ATKINSON

ROY W. ATKINSON  
CIO Regional Director  
State of Washington

RWA:dr

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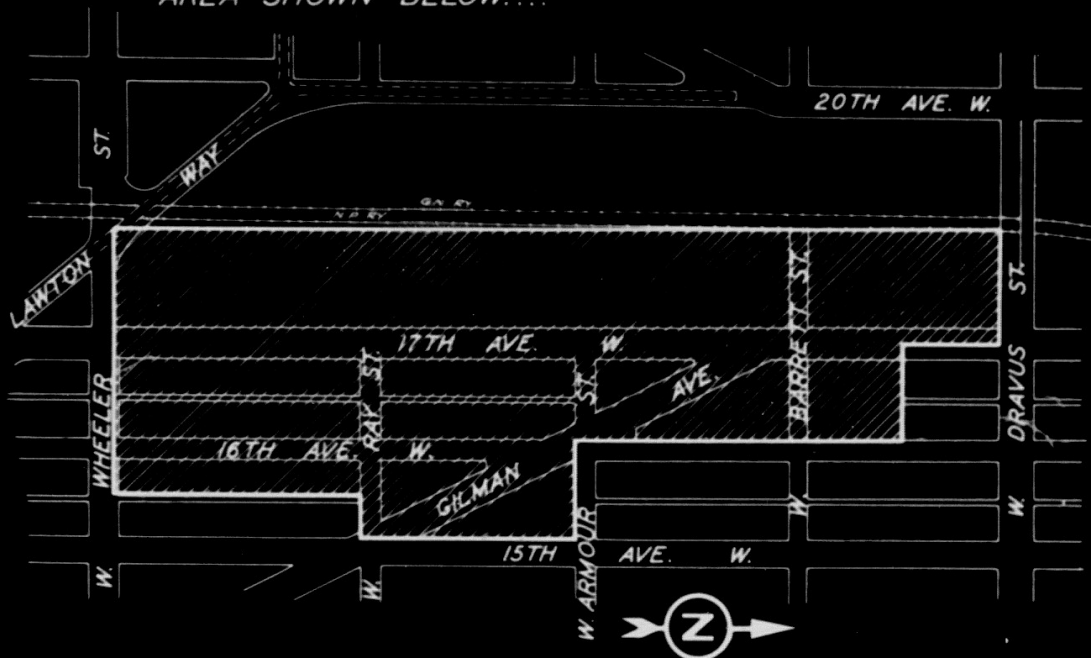
Seattle City Clerk's Office

Comptroller File

191521

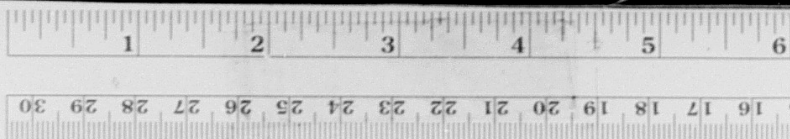
# NOTICE!

THE CITY COUNCIL WILL HOLD A PUBLIC HEARING AT 2:30 P.M., MONDAY, JAN. 6, 1947 IN THE CITY COUNCIL CHAMBERS, ROOM 513, COUNTY-CITY BLDG. TO CONSIDER THE RECOMMENDATION OF THE CITY PLANNING COMMISSION THAT ALL GOVERNMENTAL OWNED PROPERTY WITHIN THE SMITH COVE SANITARY FILL AREA BEING THE AREA SHOWN BELOW....

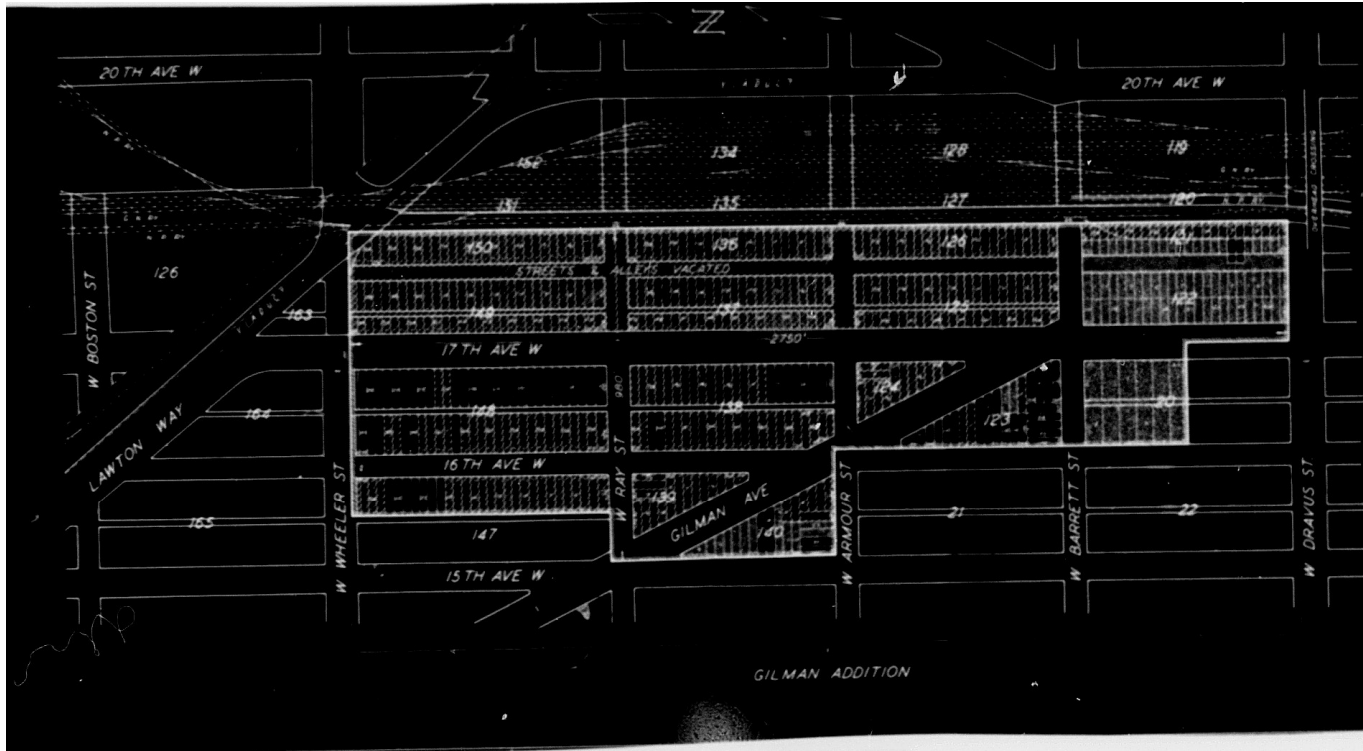


BE RESERVED FOR FUTURE USE AS AN AIRPORT FOR SMALL PLANES OR FOR OTHER PUBLIC USE.

THE OWNER OF ANY PROPERTY THAT MAY BE AFFECTED BY THIS RECOMMENDATION MAY APPEAR IN SUPPORT OF OR IN OPPOSITION TO THIS RECOMMENDATION. ADDITIONAL INFORMATION MAY BE OBTAINED AT THE OFFICE OF THE CITY PLANNING COMMISSION, 503 COUNTY-CITY BLDG.







**STATUS OF PROPERTY**

AS OF  
OCTOBER 15, 1946

INDICATED BY	ACRES	PERCENT
[Stippled Box]	CITY OF SEATTLE PROPERTY	6.2 ACRES 13.5%
[Hatched Box]	STREET AREA	13.6 ACRES 29.6%
[Stippled Box]	TOTAL CITY OF SEATTLE PROPERTY	19.8 ACRES 43.1%
[Dotted Box]	KING COUNTY TAX TITLE PROPERTY	20.8 ACRES 45.5%
[White Box]	PRIVATELY OWNED PROPERTY	5.2 ACRES 11.4%
	TOTAL ACREAGE IN SITE	45.8 ACRES 100.0%

— BOUNDARY OF PROPOSED AIRPORT SITE

**EXHIBIT 'C'**  
 MAP OF  
**SMITH COVE SANITARY FILL AREA**  
 TO BE  
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 AS PER  
 CITY PLANNING COMMISSION RECOMMENDATION

GILMAN ADDITION



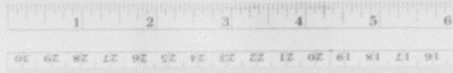
- ⑥ SEATTLE HOMESTEAD ASS 1ST
- ⑦ NEW WILFRED ADDITION
- ⑧ 22ND STREET ADDITION
- ⑨ HILL TRACT ADDITION
- ③ FAIRMONT ADDITION
- ④ JACKSON STREET ADDITION
- ⑤ RAINIER ADDITION

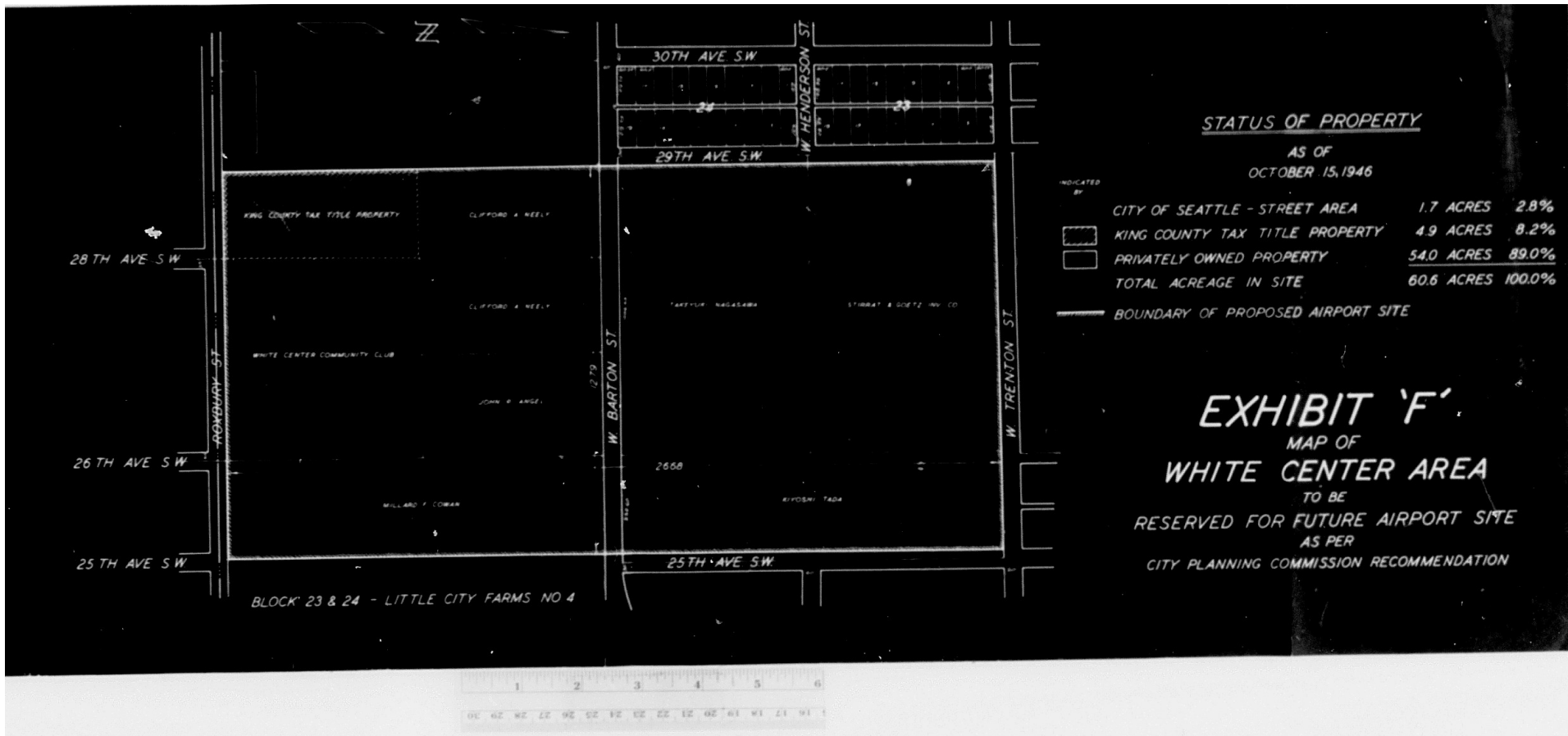
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	BOUNDARY OF PROPOSED AIRPORT SITE			

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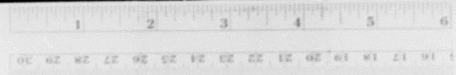
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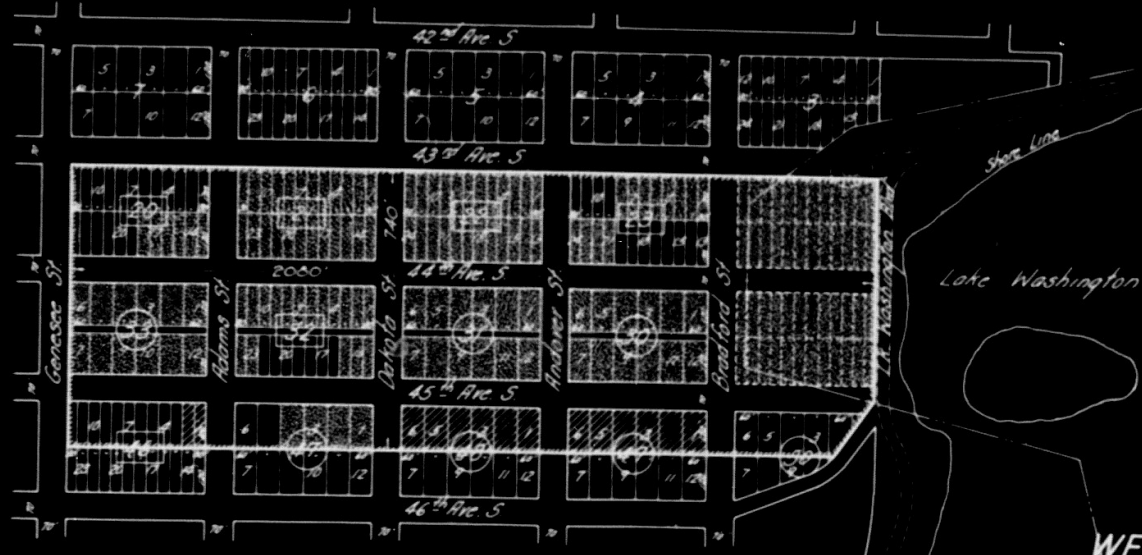
AS OF  
OCTOBER 15, 1946

INDICATED BY	ACREAGE	PERCENTAGE
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KING COUNTY TAX TITLE PROPERTY	4.9 ACRES	8.2%
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BOUNDARY OF PROPOSED AIRPORT SITE

**EXHIBIT 'F'**  
 MAP OF  
**WHITE CENTER AREA**  
 TO BE  
 RESERVED FOR FUTURE AIRPORT SITE  
 AS PER  
 CITY PLANNING COMMISSION RECOMMENDATION





- 20 Lakewood Addition
- 33 Maynard's Lake Washington Addition

Status of Property  
as of  
Oct 15, 1946

Indicated By	Property Type	Acres	Percentage
[Stippled Box]	City of Seattle Property	17.5 Acres	49.3%
[Dotted Box]	Street Area	10.6 Acres	29.9%
	<b>Total City of Seattle Property</b>	<b>28.1 Acres</b>	<b>79.2%</b>
[Cross-hatched Box]	King County Tax Title Property	2.2 Acres	6.2%
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	<b>Total Acreage in Site</b>	<b>35.5 Acres</b>	<b>100%</b>

— Boundary of Proposed Airport Site

**EXHIBIT 'G'**  
MAP OF  
**WETMORE SLOUGH SANITARY FILL AREA**  
TO BE  
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