

BOEING COMPANY

BOEING COMPANY





King County Executive
 Randy Revelle
Department of Public Works
 Donald J. LaBelle, Director

Boeing Company

October 16, 1985



20

ROUTING	DATE	INITIAL
ACTION		
FILE		
INFORMATION		
<i>JGR/KWP/HT</i>		

NOV - 5 1985

Mr. Ken Pausch, Manager
 Sewer Utility
 702 Municipal Building
 Seattle, WA 98104

RE: Review of Plans - Museum of Flight

Dear Mr. Pausch:

A copy of the sanitary sewer plans for the proposed Phase II of the Museum of Flight located at 9404 E. Marginal Way S. is enclosed for your review and approval.

The proposed connection will enter an existing manhole prior to entering the existing Metro manhole in the 42-inch sewer main located on E. Marginal Way S. Please review the plans and let us know of any concerns you may have.

Any engineering questions may be directed to Korman Olsen at 344-4209. All other questions should be directed to Dan Willott or Katy Isaksen at 344-4050.

Sincerely,

Sandra L. Adams

Sandra L. Adams
 Utilities Administrator

SLA/KMI:kw

Enclosure

05 OCT 18 A 10:18

SEWER ENGR. DEPT.

27717

Boeing Co



SEATTLE ENG. DEPT.

King County Executive
Randy Revelle
Department of Public Works
Donald J. LaBelle, Director

84 SEP 28 AM 10

September 24, 1984

City of Seattle Engineering Department
Seattle Municipal Building
600 Fourth Avenue, Room 910
Seattle, Washington 98104

ROUTING	DATE	INITIAL
ACTION		
FILE		✓
INFORMATION		
EVA		
30 JGR/pjc		

OCT 16 1984

Attention: Eugene V. Avery, Director of Engineering

Reference: North Boeing Field Covered Walkway
7342-7700 East Marginal Way South

Subject: Public Access to Private Property

Dear Mr. Avery:

The Boeing Commercial Airplane Company will begin construction of the referenced project approximately October 8, 1984. This project is one of several employee environment improvements currently underway at Boeing Company sites. The work will consist of replacing the old sidewalk with a new sidewalk and pedestrian canopy (from the Credit Union Building North to the 2-35 Computer Building), abutting the East side of the King County International Airport/City of Seattle property line. An adjacent eight-foot (8') wide, landscaped berm, abutting the West side of the property line, will serve as a buffer between the walkway and East Marginal Way South (see enclosed drawings). The project, a continuation of the park and walkways South of the Credit Union, will be completed in early December.

In accordance with established policy, the walkway installation will be fully maintained by the Boeing Commercial Airplane Company and will remain open, at all times, to public thoroughfare.

Very truly yours,

KING COUNTY INTERNATIONAL AIRPORT

Jeffrey W. Winter
Jeffrey W. Winter, P.E.
Airport Engineer

16409

JWW:pj

Enc.

Boeing

BOEING COMMERCIAL AIRPLANE COMPANY

A Division of The Boeing Company

Mail Stop:
P.O. Box 3707
Seattle, Washington 98124-2207

SEATTLE ENG. DEPT.

84 SEP 4 A 8: 57

August 29, 1984 ✓
R-6180-2872

Seattle Engineering Department
Transportation Division
708 Seattle Municipal Building
Seattle, Washington 98104

Attention: Brian W. Patton, Signal Operations Engineer
Reference: North Boeing Field Walkway,
7342-7700 E. Marginal Way South
Subject: Relocate Guy Wire & Anchor

ROUTING	DATE	INITIAL
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FILE	✓	
INFORMATION		
WGV	att	
JGR	SS	RHA

Dear Mr. Patton:

SEP 20 1984

As you know from your recent conversations with Randy Blair of Wilsey & Ham, the Boeing Commercial Airplane Company plans to install new sidewalk, pedestrian canopy, and landscaping from the Boeing Employees Credit Union north to the North Boeing Field Building 2-35 (see attached drawing, sketch, and letter).

Four utility poles lying within the project limits will require modification. Pole numbers 2, 3, and 4 will be adjusted by owner Seattle City Light. Pole number 1, a traffic signal pole owned by the City of Seattle, also requires span arm modification to allow guy wire clearance of the canopy structure. We hereby request that the Seattle Engineering Department proceed with the necessary arrangement to relocate Pole number 1 guy wire and anchor. This letter shall constitute formal authorization to proceed on a time and materials basis. Construction is scheduled to begin October 1; we understand that this advance notification is sufficient to allow completion of the modifications by the construction start date.

If we can be of any assistance to the Seattle Engineering Department in the accomplishment of this work, please don't hesitate to contact us. Billings should be directed to the undersigned. Thank you, in advance, for your cooperation.

Very truly yours,

BOEING COMMERCIAL AIRPLANE CO.

Hannah F. Kimball
Engineering Services
Construction Management
237-1013

Attachments

BOEING

15779

BOEING

1982-1983

#1

1982-1983

1982-1983

1982-1983

1982-1983

1982-1983

1982-1983

BOEING

1982--1983

**ADMINISTRATIVE
RECORDS CENTER**

Boeing Co.

Seattle
Engineering Department

SEATTLE ENG DEPT



Eugene V. Avery, Director of Engineering
Charles Royer, Mayor

JUL 8 2 52 PM '83

July 6, 1983

77

Mr. Charles Overholt
Boeing Company Military Project
P.O. Box 3707, Mail Stop 4E-52
Seattle, Washington 98124

RE: Boeing Permit Renewal - R/W No. 7754
East Marginal Way and South Norfolk Street

Dear Mr. Overholt:

Under authority of Ordinance 108743, as amended, and City Council Resolution 26795, the Boeing Company is using portions of Sewer Utility property near East Marginal Way and South Norfolk Street for off-street parking and access. The terms of the permit provide for an annual review and possible increase of the rental fee based on the then current market value.

Mr. Haslerig, our staff appraiser, has completed his market search in the vicinity of the subject property. It is his conclusion that the fair market rent for the property is \$6,250.00 per year. Enclosed is our invoice for \$7,052.50 which includes \$802.50 State leasehold excise tax at a rate of 12.84 percent.

Please call me at 625-2385 if I can answer any questions.

Sincerely,

JOACHIM PESTINGER, SR/WA
Real Property Supervisor

JP:ves

Enclosure

Information	
Concurrence	
Prior to Signature	
ETA	
T.L.	

Boeing

Seattle
Engineering Department

SEATTLE ENG DEPT

OCT 7 8 11 AM '82



Eugene V. Avery, Director of Engineering
Charles Royer, Mayor

October 5, 1982

Boeing Aerospace Company
MS 89-92
P.O. Box 3999
Seattle, WA 98124

Attention: Myrna Brune

RE: Boeing Permit Renewal-R/W No. 7754

Dear Ms. Brune:

The Seattle City Council has adopted Resolution No. 26795 authorizing the renewal of the permit for your use of certain sewer utility property in the vicinity of East Marginal Way and South Norfolk Street. The renewal is for a five-year period from June 18, 1982.

Enclosed is a copy of that Resolution, a fully executed copy of the renewal permit, and our Invoice No. 000737 in the amount of \$866.10 for the remainder of the rental fee due for the first year. Please return a copy of the invoice with your payment.

Yours very truly,

EUGENE V. AVERY
Director of Engineering

By
DONALD C. BEUTHIN
Senior Property Agent

DCB:er

Enclosures (3)

Information	
Comments	
Prior to Signature	
DeB web	
J.P. J.P.	
RJA RJA	
10-6-82	

Raising

BOEING AEROSPACE COMPANY

P.O. Box 3999
Seattle, Washington 98124

A Division of The Boeing Company

July 2, 1982
2-4136-3000-04

City of Seattle Engineering Department
Room 910 Seattle Municipal Building
Seattle, Washington 98104

Attention: Donald C. Beuthin

Reference: Boeing Permit Renewal - R/W No. 7754

ROUTING	DATE	INITIAL
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MSH	RJA	(att)
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2C
+
att

Dear Sirs:

Enclosed are two (2) signed copies of the reference permit. Also enclosed is a check in the amount of \$5,207.82, representing the interim billing pending passage of the Council resolution.

Please return one copy of the permit for our files after the Council has passed the resolution renewing the permit.

Sincerely yours,

Myrna Brune

Myrna Brune
Real Property Manager

Enclosures

JUL 6 8:54

SEATTLE ENG. DEPT.

BOEING

PERMIT RENEWAL

The City of Seattle, under authority of Ordinance 108743, as amended, hereby authorizes the Boeing Aerospace Company (a division of The Boeing Company), hereinafter known as the Permittee, to use for off-street vehicle parking and access to their abutting facilities, the following described property:

Portion of the southeast one-quarter of the northeast one-quarter of Section 4, Township 23 North, Range 4 East, W.M., the same being a portion of the Timothy Grow Donation Claim, described as follows: Beginning at the 1/16th corner common to the northeast one-quarter of Section 4 and the northwest one-quarter of Section 3, Township 23 North, Range 4 East, W.M.; thence north $88^{\circ}42'05''$ west 52.46 feet to the true point of beginning; thence continuing north $88^{\circ}42'05''$ west a distance of 753.05 (erroneously 805.51 in Ordinance 108743) feet to the northeasterly margin of State Road No. 1, known as East Marginal Way South; thence south $23^{\circ}39'54''$ east along said northeasterly margin a distance of 33.09 feet; thence south $88^{\circ}42'05''$ east to a point due south of the true point of beginning; thence north to the true point of beginning; EXCEPTING that portion of the above described property quit claimed to the State of Washington and lying between lines parallel with and distant respectively 50 feet easterly and 72 feet easterly (measured at right angles) of the center-line survey of said State road.

Subject to the following terms and conditions:

1. The permission herein granted to the Permittee shall be for a term of five years effective June 18, 1982; provided, however, that the City Council shall adopt a resolution granting said five-year renewal as provided by Ordinance 108743, as amended.
2. As consideration for this Permit, Permittee shall pay to the City an annual rental based on a fair rate of return on the fair market value of the property. Said rental amount is \$5,400.00, based on the current market value. The first such payment of this new permit shall be due on June 18, 1982, and each succeeding payment is due on the annual anniversary thereof. The rental fee shall be subject to annual review and possible increase or decrease based on the then current market value.
3. The Permittee shall pay all license, leasehold, excise and occupation taxes, if any, incurred as a result of their use of the property.
4. The Permittee agrees to indemnify and save harmless the City from any and all claims, actions, or damages of any kind or description which may accrue or be suffered by any persons or property arising out of the construction, maintenance, operation or occupancy of the property by the Permittee. And in the case of any suit or action brought against the City by reason thereof, the Permittee will, upon notice to them of the commencement thereof, defend such suit or action at Permittee's sole cost and expense, and will satisfy the final judgment rendered in any such action, excepting any and all claims, actions or damages of any kind which may arise out of the negligence of the City of Seattle.
5. The Permittee agrees to assume all liability for any damage caused to any of the City's facilities or installations arising out of or resulting from the use of the property.

- 6. This permit is granted exclusively to the Boeing Aerospace Company and is for the sole purpose of vehicle parking and access to their abutting facilities. This permit is not transferable, nor does it exempt the Permittee from complying with all City ordinances with which it would be necessary to comply if no right of use had been granted.
- 7. The Director of Engineering shall have the right at any time to suspend any or all operations on the property which he deems to be detrimental to the best interests of the City of Seattle.
- 8. The City retains the right to enter upon the described premises at any time without notice for any purpose, and all rights possessed by the City prior to granting said permit to the Permittee shall remain in full force and effect.
- 9. No building or structure shall be constructed or placed upon the subject property without the express written consent of the Director of Engineering.
- 10. The City shall not be held responsible nor liable in any manner if it should find it necessary to disturb or destroy any improvements placed upon the described premises by the Permittee.
- 11. The movement of heavy equipment and trucks across the described property is restricted to those vehicles imposing loads at or below those designated by AASHTO (American Association of State Highway Transportation Officials) as H-20 LOADING.
- 12. This permit is granted subject to any prior rights of Associated Grocers Co-op and Washington Natural Gas Company to operate and maintain a private water service and gas main, respectively, in easements granted by the City and recorded in King County Auditor's File Nos. 4771491 and 4783287.
- 13. This permit is subject to cancellation at any time upon ninety (90) days' written notice by the Director of Engineering, in which event, all rights privileges and authorities granted thereby shall be of no further force or effect.

In the event the Permittee desires to terminate said Permit, the Permittee shall provide ninety (90) days' written notice to the Director of Engineering, whereupon a refund of the prepaid annual rental amount shall be calculated on a pro-rata basis for the rental period remaining from the date of termination.

IN WITNESS WHEREOF, the City has caused this instrument to be executed by its Director of Engineering, this _____ day of _____, 19__.

THE CITY OF SEATTLE

DEPARTMENT OF ENGINEERING

By: _____
Director of Engineering

BOEING AEROSPACE COMPANY, PERMITTEE

Date: 7-2-82

By: 
Its Authorized Officer

Boeing



Seattle Engineering Department

Eugene V. Avery, Director of Engineering
Charles Royer, Mayor

June 25, 1982

Boeing Aerospace Company
89-02
P. O. Box 3999
Seattle, Washington 98124

Attention: Denver Grigsby

RE: Boeing Permit Renewal - R/W No. 7754

Dear Sirs:

As requested in your recent letter, we have prepared a renewal permit for your continued use of a strip of Sewer Utility property located in the vicinity of East Marginal Way South and South Norfolk Street for purposes of access and off-street parking.

Duplicate originals of the renewal permit are enclosed for signature by the appropriate authorized officer of your company. Please return both signed copies to the undersigned for signature by the Director of Engineering, subject to the passage of the necessary authorizing resolution of the City Council.

The annual rental rate for the first year of renewal has been determined by appraisal to be \$5,400. Enclosed for payment is invoice 000678 in the amount of \$4,052.18, the same rate as for the previous year. This represents an interim billing pending passage of the Council resolution, at which time a subsequent invoice will be sent to you for the remainder amount. If you have any questions concerning the renewal or billing, please contact the undersigned at 625-2385.

Sincerely yours,

EUGENE V. AVERY
Director of Engineering

By
DONALD C. BEUTHIN
Senior Property Agent

DCB:mj

Enclosures (2)

Information	
Concurrence Prior to Signature	
DCB	DCB
RJA	RJA

Boeing Company

BOEING AEROSPACE COMPANY

P.O. Box 3999
Seattle, Washington 98124
89-02

A Division of The Boeing Company

March 23, 1982
2-4100-MLB-092

Mr. Eugene V. Avery
Director Engineering
City of Seattle
600 Fourth Avenue
Seattle, Washington 98104

Attention: Richard J. Anderson
Reference: Boeing Permit - R/W No. 7754

Dear Sirs:

In accordance with the terms and conditions of Clause 1 of reference lease, Boeing Aerospace Company hereby makes application for renewal of Permit - R/W No. 7754 for an additional five year period from June 18, 1982 through June 17, 1987.

Your cooperation in this matter is appreciated.

Very truly yours,
BOEING AEROSPACE COMPANY

Denver Grigsby
Denver Grigsby
Director of Facilities

ROUTING	DATE	INITIAL
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<i>MSH/RJA</i>		
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INFORMATION		

2c

SEATTLE ENG. DEPT.
82 MAR 25 ALL : 55

BOEING

Registered Mail
330084

Boeing Co

WILSEY & HAM INC.

Central Park Building
1980 112th Ave. N.E.
Bellevue, WA 98004
Telephone (206)454-3250

Earl P. Wilsey (1892-1957)

Toll Free Numbers
Everett 353-8837
Tacoma 772-9982

February 9, 1982
File No.

Mr. Ery Hess
Econolite
31220 Pacific Highway South
Suite 1
Federal Way, Washington 98003

ROUTING	DATE	INITIAL
ACTION		
FILE		✓
INFORMATION		
AEM	REN	

20

RE: TRAFFIC SIGNAL CONTROLS AT GATE 16 BOEING FIELD
SEATTLE, WASHINGTON

Dear Mr. Hess:

Please proceed with the work necessary to satisfy the requirements of the City of Seattle. We understand the work will entail installation of an Eagle DTS-352-8 for a total cost of \$323.53. Please send your bill to Wilsey & Ham to my attention. Our job number is 3-2464.

Please coordinate your work through Ken Hall (telephone number 237-1013) at the Boeing Company.

Thank you for your assistance and coordination.

Sincerely,

WILSEY & HAM, INC.

A. Bruce Dees

A. Bruce Dees, ASLA
Associate
Landscape Architect

ABD/ljr

cc: Wendell Bonner
Ken Hall
Ed Isherwood

82 FEB 18 AID: 47
SEATTLE ENG. DEPT.
147
2/22

engineering / planning / surveying / environmental analysis / landscape design

Offices located in: Bellevue Washington • Tacoma Washington • Portland, Oregon • Foster City, California

Boeing Co

King County, State of Washington
County Executive
Randy Revelle,
Department of Executive Administration
Shani N. Taha, Director



Real Property Division
Chris J. Loutsis, Manager
500A King County Administration Building
500 5th Avenue
Seattle, Washington 98104
(206) 344-3970

✓ January 8, 1982

Seattle Engineering Department
Room 910, Seattle Municipal Building
600 Fourth Avenue
Seattle, WA 98104

Attention: Gus H. Waidmann
Real Property Agent

RE: Easement for Traffic Signal Detector
Boeing Parking Lot
Our File 9-2-59/R/W 7861

ROUTING	DATE	INITIAL
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c P.P.P.	RJA	alt

Gentlemen:

Enclosed you will find the original recorded agreement between King County and the City of Seattle pertaining to the referenced file.

Sincerely,

Al H. Beauchamp
Title & Escrow Officer

AHB:jc
Enclosure: Original Agreement

02 JAN 13 10:49

SEATTLE ENG. DEPT.

Period ending 9-23-81

(2) This consumption was also estimated at 16,681 X 100 cu.ft., with the amount over the 7,015 X 100 cu.ft. billed as an additional charge on the 11-23-81 bill. Thus:

	Consumption 100 cu.ft.	Billed Amount
Actual billed amount	7,015	\$ 6,949.59
Estimated billed amount additional	16,681	<u>16,499.60</u>
		\$ 9,550.01

If you have any questions please call John Bernard 625-2733.

Very truly yours,
EUGENE V. AVERY
Director of Engineering

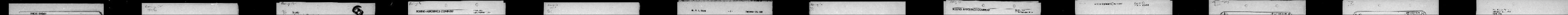
By
JOHN W. BERNARD
Engineering Specialist

JWB:fb
cc: Bruce Butterworth

BOEING COMPANY

1975-1981

#1



BOEING COMPANY

1975 - 1981

Unrecorded Subject File

CENTRAL FILE

Boeing Co

10/27

Seattle Engineering Department



Eugene V. Avery, Director of Engineering
Charles Royer, Mayor

October 26, 1981

Mr. Chris Loutsis
Real Property Division
500A King County Administration Building
500 Fifth Avenue
Seattle, Washington 98104

RE: Easement for Traffic Signal Detector
East Marginal Way at the Boeing Parking Lot
Your File No. 9-2-59; R/W No. 7861

Dear Sir:

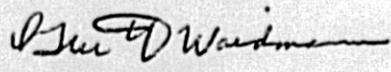
Enclosed is an original, a duplicate original, and two copies of the Easement document signed by the Mayor and Comptroller.

Please have the County Executive execute the Easement as authorized by Motion 4522.

If you have questions, you may contact Gus Waidmann or Deane Shannafelt at 625-2385.

Yours truly,

EUGENE V. AVERY
Director of Engineering

By 
GUS H. WAIDMANN
Real Property Agent

DS:ft

Encs.

Information	
Concurrence Prior to Signature	
LKS	10-26-81
GHW	10/27/81
SP	JIT
VES	10/28

Boeing Co

BOEING AEROSPACE COMPANY

P.O. Box 3999
Seattle, Washington 98124

A Division of The Boeing Company

October 22, 1981 ✓
2-4103-MLB-491

Mr. Eugene V. Avery
Director of Engineering
Seattle Engineering Department
600 Fourth Avenue, Room 910
Seattle, Washington 98104

Attention: R. H. Allwine
Reference: City of Seattle Ordinance 190661

Dear Mr. Avery:

Thank you for your letter of September 23, 1981, regarding compliance by The Boeing Company with several conditions of the reference ordinance.

Enclosed is a written acceptance of the permit in accordance with Section 14 of the ordinance. Also enclosed are the Certificate of Insurance required by Section 8 and the surety bond in the amount of \$25,000 required by Section 9 of the ordinance. We will pay the annual fee of \$328 required by Section 11 upon a statement rendered by your office.

Since provisions of Section 14 require that our written acceptance be delivered to you within 60 days after the effective date of the ordinance, we intend to date this document as of April 1, 1981. Please confirm that your filing of the acceptance with the City Clerk will be deemed to have been made within the 60-day period so that there be no inference drawn that the permission extended has been allowed to lapse.

Very truly yours,

BOEING AEROSPACE COMPANY

Denver Grigsby
Denver Grigsby
Director of Facilities

Enclosures

81 OCT 26 11:23

SEATTLE ENG. DEPT.

ROUTING	DATE	INITIAL
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JGR/JJC/RHA		
FILE		
INFORMATION		

Boeing Co
→

9/24

September 23, 1981

Mr. M. L. Brune
Real Property Manager
→ Boeing Aerospace Company
P. O. Box 3999
Seattle, WA 98124

Re: Boeing Company Tunnels

Dear Sir:

Ordinance 109661 grants the Boeing Company permission to maintain and operate two tunnels under and across East Marginal Way South, east of 16th Avenue South. A copy of the ordinance is enclosed for your files.

Your attention is called to the several conditions of the ordinance which must now be fulfilled:

1. A written acceptance of the permit in accordance with Section 14 of said ordinance, is to be filed with the City Comptroller after approval of the ordinance. This acceptance letter must be signed by a President or a Vice President.
2. A Certificate of Insurance is to be filed with the City Comptroller naming the City as an additional insured on a public liability and property damage insurance policy in the amount specified in Section 8 of the ordinance. This certificate must be signed or countersigned by an authorized agent, and it must provide for thirty days, or more, notice of cancellation to the Director of Engineering. Further, in the event that the certificate has endorsements of any nature attached to it, then the certificate must recite the instance of such endorsement and the fact that the endorsement becomes a part of the certificate. This certificate must be filed at such time as you shall exercise any privilege or authority granted by this ordinance.

Please give these requirements your immediate attention. It will be appreciated if you will send the document, which must be filed with the City

Boeing Co
7/6

July 6, 1981

The Boeing Aerospace Company
89-02
P. O. Box 3999
Kent, Washington 98031

Attention: Myrna L. Brune

RE: Boeing Lease - R/W No. 7754

Dear Sirs:

The Agreement between The City of Seattle and The Boeing Company for the use of a strip of Sewer Utility property located in the vicinity of East Marginal Way South and South Norfolk Street provided for the payment of an annual fee due on June 18th. The Agreement for a five-year period beginning June 18, 1977, provides that "the rental fee shall be subject to annual renewal and possible increase or decrease based on the then current market value". Our previous appraisal was dated August 7, 1979, and provided an annual rental rate of \$3,250, which has been the rate on previous billings. In accord with the terms of our Agreement, we have reevaluated the value of the property as of July 2, 1981. Based on review of current land values in the area, and the current rate of return that can reasonably be expected on real property rentals, we have determined a current fair-market rental rate of \$4,630. The difference between the previous appraisal and the updated appraisals is essentially an increase of land value from \$2.50 per square foot to \$3.00 per square foot and an increase of the lease rate from 8 percent to 9-1/2 percent. This new rate reflects the higher rate of return experienced in the market because of increased interest rates. The annual current lease rate does not include the leasehold tax of 12 percent.

If you have any questions regarding this billing, please contact the undersigned at 625-2385.

Sincerely yours,

EUGENE V. AVERY
Director of Engineering

Original Signed
By R. J. ANDERSON
RICHARD J. ANDERSON, P. E.
Manager
Property & Court Services

RJA:ek

Copy: Leaseholds

Boeing Co

BOEING AEROSPACE COMPANY

P.O. Box 3999
Seattle, Washington 98124

A Division of The Boeing Company

SEATTLE ENG. DEPT.

01 MAY 7 8:48

May 6, 1981
2-4112-1000-148

Seattle Engineering Department
702 Municipal Building
Seattle, Washington 98104

Attention: John Bernard
Sewer Utilities Engineer

Subject: Sewer Meter 3-00065 - 1420 Trenton
Account Number 35222210301 - Adjust Billing

ROUTING	DATE	INITIAL
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EMW/KWP		
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INFORMATION		

In accordance with your telecon with our Mr. Dalin, we have prepared the following estimate of changeable sewer consumption through the subject meter. The consumption is based on weekly meter readings which we have recorded for the September 1980 billing to date. We have also indicated the calculated cost based on the estimated consumption, compared to the amount billed.

Billing Period	Billed Cons.	Amount Paid	Meter Rdg.	Boeing Meter Rdg.	Estd. Cons.	Calculated Cost
---- /9-09	----	----	157919	----	----	----
9-09/10-08	619	\$361.91	158538	164374	738E	\$424.04
10-08/11-06	0	\$ 12.50	"	165013	639	\$373.31
11-06/12-10	0	\$ 12.50	"	NA	421E	\$249.05
12-10/1-12	0	\$ 12.50	"	NA	421E	\$278.12
1-12/2-10	478	\$371.22	159016	166276	421E	\$327.90
2-10/3-10	494	\$383.38	159510	166503	227	\$180.46
3-10/4-13	7785	0	166801	166801	298	\$235.18
TOTAL		\$1154.01				\$2068.06

BOEING

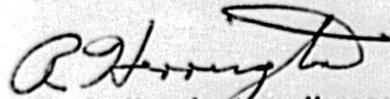
The calculated total cost of \$2068.06 vs \$1154.01 paid during the 9-09-80 to 4-13-81 period indicates that the adjusted billing for the 3-10/4-13 period should be approximately \$914 instead of the \$5549.10 billed. The April billing was apparently based on the register difference between the water meter reading, which we are recording, and the remote counter reading which was being used by the Water Department (prior to it's removal in September due to new construction). The remote counter register was installed after the meter had been operating for some time and, therefore, had a lower reading than the meter.

We understand that the April billing will be readjusted to correspond with the estimated consumption for the period for which no meter readings were available and that future billings will be based on our meter readings.

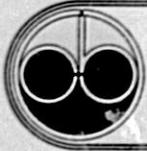
If there are any questions, please call Ann Webber on 773-3198.

Sincerely

BOEING AEROSPACE COMPANY



R. J. Herrington, Manager
Facilities Engineering Operations



Christopher Brown pc
9688 rainier avenue s.
seattle washington
tel: 7234567 98118

✓ January 16, 1981

Mr. Barry Fairfax, P.E.
Assistant City Traffic Engineer
708 Municipal Building
Seattle, WA 98104

Re: Boeing Site Improvements
Traffic Signal
Fire Preemption

ROUTING	DATE	INITIAL
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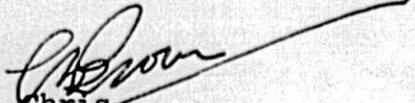
C
+
att

Dear Barry:

Bill Graham has had a number of discussions with Chuck Allen, of your staff. The attached letter documents the involved parties and final resolution.

If you have any questions with respect to these, please feel free to contact me.

Yours truly,


Chris
CVB/ap

cc: Bruce Dees

31 JAN 19 11:16

SEATTLE ENG. DEPT.



Christopher Brown p.c.
9688 rainier avenue s.
seattle washington
tel: 7234567 98118

January 16, 1981

Mr. Bruce Dees
Wilsey & Ham, Inc.
1980 - 112th Avenue N.E.
Bellevue, WA 98004

Re: Boeing Site Improvements
Traffic Signal
Fire Preemption

Dear Bruce:

For your files you might wish to note that Mr. Bill Graham has been in touch with Mr. Irv Hess, District Sales Manager, Econolite (941-1600), Ms. Jennifer Brock, Contract Coordinator/Purchaser, West Coast Electric (226-6010), Mr. Bill Pickler, Superintendent in charge for West Coast Electric, Mr. Mack Purdue, representing the Boeing Company and most recently with Mr. Chuck Allen, Traffic Engineering Division, City of Seattle regarding the fire preemption at this traffic signal.

It is my understanding from recent conversations with Mr. Purdue that the Boeing Company has elected to reinstall the (existing) fire preemption unit. In this regard, Mr. Graham has indicated to Mr. Hess that the fire preemption must, naturally, comply with the requirements of the Manual on Uniform Traffic Control Devices (MUTCD). The fire preemption system will work with the pre-designed "force-off" circuitry. Please note that our contact with Mr. Hess was to ensure that Econolite could readily comply with the technical requirements of this particular task. Mr. Hess has given his assurances to this effect.

Mr. Graham has asked the contractor (West Coast Electric) to check-out the "triggering" control circuit which is an existing telephone line. This is via circuit M2584, according to Mr. Ralph Bush, Boeing Field Fire Station (655-7700).

Mr. Bruce Dees
January 16, 1981
page two

The contractor has been "cautioned" that the triggering circuit is a "logic ground" for the Econolite equipment.

We felt it necessary to highlight this particular aspect since fire preemption equipment installed over twenty years ago could have been a "voltage control" system which, as you might expect, would be incompatible with present day signal systems.

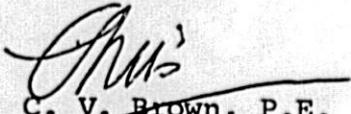
If the fire preemption system is still a "voltage control" type of system, we have suggested that in the interest of economy the system continue to be used but that an isolation circuit be installed. This would be in the control box so that a "logic ground" could be furnished in order to interface the two systems in a compatible manner.

If the above is implemented and functions per MUTCD mandates, the city has given us their verbal assurance that the system would thus be acceptable and therefore eligible for approval.

We are taking the liberty of forwarding a copy of this letter directly to the City of Seattle for their files. A copy of our transmittal letter to the City of Seattle is attached for your review. Distribution to the Boeing Company and their contractors and suppliers I shall leave in your hands.

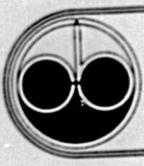
Thank you for your attention in this regard.

Yours truly,


C. V. Brown, P.E.
CVB/ap



Boeing Co



christopher brown pe.
9688 rainier avenue s.
seattle washington 98118
tel: 7234567

January 15, 1981

Mr. Barry Fairfax, P.E.
Assistant City Traffic Engineer
708 Municipal Building
Seattle, WA 98104

Re: Boeing Site Improvements
Traffic Signal
Fire Preemption

ROUTING	DATE	INITIAL
ACTION		
FILE		
INFORMATION		
WGV		

Dear Barry:

Confirming Bill Graham's conversation with you of January 14, 1981 you might wish to note, for your files, that the previous traffic signal controller on East Marginal Way at the Boeing Executive Office Building access drive had an operating, hard wire fire preemption system directed from the Boeing Field fire station. The system had been installed more than 20 years ago and utilized leased telephone wires.

Over the last two days, discussions have been underway with the Boeing Field Fire Department representative (Mr. Ralph Bush), BAC staff (Mr. Mack Purdue), West Coast Electric (the contractor engaged for the project) and ourselves representing Wilsey & Ham, the principal consultant regarding the continuation of the fire preemption system.

The decision has been made with respect to this; namely, the system will be continued on the new controller in that it ensures prompt response by Boeing Field fire equipment and continues long established operating procedures. BAC will absorb the costs of this. The "As-Built" drawings will reflect this inclusion.

Yours truly,

C. V. Brown, P.E.
CVB/ap

cc: Bruce Dees

81 JAN 16 AM 11:09

SEATTLE ENG. DEPT.

Boeing Co

R. H. Allwine, Engineering Dept.

Your
Seattle
Board of Public Works
Michael E. Purdy
Acting Executive Secretary
Charles Royer, Mayor



RE: Boeing Company Tunnels
16th Ave., S. & E. Marginal Way, S.

✓ December 8, 1980

VIA: Mayor Charles Royer, Attention: O.M.B.

City Council
City of Seattle

Honorable Members:

The Board of Public Works had before it, in regular session, November 26, 1980, a communication from the Director of Engineering submitting the request of the Boeing Company for a new ordinance for the maintenance and operation of their existing tunnels across 16th Avenue South and across East Marginal Way South. The existing Ordinance #84493 expires November 10, 1980.

The Director of Engineering recommended that the annual fee of \$200.00 be increased to \$328.00 for the first year of the renewal period and be increased or decreased at the same rate as the rate of increase or decrease as indicated by the Consumer Price Index. As there have been no adverse reports regarding these tunnels, the Board concurred in the recommendation of the Director of Engineering to approve the request, and forwards that recommendation to your Honorable Body for consideration and necessary legislative action.

Enclosed for your review is the draft ordinance.

Respectfully submitted,

BOARD OF PUBLIC WORKS

Walter R. Hundley
Walter R. Hundley
Chairman

WVB:jhj

cc. Mayor Charles Royer
O.M.B.
R. H. Allwine, Engineering Dept.

ROUTING	DATE	INITIAL
ACTION		
FILE	✓	
INFORMATION		
AEM		
JGR/JJC/RHA		

3C

30 DEC 24 11:46
SEATTLE ENG. DEPT.

Boeing Co

BOEING AEROSPACE COMPANY

P.O. Box 3999
Seattle, Washington 98124

A Division of The Boeing Company

✓ November 4, 1980
2-4103-MLB-1159

Seattle Engineering Department
Room 910 Seattle Municipal Building
600 Fourth Avenue
Seattle, Washington 98104

Attention: Mr. R. H. Allwine,
Franchises, Utilities and Street Uses

Reference: Ordinance to Maintain and Operate Tunnels
Across East Marginal Way South and Across
16th Avenue South

The draft ordinance sent to us for comment is approved as written.
It is requested that the ordinance be enacted as soon as possible
replacing Ordinance 84493 which expires November 10, 1980.

Thank you for your consideration.

Very truly yours,

BOEING AEROSPACE COMPANY

M. L. Brune

M. L. Brune
Real Property Manager

ROUTING	DATE	INITIAL
ACTION		
JGR/JSC/RHA		
gc		
FILE		✓
INFORMATION		

80 NOV 5 4 2: 30
SEATTLE ENG. DEPT.

BOEING

Boeing Co.

BOEING AEROSPACE COMPANY

P.O. Box 3999
Seattle, Washington 98124

A Division of The Boeing Company

October 10, 1980
2-4103-MLB-1122

ROUTING	DATE	INITIAL
ACTION		
JGR.	JJC	RHA
FILE		
INFORMATION		

2c

30 OCT 13 11:04

SEATTLE ENG. DEPT.

Seattle Engineering Department
Room 910, Seattle Municipal Building
600 Fourth Avenue
Seattle, Washington 98104

Attention: Mr. R. H. Allwine

Gentlemen:

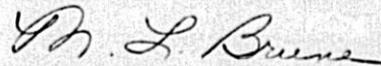
Your letter dated September 23, 1980 to Mr. Carl Vigna has been referred to me.

It is requested that a new ordinance be enacted to replace Ordinance 84493 which expires on November 10, 1980. Permission to be granted by the ordinance for a period of twenty-five years to maintain and operate the tunnels across East Marginal Way South and across 16th Avenue South.

Your consideration of this matter is appreciated.

Very truly yours,

BOEING AEROSPACE COMPANY



M. L. Brune
Real Property Manager

Boeing Co

BOEING AEROSPACE COMPANY

P.O. Box 3999
Seattle, Washington 98124

A Division of The Boeing Company

✓ October 8, 1980
2-4103-MLB-1113

ROUTING	DATE	INITIAL
ACTION		
FILE		✓
INFORMATION		
		RRP/RJA

Seattle Engineering Department
Room 910, Seattle Municipal Building
600 Fourth Avenue
Seattle, Washington 98104

Attention: Mr. Kenneth Selfridge

Dear Sirs:

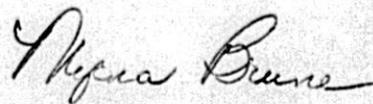
Re: Boeing Lease - R/W 7754

Enclosed is a fully executed copy of the reference lease.

Also enclosed is our check in the amount of \$13,291.27 covering the period 1977 through 1980 for the use of the leased area.

Your cooperation is appreciated.

Sincerely yours,



Myrna Brune
Real Property Manager

MLB:ka
Enclosures

VS has attach

Copy: Leaseholds

BOEING

Boeing Co

MEMORANDUM

To: Ed Isherwood
From: Chris Brown
Re: Boeing Site Improvements
Signal System
Materials for Approval
Date: October 2, 1980

ROUTING	DATE	INITIAL
ACTION		
REN	JEP	MEW
FILE		✓
INFORMATION		

The attached was received from the contractor and should be reviewed by you or your staff.

We have no knowledge of suppliers, sources, materials, or equipment for approval and have received no catalog cuts or equipment lists.

I understand that the building inspector has advised the contractor that approval will come at the END of the project. This is not our normal way of doing inspection.

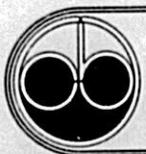
What would you suggest? Can you give me a call ASAP or will you handle this matter directly?



C. V. Brown, P.E.

cc Westcoast Electric
Wilsey & Ham

30 OCT 6 A10:45
SEATTLE ENG. DEPT.



christopher brown pe.
9688 rainier avenue s
seattle washington
tel: 7234567 98118

• **Westcoast Electric Company**
of Washington, Inc.

18250 68th Avenue South 226-6010
Kent, Washington 98031

• **ELECTRICAL CONTRACTORS** •

September 30, 1980

Mr. Bill Graham, ~~P.E.~~
c/o Chris Brown, P.E. Consultants
9688 Rainier Avenue South
Seattle, Washington 98118

Subject: Boeing Site Improvements
Our Job #2000

Gentlemen,

I wish to thank you for your time and help in determining the requirements for the controller for the above project.

I forwarded the information on to the Econolite factory representative and they will manufacture the unit according to the information received with the exception of the time-clock. The system time-clock is located in the master controller at First Avenue South and since the unit is to be direct-wired there is no need for an additional time-clock.

Please advise immediately if you don't agree. If I don't hear to the contrary by October 6th I will assume that the controller is to be manufactured to the above specifications.

Sincerely,

WESTCOAST ELECTRIC COMPANY
OF WASHINGTON, INC.

Jennifer Brock

Jennifer Brock
Contract Coordinator/Purchasing

cc: Irv Hess - Econolite
Sollitt Construction
Don Brodie

Boeing Co

MEMORANDUM

To: Ed Isherwood
 From: Chris Brown
 Date: July 23, 1980 ✓
 Re: Boeing Field Site Improvement
 East Marginal Way Signal
 Signal "Lamp Life"

ROUTING	DATE	INITIAL
ACTION		
FILE		✓
INFORMATION		
	WG	GEF

2c

Attached for your review and files, letter dated July 22, 1980 to Bruce Dees.

C.P.

00 JUL 24 9:21

SEATTLE ENG. DEPT.



Christopher Brown pe.
 9688 rainier avenue s
 seattle washington
 tel: 7234567 98118



Christopher Brown p.e.
9688 rainier avenue s
seattle washington
tel: 7234567 98118

July 22, 1980

Mr. Bruce Dees, ASLA
Wilsey & Ham, Inc.
Central Park Building
1980 - 112th Avenue N.E.
Bellevue, WA 98004

Re: Boeing Field Site Improvements
East Marginal Way Signal
Signal "Lamp Life"

Dear Mr. Dees:

We have received a telephone call to-day from Mr. Ed Isherwood, signal engineer for the City of Seattle who noted that our specifications called for a 1,000 hour life on traffic signal light bulbs. Actually, the life on these light bulbs should meet city standards which are 8,000 hours.

We would appreciate your advising the signal contractor to this effect.

There should be no cost attendant to this revision in that 1,000 hour signal lamps are not manufactured.

Yours truly,

C. V. Brown, P.E.
CVB/ap

Boeing Co



Christopher Brown p.e.
9688 rainier avenue &
seattle washington
tel: 7234567

July 10, 1980 ✓

Mr. Barry Fairfax
Traffic Engineering Division
Seattle Engineering Department
Municipal Building
Seattle, WA 98104

ROUTING	DATE	INITIAL
ACTION		
FILE		✓
INFORMATION		
WGV	BWF	

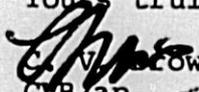
2c

Re: Boeing Company Executive Office Building Improvements
East Marginal Way Signal

Dear Barry:

Mr. Bill Pickler of West Coast Electric telephoned this morning asking whether or not the City of Seattle would be responsible for testing the controller to be installed at the referenced site. I indicated to him that the city would conduct appropriate equipment tests since it is in the city's interest to do so. The tests would be without cost to the contractor.

Yours truly,


C. V. Brown, P.E.
CVB/ap

30 JUL 11 8:50
SEATTLE ENG. DEPT.

Boeing Co

WILSEY & HAM INC.

Central Park Building
1980 112th Ave. N.E.
Bellevue, WA 98004
Telephone (206)454-3250

Earl P. Wilsey (1862-1957)

Toll Free Numbers
Everett 353-8837
Tacoma 572-9962

May 2, 1980 ✓
File No. 3-2464-1801-30

Mr. Edwin Isherwood
Seattle Engineering Department
Traffic & Transportation Division
708 Municipal Building
Seattle, Washington 98104

RE: BOEING FIELD SITE IMPROVEMENTS
EASEMENT FOR SIGNAL EQUIPMENT
MAINTENANCE

Dear Mr. Isherwood:

As we discussed, Boeing will be providing new post-mounted signal heads as part of the improvements for the entrance at gate C-16. Since the two signal posts and the controller will be on Boeing property, Boeing will grant an easement for maintenance.

Attached is a copy of a description of the entrance location as related to the stationing in East Marginal Way.

My understanding is that if the time for consumating the easement does not coincide with the time required for granting the building permit, the building permit will not be delayed. Furthermore, the necessary written description for the easement will be done by City of Seattle staff.

I appreciate your cooperation. If you have any questions please call me.

Sincerely,

WILSEY & HAM, INC.

Bruce Dees

Bruce Dees, ASLA
Associate
Landscape Architect

ABD/dkm

cc: Chris Brown
Bob Catlow

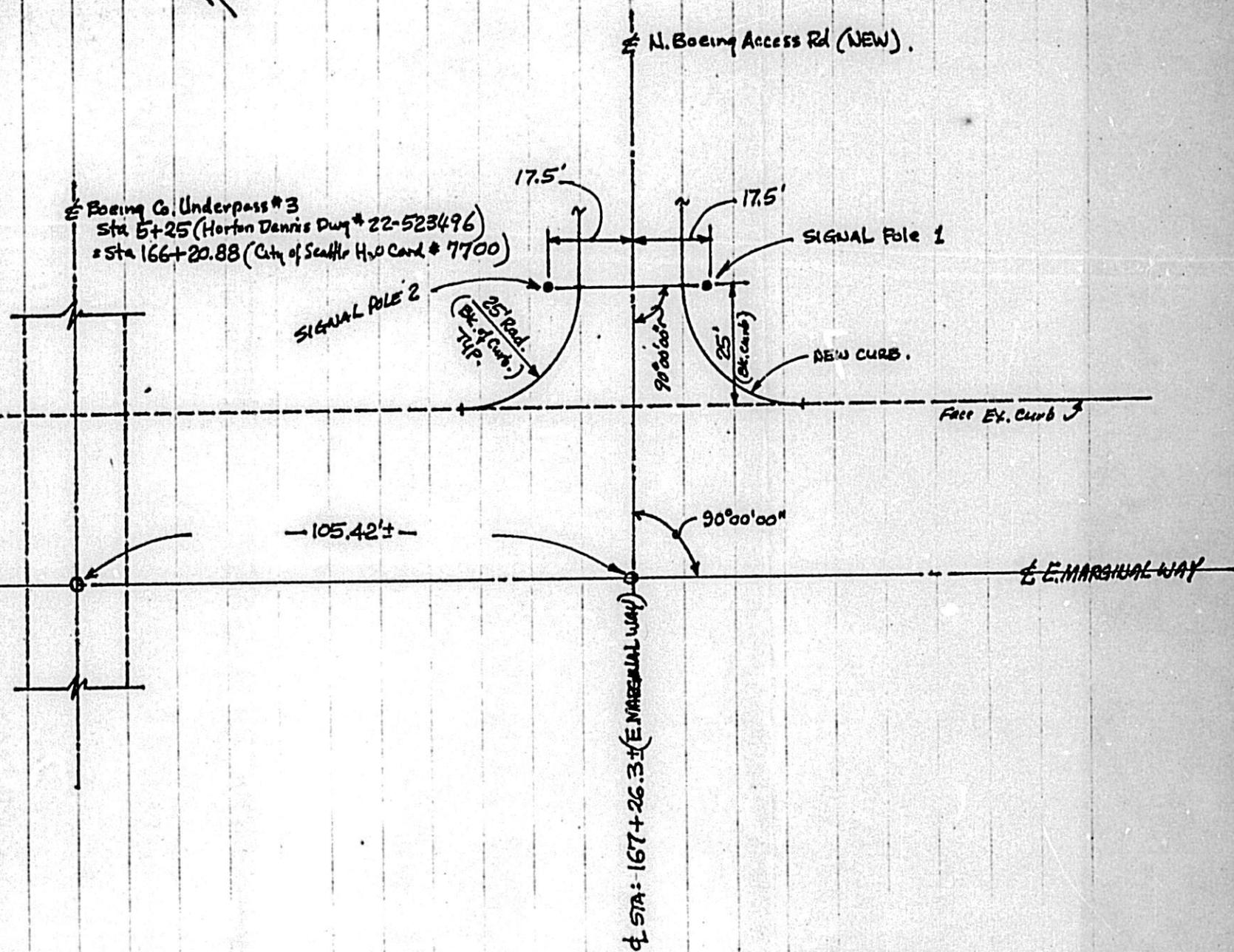
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+		
all		

80 MAY 5 AID: 06

SEATTLE ENG. DEPT.

engineering / planning / surveying / environmental analysis / landscape design

Offices located in: Bellevue Washington • Tacoma Washington • Portland, Oregon • Foster City, California

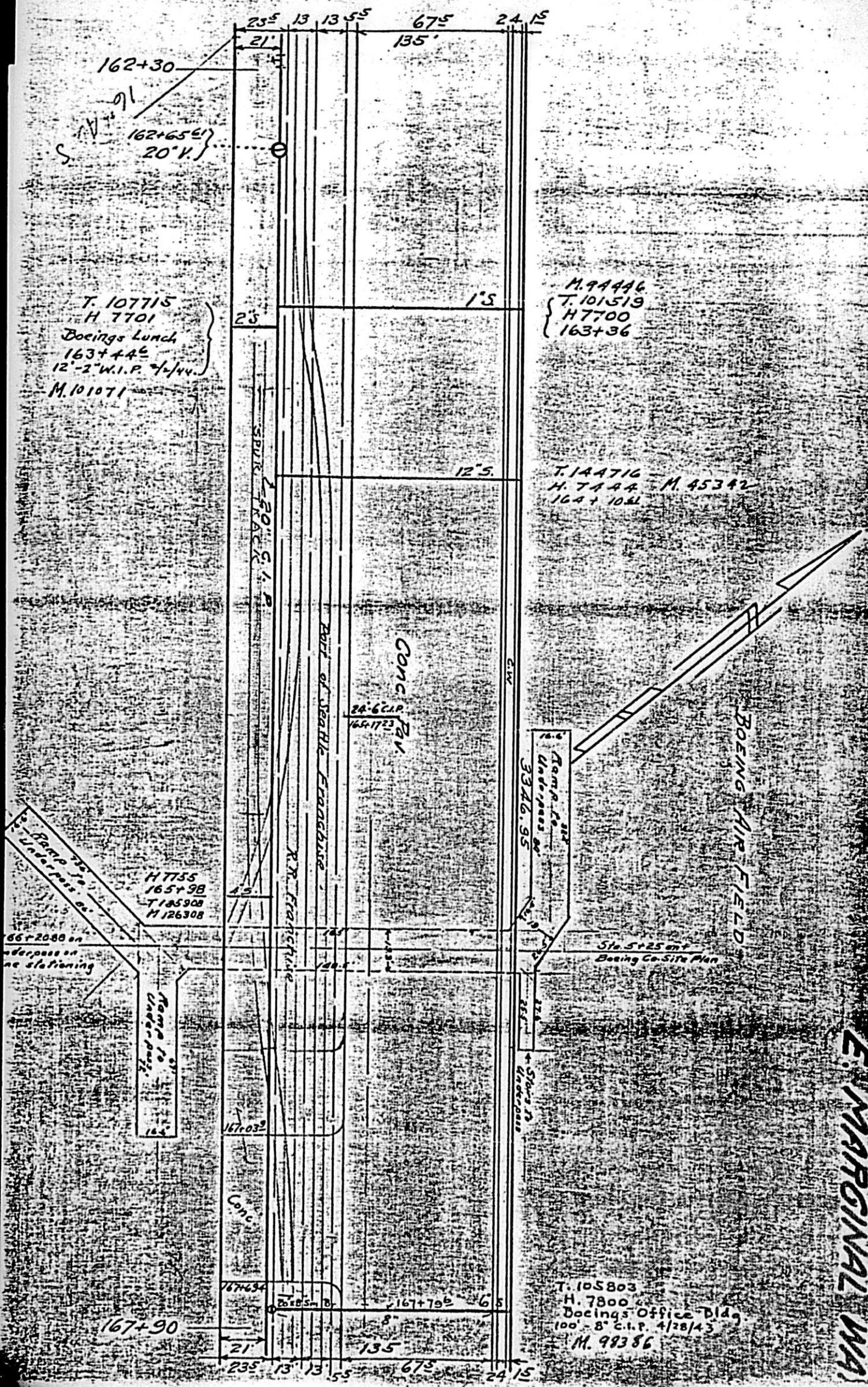


no Scale

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7700

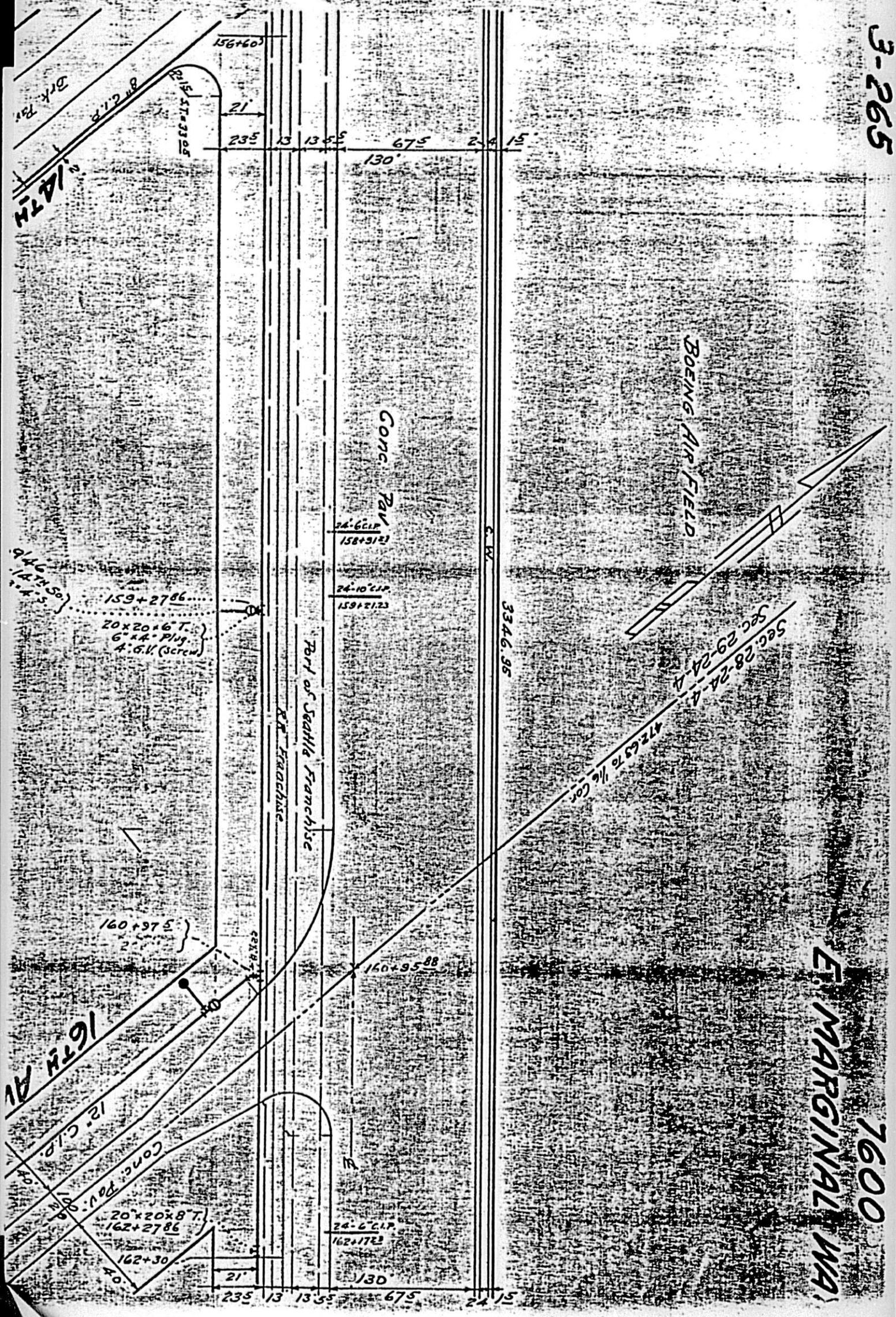
E. MARGINAL WA



3-265

7600

E. MARGINAL WA



Boeing Co

4/16

Concurrence Prior to Signature		
ROUTING	DATE	INITIAL
FEI	4/15	EF
Bwf	15 Apr	BW

April 11, 1980

C.V. Brown
9688 Rainier Ave S
SEATTLE WA 98118

Your letter of April 3, 1980 requested our review and comment on the proposed improvement at the Boeing facilities entrance south of 16th Avenue S on E Marginal Way.

The span wire configuration shown on your plan would present considerable difficulty in installation for a contractor. Also, traffic control during installation would result in congestion and need for police control. We would like to recommend an alternate span which is considerably simpler to construct and maintain. Please refer to our red lined sketch on your plan.

The following are some additional comments. A minimum of 22 feet overhead clearance must be maintained over the RR tracks. Also, a lateral clearance of 5 feet must be maintained from the signal heads to the outside rail. The signals on the west side should be shifted to the north to line up with the WB traffic. Backplates are required for all the vehicular signals.

Under Interconnection you have indicated the city forces will tie a new system to central computer. We will be doing this at a later date. For the time being the new controller at this location would be connected to the existing master control on E Marginal Way.

We thank you for the opportunity to review your preliminary plan and look forward to reviewing the final plan. If we can assist you in any way please feel free to contact us.

Very truly yours,

PAUL A. WIATRAK, P.E.
Director of Engineering

Ed Isherwood
Signal Design Engineer

FEI:tmp
R

Attachi

Boeing Co



Christopher Brown p.e.
9688 rainier avenue &
seattle washington
tel: 7234567 98118

✓ April 3, 1980

Mr. William Van Gelder, P.E.
City Traffic Engineer
City of Seattle
708 Municipal Building
Seattle, WA 98104

Re: Boeing Field Site Improvement
Signal Revision - East Marginal Way S - X

Dear Mr. Van Gelder:

We are attaching for your review, reference, files and comment a copy of the referenced project which has been prepared as a part of the Boeing Company Improvement Program.

Please note that we are a subcontractor to Wilsey & Ham, Inc. of Bellevue who are the landscape/engineering consultants to the Boeing Company on this particular project.

We have been advised by staff of Wilsey & Ham that the Boeing Company has accepted our "concept" and is anxious to proceed. If you agree with our concept as noted on the attached we will proceed with P.S. & E.

Yours truly,

C. V. Brown, P.E.
CVB/ap

Encl.

cc: Bruce Dees:

4/15 loca is S of
E Marginal Way S
UAB signal proj.

FEI

2C
+
att

ROUTING	DATE	INITIAL
ACTION		
AEH	W	CVB
FILE	✓	
INFORMATION		

60 APR 7 9:08

SEATTLE ENG. DEPT.



Christopher Brown pe.
9688 Rainier Avenue S.
Seattle Washington
tel: 7234567 98118

BOEING FIELD SITE IMPROVEMENT

SIGNAL REVISION

AT

EAST MARGINAL WAY

Concept

The proposed traffic signal concept consists of an overhead, span wire supported system with the continued use of existing wood strain poles. The principal elements of the proposed signal design include:

1. Revise span wire configuration to bring signal head placement into conformity with requirements of the Manual on Uniform Traffic Control Devices (MUTCD).
2. Change existing traffic signal controller cabinet, controller, and vehicle detector at eastern access driveway and install new detector amplifier in cabinet.
3. Provide coordination unit, matrix panel and computer interface for City of Seattle system.
4. Check field condition of existing detector "frames" on western detectors located between railroad tracks. If detector "frames" are fractured, change-out detectors and install new loops with separate amplifiers (Note: separate amplifiers required on westernmost detectors due to proximity of steel and subsequent "tuning" problems.)

With the exception of new conduit required for the proposed loop amplifier on the eastern or revised driveway and new conduit required to serve the relocated traffic signal poles on each side of the eastern driveway, all other conduits, power sources and strain poles are existing.

Overhead signals on East Marginal Way will be 3-section, 12-inch, square door design. Mounting heights and hardware will be in accordance with existing design.

Signal heads for east-west movements from Boeing facilities will be 8-inch, square door design. Signal heads mounted on post tops will also include back plates.

All signal design will be in conformance with adopted City of Seattle standards.

Construction will be in accordance with City of Seattle standards. Signal programs to be provided by City of Seattle.

Interconnection

The City of Seattle is interconnecting signals on East Marginal Way with current termination at 16th Avenue South. The City of Seattle will extend overhead interconnect cable from the traffic signal at 16th Avenue South to the subject location. City forces will tie new system to central computer.

Concept Plan

The Concept plan is attached and described as Figure 1: East Marginal Way at Boeing - Signal.

Field Notes - Figure 1

- A. Post top type traffic signal pedestal with 3-section, 8-inch signal head with cap visor.
- B. Existing 6-inch pressure type traffic signal detector, to be removed.
- C. Junction box Type II.
- D. M Type traffic signal cabinet with controller, detector amplifiers, matrix panel and L.A.U. (comtrac interface).
- E. Span wire mount, 3-section, 12-inch, square door style signal with cap visors.
- F. Span wire mount, 3-section, 8-inch square door style signal with cap visor.
- G. Interior illuminated regulatory sign, span wire mount.
- H. Bull ring
- I. Existing detector conduit.
- J. Two-6-foot pressure type vehicle detectors (possibly broken).



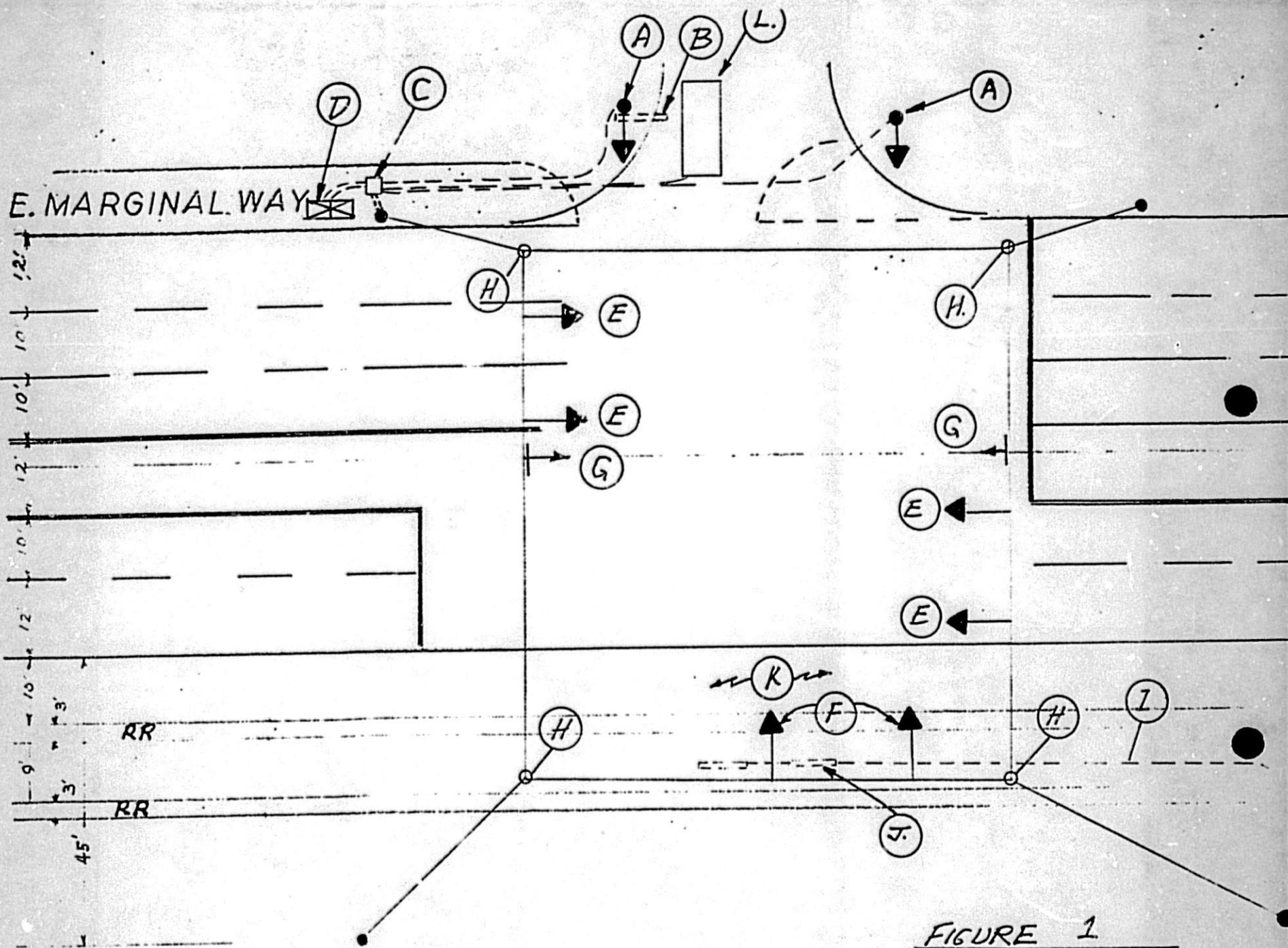


FIGURE 1
 E. MARGINAL WAY
 BEING - SIGNAL

K. Location for 5 X 10 "STOP BAR" presence loop if detectors "J" are fractured.

L. 6 X 15 induction loop at relocated driveway.

Note: Traffic signal controller will be City of Seattle "Standard East Marginal Way" type.



EAST MARGINAL WAY AT BOEING - SIGNAL

COST ESTIMATE

I. Control Equipment

Controller HMP 20, 2-phase, semi-actuated.
 Load switch bases
 Conflict monitor, 6 channel
 Detectors, 4 channel
 Display panel (no)
 Coordinator - HMC 1,000
 Time clock - 4 function (Set Com)
 Police panel - Seattle Standard
 Auxilliary panel - Seattle Standard (C2)
 LAU Matrix - D2*

* LAU is the City of Seattle's, central computer (COMTRAC) interface or telemetry unit

Terminal wiring - to be designed

Estimate price \$6,,950 upper limit \$ 7,500

II. Detection

East side \$350
 West side (series) \$450
 \$ 800

III. Underground systems

Conduit
 Concrete pedestals
 Controller pedestals
 Controller junction boxes
 \$ 7,600

IV. Steel Poles & Bases

Two, 4-inch type \$ 800

V. Span wire cable \$ 2,000

VI. Signal heads (8) \$ 2,800

Total \$21,500



Boeing Co

Re: Permit in connection with use of certain City property (Sewer Utility) by Boeing Aerospace Co. for off-street vehicle parking and access to their abutting facilities

Board of Public Works
Office of the Executive Secretary

Betty L. McFarlane, Executive Secretary

DEPARTMENTAL ROUTING SLIP 13/14/80
(date)

Paul A. Wiatrak, Dir. of
City (referred to) Eng. Room 913
R. J. Anderson
Blm
(referred by)

Please prepare reply for the Executive Secretary's signature and routing of the information.

Please reply to the attached letter for the Executive Secretary showing a copy to the Executive Secretary.

Forwarded for your information report, and recommendation.

Forwarded for your information and files.

Other: Per our conversation

today, the B.P.W. need not be involved and should not in any case be entering into agreement. This should be between Boeing and B.O.E.

*Action requested no later than _____ (date)

Orig: Leaseholds

ROUTING OF INFORMATION	DATE	INITIALS
ACTION		
FILE		
INFORMATION		
PAW		
EM/OTM		

MAR 17 1980
A 7:30

Seattle Engineering Department

Charles Royer, Mayor
 Paul A. Wiatrak, City Engineer
 Member, Board of Public Works
 Room 910, Seattle Municipal Building, Seattle, Washington 98104



Letter of Transmittal

TO: Board of Public Works	DATE March 6, 1980 JOB NO.
	RE:
ATTN:	

GENTLEMEN:

WE ARE SENDING YOU ATTACHED UNDER SEPARATE COVER VIA _____ THE FOLLOWING ITEMS:

SHOP DRAWINGS PRINTS REPRODUCIBLE PLANS SPECIFICATIONS

COPY OF LETTER Permit

Copies	Date	Number	DESCRIPTION AND REMARKS
2			Request for the Chairman of the Board of Public Works to execute the attached original and duplicate original Permit, authorized by Ordinance 108743 (copy attached).
			The Permit is in connection with the use of certain City property (Sewer Utility) by the Boeing Aerospace Co. for off-street vehicle parking and access to their abutting facilities.
			Return signed copies to R. J. Anderson, Rm. 913, Muni. Bldg. (Call Verginia Stewart, 2385.)

THESE ARE TRANSMITTED AS CHECKED BELOW:

- | | | |
|---|--|---|
| <input type="checkbox"/> FOR APPROVAL | <input type="checkbox"/> APPROVED AS SUBMITTED | <input type="checkbox"/> RESUBMIT _____ COPIES FOR APPROVAL |
| <input type="checkbox"/> FOR YOUR USE | <input type="checkbox"/> APPROVED AS NOTED | <input type="checkbox"/> SUBMIT _____ COPIES FOR DISTRIBUTION |
| <input type="checkbox"/> AS REQUESTED | <input type="checkbox"/> RETURNED FOR CORRECTIONS | <input type="checkbox"/> RETURN _____ CORRECTED PRINTS |
| <input type="checkbox"/> FOR REVIEW AND COMMENT | <input checked="" type="checkbox"/> For signature. | <input type="checkbox"/> PRINTS RETURNED AFTER LOAN TO US |

COPIES TO:

Signed Paul A. Wiatrak
 Title Director of Engineering

108743

ORDINANCE 108743

AN ORDINANCE authorizing the renewal of a Conditional Use Permit to the Boeing Aerospace Company (a division of the Boeing Co.) to use certain City of Seattle (Sewer Utility) property for off-street vehicle parking and access to their abutting facilities.

WHEREAS, in June, 1957, in accordance with Ordinance 86139, the Board of Public Works authorized a 20-year Permit to the Boeing Airplane Company for the use of said Sewer Utility property for off-street vehicle parking and a crossing; and

WHEREAS, the Boeing Aerospace Company has requested that a Renewal Permit be granted; and

WHEREAS, said Conditional Use Permit was by its own terms subject to modification; and

WHEREAS, said terms have been modified to the satisfaction of the Director of Engineering in the form of a Renewal Permit; and

WHEREAS, the Director of Engineering has recommended the approval of said Renewal Permit;

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. That the Board of Public Works is hereby authorized to grant to the Boeing Aerospace Company a Renewal Permit to use the following described City of Seattle Sewer Utility property in King County, Washington:

Portion of the southeast one-quarter of the northeast one-quarter of Section 4, Township 23 North, Range 4 East, W. M., the same being a portion of the Timothy Grow Donation Claim, described as follows: Beginning at the 1/16th corner common to the northeast one-quarter of Section 4 and the northwest one-quarter of Section 3, Township 23 North, Range 4 East, W. M.; thence north 88° 42' 05" west 52.46 feet to the true point of beginning; thence continuing north 88° 42' 05" west a distance of 805.51 feet to the northeasterly margin of State Road No. 1, known as East Marginal Way South; thence south 23° 29' 54" east along said northeasterly margin a distance of 22.09 feet; thence south 88° 42' 05" east to a point due south of the true point of beginning; thence north to true point of beginning; EXCEPTING that portion of the above described property quit claimed to the State of Washington and lying between lines parallel with and distant respectively 50 feet easterly and 72 feet easterly (measured at right angles) of the center line survey of said State road;

for off-street vehicle parking and access to abutting facilities by said Company, which Renewal Permit and the grant thereof shall be subject to the terms and conditions contemplated in said Permit attached hereto as Exhibit "A".

Section 2. The permission herein granted to the Permittee, its successors and assigns shall be for a term of five years, provided, however, that upon the application of the Permittee, the City Council may by resolution renew said Permit for an additional five-year period. If a renewal is

granted, the terms and conditions of said Permit shall be subject to revision. Said Permit shall be subject to cancellation at any time upon ninety (90) days written notice by the Director of Engineering, in which event, all rights privileges and authorities granted thereby shall cease and terminate, and this Permit shall be of no further force or effect.

Section 3. For and in consideration of and as a further condition of this Renewal Permit, said Permittee shall pay to the City an annual rental based on a fair rate of return on the fair market value of the property. Said rental shall be subject to annual review and possible increase or decrease based on the then current market value.

Section 4. This ordinance shall take effect and be in force thirty days from and after its passage and approval, if approved by the Mayor; otherwise it shall take effect at the time it shall become a law under the provisions of the city charter.

Passed by the City Council the 31st day of December, 1979, and signed by me in open session in authentication of its passage this 31st day of December, 1979.

JOHN MILLER,
President of the City Council.

Approved by me this 8th day of January, 1980.

CHARLES ROYER,
Mayor.

Filed by me this 8th day of January, 1980.

Attest: TIM HILL,
City Comptroller and
City Clerk.

(Seal) By: G. C. GEISERT,
Deputy Clerk.

Publication ordered by TIM HILL, Comptroller and City Clerk.

Date of official publication in the Daily Journal of Commerce, Seattle, January 10, 1980.

(C-123)

app'd 1-8-80

Orig Copy: Leaseholds

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ORDINANCE 108743

AN ORDINANCE authorizing the renewal of a Conditional Use Permit to the Boeing Aerospace Company (a division of the Boeing Co.) to use certain City of Seattle (Sewer Utility) property for off-street vehicle parking and access to their abutting facilities.

WHEREAS, in June, 1957, in accordance with Ordinance 86139, the Board of Public Works authorized a 20-year Permit to the Boeing Airplane Company for the use of said Sewer Utility property for off-street vehicle parking and a crossing; and

WHEREAS, the Boeing Aerospace Company has requested that a Renewal Permit be granted; and

WHEREAS, said Conditional Use Permit was by its own terms subject to modification; and

WHEREAS, said terms have been modified to the satisfaction of the Director of Engineering in the form of a Renewal Permit; and

WHEREAS, the Director of Engineering has recommended the approval of said Renewal Permit;

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. That the Board of Public Works is hereby authorized to grant to the Boeing Aerospace Company a Renewal Permit to use the following described City of Seattle Sewer Utility property in King County, Washington:

Portion of the southeast one-quarter of the northeast one-quarter of Section 4, Township 23 North, Range 4 East, W.M., the same being a portion of the Timothy Grow Donation Claim, described as follows: Beginning at the 1/16th corner common to the northeast one-quarter of Section 4 and the northwest one-quarter of Section 3, Township 23 North, Range 4 East, W.M.; thence north 88°42'05" west 52.46 feet to the true point of beginning; thence continuing north 88°42'05" west a distance of 805.51 feet to the northeasterly margin of State Road No. 1, known as East Marginal Way South; thence south 23°39'54" east along said northeasterly margin a distance of 33.09 feet; thence south 88°42'05" east to a point due south of the true point of beginning; thence north to true point of beginning; EXCEPTING that portion of the above described property quit claimed to the State of Washington and lying between lines parallel with and distant respectively 50 feet easterly and 72 feet easterly (measured at right angles) of the center line survey of said State road;

for off-street vehicle parking and access to abutting facilities by said Company, which Renewal Permit and the grant thereof shall be subject to the terms and conditions contemplated in said Permit attached hereto as Exhibit "A".

Orig Copy: Leaseholds

Section 2. The permission herein granted to the Permittee, its successors and assigns shall be for a term of five years, provided, however, that upon the application of the Permittee, the City Council may by resolution renew said Permit for an additional five-year period. If a renewal is granted, the terms and conditions of said Permit shall be subject to revision. Said Permit shall be subject to cancellation at any time upon ninety (90) days' written notice by the Director of Engineering, in which event, all rights privileges and authorities granted thereby shall cease and terminate, and this Permit shall be of no further force or effect.

Section 3. For and in consideration of and as a further condition of this Renewal Permit, said Permittee shall pay to the City an annual rental based on a fair rate of return on the fair market value of the property. Said rental shall be subject to annual review and possible increase or decrease based on the then current market value.

Section 4. This ordinance shall take effect and be in force thirty days from and after its passage and approval, if approved by the Mayor; otherwise it shall take effect at the time it shall become a law under the provisions of the city charter.

Passed by the City Council the 31 day of December, 1979, and signed by me in open session in authentication of its passage this 31 day of December, 1979.

John Muller
President of the City Council.

Approved by me this 8 day of January, 1980.

Charles Royer
Mayor.

Filed by me this 8 day of January, 1980.

Attest: *Gini Hill*
City Comptroller and City Clerk.

(SEAL)

Published _____ By *F. J. Feiser* Deputy Clerk.

Boeing Co

BOEING AEROSPACE COMPANY

P.O. Box 3999
Seattle, Washington 98124

A Division of The Boeing Company

October 2, 1979
2-4100-MLB-466

Paul A. Wiatrak, P.E.
Director of Engineering
Seattle Engineering Department
Room 910, Seattle Municipal Building
600 Fourth Avenue
Seattle, Washington 98104

Re: Boeing Company Permit
E. Marginal Way So. at So. Norfolk St.

Dear Mr. Wiatrak:

Boeing Aerospace Company agrees to the changes made in the permit dated August 27, 1979. After enabling legislation is passed, please send copies of the permit for signature and the itemized billing to us.

Sincerely yours,

BOEING AEROSPACE COMPANY

Denver Grigsby
Denver Grigsby
Director, BAC Facilities

ROUTING	DATE	INITIAL
ACTION		
FILE		
INFORMATION		
		EMW RTA

OCT 3 9 04 AM '79
SEATTLE ENG DEPT

Orig: Leasehold

Boeing Co

8/30

✓ August 27, 1979

RE: East Marginal Way South at
South Norfolk Street
Boeing Company

Honorable Charles Royer
Mayor of The City of Seattle
1200 Municipal Building

Attention: Office of Management & Budget

Dear Mayor Royer:

We transmit for City Council approval a Council bill authorizing a Renewal Permit for the Boeing Company to use certain City of Seattle (Sewer Utility) property for off-street vehicle parking and access to their abutting facilities.

The subject property, bounded on the north and south by Boeing's preflight facilities located in the southwest corner of Boeing Field, in the vicinity of East Marginal Way South and South Norfolk Street, is 30 feet wide and approximately 800 feet long.

The original Permit, as authorized by Ordinance 86139, was for a 20-year term beginning June 18, 1957 and terminating June 18, 1977. Following expiration of the original Permit, the Boeing Company has requested a Renewal Permit and has continued to use the property by mutual agreement.

We have established an annual rental rate of \$3,250.00 based on fair market value of the property. Although the Boeing Company has paid only \$413.00 per year (the original rate) for the past two years, it has been agreed that the Renewal Permit and rental rate will be retroactive to June 18, 1977.

The Renewal Permit shall be for a term of five years from June 18, 1977, with an option to renew for an additional five-year period.

Orig Copy: Leaseholds

Boeing Co

8/28

✓ August 24, 1979

RE: E. Marginal Way South
at South Norfolk Street
Boeing Company Permit

Boeing Aerospace Co.
P. O. Box 3999
Seattle, Washington 98124

Attention: Myra Brune

Gentlemen:

On June 18, 1977, a 20-year Permit with the Boeing Company as Permittee expired. This Permit was for vehicle parking and access across a 30-foot City of Seattle Sewer Utility property in the vicinity of South Norfolk Street and East Marginal Way South. Said property is bounded on the north and south by Boeing's preflight facilities in the southwest corner of Boeing Field.

Since that time, we have been in contact with your office (Mr. LaFond) concerning Boeing's need to continue to use this property. In January, 1978, we received confirmation that a renewal was desired and that the revised annual rental amount of \$3,250.00 was acceptable.

We have requested legislative authority to grant the Permit, which has been revised slightly from the proposed Permit which was previously accepted by your office. A copy of the revised Permit is enclosed for your review.

Since the Boeing Company has continued to use this property without interruption after the expiration of the original Permit, we have made the renewal retroactive to June 18, 1977. Also, the new rental amount is retroactive to June 18, 1977; therefore, an additional sum is owed to cover the difference between the old rental paid and the new rental amount figured for the years 1977, 1978 and 1979. This additional sum totals \$8,511.00 ($\$3,250.00 - \$413.00 = \$2,837.00 \times 3 = \$8,511.00$).

Orig Copy; Leaseholds

Boeing Co

BOEING AEROSPACE COMPANY

P.O. Box 3999
Seattle, Washington 98124

A Division of The Boeing Company

ROUTING	DATE	INITIAL
ACTION		
EHW/JJC		
FILE		✓
INFORMATION		

July 27, 1979
2-4112-0000-116

Street Use Franchise and Utilities
Room 501
Seattle Municipal Building
Seattle, Washington 98104

Attention: Jim Coover
Subject: Slope of Sewer Lines at 1420 South Trenton Street

Dear Sir:

In accordance with City of Seattle Ordinance No. 97016, Section 25, we hereby apply for a "Grade Release" on the two (2) new portions of the 8-inch sanitary sewer line running from the southeast corner of the new Flight Training Center southward to a new manhole and thence southwesterly to an existing manhole, all within Boeing property lines.

The invert of the sewer line at the building is to be 27.90-feet; the invert at the new manhole is to be 26.97-feet; the length of run between the two (as shown on drawing M0-2) is 230-feet; the slope of the line is 0.00409-feet per foot.

The length of run between the new manhole and the existing manhole (invert of 26.00-feet) is 200-feet, resulting in a slope of 0.00485-feet per foot.

The design size of these two lines was 6-inches, but was increased to 8-inches to compensate for the shallow slope.

The existing line between the existing manhole and the main trunk line was installed in 1962 to serve the existing 15-05 Building. The slope of this line is approximately 0.006-feet per foot. A "Grade Release" was issued by the City at that time, but a record of same is not now available.

Boeing will accept responsibility for maintaining the two (2) new portions of the sewer line and will hold the City harmless for any malfunctioning of same.

Sincerely yours,

BOEING AEROSPACE COMPANY

A. C. Vigna
A. C. Vigna, Manager
Facilities Engineering

SEATTLE ENG DEPT 1
JUL 29 9 00 AM '79

BOEING

Boeing Co



METRO

Municipality of Metropolitan Seattle

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

May 10, 1979

Mr. Roy K. Olson
Facilities Operations
Engineer
Boeing Aerospace Company
P.O. Box 3999
MS 14-41
Seattle, Washington 98124

ROUTING	DATE	INITIAL
ACTION		
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INFORMATION		
att	EMW	JJC

Dear Mr. Olson:

Enclosed you will find the revised Boeing Plant II, Developmental Center and Kent Space Center Industrial Waste Discharge Permits. Changes have been made according to our February 9, 1979 discussion. These drafts are for your review. Please notify this office of any comments about the draft permit within fourteen (14) days of the above date. If no comment is received a signed permit will be issued thirty (30) days following the final date of public notice.

If you have any questions, please contact this office at 447-6747.

Very truly yours,

Denise M. Healy
Industrial Waste Investigator

DMH:dr

Enclosure

cc: Mr. Ken Mauermann, Dept. of Ecology
Mr. Jim Coover, City of Seattle
Mr. Bob Kristofferson, City of Kent

SEATTLE ENG DEPT
MAY 17 8 10 AM '79

Boeing Co

5/11

✓ May 10, 1978

Re: Sewer Charges on Sewer Meter 997930, Account 1104,629

Boeing Aerospace Company
P.O. Box 3999
Seattle, Washington 98124

Attention: Mr. R.K. Olson, Supervisor, Operations Engineering

Gentlemen:

This letter is in response to your letter of April 16, 1978 (#2-4112-0000-071) requesting credit for an overcharge of \$30,550 on the above sewer meter, and a telephone conversation on May 8, 1978 between John Bernard, Sewer Utility Office, and Bud Barnes of your office about the Seattle Engineering Department's findings in the matter.

Essentially it was determined that the sewer meter was faulty starting in April, 1977, and then repaired and calibrated in June, 1977. The meter went bad again the following month, July, and went undetected until January, 1978, at which time the Boeing Company tested the meter. It had been reading both too high and too low during a period of about 12 months.

Out of the 12-month period, 8 months showed an abnormal volume, and 4 months showed normal. A "normal" volume was computed as an average of monthly volumes from January 1975 to April 1978, excluding the months where the meter was faulty. (See attached work sheet)

There appeared to be some inconsistencies in the good versus the bad months of meter volumes. For instance, in your letter it was stated that a chart was installed on the meter in January, 1978, and the recorded flow compared with the meter read-out, which indicated that the meter was defective. However, the consumption amount received from the Seattle Water Department show January and February, 1978, as having an average of 7903 ccf, which is very close to the two-year

Consumption History of Sewer Meter 997930 in 100's cubic feet (ccf)

	1975	1976	1977	1978
Jan	5430	5952	7507	7415
Feb	6285	7235	8572	6391
Mar	5774	8338	7953	13,546
Apr	5832	7049	4409	7859
May	5931	10,368	1) 8000 E	
June	7778	7562	2) 7000 E	
July	9864	9092	3) 2228	
August	6126	10,424	13,553	
Sept	9250	10,039	13,088	
Oct	5508	8261	18,605	
Nov	7424	9029	23,425	
Dec	4878	9654	23,842	
TOTALS	80,080	103,002	39,032 99,150	21,665 13,546
MONTHLY AVERAGES	6,673	8,583	7,806 14,164	7,221 13,546

E = Estimated

= Faulty Meter Periods

7570 Average Good Month

13,855 Average Bad Month

13,855 ccf
- 7,570 ccf
6,285 ccf

Monthly Average of Overage

Total overage for 8 bad months $\frac{6,285}{\text{mo}} \times 8 \text{ months} = 50,280 \text{ ccf}$

Total excess sewer charges paid $50,280 \times \$0.47 = \$23,631.60$

- 1) Faulty Meter
- 2) Meter Repaired and Calibrated (June 2, 1977)
- 3) Meter Faulty again
- 4) Meter Repaired and Calibrated Again (March 31, 1978)

Boeing Co

BOEING AEROSPACE COMPANY

P.O. Box 3999
Seattle, Washington 98124

A Division of The Boeing Company

January 6, 1978

Seattle Engineering Department
Room 913
Seattle Municipal Building
600 4th Avenue
Seattle, Washington 98104

Attention: Nigel L. Keiffer
Real Property Agent

Re: East Marginal Way At Norfolk Street
Boeing Co. Lease (Permit)

Dear. Mr. Keiffer:

Pursuant to our conversation of January 5, 1978, please proceed with the necessary legislation authorizing a renewal permit for the subject property.

The permit should name the Boeing Aerospace Company as the Permittee. Annual rental for 1978 (\$3,249.00) will be submitted with the fully executed agreement.

Please direct any inquiries or correspondence to the undersigned at 773-8730 or Attention Mail Stop 8E-80 at the above address.

Sincerely,

R. E. LaFond
R. E. LaFond
Real Property Management

JAN 9 10 28 AM '78
SECRET

ROUTING	DATE	INITIAL
ACTION		
WEL	1/10/78	LA
FILE		/
INFORMATION		

Orig: Leaseholds

Boeing Co

12/16

December 15, 1977

Re: East Marginal Way
at Norfolk Street
Boeing Co. Lease

The Boeing Company
P. O. Box 3707
Seattle, Washington 98124

Attention: R. N. Morgan

Gentlemen:

Regarding your affirmative response to our correspondence of September 29, 1977, we have determined the current annual rental amount to renew the permit for the Company's continued use of a City utility right of way in the vicinity of Norfolk Street and East Marginal Way.

The previous annual rental rate of \$413.00 was established in 1957 and was based upon the Street Use rate prevalent at that time. Based upon the current Street Use rate of \$0.15 per square foot, this fee now amounts to \$3,249.00 (21,660 square feet X 0.15/square foot). The first such payment will be due on June 18, 1978.

I have enclosed a draft agreement similar to the original for your review and comment together with a sketch of the subject lease area.

Subject to your concurrence, we will prepare the necessary legislation authorizing a renewal permit.

If you have any questions with regard to this matter, please contact Nigel Keiffer at 625-2385.

Very truly yours,

PAUL A. WIATRAC, P. E.
City Engineer

By
NIGEL L. KEIFFER
Real Property Agent

NLK:bl
Enc.
cc: H. T. Thornquist

Information

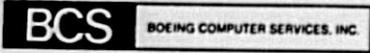
Concurrence
Prior to
Signature

MLK

K.S. 12-16-77
HTT

Orig Copy: Leasehold

Boeing Co



WESTERN DISTRICT
P.O. BOX 24346, SEATTLE, WASHINGTON 98124

ROUTING	DATE	INITIAL
ACTION		
FILE		✓
INFORMATION		
R.P.P/D.M.D.		

✓ December 1, 1977
G-2040-MLP-383

City of Seattle
Engineering Department
910 Seattle Municipal Bldg
Seattle, Wa 98104

Gentlemen:

BCS is pleased to announce that effective January 1, 1978, we will be merged into The Boeing Company and our name changed to "Boeing Computer Services Company, a Division of The Boeing Company."

There will be no change in BCS operations or its relationship with its customers, and there is no need to revise our current contract with you unless you so desire.

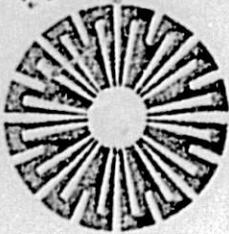
If you have any questions at all, please call me at 206-773-2146.

Very truly yours,

M. L. Peterson
M. L. Peterson
Contracts Representative

SEATTLE ENG DEPT
DEC 15 8 27 AM '77

Boeing Co



METRO

municipality of metropolitan seattle

Chairman,
Metropolitan
Council

C. CAREY DONWORTH

ROUTING	DATE	INITIAL
ACTION		
FILE		✓
INFORMATION		
WEP	5/5	

July 18, 1977

SEATTLE ENG DEPT
JUL 21 10 10 AM '77

Mr. R. K. Olson
Facilities Operations Engineering
Boeing Aerospace Company
P. O. Box 3999 MS-1R-03
Seattle, Washington 98124

Dear Mr. Olson:

Metro sampled the effluent from Boeing Plant II, Building 2-41 on June 1-2, 1977. Samples were collected hourly. A composite sample was formed by mixing equal portions of the hourly samples. Enclosed you will find the results of pH and heavy metal analyses of the hourly and composite samples.

The 4.6 mg/l average chrome concentration found June 1-2, 1977, was higher than the average concentrations found in the March 8-9, 1977, and the November 4-5, 1976, samplings. The 10.7 and 8.1 mg/l chrome concentrations found at 1930 and 2130 exceed Metro's 6 mg/l concentration limit for chrome.

At the recorded flow rate of 556,875 gallons, approximately 21.4 pounds of chrome were discharged during the June 1-2, 1977, sampling. Metro's poundage limit for chrome discharge from any single source is 14.0 pounds. Steps should be taken to insure that Metro concentration and poundage limits are met continuously.

Most of the May 1-2, 1977, samples had pH's below the 5.5 minimum acceptable for discharge to the sanitary sewer. Low pH discharges may cause damage to sewer lines for which Boeing Aerospace Company could be held liable. The recording pH meter - acid neutralization system in Building 2-41 must be maintained to assure that the pH of the effluent remains above 5.5.

Mr. R. K. Olson
July 18, 1977
Page 2

If you have any questions, please contact this office at.
447-6747.

Very truly yours,

Denise M. Healy

Denise M. Healy
Industrial Waste Investigator

DMH:dms

cc: Mr. Ken Mauermann, DOE
Mr. Tom Rice, West Point
Mr. Jim Coover, City of Seattle
Mr. Pete Armstrong, Boeing

BOEING PLANT II
June 1-2, 1977

Date	Time	pH	Heavy Metals mg/l				
			Cd	Cr	Cu	Pb	Zn
6/1/77	0930	6.6	.033	1.51	.09	.04	.09
	1030	5.9	.046	1.80	.22	.04	.09
	1130	4.5	.078	4.5	.14	<.02	.10
	1230	4.6	.044	3.7	.10	<.02	.10
	1330	4.4	.042	5.8	.12	<.02	.14
	1430	5.0	.042	3.3	.14	.02	.15
	1530	5.1	.046	3.0	.11	.02	.12
	1630	4.9	.034	3.1	.10	.03	.09
	1730	5.5	.032	3.0	.08	<.02	.07
	1830	4.2	.050	6.2	.18	.03	.11
	1930	3.6	.054	10.7	.16	.06	.16
	2030	4.9	.030	4.2	.06	.02	.11
	2130	3.4	.078	8.1	.22	.03	.15
	2230	3.5	.077	5.1	.12	.04	.12
	2330	3.5	.052	5.0	.13	.03	.11
6/2/77	0030	4.3	.033	5.7	.06	.04	.11
	0130	4.6	.013	5.2	.06	.03	.08
	0230	4.0	.008	7.3	.07	.02	.11
	0330	4.6	.010	5.1	.08	.04	.09
	0430	4.6	.005	5.7	.06	<.02	.09
	0530	4.7	.004	4.4	.06	<.02	.07
	0630	5.4	.006	1.92	.02	<.02	.05
	0730	5.1	.007	2.8	.09	.02	.18
	0830	4.7	.009	2.1	.04	<.02	.09
	Average *		.035	4.6	.10	.027	.11

Date	pH	COMPOSITE Heavy Metals mg/l						
		Cd	Cr	Cu	Ni	Pb	Zn	
6/1-2/77	--	.036	4.7	.12	.05	.04	.14	
Metro Dis-charge Limits	5.5	3	6	3	6	3	5	
	minimum						mg/l maximums	

* For 556,875 gpd, Cd lbs.=.16, Cr lbs.=21.4, Cu lbs.=.46, Pb lbs.=.125, Zn lbs.= .51

Boeing Co
6/29

June 28, 1976

The Boeing Company
Attn: R. N. Morgan
Orgn. 6-1000, Mail Stop 75-66
P. O. Box 3707
Seattle, Washington 98124

Gentlemen:

The Washington state legislature (44th legislative session) passed a new leasehold excise tax law, imposing a 12 percent tax upon private leases of public lands. This tax has been levied in lieu of a property tax, and the City of Seattle is required by state law to collect this tax upon all its private leases as of January 1, 1976, and to remit the proceeds to the state.

The Boeing Company has been leasing the property described on the enclosed invoice from the City of Seattle Sewer Utility since June, 1957, at an annual rate of \$413.00. Because this lease was negotiated prior to July 1, 1970, and terminates June, 1977, the Leasehold Tax rate for 1976 according to the Department of Revenue's Schedule 2 is 2.4 percent of the taxable rent. This computes out to a Leasehold Excise Tax on the described property of \$9.91 for 1976.

We request that you include with your remittance to the City of Seattle Sewer Utility the 1976 Leasehold Excise Tax of \$9.91 by June 30, 1976.

Yours very truly,

PAUL A. WIATRAK, P. E.
City Engineer

By

C. T. CRISCOLA
Fiscal Control Manager

BB:jw

Encl.

Yellow: Leaseholds

BOEING COMPANY

1975-1981

#2

Boeing Co

August 11, 1975

The Boeing Company
Attn: R. N. Morgan
Orgn. 6-1000, Mail Stop 75-66
P. O. Box 3707
Seattle, Washington 98124

Gentlemen:

Enclosed is our annual invoice for parking lot rental for the year ending June 18, 1976.

It has come to our attention that the billing for the previous year, a copy of which is enclosed, still remains unpaid.

Total due including both years is \$826.00.

Yours very truly,

PAUL A. WIATRAK, P. E.
City Engineer

By

BRUCE W. BUTTERWORTH
Sewer Utility Accounting

BWB:jw

Encl.

BOEING COMPANY

FOLDER NO 1

1970

1973

BOEING COMPANY

FOLDER NO 1

(1970 - 1973)

Unrecorded Subject File

Boeing Co

6/12

✓ June 4, 1973

Mr. Duane L. Graddy
Boeing Computer Services
P. O. Box 24346
Seattle, Washington 98120

x-Computers

Dear Mr. Graddy:

I am writing to you with regard to our experiences with Boeing Computer Services and in particular with the Critical Path Method (CPM) Program. To be frank, we have been increasingly dissatisfied with both the program and the assistance we've received.

Except for two, the individual problems we've encountered have not been large ones. However, the accumulation or succession of difficulties has been quite damaging to our efforts to get a satisfactory product. The data used in a CPM program deteriorates with time, and each day's delay in obtaining output lessens its value. When available, output from the program is used to assist managers in making decisions. Outdated data severely limits the utility of the output.

Below I've listed problems we've encountered and the effect each has on obtaining satisfactory output:

1. We are restrained by the program limitations of four thousand activities and five year project length. We currently have need for nearly eight thousand activities, and could need 12 to 14 thousand activities in the future. We currently need a six to eight year project length. As an interim solution to this problem we have divided the data into groups that the program will handle and in some cases reduced the level of detail in our data. This solution not only takes valuable time but also results in a less than satisfactory output.
2. The network plot by the CalComp plotter has never worked for us. The majority of the time the program does not even punch a card deck for use with the plotter. The plots that have been produced have been inaccurate, incomplete and/or have included crossing or otherwise jumbled lines that were illegible. This has required that we draft our own diagrams from the output.

Mr. Duane L. Graddy
June 4, 1973
Page 2

3. The program requires an activity to have negative float before alternate manpower will be assigned. Since most of our activities do not achieve negative float, the alternate craft feature is seldom used. Therefore, the desired manpower leveling between craft groups is not achieved without adjusting the craft sizes and re-running the program.
4. Program or CTS operational changes have been made which we were unaware of until we attempted to run the program. This has caused programs to be either not run or aborted partially through the run. In most of these cases we have been allowed to re-run the program at no additional charge to us. However, we've found the CPM users guide and the CTS manual offer no help in these matters and it has been difficult to contact a knowledgeable Boeing person to tell us what the problem was. These delays have been costly since our labor costs were not reimbursed and the data continued to age.
5. Since the processing center was moved to Wichita, we have suffered several days; even weeks of delay awaiting output. When the center was in Kent, we were able to run the program, inspect the output, adjust the data and inspect the output from a second run within one day. It now takes at least three days to accomplish this same series of steps. I understand that it is still possible to have output printed at Kent. However, since that printer waits until after 5 p.m. to do jobs of our size, local printing is of questionable benefit to us.

I believe that the successful use of computers in general requires the EDP specialists and the output users to share responsibility for satisfactory products. It is in this spirit that I have presented these problems to you. I trust that we can arrive at a mutually satisfactory solution of them at an early date.

Very truly yours,

DOUGLAS L. JONAS, P.E.
Assistant City Engineer for
Management and Planning

By
ERIC S. OLEN, P.E.
Project Management Systems

ESG
ESG:klm
cc: Cliff Wittig

Boeing Co

SEATTLE ENG DEPT
JAN 21 8 19 AM '73

BOEING

HEADQUARTERS OFFICES P.O. BOX 3707 SEATTLE, WASHINGTON 98124

January 29, 1973

IN REPLY REFER TO

1-9502-7-1-28

31 cleared by phone call
PEWB

ROUTING	DATE	INITIAL
ACTION		
WEPB		
JJC		
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INFORMATION		

City of Seattle
Department of Engineering
501 Seattle Municipal Building
Seattle, Washington

Attention: Mr. Peter Tenerelli

Subject: Pump House No. 2 Motor Failure

Gentlemen:

The sewer backup through the floor drain in Building 2.29 (Boeing Fire Protection Pump House No. 2) on December 21, 1972 flooded the pump house causing the pump to be inoperative until December 27, 1972. The responsibility for this accident rests with the City of Seattle to whom we are now looking for reimbursement of the expense involved. We believe that you are familiar with this accident--however, if additional information is required, we will be happy to provide it to you.

The cost of this sewer backup is as follows:

Labor and Overhead:

Covers the cleaning and checking of electrical controls, removing the 100 hp electrical motor, cleaning, disassembling and re-assembling the motor 77 1/2 hours \$1,051.90

Westinghouse:

Stator cleaning and rewind 720.25

Total Expense \$1,772.15

Please take the necessary action to initiate the reimbursement to The Boeing Company of \$1,772.15.

Very truly yours,

THE BOEING COMPANY

W. D. Woodard
W. D. Woodard
Assistant Corporate
Insurance Manager

LHN:vh

Boeing Co.

BOEING COMPUTER SERVICES, INC.

P.O. BOX 24346 SEATTLE, WASHINGTON 98124

SEATTLE ENG DEPT
MAY 28 10 37 AM '71

May 25, 1971

ROUTING	DATE	INITIAL
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DLJ		[Signature]
FILE		[Signature]
INFORMATION		
Per [Signature]		

x - Computers c

Mr. Philip M. Buswell
Acting City Engineer
City of Seattle
Engineering Department
910 Seattle Municipal Building
Seattle, Washington 98104

Dear Mr. Buswell:

Today marks the first birthday of Boeing Computer Services, an exciting event for a new company. We, at BCS, are especially excited about your help in achieving our accomplishments during the past twelve months.

I want to express to you, on behalf of our entire organization, sincere thanks for being one of our initial clients. BCS's commitment to full service has been recognized by over four hundred customers during this first year of our operation.

You and our other customers have allowed us to focus twenty years of user/ experience...gained through three generations of software and hardware technological development...using our nationwide telecommunications network...on your specific and unique problems. As you can see, we have a number of reasons for excitement on the occasion of our first birthday. The future looks even more promising as our reputation for jobs well done and for long-range dependability is attracting many new customers.

Our future success depends on the satisfaction of our present customers. If there is any way we can be of further assistance to you, please let me know.

Very truly yours,

Robert W. Tharrington

Robert W. Tharrington
President

Boeing Co
AMT

SEATTLE ENG DEPT

THE **BOEING** COMPANY

APR 29 10 27 AM '71

AEROSPACE GROUP • P.O. BOX 3999 • SEATTLE, WASHINGTON 98124

April 27, 1971

IN REPLY REFER TO
2-4112-0000-082

City of Seattle
Department of Engineering
806 D Seattle Municipal Building
Seattle, Washington

Attention: Mr. H. W. Duff

Subject: Chemical Waste Effluent to Sanitary Sewer from
Building 3-962, 7500 Perimeter Road,
East Boeing Field, Seattle, Washington

ROUTING	DATE
EWJ	
HWD	

Perimeter Rd

Prmz

Gentlemen:

This letter is to confirm the conversation between yourself, Miss Pat Flynn of your office, Roy Olson of the Boeing Company and myself on April 23, 1971.

The Boeing Company has discovered that the waste effluent from chemical processing operations in the subject facility is presently discharging to the King County storm sewer. This is in violation of our State of Washington waste discharge permit and must be corrected. The permit requires that these wastes be routed to the sanitary sewer system and Metro waste treatment facilities.

The effluent under consideration is from chemical process rinse tanks, cooling tower and boiler blow down, and other miscellaneous sources. It has a pH between 6.5 and 8.5 with small quantities of heavy metals and other chemicals all well within tolerances specified by the Department of Ecology. Twenty-four hour flow is less than 120,000 gallons (85 gpm); eight hour day time flow is less than 50,000 gallons (105 gpm). The present pump discharge rate is 300 gpm.

A detailed analysis is being conducted to determine possible uncontaminated cooling water wastes which can remain or be rerouted to the storm sewers. Also, possible means for reducing the quantity of chemical process rinse waters through deionization and recycling are being investigated.

City of Seattle

-2-

2-4112-0000-082

It was agreed that your personnel would investigate the reserve capacity of this sewer system and determine an allowable rate and time this waste could be discharged to your system.

Subsequent to the meeting we met with Mr. S. Messman, District Engineer with the Department of Ecology. He requested that we expedite the correction of this problem. He also requested that we furnish him a list of tasks and schedules for facility modifications. In order to comply with this request, the data on allowable rates and time periods that this waste can be discharged to the sanitary system is urgently needed. Any expediting to get this data to us at the earliest possible date will be greatly appreciated.

Please contact Mr. Roy Olson, phone 773-1115, for any additional information or support you may need.

Your support and cooperation has been greatly appreciated.

Sincerely yours,

THE BOEING COMPANY
Aerospace Group

J. L. Brown

J. L. Brown
Manager, Facilities Engineering

Boeing

THE **BOEING** COMPANY
COMMERCIAL AIRPLANE DIVISION
SUPERSONIC TRANSPORT BRANCH • P. O. BOX 3733 • SEATTLE, WASHINGTON 98124

March 30, 1971

ROUTING	DATE	INITIAL
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Paw		✓
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INFORMATION		

IN REPLY REFER TO
9-6080-2-086

SEATTLE ENG DEPT
MAR 31 10 51 AM '71

City of Seattle
Department of Engineering
703 Seattle Municipal Building
Seattle, Washington, 98104

Attn: Mr. George W. Hixon

Subject: Sewage Meter Calibration
Boeing Developmental Center
Foxboro Meters Nos. 994731 and 1816998

Gentlemen,

Enclosed are two original copies of the report of calibration of the subject meters as performed by R. G. Austin, Service Engineer of the Foxborro Company, on March 22, 1971.

Please transmit one copy of this report to the Municipality of Metropolitan Seattle for their records.

If you have any questions on this please call Don Weyer on 655-1617.

Sincerely yours,

THE BOEING COMPANY



H. F. Rothschild
Facilities Engineering

DCW:mf

Enclosure

Boeing Co

C.F. 269115 Recommendation of MAYOR for contract with Boeing Computer Service, Inc., for certain computer services required by the City, and an appropriation therefor. (C.B. 91339) REFER BUDGET COM. MEETING 3/12/71
Finance Comm
3-11-71

C.B. 91339 Authorizing a contract with Boeing Computer Services, Inc., to provide certain computer services for the City of Seattle, making an appropriation from the Emergency Fund and declaring the emergency therefor. (C.F. 269115) REFER BUDGET COM. MEETING 3/12/71

C.F. 269115 Recommendation of MAYOR for contract with Boeing Computer Service, Inc., for certain computer services required by the City, and an appropriation therefor. (C.B. 91339) ADOPT
Budget Comm
3-12-71

C.B. 91339 Authorizing a contract with Boeing Computer Services, Inc., to provide certain computer services for the City of Seattle, making an appropriation from the Emergency Fund and declaring the emergency therefor. (\$45,000)(C.F. 269115) PASS

Boeing Company

THE **BOEING** COMPANY
COMMERCIAL AIRPLANE DIVISION
SUPERSONIC TRANSPORT BRANCH • P.O. BOX 3733 • SEATTLE, WASHINGTON 98124

December 30, 1970 ✓

IN REPLY REFER TO
9-6080-2-381

Mr. Roy W. Morris
City Engineer, City of Seattle
Municipal Building
Seattle, Washington, 98104

Attention Mr. Harold Thornquist

ROUTING	DATE	INITIALS
ACTION		
(PAW)		
(HTT)		✓
INFORMATION		

SEATTLE ENG DEPT
JAN 12 11 05 AM '71

Dear Sir

We have a requirement for cleaning an 8" sanitary sewer line on our property. Attempts to locate commercially owned equipment to accomplish this job have been unsuccessful so we are requesting this service from the City of Seattle.

It is understood that The Boeing Company will accept full responsibility for damage to City equipment or Boeing property resulting from a cave-in or washout occurring during the cleaning operation.

Billing instructions for this service are included on the attached purchase order.

Your assistance and cooperation will be sincerely appreciated.

Very truly yours,

THE BOEING COMPANY
Supersonic Transport Division

G. J. Lambert

G. J. Lambert
Orgn. A--5571
Mail Stop 5E-06

RSH:mf

(no attachment in letter)