

King County International Airport

15th Avenue South Vacation Petition



March 2013

Vacation Petition

March 2013

Owner:

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Attachments

Attachment 1: Signed Vacation Petition

Attachment 2: Plat Map (Surveyed)

Attachment 3: Vacation Description

Attachment 4: Project Location

Attachment 5: Georgetown Neighborhood Plan

Attachment 6: Seattle Parcel Data

Attachment 7: Airport Layout Plan

Attachment 8: Site Plan (200 Scale)

Attachment 9: Site Plan (40 Scale)

Attachment 10: 9-Block Urban Design Analysis

Attachment 11: Public Benefit Plan

Attachment 12: Airport Roundtable Endorsement Letter

Project Introduction

In October 2011, King County International Airport (KCIA or Airport) and KPFF Consulting Engineers (consultant) met with the City of Seattle (COS or City) staff to review street vacation issues associated with the vacation of the 15th Avenue South right-of-way south of South Hardy Street. At that meeting, the City determined there were sufficient conditions to warrant moving forward with a Request for Street Vacation Petition. This request was submitted in August of 2012 and the City responded with petition form in September of 2012 for our execution. **This petition includes the necessary signatures, filing fee and supporting documentation as outlined in the City's petition form.**

Introduction

KCIA is designated as an essential regional public facility. It encompasses an area of 614 acres and is the 31st busiest airport in the United States with approximately 260,000 annual aircraft operations and 450 based aircraft. The Airport has one air taxi carrier serving the San Juan Islands. KCIA is nationally ranked as the 25th largest cargo handling center. Air carriers include UPS, D.B. Schenker, DHL, ATI, Ameriflight, and AirPac. In addition, the Airport is the home of the Boeing Company's 737 Delivery Center, Flight Test Center, and AWAC Military Center. KCIA is also the largest corporate aircraft center in the Pacific Northwest.

The Airport's 2009 Economic Impact Study found that 4,900 people are directly employed at KCIA generating \$475 million in labor income. Regionally the Airport supports over 12,600 jobs and is responsible for over \$800 million of labor income. In addition, the Airport generates approximately \$68 million in annual state and local taxes. The 2003 Impact Study found that the Airport generated over \$1.6 billion in positive economic activity. This compares to the 2009 Study which found that the total economic impact of KCIA is over \$3.2 billion annually. The Boeing Company currently employees over 13,100 jobs in the Duwamish Corridor.

Project Background

In the fall of 2008, the City and KCIA entered into a cooperative process to address parking issues on South Hardy Street and the northern boundary of the Airport. Process conclusion was the introduction of parking restrictions on the northern boundary of KCIA along South Hardy Street, between 13th Avenue South and Stanley Avenue South/15th Avenue South, and the portion of 15th Avenue South south of South Hardy Street. These restrictions improved airport security by removing many long-term parked motor homes and vans, as well as "gypsy" trucks associated with port activity.

At the time of this action the Airport indicated it would be seeking vacation of the dead-end portion of 15th Avenue South south of South Hardy Street which extends into the airport and is adjacent to the Aviation Fuel Farm and the Northwest aircraft tie-down overflow parking area.

Development Activities

The area around 15th Avenue South and the existing Airport Fuel Farm is overlain by the Airport's Inner Approach, Runway Protection Zone, and the Extended Object Free Area (attachment 7). KCIA will be relocating the fuel farm out of these areas per FAA regulations. This move will also allow the Airport to address environmental issues at the existing fuel farm and to provide capability for long-term (future) expansion to meet forecasted aviation demand. The vacation and redevelopment will also improve circulation within the vacated portion of 15th Avenue South as well as improve perimeter security at KCIA. A planning process is being undertaken to determine options for future expansion, improved circulation and security. The vacated portion of 15th Avenue South will be incorporated

into the airside land use operations area and be used for airport purposes in accordance with FAA regulations. Additionally, the vacation would provide for increased general public safety and reduce the City's pavement maintenance responsibilities.

Street Vacation Checklist Elements

1. FILING FEES

A check for \$450.00, made out to City of Seattle Department of Finance, accompanies this vacation petition.

2. REQUIRED SIGNATURES

A signed Vacation Petition Form is attached to this petition (attachment 1).

3. COMMUNITY INFORMATION

The 16 member Airport Roundtable has been designated by the King County Council as the official community representative forum for airport issues. Members of the Roundtable are nominated by the community or Community Councils, selected by the County Executive, and appointed by the King County Council. The Airport Roundtable includes representatives from the following communities: Georgetown, Beacon Hill/Rainier Valley, West Seattle, North Seattle (Magnolia), Renton/South County, Tukwila, and community representative-at-large. In addition, there are representatives from organized labor (SPEEA and IAM), as well as pilots and airport tenants. The Roundtable is the official conduit for information between the communities and the Airport.

KCIA presented the proposed street vacation petition and proposed Aviation Fuel Farm Relocation project to the Roundtable on February 11, 2013. Following the presentation a general discussion was held and the Roundtable voted to endorse the street vacation petition. A letter from the Airport Roundtable to Seattle Department of Transportation formally expressing this support is included with this petition as attachment 12. The Airport offered to attend other community forums regarding the petition, but no invitation has been received.

4. DEVELOPMENT TEAM

Owner: King County International Airport/Boeing Field
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5. RIGHT-OF-WAY PROPOSED FOR VACATION

- Public ROW proposed for vacation is identified in the Plat Map (attachment 2).
- A legal description of the ROW proposed for vacation is included in the Vacation Description (attachment 3).

6. PROJECT LOCATION

Project Address: 6300-6400 15th Avenue South

Boundaries: The area is bounded by KCIA on three sides and S Hardy Street to the north. See the Project Location map (attachment 4).

Neighborhood: Georgetown. See Georgetown Neighborhood Plan (attachment 5).

Neighborhood Planning Area: Georgetown

Zoning: C2-40 & IG2 U/85. See the Seattle Parcel Data (attachment 6) for zoning information.

Zoning Overlay: Airport Height Overlay District. See the Seattle Parcel Data (attachment 6) for zoning overlay information

7. REASONS FOR VACATION

The vacation of 15th Avenue South (15th Ave) and associated Aviation Fuel Farm Relocation (fuel farm) project is in the long-term interest of both the Airport and the public. Some specific reasons for the vacation include:

- Allow the fuel farm to be moved out of existing and newly expanded FAA restricted zones
- Allow for the existing fuel farm site to be brought into compliance with the Department of Ecology's (Ecology) Underground Storage Tank (UST) program and Toxic Cleanup Program (TCP).
- Allow for increased perimeter security at the Airport.
- Allow for future expansion of the fuel farm to permit the Airport to fulfill its federal obligations for meeting the demand for aviation facilities and services.

Relocate Fuel Farm out of Restricted Zones

Currently, the fuel farm is located within the Airport's Runway Protection Zone (RPZ) and Extended Object Free Area (EOFA). These areas (graphically represented in attachment 7) have been established by the FAA to "enhance the safety and protection of people and property on the ground". Permanent structures (fuel pumps, fuel tanks, sheds, etc) are not allowed within these zones; surface elements, such as roadways and curbs, are allowed. On September 28, 2012, the FAA issued Advisory Circular (AC or circular) 150/5300-13A – Airport Design which provides new RPZ land use guidance. The focus of the circular is to clear the RPZ, including the EOFA, of obstructions and reduce the risk to aircraft operations. A further revision to AC 150/5300-13A is to be issued in 2013 and will redefine the RPZ and EOFA geometric layout and potentially increases the size of the restricted areas.

Vacation of 15th Ave will allow for the relocation of the fuel farm out of these restricted zones and secure the Airport Operations Area from either existing or new obstructions. Note that the EOFA extends to the Airport property limits, is to be free of above-ground objects and have as little public access as possible. The vacation and fuel farm relocation will achieve these requirements.

Environmental Mitigation at Existing Fuel Farm

Environmental mandates related to the fuel farm at the Airport include Ecology's UST program, TCP program, and National Pollution Discharge Elimination System (NPDES) stormwater permit program. Recently, there had been issues discovered regarding UST and TCP compliance at the existing fuel farm (NOTE: the Airport's Phase II Investigation showed no detections of contaminants at borings and

monitoring wells in the 15th Ave right-of-way). The primary operators of the site, Shultz Distributing (Airport lessee) and Galvin Flying Services (Shultz lessee), are in discussions with Ecology regarding the mitigation of these issues. The potential outcomes may be the decommissioning of the tanks and the eventual cleanup of the site under the Ecology's Voluntary Cleanup Program. The site contamination is west of the fuel farm and has not migrated off Airport property.

By relocating the fuel farm the lessee will be able to decommission the tanks and perform any necessary cleanup actions while allowing the Airport to continue to meet its obligations to provide fueling facilities for airport operations.

Increased Airport Security

15th Ave is currently used to access the fuel farm and an Airport overflow parking lot* from the intersection of Stanley Avenue South and South Hardy Street. While a portion of 15th Ave has been gated for a couple years, there is still a portion of 15th Ave open to the public. With the vacation of 15th Ave the Airport will take full control of the area and be able to devote resources to provide further security and, therefore, increased public safety by: moving the fuel farm out of FAA restricted zones; increasing light levels; improved security fencing; and providing a more clear division of the Airport's air-side (inner) and land-side (outer) boundaries.

*NOTE: The Airport overflow parking lot serves as overflow parking for the northeast tie-down area (attachment 7). This lot sees very little usage as most users park at their tie-down area when the plane is in use. Airport long-term parking plans have designated this parking area as "not needed".

Allow for Future Expansion

Vacation of 15th Ave will permit the Airport to fulfill its federal obligations for meeting the demand for aviation facilities and services. The vacation will permit future growth at the fuel farm that supports over 4,900 direct jobs, 12,600 indirect jobs, and 150 aviation tenant businesses. While the proposed project is for a like-for-like replacement (attachment 9) the proposed arrangement allows for future expansion to as much as twice the current fuel farm capacity by adding additional fuel tanks towards the east-side (towards Airport Way).

"No Vacation" Alternate

The relocation of the fuel farm would not be possible in a "no vacation" alternate. As noted above, relocation of the fuel farm is a requirement as the fuel farm is encroaching onto the clear zones associated with the Airport's RPZ and EOFA.

The area between the RPZ/EOFA and the South Hardy Street right-of-way (ROW) is not large enough to relocate the fuel farm without the use of 15th Ave ROW. Refer to the Airport Layout Plan (attachment 7) and Concept Site Plans (attachments 8 & 9).

8. PROJECT DESCRIPTION

Existing conditions at the project site include 15th Ave, a 29-stall overflow parking lot and the Aviation Fuel Farm serving KCIA. 15th Ave dead ends at this location and its only usages are for trucks serving the existing fuel farm or for access to the overflow parking lot. As mentioned above, the parking lot serves as overflow for the northeast tie-down area (attachment 7). This lot sees very little usage and the Airport has designated this lot as not needed.

Currently the fuel farm is parallel to 15th Ave and encroaches into the RPZ and EOFA (attachment 7). Per FAA regulations no permanent man-made structures are allowed within these zones; as such, the fuel farm must be relocated. The only site available for this relocation includes the current 15th Ave ROW and is generally aligned with the South Hardy Street ROW. Please refer to the Concept Site Plans

(attachments 8 & 9). Additionally, utilizing the 15th Ave ROW provides an orientation option for the fuel farm that eliminates the need for new access roads, excessive routing or merging devices while still allowing trucks to safely access the farm from both the Airport and public streets.

Fuel farm access is restricted with a security fence. Within the restricted area there are two zones: (1) delivery zone and (2) distribution zone. For the delivery zone fuel trucks continue to enter and exit from South Hardy Street. Once through the security gate, fuel trucks utilize asphalt-paved turnarounds to position over the tanks for fuel delivery. For the distribution zone the existing roadways within KCIA property will be reconfigured to allow access to the fuel tanks. Within the distribution zone there will also be a small (25 feet x 15 feet) single story maintenance shed with lavatory constructed. Per FAA requirements areas where fueling operations occur are concrete paved; other driving surfaces are asphalt paved.

The relocated fuel farm includes several below-grade fuel tanks: seven 30,000 gallon aviation fuel (Jet-A) tanks; a 10,000 gallon diesel fuel tank; a 20,000 gallon aviation gasoline (AvGas) tank; and a 10,000 gallon automotive fuel (MoGas) tank. Appurtenances for these tanks generally mimic what is at the current fuel farm and include such items as: fuel pumps; monitoring wells; and maintenance shed with lavatory. Refer to Concept Site Plan (Attachment 9) for additional site development details.

9. OTHER LAND USE ACTIONS

There are no other land use actions associated with the vacation of 15th Ave.

10. VACATION POLICIES/TRANSPORTATION IMPACTS

Vacation of the 15th Ave ROW will have no transportation impacts.

Impacts from Loss of Right-of-Way

None. 15th Ave dead ends approximately 360 feet south of South Hardy Street. See the Plat Map (attachment 2). For this entire length it is surrounded by KCIA property on three sides with the fourth side being South Hardy Street. Furthermore, the only use of the ROW is for access to KCIA property.

Impacts to the Transportation System

None. As mentioned above, 15th Ave is a dead-end street and access is restricted with security fencing. No through access is permitted for pedestrians, bicyclists or vehicles. 15th Ave is not served by transit.

Impacts to Street Grid and Development Pattern

None. 15th Ave is a dead-end street and has been gated for nearly two years and has had parking restrictions imposed on it for nearly four years. As such vacation of the ROW will not cause any impacts to the street grid. Additionally, vacation will result in no impacts to the development pattern as all adjacent property is owned and operated by KCIA.

Transportation Enhancement

Vacation of the 15th Ave ROW will result in a transportation enhancement in that fuel trucks will have enough room to fully queue on Airport property as opposed to in the South Hardy Street ROW as they do now.

11. VACATION POLICIES/UTILITY IMPACTS

Several subsurface utilities exist within the area to be vacated. The proposed street vacation will not impact these utilities and Seattle Public Utilities (SPU) will retain access to all utilities within the existing right-of-way.

Once the Aviation Fuel Farm Relocation project occurs, some or all of these utilities may be impacted. Through the design and development process the Airport is committed to working with SPU to make sure the needs of all parties are adequately addressed. Refer to the survey background on the Concept Site Plan (attachment 9) for existing utilities through the ROW vacation area.

12. VACATION POLICIES/LAND USE IMPACTS

Vacation of 15th Ave will place the ROW under jurisdiction of KCIA to be managed and maintained permanently. The proposed use of the ROW will be the relocated Aviation Fuel Farm.

Because this ROW currently serves only as restricted access to KCIA property, vacation will result in negligible land use impacts. Additionally, since the area already houses the Airport's fuel farm, the neighborhood impacts associated with the relocation are negligible. Finally, as mentioned previously, relocation of the fuel farm out of FAA restricted areas is required for the Airport to meet its federal obligations and this relocation is not possible without the requested street vacation.

13. VACATION POLICIES/PUBLIC BENEFIT

There are numerous public benefits anticipated from the vacation of 15th Ave and the relocation of the Aviation Fuel Farm.

New bicycle pathways along Perimeter Road South

Currently the designated bike path adjacent to the Airport, according to the 2007 City of Seattle Bicycle Master Plan (master plan), is the "paved shoulder" along Airport Way South. In actuality there is no paved shoulder along much of Airport Way in this area. As such, bicyclists must ride with traffic along the roadway. Additionally, Airport Way is a four lane arterial road signed for 45 miles per hour. These factors all result in unsafe bicycle conditions adjacent to the airport; numerous instances of which have been witnessed by various airport personnel over the years. Again, per the master plan:

"One of the most critical factors required to realize the full potential for bicycling in Seattle is to ensure that conditions are safe for bicycling. Therefore, improving the safety of bicyclists is also a central goal of this Plan. A safe bicycling environment is essential for making bicycle trips more convenient and for preventing crashes and injuries. It is also critical for making residents who are not experienced bicyclists feel comfortable enough to try bicycling. However, the existing physical conditions for bicycling in many areas of the city require improvement."

Adjacent to Airport Way is Perimeter Road South. Perimeter Road is a two lane frontage road signed for 20 miles per hour. Our proposed improvement is to create a bicycle pathway on Perimeter Road adjacent to the airport running from the South Entrance to the North Entrance, approximately 1.7 miles. The pathway would consist of shared lane markings, or "sharrows", along with bicycle signage being placed along a portion of Perimeter Road (attachment 11). Sharrows are defined in the master plan, and:

"...are bicycle symbols that are placed within a vehicular travel lane of the roadway. Unlike bicycle lanes, they do not designate a particular part of the roadway for the use of bicyclists. The bicycle symbols used in shared lane markings include chevrons pointing in the direction of motor vehicle traffic to indicate that bicyclists should also ride in this direction. Shared lane markings have the following benefits...Provide a visible cue to bicyclists and motorists that bicycles are expected and welcomed on the roadway...Indicate the most appropriate location to ride on the roadway with respect to moving traffic and parked cars...Can be used on roadways where there is not enough space for standard width bicycle lane..."

Proposed sharrow location is further depicted on attachment 11.

Increased public safety due to compliance with the Runway Protection Zone

Currently the Aviation Fuel Farm is parallel to 15th Ave and encroaches into the RPZ and EOFA (attachment 7). Per FAA regulations no permanent man-made structures are allowed within these areas; as such, the fuel farm will be relocated. The relocation of the fuel farm will enhance the operational capabilities of the Airport, which in turn will increase the safety of airport operations.

Provides additional resources for enforcing airport safety and security

As the Transportation Security Administration formalizes its security regulations for Class IV Non-HUB Commercial Airports (such as KCIA) the proposed vacation will assist the Airport in meeting boundary security requirements. This vacation will provide additional security and risk control for the surrounding community by providing increased Airport control over property security.

Protecting current state of light, air, open space, and views

Major portions of the ROW are within the Airport's Inner Approach, Runway Protection Zone or Extended Objective Free Area. Refer to the Airport Layout Plan with Controlled Surfaces map (attachment 7). This area will remain open to maintain safe airside operations. The current state of light, air, open space, and views will be maintained or enhanced.

Preserves current street grid and uses while enhancing circulation for target traffic

Vacation of the 15th Ave ROW will have no transportation impacts; however, access to the fuel farm for service vehicles will be enhanced by allowing them to fully queue on-site as opposed to on South Hardy Street. Safety associated with fuel farm access will be improved due to enhanced target traffic circulation.

Reduced City maintenance responsibilities

Vacation of 15th Ave will place the ROW under jurisdiction of KCIA to be managed and maintained permanently. The City will no longer have to maintain the existing right-of-way.

Maintains City utility service access

The Airport will continue to provide the City with access to existing utilities within the 15th Ave ROW as needed for maintenance, repair, and replacement until the redevelopment occurs. During redevelopment, the Airport is committed to working with the City to make sure utility service needs are maintained under the proposed development.

Provides for the long-term interests of both the Public and Airport

The street vacation will permit the Airport to fulfill its federal obligations for meeting the demand for aviation facilities and services; specifically, it will allow for anticipated future growth at the fuel farm to continue to support airport operations as KCIA grows.

14. PUBLIC BENEFIT MATRIX

Element	Description
Zoning Designation:	C2-40 (Commercial 2); IG2 U/85 (General Industrial 2)
Street Classification:	15th Avenue South at this location is not listed on SDOT Street Classification Maps
Assessed value of adjacent property:	\$20 per square foot
Lease rates in general area:	\$1.44 per square foot per year
Size of project:	101,390 square feet
Size of area to be vacated:	21,907 square feet
Contribution of the vacated area to the development potential of the site	The development is not possible without the vacation (comprises 21.7% of the total square footage)

15. SITE MAPS

- Plat Map – attachment 2
- Vacation Description – attachment 3
- Various Other Maps – see attachments

16. PROJECT MAPS

- Plat Map – attachment 2
- Project Location – attachment 4
- Airport Layout Plan – attachment 7
- Site Plan (200 Scale) – attachment 8
- Site Plan (40 Scale) – attachment 9
- Various Other Maps – see attachments

17. 9-BLOCK URBAN DESIGN ANALYSIS

- 9-Block Urban Design Context – attachment 10
- Project Location – attachment 4
- Georgetown Neighborhood Plan – attachment 5
- Airport Layout Plan – attachment 7
- Site Plan (40 Scale) – attachment 9
- Various Other Maps – see attachments

Note that 15th Ave in the project area is not categorized on any SDOT classification maps.

18. IMPACT ON PUBLIC TRANSPORTATION PROJECTS

There is no anticipated impact on any adjacent transportation projects.

19. ENVIRONMENTAL IMPACT STATEMENT

This vacation and related activity is not expected to trigger an Environmental Impact Statement (EIS).

20. NEIGHBORHOOD PLAN

15th Ave is located adjacent to the Georgetown Neighborhood Plan (attachment 5) and its vacation and use as the site for the relocated Aviation Fuel Farm is supported by the 16 member Airport Roundtable group that includes representatives of the Georgetown community among other local communities.

Vacation of 15th Ave and fuel farm relocation advances many of the goals of the Georgetown Neighborhood Plan (found here: <http://www.seattle.gov/neighborhoods/npi/plans/gtown/>). Specific goals and our advancements are as follows:

“Seattle Design District” Plan Cornerstone

Stated Goal:

A Seattle Design District that capitalizes on the regional presence of the Seattle Design/Gift Centers and the related wholesale, retail, design, and manufacturing trades to foster economic development and physical visibility of these industries

Project Advancement of Goal:

- See Georgetown Neighborhood Plan (attachment 5) for approximate outline of the Proposed Seattle Design District
- Our proposed project is six blocks from this proposed district and, while it is not anticipated to specifically advance the development of a Design District, will not hinder it.

“Georgetown Residential Neighborhood Anchor” Plan Cornerstone

Stated Goal:

A residential community that recognizes, preserves, enhances, and validates Georgetown’s residential area as a viable place where people live, raise families, enjoy open spaces, and celebrate its unique historic character and buildings.

Project Advancement of Goal:

- See Georgetown Neighborhood Plan (attachment 5) for approximate outline of the Proposed Neighborhood Anchor Boundary for Georgetown.
- Our proposed project is adjacent to this proposed boundary; however, it will still be located on Airport property and be a use allowed per the zoning area. It should also be noted that the fuel farm relocation does not change the proximity of the farm to the proposed neighborhood anchor boundary line.

“Safer Georgetown” Plan Cornerstone

Stated Goal:

A community that is safe and is perceived as safe for living.

Project Advancement of Goal:

- KCIA is actively working to improve safety in the area of 15th Ave through working with the City to disband excessive long-term parking activity in the area.
- Relocating the fuel farm to a vacated 15th Ave will open up more Airport resources to provide further fuel farm and general Airport security and, therefore, increased public safety by: moving the fuel farm out of FAA restricted zones; increasing light levels; improved security fencing; and providing a more clear division of the Airport’s air-side (inner) and land-side (outer) boundaries.

“Promoting Industry and Family Wage Jobs” Plan Cornerstone

Stated Goal:

An economically strong and vital manufacturing and industrial center that places priority on job creation, business growth, and strategic ways for developing, training, and networking the local workforce with the local Georgetown employment base.

Project Advancement of Goal:

- KCIA is designated as an essential regional public facility. It is the 31st busiest airport in the United States (25th largest cargo handling center) with approximately 260,000 annual aircraft operations and 450 based aircraft. The Airport's 2009 Economic Impact Study found that 4,900 people are directly employed at KCIA and generate \$475 million in labor income. On a regional basis the Airport also supports over 12,600 jobs and is responsible for labor income of over \$800 million. In addition, the Airport generates approximately \$68 million in annual state and local taxes. The 2009 Impact Study found that the total economic impact of KCIA is over \$3.2 billion annually.
- Relocating the fuel farm allows the Airport to continue to function at this level and, possibly, expand operations in the future to match regional growth opportunities.

“Code Enforcement and Permit Processing” Plan Cornerstone

Stated Goal:

A community that receives responsible and efficient City action in the abatement of illegal and criminal uses.

Project Advancement of Goal:

- The proposed development activity will be within all applicable codes in place at the time of development

Economic Development

Stated Goal:

A community that continues to support its businesses, promotes job growth, and receives the necessary public investment in infrastructure to continue economic vibrancy.

Project Advancement of Goal:

- Please refer to the “project compliance” section from the “Safer Georgetown” Plan Cornerstone, above.
- Relocating the fuel farm allows the Airport to plan for future fuel farm growth which will, in turn, promote additional economic development in the area.

Transportation Facilities

Stated Goal:

An integrated transportation network that addresses the freight mobility, highway access, and efficiency demands of constituents; the non-motorized and pedestrian facilities serving area residents; and the basic services of good roads, transit service, and efficient area-wide circulation

Project Advancement of Goal:

- 15th Ave is a dead-end street with restricted access only to KCIA property. As such, the vacation of that property will not adversely impact the local transportation network.
- One public benefit element proposed with the vacation is the addition of bicycle “sharrows” along a 3/4-mile section of Perimeter Road to move bicyclists from Airport Way and to improve bicyclist and vehicle safety.

The Environment

Stated Goal:

A community aware of and sensitive to environmental quality with a recognition and respect for the vital natural environment and ecosystems, such as the Duwamish River, that survive in Georgetown in the presence of commerce and industry; and reduces environmental hazards that threaten the health, safety, and general welfare of Georgetown's residents and employees.

Project Advancement of Goal:

- Vacation of 15th Ave will allow for the existing fuel farm to be relocated to the vacated property. Once the farm is relocated, the old facility will be decommissioned and any environmental mitigation of the old tanks will be addressed as necessary

21. COMPREHENSIVE PLAN AND OTHER CITY PLANS AND GOALS

Vacation of 15th Ave and the relocation of the Aviation Fuel Farm advances several of the City's goals as identified in the Comprehensive Plan:

- **UVG7:** Accommodate a range of employment activity to ensure employment opportunities are available for the city's diverse residential population, including maintaining healthy manufacturing and industrial areas.
- **UVG9:** Use limited land resources more efficiently and pursue a development pattern that is more economically sound, by encouraging infill development on vacant and underutilized sites, particularly within urban villages.
- **UVG23:** Promote the use of industrial land for industrial purposes.
- **UVG24:** Encourage economic activity and development in Seattle's industrial areas by supporting the retention and expansion of existing industrial businesses and by providing opportunities for the creation of new businesses consistent with the character of industrial areas.
- **LU33:** In order to enhance current investments in the city, provide flexibility to maintain and improve existing structures.
- **TG3:** Promote safe and convenient bicycle and pedestrian access throughout the transportation system.
- **EG1:** Protect and improve the quality and function of the city's air, land, and water resources because of their relationship to human health, wildlife and the region's natural heritage.

22. SUSTAINABLE PRACTICES

As the proposed Aviation Fuel Farm Relocation project does not include an occupied structure it is not eligible for LEED certification; however, the Airport works to implement sustainable practices in all their construction and operational projects to the maximum extent practical in order to reduce operational and maintenance costs as well as reduce adverse impacts to the environment.

23. DESIGN REVIEW BOARD

Minutes and design materials have yet to be submitted to the Design Review Board.

24. COMPANY/AGENCY INFORMATION

Refer to the Project Introduction and Project Background for information pertaining to the King County International Airport.

25. DEVELOPMENT SCHEDULE

The project would be constructed in 2015.

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