

SCHEDULE "B" - continued

File/Order No.: H905450

13. GENERAL PROPERTY TAXES and SERVICE CHARGES, as follows, together with interest, penalty and statutory foreclosure costs, if any, after delinquency: (1st half delinquent on May 1; 2nd half delinquent on November 1)

Tax Account No.: 082305-9187-06			
<b>Year</b>	<b>Billed</b>	<b>Paid</b>	<b>Balance</b>
2002	\$9,826.42	\$0.00	\$9,826.42

Total amount due, not including interest and penalty: \$9,826.42

Levy Code: 2100  
 Assessed Value Land: \$858,200.00  
 Assessed Value Improvements: \$0.00

(Covers Parcel 12)

14. GENERAL PROPERTY TAXES and SERVICE CHARGES, as follows, together with interest, penalty and statutory foreclosure costs, if any, after delinquency: (1st half delinquent on May 1; 2nd half delinquent on November 1)

Tax Account No.: 082305-9079-07			
<b>Year</b>	<b>Billed</b>	<b>Paid</b>	<b>Balance</b>
2002	\$301,330.39	\$0.00	\$301,330.39

Total amount due, not including interest and penalty: \$301,330.39

Levy Code: 2100  
 Assessed Value Land: \$10,171,900.00  
 Assessed Value Improvements: \$16,162,400.00

(Covers Parcel 13)

15. GENERAL PROPERTY TAXES and SERVICE CHARGES, as follows, together with interest, penalty and statutory foreclosure costs, if any, after delinquency: (1st half delinquent on May 1; 2nd half delinquent on November 1)

Tax Account No.: 072305-9100-01			
<b>Year</b>	<b>Billed</b>	<b>Paid</b>	<b>Balance</b>
2002	\$10,398.53	\$0.00	\$10,398.53

Total amount due, not including interest and penalty: \$10,398.53

Levy Code: 2100  
 Assessed Value Land: \$908,200.00  
 Assessed Value Improvements: \$---

(Covers Parcel 14)

SCHEDULE "B" - continued

File/Order No.: HB05450

16. GENERAL PROPERTY TAXES and SERVICE CHARGES, as follows, together with interest, penalty and statutory foreclosure costs, if any, after delinquency: (1st half delinquent on May 1; 2nd half delinquent on November 1)

Tax Account No.:		082305-9204-05	
<u>Year</u>	<u>Billed</u>	<u>Paid</u>	<u>Balance</u>
2002	\$26,549.48	\$0.00	\$26,549.48
Total amount due, not including interest and penalty:			\$26,549.48

Levy Code:	2100
Assessed Value Land:	\$2,319,700.00
Assessed Value Improvements:	\$----

(Covers Parcel 15)

17. COVENANTS, CONDITIONS AND RESTRICTIONS imposed by instrument recorded under Recording Nos. 64407, 75960 AND 75965.

(Covers Parcel 15)

18. COVENANTS, CONDITIONS AND RESTRICTIONS imposed by instrument recorded under Recording No. 76764.

(Covers Parcel 14)

19. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

GRANTEE:	NORTHERN PACIFIC RAILWAY COMPANY
PURPOSE:	RAILROAD TRACK SYSTEM
AREA AFFECTED:	20 FOOT STRIP, AS DESCRIBED THEREIN
RECORDING NO.:	3352228

20. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

GRANTEE:	NORTHERN PACIFIC RAILWAY COMPANY
PURPOSE:	RAILROAD TRACK SYSTEM
AREA AFFECTED:	20 FOOT STRIP, AS DESCRIBED THEREIN
RECORDING NO.:	3352229

21. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

GRANTEE:	UNITED STATES OF AMERICA (FEDERAL PUBLIC HOUSING AUTHORITY)
PURPOSE:	STORM SEWER AND SIDEWALK
AREA AFFECTED:	WEST 30 FEET OF PARCEL 6
RECORDING NO.:	3432120

22. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

GRANTEE:	NORTHERN PACIFIC RAILWAY COMPANY
PURPOSE:	SPUR TRACK OR SIDING
AREA AFFECTED:	20 FOOT STRIP IN PARCEL B
RECORDING NO.:	3235807

23. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

PURPOSE: SEWER SYSTEM  
AREA AFFECTED: 5 FOOT STRIP ALONG THE WEST BOUNDARY  
LINE OF LOTS 4 THROUGH 12 AND THE  
SOUTH 15 FEET OF LOT 3 IN BLOCK 1 OF  
SARTORISVILLE, WHICH INCLUDES LOT 1 OF  
SHORT PLAT NO. 282-79, UNDER  
RECORDING NO. 7907109002 AND OTHER  
PROPERTY

RECORDED:  
RECORDING NO.: 3426556

24. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

PURPOSE: SEWER SYSTEM  
AREA AFFECTED: SOUTH 10 FEET OF THE NORTH 20 FEET OF  
THE SOUTH 30 OF THE EAST 39.3 FEET OF  
THE WEST 83.8 FEET OF LOT 11 IN BLOCK 1  
OF SARTORISVILLE

RECORDED:  
RECORDING NO.: 4445036

(Covers Parcel 1)

25. RESERVATION OF EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

RESERVED BY: PACIFIC COAST RAILROAD COMPANY.  
PURPOSE: RAILROAD TRACK TO SERVICE BUSINESSES  
AND INDUSTRIES  
AREA AFFECTED: AS THEREIN DESCRIBED  
RECORDING NO.: 4662540

26. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

GRANTEE: CITY OF RENTON  
PURPOSE: STREET PURPOSES, INCLUDING A GRADE  
CROSSING  
AREA AFFECTED: PORTION OF PARCELS 14 AND 15, AS  
DESCRIBED  
RECORDING NO.: 4952098

27. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:
- GRANTEE: CITY OF RENTON  
PURPOSE: PUBLIC STREET AND HIGHWAY  
AREA AFFECTED: 10 FOOT STRIP, BEING THE EASTERLY 10 FEET OF BLOCKS 1, B, 9 AND 16 OF C.H. ADSIT'S LAKE WASHINGTON PLAT AND ALSO THE EASTERLY 10 FEET OF THAT PORTION OF GOVERNMENT LOT 1 IN SECTION 7, LYING WESTERLY OF WILLIAMS STREET NORTH, SAID STRIP OF LAND EXTENDING NORTH 01° 10' WEST FROM THE SOUTH LINE OF SAID GOVERNMENT LOT, A DISTANCE OF 615 FEET  
RECORDING NO.: 5325652  
(Covers Parcel 9-B)
28. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:
- GRANTEE: MUNICIPALITY OF METROPOLITAN SEATTLE  
PURPOSE: UTILITIES SYSTEM  
AREA AFFECTED: 12 FOOT STRIP IN THE SOUTHWEST CORNER OF PARCEL 8, AS DESCRIBED THEREIN  
RECORDING NO.: 5436445
29. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:
- GRANTEE: MUNICIPALITY OF METROPOLITAN SEATTLE  
PURPOSE: SEWER PIPE LINES SYSTEM  
AREA AFFECTED: WITHIN THE RAILROAD RIGHT-OF-WAY IN SECTION 8  
RECORDING NO.: 5453012 AND 5453013
30. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:
- GRANTEE: CITY OF RENTON  
PURPOSE: UTILITY SYSTEM(S)  
AREA AFFECTED: 10 FOOT STRIP, AS DESCRIBED THEREIN  
RECORDING NO.: 5819195  
(Covers Parcel 7)
31. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:
- GRANTEE: RENTON SCHOOL DISTRICT NO. 403  
PURPOSE: SEWER LINE SYSTEM  
AREA AFFECTED: WESTERLY 15 FEET OF PARCEL 10  
RECORDING NO.: 5907009

32. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:  
GRANTEE: PUGET SOUND POWER & LIGHT COMPANY  
PURPOSE: ELECTRIC LINE SYSTEM  
AREA AFFECTED: WITHIN A 30 FOOT STRIP IN PARCEL 8, AS DESCRIBED THEREIN  
RECORDING NO.: 6276238
33. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:  
GRANTEE: CITY OF RENTON  
PURPOSE: ROADWAY  
AREA AFFECTED: PORTION OF PARCELS 14 AND 15, AS DESCRIBED THEREIN  
RECORDING NO.: 7206090451
34. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:  
GRANTEE: WASHINGTON NATURAL GAS COMPANY  
PURPOSE: GAS PIPELINE OR PIPELINE SYSTEM  
AREA AFFECTED: TWO 4 FOOT STRIPS IN PARCEL 6, AS DESCRIBED THEREIN  
RECORDING NO.: 7311290292
35. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:  
GRANTEE: WASHINGTON NATURAL GAS COMPANY  
PURPOSE: GAS PIPELINE OR PIPELINES SYSTEM  
AREA AFFECTED: 10 FOOT STRIP IN PARCEL 6, AS DESCRIBED THEREIN  
RECORDING NO.: 7705020589
36. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:  
GRANTEE: PUGET SOUND POWER & LIGHT COMPANY  
PURPOSE: UNDERGROUND ELECTRIC SYSTEM  
AREA AFFECTED: 20 FOOT STRIP LYING WITHIN THE WEST 60 FEET OF PARCEL 6, AS DESCRIBED THEREIN  
RECORDING NO.: 7708170733
37. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:  
GRANTEE: CITY OF RENTON  
PURPOSE: PUBLIC UTILITIES  
AREA AFFECTED: PORTIONS OF PARCEL 6, AS DESCRIBED THEREIN  
RECORDING NO.: 7710030507
38. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:  
PURPOSE: INGRESS AND EGRESS  
AREA AFFECTED: 17 FOOT STRIP IN PARCEL 6, AS DESCRIBED THEREIN  
RECORDING NO.: 7710250275

39. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:  
GRANTEE: CITY OF RENTON  
PURPOSE: PUBLIC UTILITIES  
AREA AFFECTED: PORTION OF PARCEL 6, AS DESCRIBED  
THEREIN  
RECORDING NO.: 771180856
40. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:  
GRANTEE: PACIFIC NORTHWEST BELL TELEPHONE  
COMPANY  
PURPOSE: UNDERGROUND COMMUNICATION LINE  
SYSTEM  
AREA AFFECTED: 10 FOOT STRIP, AS CONSTRUCTED IN  
PARCEL 8  
RECORDING NO.: 7712020687
41. RESERVATION OF EASEMENT AND THE TERMS AND CONDITIONS THEREOF:  
RESERVED BY: CITY OF RENTON  
PURPOSE: UTILITY AND RELATED PURPOSES  
AREA AFFECTED: PORTION OF SOUTH 1/2 OF VACATED NORTH  
7<sup>TH</sup> STREET IN THE PLAT OF RENTON FARM  
ACREAGE  
RECORDING NO.: 7908130670  
(Covers Parcel 7)
42. RESTRICTIVE COVENANTS imposed by instrument recorded on April 7, 1980, under  
Recording No. 8004070363.  
(Covers Parcel 14)
43. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:  
GRANTEE: CITY OF RENTON  
PURPOSE: PUBLIC UTILITIES  
AREA AFFECTED: SOUTH 15 FEET OF LOT 1 IN BLOCK 11 OF  
RENTON FARM PLAT AND OF THE SOUTH 15  
FEET OF THE WEST 83.5 FEET OF LOT 12 IN  
BLOCK 1 OF SARTORISVILLE  
RECORDING NO.: 8004280538  
(Covers Parcel 1)
44. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:  
GRANTEE: CITY OF RENTON  
PURPOSE: PUBLIC UTILITIES  
AREA AFFECTED: SOUTH 10 FEET OF LOT 1 IN SHORT PLAT  
NO. 093-89, RECORDED UNDER RECORDING  
NO. 8911149006  
RECORDING NO.: 8101190465

SCHEDULE "B" - continued

File/Order No. H905450

(Covers Parcel 1)

45. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

GRANTEE: PUGET SOUND POWER & LIGHT COMPANY  
PURPOSE: UNDERGROUND ELECTRIC SYSTEM  
AREA AFFECTED: 10 FOOT STRIP AS CONSTRUCTED OR TO BE  
CONSTRUCTED, EXTENDED OR RELOCATED  
WITHIN THE SOUTH 40 FEET OF THE WEST  
150 FEET OF THE NORTH 150 FEET OF A  
PORTION OF THE SOUTHWEST 1/4 OF  
SECTION 8, AS DESCRIBED THEREIN  
RECORDING NO.: 8107240568

(Covers Parcel A of Short Plat in Parcel 7)

46. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

GRANTEE: PUGET SOUND POWER & LIGHT COMPANY, A  
WASHINGTON CORPORATION  
PURPOSE: ELECTRIC TRANSMISSION AND/OR  
DISTRIBUTION LINES  
AREA AFFECTED: 15 FOOT STRIP OVER PARCEL 14, AS  
DESCRIBED THEREIN  
RECORDING NO.: 8108140759

47. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

GRANTEE: CITY OF RENTON  
PURPOSE: PUBLIC UTILITIES  
AREA AFFECTED: 15 FOOT STRIP OVER PARCEL 15, AS  
DESCRIBED THEREIN  
RECORDING NO.: 8204190334

48. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

GRANTEE: PACIFIC NORTHWEST BELL TELEPHONE  
COMPANY  
PURPOSE: UNDERGROUND ELECTRIC SYSTEM  
AREA AFFECTED: EAST 5 FEET OF THE SOUTH 50 FEET AND  
THE WEST 5 FEET OF THE EAST 10 FEET OF  
THE SOUTH 10 FEET OF LOT 2 IN BLOCK 4  
OF RENTON FARM ACREAGE IN PARCEL 7  
RECORDING NO.: 8410260692

49. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

GRANTEE: PACIFIC NORTHWEST BELL TELEPHONE  
COMPANY  
PURPOSE: UNDERGROUND COMMUNICATION LINES  
AND ABOVE GROUND CABINETS  
AREA AFFECTED: SOUTH 5 FEET OF THE EAST 5 FEET OF LOT  
4 IN BLOCK 1 OF SARTORISVILLE ADDITION  
IN PARCEL 1

SCHEDULE "B" - continued

File/Order No. 1 H903430

- RECORDING NO.: 0411070958
50. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:  
GRANTEE: PUGET SOUND POWER & LIGHT COMPANY  
PURPOSE: ELECTRIC TRANSMISSION AND/OR  
DISTRIBUTION LINES SYSTEM  
AREA AFFECTED: SOUTHERLY PORTION OF PARCELS 8 AND  
15 AS DESCRIBED THEREIN  
RECORDING NO.: 8511040570
51. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:  
GRANTEE: PUGET SOUND POWER & LIGHT COMPANY  
PURPOSE: ELECTRIC TRANSMISSION AND/OR  
DISTRIBUTION SYSTEMS  
AREA AFFECTED: SOUTH 10 FEET OF PARCEL 4  
RECORDING NO.: 8512160946
52. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:  
GRANTEE: PUGET SOUND POWER & LIGHT COMPANY  
PURPOSE: ELECTRIC TRANSMISSION AND/OR  
DISTRIBUTION SYSTEM  
AREA AFFECTED: SOUTH 10 FEET OF PROPERTY DESCRIBED  
THEREIN  
RECORDING NO.: 8512160948
53. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:  
GRANTEE: PUGET SOUND POWER & LIGHT COMPANY  
PURPOSE: GUY WIRES AND ANCHORS SYSTEM(S)  
AREA AFFECTED: TWO 10 FOOT STRIPS ON EASTERLY  
PORTION OF SE 1/4 OF THE SOUTHEAST 1/4  
OF SECTION 7  
RECORDING NO.: 8601170666  
(Covers Parcel 9-A)
54. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:  
GRANTEE: CITY OF RENTON  
PURPOSE: PUBLIC UTILITIES  
AREA AFFECTED: PORTION OF PARCEL 6, AS DESCRIBED  
THEREIN  
RECORDING NO.: 8612031435
55. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:  
PURPOSE: UTILITY SYSTEM  
AREA AFFECTED: WESTERLY 15 FEET OF PARCELS A AND B OF  
SHORT PLAT NO. 093-89, RECORDED UNDER  
RECORDING NO. 8911149006  
DECEMBER 23, 1986 AND MARCH 16, 1988  
RECORDED:  
RECORDING NO.: 8612231613 AND 8803161005

Commitment for Title Insurance

SCHEDULE "B" - continued

File/Order No.: H905450

(Covers Parcels 5 and 7)

56. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

GRANTEE:  
PURPOSE:  
AREA AFFECTED:

CITY OF RENTON  
ROADWAY AND PUBLIC UTILITIES  
WEST 10 FEET OF LOTS 1 THROUGH 13 IN  
BLOCK 11 OF RENTON FARM PLAT IN  
PARCEL 1, TOGETHER WITH FILLETS OF  
CURVES

RECORDING NO.:

8712280271

57. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

GRANTEE:  
PURPOSE:  
AREA AFFECTED:

PUGET SOUND POWER & LIGHT COMPANY  
UNDERGROUND ELECTRIC SYSTEM  
PORTIONS OF PARCEL 1, AS DESCRIBED  
THEREIN

RECORDING NO.:

8808221055

NOTE: Said easement replaces Recording No. 8410260690.

58. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

GRANTEE:  
PURPOSE:  
AREA AFFECTED:

PUGET SOUND POWER & LIGHT COMPANY  
UNDERGROUND ELECTRIC SYSTEM  
PORTION OF PARCEL 7, AS DESCRIBED  
THEREIN

RECORDING NO.:

8808300587

59. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

GRANTEE:  
PURPOSE:  
AREA AFFECTED:

PUGET SOUND POWER & LIGHT COMPANY  
UNDERGROUND ELECTRIC SYSTEM  
10 FOOT STRIP, AS CONSTRUCTED OR TO  
BE CONSTRUCTED, EXTENDED OR  
RELOCATED WITHIN THE NORTH 30 FEET  
OF THE SOUTH 40 FEET OF PARCEL 4

RECORDING NO.:

8808300594

60. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

GRANTEE:  
PURPOSE:  
AREA AFFECTED:  
RECORDING NO.:

CITY OF RENTON  
ROADWAY AND PUBLIC UTILITIES  
AS DESCRIBED THEREIN  
8810210273 AND AS BROADENED OR  
EXTENDED UNDER RECORDING NO.  
8908290481

(Covers Parcels 5 and 7)

61. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

GRANTEE:

CITY OF RENTON

Commitment for Title Insurance

SCHEDULE "B" - continued

File/Order No.: H905450

PURPOSE: PUBLIC UTILITIES  
AREA AFFECTED: SOUTHERLY PORTION OF PARCEL 11, AS  
DESCRIBED THEREIN  
RECORDING NO.: 8811300191

62. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

GRANTEE: CITY OF RENTON  
PURPOSE: PUBLIC UTILITIES  
AREA AFFECTED: 15 FOOT STRIP, AS DESCRIBED THEREIN  
RECORDING NO.: 8812290204

(Covers Parcel 1)

63. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

GRANTEE: PUGET SOUND POWER & LIGHT COMPANY  
PURPOSE: UNDERGROUND ELECTRIC SYSTEM  
AREA AFFECTED: AS DESCRIBED THEREIN  
RECORDING NO.: 8904240682

(Covers Parcel 1)

64. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

GRANTEE: CITY OF RENTON  
PURPOSE: PUBLIC UTILITIES  
AREA AFFECTED: PORTION OF PARCELS 5 AND 7, AS  
DESCRIBED THEREIN AND AS DELINEATED  
ON THE FACE OF THE SHORT PLAT  
RECORDING NO.: 8908290480

65. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

GRANTEE: CITY OF RENTON  
PURPOSE: PUBLIC UTILITIES  
AREA AFFECTED: PORTION OF PARCEL 1, AS DESCRIBED  
THEREIN  
RECORDING NO.: 8911090474

66. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

GRANTEE: CITY OF RENTON  
PURPOSE: PUBLIC UTILITIES  
AREA AFFECTED: PORTION OF PARCEL 7, AS DESCRIBED  
THEREIN  
RECORDING NO.: 8911090475

67. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

GRANTEE: CITY OF RENTON  
PURPOSE: PUBLIC UTILITIES  
AREA AFFECTED: PORTION OF PARCEL 1, AS DESCRIBED  
THEREIN  
RECORDING NO.: 9201090734

Commitment for Title Insurance

68. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:  
GRANTEE: PUGET SOUND POWER & LIGHT COMPANY  
PURPOSE: ELECTRIC TRANSMISSION/DISTRIBUTION  
SUBSTATIONS AND ONE OR MORE  
ELECTRIC TRANSMISSION AND/OR  
DISTRIBUTION LINES  
AREA AFFECTED: VARIOUS PORTIONS, AS DESCRIBED  
THEREIN AND AS DELINEATED ON THE  
ATTACHED EXHIBITS  
RECORDING NO.: 9207130661
69. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:  
GRANTEE: PUGET SOUND POWER & LIGHT COMPANY  
PURPOSE: ELECTRIC TRANSMISSION AND/OR  
DISTRIBUTION SYSTEMS  
AREA AFFECTED: AS DESCRIBED THEREIN, DELINEATED ON  
THE ATTACHED EXHIBITS AND WHICH IS  
ALSO DELINEATED ON SURVEY RECORDED  
UNDER RECORDING NO. 9512089006  
RECORDING NO.: 9207130662
70. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:  
GRANTEE: CITY OF RENTON  
PURPOSE: A MOTOR CONTROL PANEL, ARCHITECTURAL  
CONTROL WALL, AND RAILING, TOGETHER  
WITH ALL NECESSARY APPURTENANCES  
AREA AFFECTED: PORTIONS OF PARCEL 11, AS DESCRIBED  
THEREIN, AND AS DELINEATED ON THE  
ATTACHED EXHIBIT  
RECORDING NO.: 9607220167
71. RELINQUISHMENT OF ALL EASEMENTS existing, future or potential, for access, light,  
view and air, and all rights of ingress, egress and regress to, from and between the land  
and the highway or highways to be constructed on land conveyed by deed.  
TO: STATE OF WASHINGTON  
DATED: SEPTEMBER 14, 1956  
RECORDED: OCTOBER 18, 1956  
RECORDING NO.: 4740681  
(Covers Parcel 11)
72. RELINQUISHMENT OF ALL EXISTING, FUTURE OR POTENTIAL EASEMENTS for  
access, light, view and air, and all rights of ingress, egress and regress to, from and  
between the land and the highway or highways constructed on lands condemned by  
proceedings under King County Superior Court.  
BY: STATE OF WASHINGTON  
CAUSE NO.: 656127

SCHEDULE "B" - continued

File/Order No.: H903450

(Covers Parcels 11 and 13)

73. Declaration of Restrictive Covenants imposed by instrument recorded on July 10, 1979, under Recording No. 7907100783.

(Covers Short Plat No. 093-89, recorded under Recording No. 8911149006 in Parcels 5 and 7)

74. ALL COVENANTS, CONDITIONS, RESTRICTIONS, RESERVATIONS, EASEMENTS OR OTHER SERVITUDES, IF ANY, DISCLOSED BY CITY OF RENTON SHORT PLAT NO. 93-89, RECORDED UNDER RECORDING NO. 8911149006.

RIGHTS OR BENEFITS, IF ANY, WHICH MAY BE DISCLOSED BY THE RECORDED DOCUMENT(S) ABOVE AFFECTING LAND OUTSIDE THE BOUNDARY DESCRIBED IN SCHEDULE A.

(Covers Parcels 5 and 7)

75. Restrictive Covenant imposed by instrument recorded on Sept 2, 1994, under Recording No. 9409020504.

(Covers Parcel 1)

76. AGREEMENT AND THE TERMS AND CONDITIONS THEREOF:

RECORDED: NOVEMBER 18, 1941  
RECORDING NO.: 3204562  
REGARDING: RAILROAD SPUR TRACT(S)

77. Covenants, conditions and restrictions imposed by instrument recorded on November 17, 2000, under Recording No. 20001117001354, including, but not limited to, rights or benefits which may be disclosed affecting land outside the boundary described in Schedule A.

78. Reservations contained in deed recorded under Recording No. 7304240384.

79. AGREEMENT AND THE TERMS AND CONDITIONS THEREOF:

RECORDED: SEPTEMBER 15, 1955  
RECORDING NO.: 4616876  
REGARDING: BUILDING WALL

(Covers Parcel B)

80. AGREEMENT AND THE TERMS AND CONDITIONS THEREOF:

RECORDED: SEPTEMBER 12, 1957  
RECORDING NO.: 4832481  
REGARDING: HOLD HARMLESS AGREEMENT

(Covers Parcels 9-A and 9-B)

SCHEDULE "B" - continued

File/Order No.: H905450

81. AGREEMENT AND THE TERMS AND CONDITIONS THEREOF:

RECORDED: MAY 23, 1991  
RECORDING NO.: 9105231158  
REGARDING: AGREEMENT AND LICENSE FOR FIRE MAIN INTER-TIE

82. UNRECORDED BRIDGE PERMIT AND THE TERMS AND CONDITIONS THEREOF:

DATED: SEPTEMBER 29, 1969, BETWEEN: CITY OF RENTON AND THE BOEING COMPANY  
SAID PERMIT WAS AMENDED UNDER RECORDING NO. 9209171553.

83. AGREEMENT AND THE TERMS AND CONDITIONS THEREOF:

RECORDED: SEPTEMBER 17, 1992  
RECORDING NO.: 9209171541  
REGARDING: RECREATIONAL TRAIL EASEMENT AND AGREEMENT

Said Agreement was amended under Recording Nos. 9606110277 and 9609040765.

84. AGREEMENT AND THE TERMS AND CONDITIONS THEREOF:

RECORDED: FEBRUARY 3, 1994  
RECORDING NO.: 9402030678  
REGARDING: AGREEMENT AND LICENSE FOR EXTENSION OF BOEING DOMESTIC WATER AND COMPRESSED AIR SUPPLY LINES

85. Terms and conditions of Non-Opposition Agreement attached as an exhibit to instrument recorded under Recording No. 2000111700535.

86. COVENANTS, CONDITIONS AND RESTRICTIONS imposed by instrument recorded on November 17, 2000, under Recording No. 20001117001354.

(Covers Parcel 15)

87. Matters Disclosed on unrecorded survey by Baima & Holmberg Inc., dated September 8, 1994, under Job No. 75-066, as follows:

- a) Possible encroachment of signs onto subject property at the Northwest corner;
- b) Possible encroachment of curb cuts onto right-of-way of North 6<sup>th</sup> Street.

(Covers Parcel 3)

88. MATTERS DISCLOSED ON UNRECORDED SURVEY BY BAIMA & HOLMBERG INC., DATED SEPTEMBER 8, 1994 AND REVISED OCTOBER 5, 1994, UNDER JOB NO. 75-066, AS FOLLOWS:

- a) Possible encroachment of sidewalk onto subject property at the Southeast corner thereof;

b) Curb cuts and curbing onto right-of-way of North 6<sup>th</sup> Street.

(Covers Parcel 4)

89. MATTERS SET FORTH BY SURVEY:

RECORDED: DECEMBER 8, 1995  
RECORDING NO.: 9512089006  
DISCLOSES: POSSIBLE ENCROACHMENTS

(Covers Parcel 2)

90. Restrictive Covenant imposed by instrument recorded on June 1, 2001, under Recording No. 20010601000022.

(Covers Parcel 1 and other property)

91. DELETED.

92. DELETED.

93. Reservations contained in deed from the State of Washington recorded under Recording No. 6025859, reserving to the grantor all oil, gases, coal, ores, minerals, fossils, etc., and the right of entry for opening, developing and working the same, and providing that such rights shall not be exercised until provision has been made for full payment of all damages sustained by reason of such entry.

Right of State of Washington or its successors, subject to payment of compensation therefor, to acquire rights-of-way for private railroads, skid roads, flumes, canals, water courses or other easements for transporting and moving timber, stone, minerals and other products from this and other land, as reserved in deed referred to above.

(Covers Block C in the 3<sup>rd</sup> Supplement of Lake Washington Shore Lands)

94. Rights and easements of the public for commerce, navigation, recreation and fisheries.

95. Any restrictions on the use of the land resulting from the rights of the public or riparian owners to use any portion which is now, or has been, covered by water.

96. Location of the lateral boundaries of second class tidelands and shorelands.

97. Unrecorded leaseholds, if any; rights of vendors and holders of security interests on personal property installed upon the land; and rights of tenants to remove trade fixtures at the expiration of the term.

98. DELETED.

SCHEDULE "B" - continued

File/Order No.: H905450

99. Matters relating to questions of survey, rights of parties in possession, and unrecorded liens for labor or material. An ALTA must be furnished to this company which shows the location of all improvements and reveals all encroachments, driveways and easements which encumber the property. We will review the survey and make an inspection of the premises, and will report the results of both the review and the inspection by supplemental report.

100. RESTRICTIVE COVENANT imposed by instrument recorded on JUNE 1, 2001, under Recording No. 20010601000022.

(Covers PARCEL 1 AND OTHER PROPERTY)

101. DELETED.

102. LIEN FOR LABOR AND/OR MATERIALS.

CLAIMANT:	MOZA CONSTRUCTION, INC.
AGAINST:	SUN INNOVATIONS, INC.
COMMENCED:	NOVEMBER 1, 2000
CEASED:	MARCH 27, 2001
AMOUNT:	\$25,010.00
RECORDED:	MARCH 30, 2001
RECORDING NO.:	20010330001690

(Covers 800 PARK AVE. N. 737-757 PROGRAM BUILDING)

**Note 1:** The Company has been asked to issue an owner's policy without disclosure of the liability amount. This commitment shall be effective only when the amount of the policy committed for has been inserted in Schedule A hereof. The forthcoming policy must be issued in an amount at least equal to the full value of the estate insured in accordance with our rating schedule on file in the office of the Washington State Insurance Commissioner.

The Company may have further requirements if the undisclosed amount to be insured exceeds the current assessed valuation.

**Note 2:** Title will be vested in parties yet undisclosed. When title is vested, their title will be subject to matters of record against their names.

**Note 3:** The above captioned description may be incorrect, because the application for title insurance contained only an address and/or Parcel Number. Prior to closing, all parties to the transaction must verify the legal description. If further changes are necessary, notify the Company well before closing so that those changes can be reviewed. Closing instructions must indicate that the legal description has been reviewed and approved by all parties.

**SCHEDULE "B" - continued**

File/Order No.: H903450

- Note 4:** Evidence and authority of the officers of The Boeing Company, a Delaware corporation, to execute the forthcoming instrument should be submitted.
- Note 5:** There may be Uniform Commercial Code (UCC) Security interests filed with the Department of Licensing in Olympia, affecting personal property, crops or agricultural facilities which are not covered by the policy to issue.
- Note 6:** The following may be used as an abbreviated legal description on the documents to be recorded, per amended RCW 65.04. SAID ABBREVIATED LEGAL DESCRIPTION IS NOT A SUBSTITUTE FOR A COMPLETE LEGAL DESCRIPTION WITHIN THE BODY OF THE DOCUMENT.

PTN OF SOUTHEAST CORNER SEC 5, 6, 7 AND 8 TWN 23 N RNG 5 E

**(END OF EXCEPTIONS)**

Investigation should be made to determine if there are any sewer treatment capacity charges or if there are any service, installation, maintenance, or construction charges for sewer, water or electricity.

In the event this transaction fails to close, a cancellation fee will be charged for services rendered in accordance with our rate schedule.

Unless otherwise requested, the forms of policy to be issued in connection with this commitment will be ALTA 1992 policies, or, in the case of standard lender's coverage, the CLTA standard coverage policy - 1990. The policy committed for or requested may be examined by inquiry at the office that issued the commitment. A specimen copy of the policy form(s) referred to in this commitment will be furnished promptly upon request.

**Commonwealth Land Title Insurance Company is a Pennsylvania corporation, a wholly owned subsidiary of LendAmerica Financial Group, Inc., and is in no way affiliated or connected with Commonwealth Title Company of Pierce County, Washington**

CC/cgg

**CITY OF RENTON**  
 1055 S. Grady Way  
 Renton, WA 98055

Printed: 12-16-2002

**Land Use Actions  
 RECEIPT**

Permit#: LUA02-141

Payment Made: 12/16/2002 02:30 PM

Receipt Number: R0207224

Total Payment: 2,000.00

Payee: BOEING REALTY CORPORATION

**Current Payment Made to the Following Items:**

Trans	Account Code	Description	Amount
5036	000.345.81.00.0005	Comprehensive Plan Amend	1,500.00
5999	999.999.99.99.9999	Unknown Fee Item	500.00

**Payments made for this receipt**

Trans	Method	Description	Amount
Payment	Check	011062	2,000.00

**Account Balances**

Trans	Account Code	Description	Balance Due
3021	303.000.00.345.85	Park Mitigation Fee	.00
5006	000.345.81.00.0002	Annexation Fee	.00
5007	000.345.81.00.0003	Appeals/Waivers	.00
5008	000.345.81.00.0004	Binding Warrants Fee	.00
5009	000.345.81.00.0006	Conditional Use Fees	.00
5010	000.345.81.00.0007	Environmental Review	.00
5011	000.345.81.00.0008	Prelim/Interim Plat	.00
5012	000.345.81.00.0009	Final Plat	.00
5013	000.345.81.00.0010	ESD	.00
5014	000.345.81.00.0011	Grading & Filling Fee	.00
5015	000.345.81.00.0012	Lot Line Adjustment	.00
5016	000.345.81.00.0013	Mobile Home Fees	.00
5017	000.345.81.00.0014	Rezone	.00
5018	000.345.81.00.0015	Routine Vegetation Mgmt	.00
5019	000.345.81.00.0016	Shoreline Model Dev	.00
5020	000.345.81.00.0017	Site Plan Approval	.00
5021	000.345.81.00.0018	Special Permit Fees	.00
5022	000.345.81.00.0019	Variance Fees	.00
5023	0		.00
5024	000.345.81.00.0024	Conditional Approval Fee	.00
5036	000.345.81.00.0005	Comprehensive Plan Amend	.00
5909	000.341.60.00.0024	Booklets/EIS/Copies	.00
5941	000.341.50.00.0000	Maps (Taxable)	.00
5954	604.237.00.00.0000	Special Deposits	.00
5955	000.05.519.90.42.1	Postage	.00
5998	000.231.70.00.0000	Tax	.00
5999	999.999.99.99.9999	Unknown Fee Item	.00

DEVELOPMENT PLAN  
 CITY OF RENTON  
 RECEIVED

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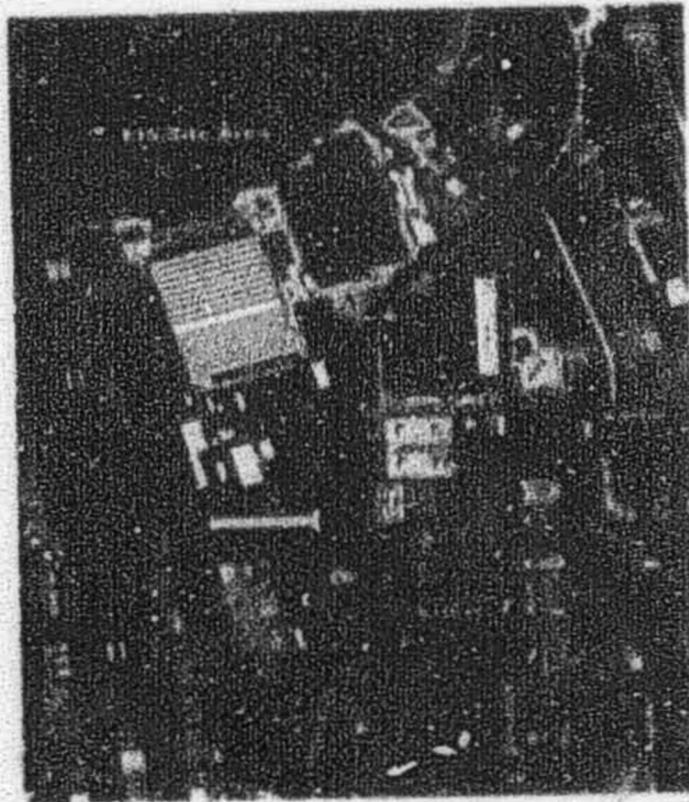
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**BOEING RENTON COMPREHENSIVE  
PLAN AMENDMENT EIS**

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**Final Environmental Impact Statement**



**City of Renton, Washington  
October 21, 2003**



Jesse Tanner, Mayor

See Development  
Services Division  
for draft EIS.

## CITY OF RENTON

Planning/Building/Public Works Department  
Gregg Zimmerman P.E., Administrator

October 21, 2003

Dear Reader:

Attached is a copy of the Final Environmental Impact Statement (FEIS) for The Boeing Company's application for text and map amendments to the City of Renton Comprehensive Plan.

In December 2002, The Boeing Company submitted a Land Use Master Application (LUA02-141) requesting Comprehensive Plan and Zoning Text and Map amendments, and implementing development standard amendments. The City of Renton Environmental Review Committee issued a Determination of Significance on March 4, 2003. The City of Renton, in accordance with the State Environmental Policy Act (SEPA) process, issued a Scoping Notice and Scoping Document on March 10, 2003. On March 25, 2003, a public scoping meeting was held to receive written and oral comments on the proposed scope of study. A Draft Environmental Impact Statement (DEIS) was issued by the City of Renton Environmental Review Committee on July 9, 2003. A public hearing was held on July 30, 2003. A thirty day comment period closed on August 8, 2003.

The issues identified through the scoping process and addressed in the DEIS included: earth, water resources, fish and wildlife habitat, hazardous materials, land use patterns, relationship to plans and policies, population, employment, and housing, parks and recreation, aesthetics/light and glare, transportation, noise, public services, and utilities.

The FEIS provides responses to comments and corrections on the DEIS. Based on comments received on the Draft EIS, the issue of land use compatibility within the site area with aviation operations associated with the Renton Municipal Airport is discussed further in this Final EIS. Based on the FEIS, a Development Agreement is being negotiated between The Boeing Company and the City of Renton.

Pursuant to SEPA Rules (197-11), following the issuance of this FEIS, a seven day waiting period will be established (October 22 through October 28, 2003) during which the City of Renton will take no action on the proposed Comprehensive Plan and Zoning Text and Map amendments and the associated development standard amendments and development agreement. Following the public review period, the City may take action based on this FEIS.

The proposed Comprehensive Plan and Zoning Text and Map amendments will be the subject of a Planning Commission public hearing scheduled for **November 12, 2003, at 6 pm**, at Conferencing Center, 7<sup>th</sup> floor Renton City Hall, 1055 South Grady Way, Renton, WA.

The proposed Comprehensive Plan and Zoning Text and Map amendments, development agreement, and development standard amendments will be the subject of a City Council public hearing on **November 17, 2003, at 7:30 pm**, at City Council Chambers, 7<sup>th</sup> floor Renton City Hall, 1055 South Grady Way, Renton, WA.

Upon adoption of the Comprehensive Plan and Zoning Text and Map amendments, development standard amendments, and development agreement there will be a 20 day appeal period during which the FEIS may be appealed, pursuant to SEPA Rules (WAC 197-11) and the City of Renton's Environmental Review Ordinance (RMC 4-8-110, E.4). Actions taken based on the FEIS (i.e., the Comprehensive Plan and Zoning Text and Map amendments development standard amendments, and development agreement) may also be appealed pursuant to applicable provisions of the Renton Code and state law.

1055 South Grady Way - Renton, Washington 98055

**RENTON**  
AHEAD OF THE CURVE

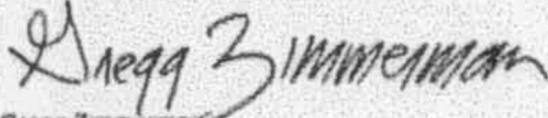
Boeing FEIS Reader  
October 21, 2003

2

If you have any questions or require clarification of the above, please contact Elizabeth Higgins,  
Project Manager, at 425-430-6576.

The City of Renton appreciates your interest and thanks you for your participation.

For the Environmental Review Committee



Gregg Zimmerman  
Administrator  
Planning/Building/Public Works

**FINAL  
ENVIRONMENTAL IMPACT STATEMENT  
BOEING RENTON COMPREHENSIVE PLAN AMENDMENT EIS**

**CITY OF  
RENTON, WASHINGTON**

**Prepared for the Review and Comments of Citizens,  
Groups and Governmental Agencies**

**In Compliance With  
The State Environmental Policy Act of 1971 (RCW 43.21C)  
and City of Renton SEPA Policies and Procedures**

## FACT SHEET

### PROJECT TITLE

Boeing Renton Comprehensive Plan Amendment

### PROPOSED ACTION

The Boeing Company is currently consolidating its commercial airplane operations at its Renton Plant. Consolidation of Boeing operations may create opportunities for Boeing to reoccupy or surplus its non-essential properties and buildings. Boeing and the City of Renton are studying potential redevelopment opportunities for certain Renton Plant properties that may be made available for redevelopment in the future. The City is also studying potential redevelopment opportunities for several properties adjacent to the Renton Plant site. Consideration of a broader range of land uses than is currently allowed by existing comprehensive plan and zoning designations will require changes in land use regulations.

The Boeing Company is proposing to amend the City of Renton Comprehensive Plan map designation on approximately 275 acres of its property located adjacent to Lake Washington. The City of Renton staff has recommended that a new "Urban Center-North" (UC-N) land use designation be applied to the Boeing property and an additional 15 acres of contiguous property owned by others.

Implementation of a new UC-N designation will require several related changes to the Comprehensive Plan, including dividing the existing "Urban Center" designation into two sub-areas: "Urban Center-North" (UC-N) and "Urban Center-Downtown" (UC-D).

The Proposed Action(s) include:

- Comprehensive Plan map amendments to divide the existing Urban Center into two sub-areas: "Urban Center-Downtown" (UC-D) and "Urban Center-North" (UC-N);
- Comprehensive Plan text amendments to the existing "Center" policies that provide new general policies applicable to the entire Urban Center and that establish two sub-areas within the "Urban Center": "Urban Center-Downtown" (UC-D) and "Urban Center-North" (UC-N);
- Comprehensive Plan text amendments that establish policies for a new UC-N land use designation;
- Comprehensive Plan map amendments to re-designate properties in the site area from Employment Area-Industrial, Employment Area-Office, and Employment

- Area-Transition to the new UC-N Comprehensive Plan designation;
- Creation of new mixed-use zoning provisions for the site area corresponding to the UC-N Comprehensive Plan designation;
- Rezoning of the site area properties to the new zoning designation(s);
- Development Agreement between the City of Renton and The Boeing Company; and
- Other applicable modifications to City of Renton Comprehensive Plan and Development Regulations.

The probable significant impacts of the proposed Comprehensive Plan amendments and policies, new zoning provisions, and other text amendments and modifications are analyzed within the scope of this EIS. The Boeing Company has proposed entering into a Development Agreement with the City of Renton in accordance with RCW 36.70B.170. This Development Agreement would not raise new environmental issues beyond the scope of this EIS.

This EIS is intended to provide decision makers with relevant information needed to consider adoption of the proposed amendments to the Comprehensive Plan, zoning code, and other identified Comprehensive Plan text amendments and modifications. As indicated above, the EIS addresses the probable significant impacts that could occur as a result of the Proposed Action(s). The EIS also addresses impacts from potential future redevelopment activities on the site area by the year 2030. A sufficient range of redevelopment scenarios, and accompanying level of detail and analysis, has been included and/or conducted in the EIS to accomplish this. Future redevelopment proposals may be required to undergo additional SEPA analysis (at the time specific applications for redevelopment are submitted to the City for review and approval), depending on the relationship of such proposals to the assumptions evaluated in this EIS. However, if actual redevelopment proposals are within the thresholds analyzed, it is anticipated that further environmental analysis under SEPA may not be required.

#### **ALTERNATIVES**

For purposes of environmental review, four redevelopment scenarios were developed (Alternatives 1 through 4) that encompass a broad range of land uses that the site could potentially accommodate in the future, given existing and proposed Comprehensive Plan policies and zoning designations. The alternatives are intended to represent an overall envelope of potential redevelopment for analysis in

the EIS. They function to provide representative levels and types of redevelopment that could be achieved over time, based on the proposed land use designations and policies, and that can be evaluated in the context of the EIS process.

Two of the alternatives (No Action and Partial Development) include Boeing operations consolidated on the west half of the site as part of the baseline condition. Consolidation of Boeing operations is currently planned to be completed by 2004 and is considered a separate action under SEPA; it is not part of the proposal being evaluated in this EIS.

The Draft EIS evaluated preliminary policies and zoning associated with four redevelopment alternatives (described below) in order to provide the reader with an understanding of potential impacts associated with redevelopment that could feature a mix of land use types, densities, and intensities. Subsequent to publication of the Draft EIS, the results of the analyses were used by the City to develop and refine a single set of Comprehensive Plan policies and zoning regulations that are intended to govern redevelopment of the site area. These proposed policies and zoning are within the range of preliminary policies and zoning analyzed in the Draft EIS; no new environmental issues are raised. The proposed Comprehensive Plan policies and zoning for the site area are summarized in Chapter 1 of this Final EIS and included in full in Appendix A.

Alternatives analyzed in the EIS include, in summary:

Alternative 1: No Action/Existing Zoning (2015 Budget)  
Under Alternative 1, No-Action, existing City of Renton Comprehensive Plan and zoning designations would govern future redevelopment of the site. Current land use designations that apply to the site include Employment Area-Industrial (EA-I), Employment Area-Transition (EA-T) and Employment Area-Office (EA-O). Current zoning on the site is Heavy Industrial (IH), Light Industrial (LI) and Commercial Office (CO).

Alternative 1 assumes a partial redevelopment scenario under existing zoning by the year 2015, with Boeing operations continuing within the site area west of Logan Avenue N. The No-Action Alternative would result in approximately 260,000 square feet of new big box retail uses and 1.1 million square feet of new light industrial land use on portions of the site area assumed to be vacated by Boeing. Certain transportation and utility infrastructure

improvements would be required to serve new redevelopment.

Alternative 2: Partial Redevelopment (2015 Buildout)  
Alternative 2 is a partial redevelopment scenario that would occur under the proposed UC-N Comprehensive Plan designation. Like the No Action Alternative, Alternative 2 assumes continued Boeing operations west of Logan Avenue N. On the remainder of the site area east of Logan Avenue N, redevelopment evaluated under Alternative 2 includes big box and/or strip commercial uses, low-rise office (1-3 stories) and retail uses. Land uses evaluated under Alternative 2 include approximately 1.5 million square feet of mixed-use retail and office uses on portions of the site assumed to be vacated by Boeing. Similar to Alternative 1, certain transportation and utility infrastructure improvements would be required to serve redevelopment.

Alternative 3: Full Redevelopment, Low to Mid-Rise (2030 Buildout)  
Alternative 3 is a redevelopment scenario reflecting full redevelopment of the site under the proposed UC-N designation at a low to mid-rise level by the year 2030. Continued Boeing operations west of Logan Avenue N within the site area are assumed at year 2015, however no assumption of continued operations is made for year 2030. It should be noted that Boeing may choose to further consolidate or terminate its operations in the site area prior to 2015, or on the other hand continue its operations for the foreseeable future (i.e., to 2015, 2030 and beyond).

Land uses evaluated under Alternative 3 at full buildout include approximately 11.7 million square feet of new mixed-use retail, office, and residential land uses. More extensive transportation and utility infrastructure improvements would be required to support the higher intensity uses under this scenario, as compared to Alternatives 1 and 2.

Alternative 4: Full Redevelopment, Mid to High-Rise (2030 Buildout)  
Alternative 4 reflects the highest level and intensity of redevelopment under the proposed UC-N designation at a mid to high-rise level by the year 2030. Like Alternative 3, there is no assumption of continued Boeing operations by the year 2030. Land uses evaluated under Alternative 4 include approximately 17.7 million square feet of new mixed-use retail, office, and residential land uses. Similar to Alternative 3, additional transportation and utility infrastructure improvements would be required to support the higher intensity uses.

**LOCATION**

The site area being evaluated in the EIS includes approximately 275 acres of Boeing property and approximately 15 acres of contiguous property owned by others. The site area lies mostly within the City's designated Urban Center, and is located adjacent to the south shore of Lake Washington, generally between the Renton Municipal Airport and Gene Coulon Memorial Beach Park.

The site area is bounded by Lake Washington and the Southport development on the north; Renton Memorial High School Stadium and N 5<sup>th</sup> and 6<sup>th</sup> Streets on the south; the Cedar River waterway and trail on the west; and Garden Avenue N on the east. The site area includes the Boeing Renton Plant, the existing Puget Sound Energy (PSE) substation, additional Boeing properties in office/lab use located east of Logan Avenue N at the south end of the site area, and several properties, owned by others, also located at the south end of the site between Park Avenue N and Garden Avenue N.

**PROPONENT/APPLICANT**

The Boeing Company

**LEAD AGENCY**

City of Renton  
Economic Development, Neighborhoods, and Strategic Planning Department  
1055 South Grady Way, 6<sup>th</sup> Floor  
Renton, Washington 98055

**RESPONSIBLE OFFICIAL**

Environmental Review Committee  
City of Renton

**LEAD AGENCY CONTACT PERSON**

Elizabeth Higgins, Senior Planner  
City of Renton Economic Development, Neighborhoods, and Strategic Planning Department  
1055 South Grady Way, 6<sup>th</sup> Floor  
Renton, Washington 98055  
Phone: (425) 430-6576

**PERMITS AND APPROVALS**

City of Renton  
Comprehensive Plan Map and Text Amendments  
Zoning Code Amendments  
Property Rezones  
Other modifications to applicable Development Regulations

All other licenses and permits required to accomplish future redevelopment of the site.

**EIS AUTHORS AND  
PRINCIPAL CONTRIBUTORS**

**EIS Project Manager, Primary Author, Land Use, Relationship to Plans and Policies, Population, Employment and Housing, Parks and Recreation, Aesthetics/Light and Glare, and Public Services**  
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Bellevue, WA 98004

**Geotechnical, Groundwater and Hazardous Materials**  
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911 5<sup>th</sup> Avenue, Suite 100  
Kirkland, WA 98033

**Water Quality**  
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12501 Bell-Red Rd, Suite 201  
Bellevue, WA 98005

**Fish and Wildlife**  
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Woodinville, WA 98072

**Transportation**  
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Seattle, WA 98155

**Noise**  
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3208 15<sup>th</sup> Ave. W.  
Seattle, WA 98119

**Stormwater and Utilities**  
KPFF Consulting Engineers  
1520 4<sup>th</sup> Avenue, Suite 500  
Seattle, WA 98101

**Visual Analysis (Photo Montages)**  
Sasaki Associates, Inc.  
900 North Point Street B300  
San Francisco, CA 94109

**Air Quality**  
Parsons Brinckerhoff Quade & Douglas, Inc.  
999 3<sup>rd</sup> Avenue, Suite 2200  
Seattle, WA 98104

**LOCATION OF BACK-  
GROUND INFORMATION**

Background material and supporting documents are located at:

City of Renton  
Economic Development, Neighborhoods, and Strategic  
Planning Department  
1055 South Grady Way, 6<sup>th</sup> Floor  
Renton, Washington 98055  
(425) 430-6597

**DATE OF FINAL EIS  
ISSUANCE**

October 21, 2003

**AVAILABILITY OF  
THE FINAL EIS**

This Final EIS has been distributed to agencies, organizations and individuals noted on the Distribution List contained in Chapter 5. Additional copies are available for purchase at Renton City Hall at a reproduction cost of \$15.00, plus tax.

Copies of the Final EIS are also available for review at the Renton Municipal Library, Downtown and Highlands Branches.

**BOEING RENTON COMPREHENSIVE PLAN AMENDMENT FINAL EIS  
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- Appendix A - Proposed Policies, Zoning, and Development Standards
- Appendix B - Urban Center-North Airport Compatible Land Use Program
- Appendix C - Air Quality Technical Memorandum

**Chapter 1**

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**Updated Description of the Proposed Action(s)  
and Alternatives**

## CHAPTER 1 UPDATED DESCRIPTION OF THE PROPOSED ACTION(S) AND ALTERNATIVES

This chapter provides updated information pertinent to the Description of the Proposed Action(s) and Alternatives. It presents a single set of proposed Comprehensive Plan policies, zoning, and development regulations that would apply to the Urban Center-North area, describes the City of Renton's ongoing planning process regarding the proposed Comprehensive Plan amendments and new mixed-use zoning, and includes a summary of the four alternatives evaluated in the Draft EIS. Background information is summarized below as relevant; refer to Chapter 2 of the Draft EIS for a detailed description of the Proposed Action(s) and Alternatives analyzed in the Draft EIS.

### 1.1 Introduction

The Boeing Company is currently consolidating its commercial airplane operations at the Renton Plant. The consolidation process is part of a company-wide effort to achieve cost and production related efficiencies for its commercial airplane operations. Consolidation of Boeing operations may create opportunities for Boeing to reoccupy or surplus its non-essential properties and buildings. Boeing and the City of Renton are studying potential redevelopment opportunities for certain Renton Plant properties that may be made available for sale or redevelopment in the future. The site area has been expanded by the City to include several adjacent properties as part of this EIS.

The site area being evaluated in the Draft EIS includes approximately 275 acres of Boeing property and approximately 15 acres of contiguous property owned by others. The site area lies mostly within the City's designated Urban Center, and is located adjacent to the south shore of Lake Washington, generally between the Renton Municipal Airport and Gene Coulon Memorial Beach Park. Figure 1-1 is a vicinity map.

The site area is bounded by Lake Washington and the Southport development on the north, Renton Memorial High School Stadium and N 5<sup>th</sup> and 6<sup>th</sup> Streets on the south, the Cedar River waterway and trail on the west, and Garden Avenue N on the east. The site area includes the Boeing Renton Plant, the existing Puget Sound Energy (PSE) substation, additional Boeing properties in office/lab use located east of Logan Avenue N at the south end of the site area, and several properties, owned by others, also located at the south end of the site between Park Avenue N and Garden Avenue N. Figure 1-2 is a map of the site area.

### 1.2 Description of the Proposed Action(s)

The Proposed Action(s) for the site area include:

- Comprehensive Plan map amendments to divide the existing Urban Center into two sub-areas: "Urban Center-Downtown" (UC-D) and "Urban Center-North" (UC-N);
- Comprehensive Plan text amendments to the existing "Center" policies that provide new general policies applicable to the entire Urban Center and that establish two sub-areas within the "Urban Center": "Urban Center-Downtown" (UC-D) and "Urban Center-North" (UC-N).

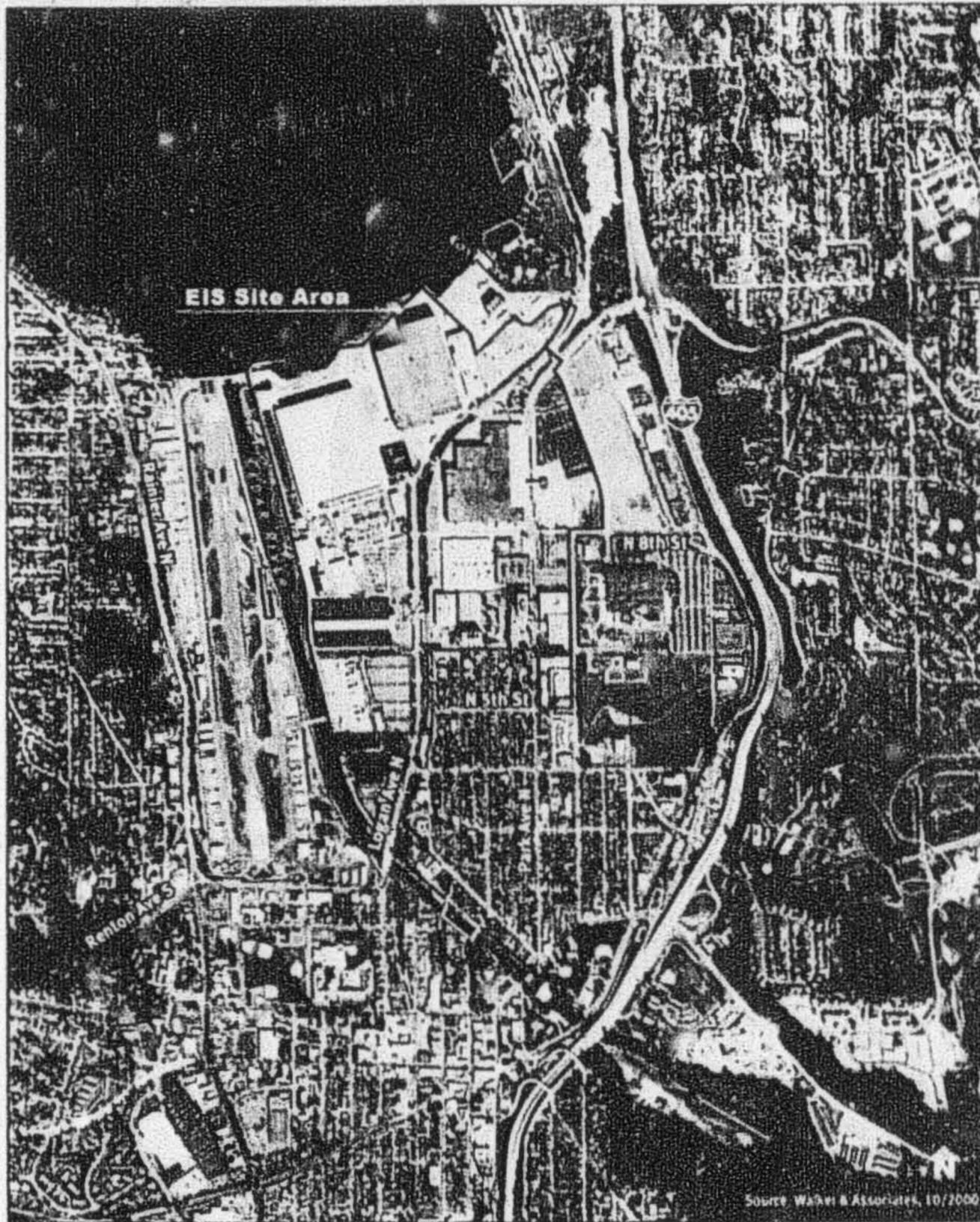
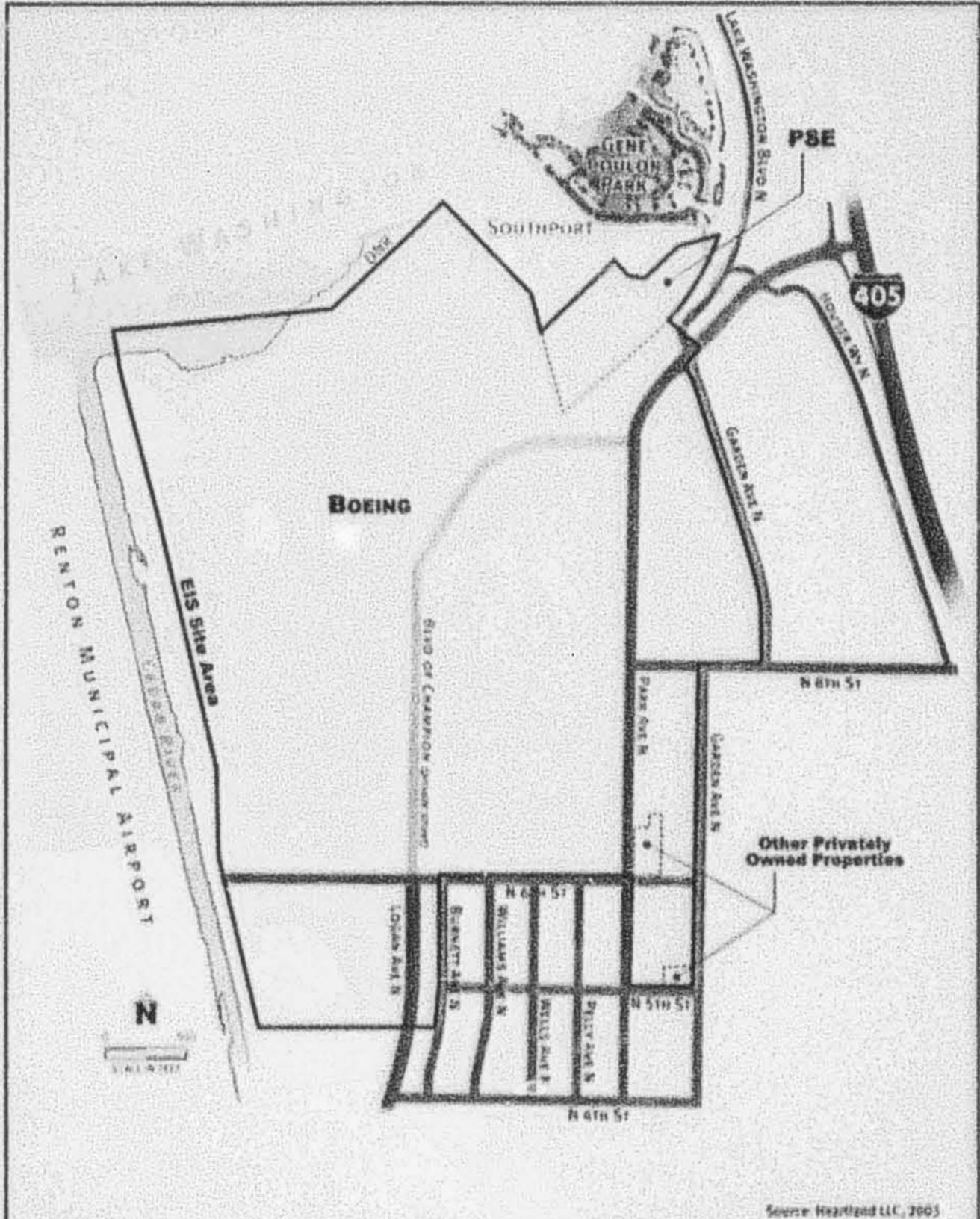


Figure 1-1  
Vicinity Map

Boeing Renton  
Comprehensive Plan  
Amendment EIS



Source: Heitzold LLC, 2005



Figure 1-2  
Site Area Map

Boeing Renton  
Comprehensive Plan  
Amendment EIS

- Comprehensive Plan text amendments that establish policies for a new UC-N land use designation;
- Comprehensive Plan map amendments to re-designate properties in the site area from Employment Area-Industrial, Employment Area-Office, and Employment Area-Transition to the new UC-N Comprehensive Plan designation;
- Creation of new mixed-use zoning provisions for the site area corresponding to the UC-N Comprehensive Plan designation;
- Rezones of the site area properties to the new zoning designation(s);
- Development Agreement between the City of Renton and the Boeing Company; and
- Other applicable modifications to City of Renton Comprehensive Plan and Development Regulations.

The full text of the proposed policies and zoning regulations is included in Appendix A of this Final EIS.

#### **City of Renton Planning Process and Environmental Review**

This EIS is intended to provide decision makers with relevant information needed to consider adoption of the proposed amendments to the Comprehensive Plan, zoning code and other identified Comprehensive Plan text amendments and modifications, and a Development Agreement. All of the Proposed Actions are scheduled for consideration by the end of the year 2003.

The Draft EIS evaluated preliminary policies and zoning associated with four redevelopment alternatives (summarized below and described in full in Chapter 2 of the Draft EIS) in order to provide the reader with an understanding of impacts associated with potential redevelopment that could feature a mix of land use types, densities, and intensities. Subsequent to publication of the Draft EIS, the results of the evaluation were used by the City to develop and refine a single set of Comprehensive Plan policies and zoning regulations that are intended to govern redevelopment of the site area. The proposed Comprehensive Plan policies and zoning are within the range of preliminary policies and zoning analyzed in the Draft EIS; no new environmental issues are raised beyond those addressed in the Draft EIS.

This Final EIS includes additional information and analysis related to the compatibility of potential future new land uses in the site area with Renton Municipal airport operations (see Chapter 2 of this Final EIS). The Final EIS also responds to comments received on the Draft EIS during the 30-day public comment period that extended from July 8<sup>th</sup>, 2003 to August 7<sup>th</sup>, 2003 (see Chapter 4 of this Final EIS).

Planning Commission and City Council meetings have been ongoing throughout the EIS process. Following publication of the Final EIS, additional meetings and public hearings will be held concerning the proposed policies and code amendments. The City will decide whether to adopt final Comprehensive Plan policies and zoning provisions for the site area by the end of the year.

Future redevelopment proposals may be required to undergo additional SEPA analysis (at the time specific applications for redevelopment are submitted to the City for review and approval), depending on the relationship of such proposals to the assumptions evaluated in this EIS.

However, if actual redevelopment proposals are within the thresholds analyzed, it is anticipated that further environmental analysis under SEPA may not be required.

## **Comprehensive Plan Amendments**

### **Urban Center**

The Urban Center comprises two major areas located north and south of the Cedar River. The north area includes the Boeing Renton Plant and several adjacent properties and is currently developed in primarily industrial land uses with some commercial/office uses; there is currently no residential land use in this area. The south area includes Renton's historical downtown and commercial district and is developed primarily in smaller scale commercial and single and multi-family residential land uses. The portion of the City of Renton's Urban Center corresponding to the site area is designated Employment Area-Industrial (EA-I), Employment Area-Transition (EA-T) and Employment Area-Office (EA-O). Other designations within the Urban Center (north of the Cedar River) include Residential Options, in the vicinity of Logan Avenue N and N 1<sup>st</sup> Street. The portion of the Urban Center south of the Cedar River is designated Center-Downtown.

As indicated above, the Proposed Action(s) would divide the Urban Center into two sub-areas: Urban Center-North (UC-N) and Urban Center-Downtown (UC-D). A new Comprehensive Plan designation (UC-N) is proposed for the portion of the UC-N sub-area represented by the site area. The site area, which is currently designated EA-I, EA-T, and EA-O, would be redesignated UC-N.

A summary of proposed general policies that would apply to the entire Urban Center are presented below along with the proposed policies for the new UC-N land use designation. New narrative for the Urban Center would amend language in the Land Use Element of the Comprehensive Plan. Refer to Appendix A of this Final EIS for the full text of the proposed Comprehensive Plan amendments.

### **General Policies and Objectives**

The following language is proposed for addition to the "Centers" chapter of the Land Use Element of the Comprehensive Plan.

*Urban Center includes two areas: Urban Center-Downtown and the Urban Center-North. Together these two areas are envisioned to evolve into a vibrant city core that provides arts, entertainment, regional employment opportunities, recreation, and quality urban residential neighborhoods. The Renton Urban Center is envisioned as the dynamic heart of a growing regional city. Renton's Urban Center will provide significant capacity for new housing in order to absorb the City's share of future regional growth. This residential population will help to balance the City's employment population and thereby meet the policy directive of a 2:1 ratio of jobs to housing.*

A new "Urban Center" sub-section is also proposed for the "Centers" chapter of the Land Use Element of the Comprehensive Plan with the following objective:

*Implement the Urban Center consistent with the "Urban Centers criteria" of the Countywide Planning Policies (CPP) to create an area of concentrated employment and housing with direct service by high capacity transit and a wide range of other land uses such as retail, recreation, public facilities, parks and open space.*

#### New Proposed General Policies, Urban Center

New proposed general policies that would be applicable to the "Urban Center" include:

1. Create Renton's Urban Center by supporting land use decisions and projects that accomplish the following objectives:
  - a. Strengthen existing communities.
  - b. Promote housing opportunities close to employment.
  - c. Support development of an extensive transportation system to reduce dependency on automobiles.
  - d. Consume less land with urban development.
  - e. Maximize the benefit of public investment in infrastructure and services.
  - f. Reduce costs of and time required for permitting.
  - g. Evaluate and mitigate environmental impacts.
2. Establish two sub-areas within Renton's Urban Center:
  - a. **Urban Center-North (UC-N)** is located generally between Lake Washington on the north, N 5<sup>th</sup> and N 6<sup>th</sup> Streets on the south, the Cedar River on the west, and Garden Avenue N on the east. The UC-N sub-area also includes a narrow strip of land along Logan Avenue extending south to the Cedar River. The UC-N sub-area is comprised primarily of the Southport development, Boeing Renton Plant properties and Puget Sound Energy property.
  - b. **Urban Center-Downtown (UC-D)** is Renton's historic commercial district surrounded by established residential neighborhoods. The UC-D sub-area is located generally between the Cedar River on the north, SW 7<sup>th</sup> Street on the south, I-405 on the east, and Shattuck Avenue S on the west.
3. Establish zoning that creates capacity for Urban Center employment levels of 50 employees per gross acre and residential levels of 15 households per gross acre within the Center.
4. Encourage developments that utilize Urban Center levels of capacity. Where market conditions do not support Urban Center employment and residential levels, support site planning and/or phasing alternatives that demonstrate how, over time, infill or redevelopment can meet Urban Center objectives.

*Note: Currently, several properties identified within the proposed Urban Center-North subarea lie outside the City of Renton's current Urban Center boundary. These include the Puget Sound Energy substation, Southport development, and the portion of the Renton Plant properties west of Logan Avenue N and south of N 6<sup>th</sup> Street (Apron D). The boundary of the Urban Center will*

be adjusted to include these properties as part of a separate Comprehensive Plan amendment during the 2004 update (EDNSP, 2003).

#### Existing General Policies

Existing general policies that are applicable to all Centers and those related to the topics of locational criteria, mix and intensity of uses, site and building design, focal points, circulation and parking and buffers are identified in the City of Renton Comprehensive Plan (EDNSP, 2003). Proposed amendments to these policies are included in Appendix A of this Final EIS.

#### Urban Center-North Designation

Following is a summary of the proposed intent and vision for the area under consideration within the UC-N designation. The full text of the corresponding vision statement is provided in Appendix A to this Final EIS.

The intent of the UC-N designation and policies is to provide a blueprint for the transition of land over the next 30 years into a dynamic, urban mixed-use district, while supporting existing airplane manufacturing activities. The vision for the UC-N is to redevelop industrial land for new office, residential, and commercial uses at a sufficient scale to implement the Urban Centers criteria adopted in the Countywide Planning Policies. This portion of the Urban Center is anticipated to attract large-scale redevelopment greater than that in the Urban Center-Downtown due to the large available land holdings under single ownership. In addition, the new development is expected to include a wider group of uses including remaining industrial activities, new research and development facilities, laboratories, retail integrated into pedestrian-oriented shopping districts, and a range of urban scale mixed-use residential, office and commercial uses. Policies related to development would be intended to complement the Urban Center-Downtown. Public investment in park and recreation facilities, an arterial roadway network, and facilities such as schools and government offices is also anticipated as the area transitions from an industrial employment district into a thriving mixed-use district with both a residential population and a diverse employment base.

Implementation of the UC-N vision is expected to occur over an indefinite period of time. Due to market factors, initial phases of development may reflect a lower intensity of use than anticipated long term. The area proposed for UC-N designation provides opportunities for significant employment and housing capacity.

#### **Proposed Urban Center-North Designation Policies**

It is intended that the proposed policies respond, and apply to, the different types, intensities and densities of land uses that could redevelop within the site area over the next 10 to 25 years, given market conditions and other economic and regulatory factors. The proposed policies represent a range of possible policy options for the site area and may also be expanded upon, as warranted. The final version of the UC-N policies will ultimately be inserted into the Land Use Element of the Comprehensive Plan.

### General Policies Common to the Urban Center-North Designation

New and existing policies that support the UC-N vision would be applied to the UC-N designated area as a whole (i.e. in all "districts" and/or all subareas). New general policies that include the following:

1. Encourage more urban intensity of development (e.g.; building height, bulk, landscaping, parking standards) than with land uses in the suburban areas of the City outside the Urban Center.
2. Achieve a mix of uses that improves the City's tax and employment base.
3. Encourage a range and variety of commercial and office uses.
4. Allow hospitality uses such as hotels, convention and conference centers.
5. Co-locate uses within a site and/or building in order to promote urban style, mixed-use development.
6. Encourage incorporation of public facilities such as schools, museums, medical offices, and government offices into redevelopment efforts by developing a public/private partnership with developers and other Renton stakeholders such as the school district, technical college, and hospital district.
7. Encourage uses that sustain minimum Urban Center employment levels of 50 employees per gross acre and residential levels of 15 households per gross acre.
8. Encourage uses that serve the region, a sub-regional, or citywide market as well as the surrounding neighborhoods.
9. Provide community-scale office and service uses including restaurants, theaters, day care, art museums and studios.
10. Encourage transit stations and transit usage connecting to a system of park and ride lots outside the Urban Center-North. Encourage park and ride facilities within the Urban Center only when they are included in structured parking as a stand-alone use or are developed as part of a mixed-use project.

Additional policies have been developed for the following topics:

- Infrastructure
- Quality of Development
- Airport Compatibility
- Surrounding Residential Area (North Renton neighborhood south of N 6<sup>th</sup> Street)
- Public Facilities

The full text for all policies applicable to the entire Urban Center-North area is included in Appendix A of the Final EIS.

### Urban Center-North Districts

In the Draft EIS, the City of Renton divided the Urban Center-North site area into three planning districts for the purposes of planning and environmental review. Subsequent to publication of the Draft EIS, and to facilitate policy development, the City reduced the planning districts from three to two. District 1 is located east of Logan Avenue N and District 2 is located west of Logan Avenue N. Figure 1-3 depicts the City's updated planning districts. Each district would have a different emphasis in terms of range, intensity and mix of uses. Allowed uses within each district are within the range of uses and activities analyzed in the Draft EIS, and are consistent with proposed policies for the overall UC-N Comprehensive Plan designation.

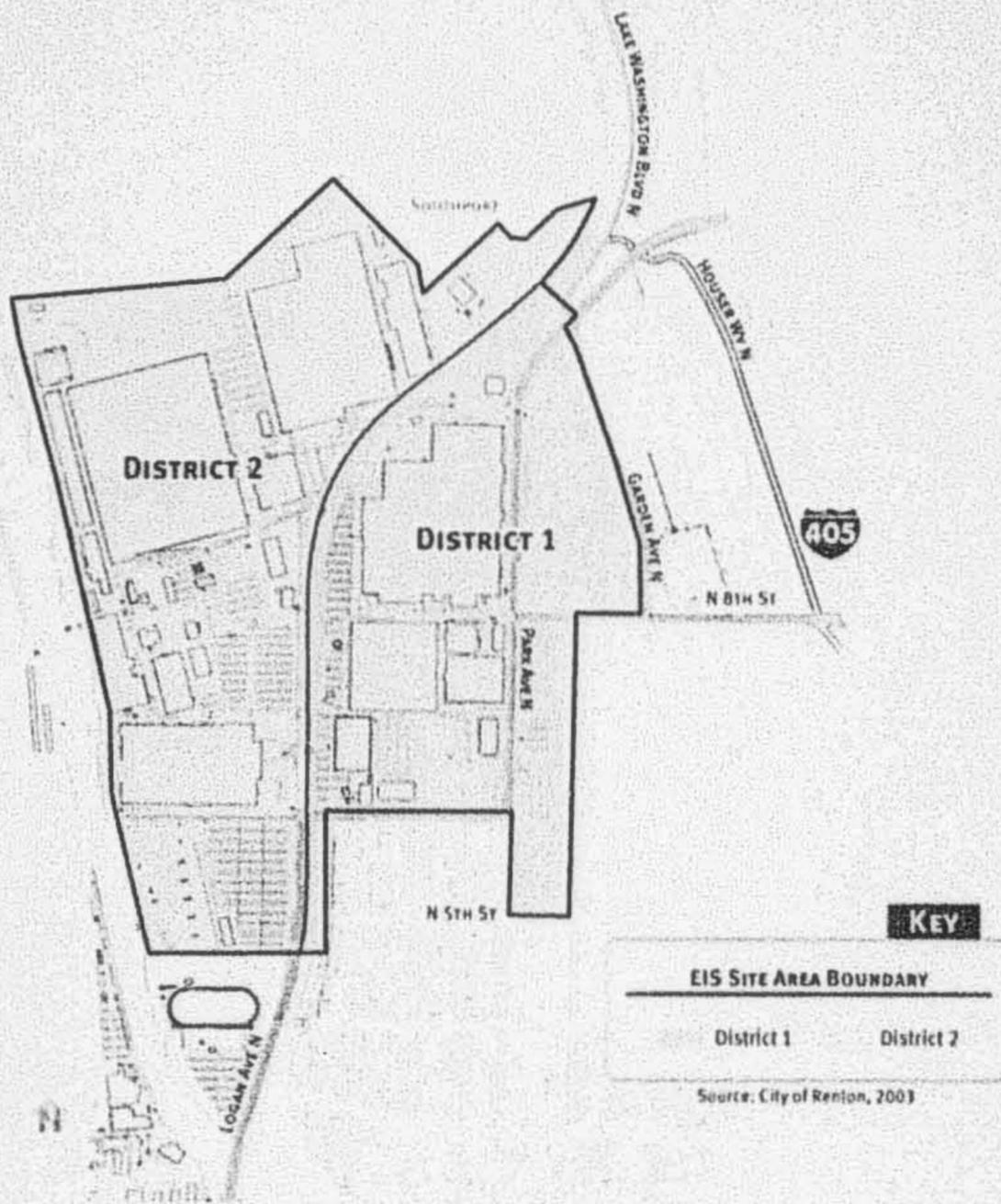
The implementation of planning concepts for District 2 would be dependent on decisions by the Boeing Company regarding its continued airplane assembly operations. For that reason, the City envisions that redevelopment in District 2 would likely occur after transition of the area east of Logan Avenue N (District 1) has begun. Proposed objectives and policies for District 1 and 2 are provided below. The full text of the corresponding vision statements, as well as the proposed objectives and policies for each planning district are contained in Appendix A of this Final EIS.

### District One Objectives and Policies

*Objective 1-1:* Create a major commercial/retail district developed with uses that add significantly to Renton's retail tax base, provide additional employment opportunities within the City, attract businesses that serve a broad market area and act as a gathering place within the community.

#### *Policies:*

1. Encourage retail and service activities that are synergistic with office uses. Traditional retail (Main Street), general business and professional services, and general offices are examples of the types of uses that are encouraged.
2. Encourage uses supporting high-technology industries such as biotechnology, life sciences, and information technology by providing retail amenities and services in the area.
3. Design buildings intended for service/office/lab or tech uses to accommodate multiple users over time.
4. A minimum of one façade of office/lab or tech buildings should include a pedestrian entry, oriented to the street in an urban configuration.
5. Encourage office and technology-based uses as a first preference in District One, with retail uses and services along portions of the ground floors to facilitate the creation of an urban and pedestrian environment.
6. Allow for the development of destination retail centers that are consistent with a district-wide master plan.
7. Require large-format retail (single-tenant, single-story greater than 75,000 square feet



**BLUMEN**  
CONSULTING  
GROUP, INC

**Figure 1-3**  
**Urban Center - North Districts**

**Boeing Renton**  
**Comprehensive Plan**  
**Amendment EIS**

to function as an anchor to larger retail developments that are planned as part of an integrated and cohesive center and to be developed in an urban format.

8. Allow smaller-format retail shopping center development defined by a common architectural theme provided that the shopping center is oriented to the street in an urban configuration that includes pedestrian entries.
9. Encourage the placement of buildings for small retail tenants along streets and pedestrian walkways to create more urban configurations.
10. Encourage a variety of complementary architectural treatments and styles that are integrated into a master plan that creates an urban environment.

*Objective 1-2:* Create an urban district initially characterized by high quality, compact, low-rise development that can accommodate a range of independent office, research, or professional companies with supporting retail. Encourage the continuing investment in and transition of low-rise development into more intensive, urban forms of development to support a vital mixed-use district over time.

*Policies:*

1. Require pedestrian-oriented development through master planning, building location and design guidelines. Pedestrian-oriented development typically meets the following criteria:
  - a. Buildings in scale with the street, 1-2 stories along residential/minor collectors and 3 or more stories along primary and secondary arterials. In instances where market conditions do not support higher structures along primary and secondary arterials development proposals should present alternative means to address pedestrian-oriented scale and/or allow phased infill to higher densities.
  - b. Buildings located close to the street/sidewalk
  - c. At least one pedestrian entry oriented to the street
  - d. Clearly identified sidewalks and/or grade-separated walkways
2. Require urban forms of setback and buffering treatment such as:
  - a. Street trees with sidewalk grates.
  - b. Paving and sidewalk extensions or plazas.
  - c. Planters and street furniture.
3. Approve a phasing plan for developments as part of the site plan review that:
  - a. Provide a strategy for future infill or redevelopment with mixed-use buildings.
  - b. Preserve opportunities for future structured parking and more intense employment-generating development.

4. Allow parking at-grade in surface parking lots only when structured or under-building parking is not market viable.
5. Orient surface parking lots behind buildings, in the center of blocks, screened from the street by structures with landscape buffers.
6. Encourage development of parking structures using private/public partnerships.
7. Consider public participation in construction costs, to stimulate additional private investment and produce a more urban environment.
8. Encourage shared parking by allowing reduced parking ratios and by creating both minimum and maximum parking standards.
9. Require the co-location of uses within a site and/or building in order to promote urban style mixed-use (commercial/retail/office) development as a first preference.
10. Allow separate ancillary pads as a phasing strategy when the market will not yet support mixed-use within a structure. In these instances, site planning for pads should allow future infill or redevelopment with mixed-use buildings.

#### District Two Objectives and Policies

*Objective 2-1:* Support ongoing airplane manufacturing and accessory uses.

*Policies:*

1. Support existing airplane manufacturing and accessory uses while allowing for the gradual transition to other uses should The Boeing Company surplus property within the District.
2. Allow a limited range of existing industrial uses such as airplane manufacturing and related accessory uses, airplane sales and repair, laboratories for research, development and testing, medical institutions and light industrial uses including small scale or less intensive production and manufacturing, and fabricating with accessory office and support services.

*Objective 2-2:* If Boeing elects to surplus property in District Two, land uses will transition into an urban area characterized by high-quality development offering landmark living, shopping and work environments planned to take advantage of access and views to the adjacent river and shoreline amenities.

*Policies:*

1. Should The Boeing Company elect to surplus properties in District Two:
  - a. Encourage the redevelopment with a range and variety of commercial, office, research, and residential uses.
  - b. Provide for a mid- to high-rise scale and intensity of development.

- c. Encourage retail and service activities as ancillary uses that are synergistic with commercial, office, biotech, research, technology, and residential activities. Traditional retail (Main Street), general business and professional services, and general offices are examples of the types of uses that are encouraged in combination with other activities.
- d. Require urban scale residential development in District Two. North of N. 8<sup>th</sup> Street structured parking should be required.
- e. Allow a limited range of service uses such as churches, government offices and facilities, eating and drinking establishments, cultural facilities, daycare centers as accessory to office development, commercial parking garages and vehicle fueling.
- f. Prohibit new warehousing, storage including self-storage, vehicle sales, repair and display (including boats, cars, trucks and motorcycles), assembly and packaging operations, heavy and medium manufacturing and fabrication unrelated to production of new commercial airplanes.
- g. Emphasize complexes of mid to high-rise offices or residential development, research and development facilities, and corporate headquarters as primary uses.
- h. Encourage development of amenities such as public open space, schools, recreational and cultural facilities and museums.
- i. Permit commercial uses such as retail and services provided that they support the primary uses of the site and are architecturally and functionally integrated into the development.
- j. Allow creation of new developable lots for single uses if developed at the scale and intensity envisioned in an approved master plan.

### **Zoning**

The City of Renton has proposed two mixed-use zoning designations that would be applied to the Districts within the Urban Center-North site area. The specific uses and densities proposed as part of the new zoning designations are within the range of those evaluated within the Draft EIS and are consistent with the City's goals for the Urban Center-North and its districts.

As proposed, the properties within the site area would be rezoned simultaneously with the Comprehensive Plan re-designations. The proposed mixed-use zoning designations would allow for flexible use combinations and densities to encourage redevelopment to a broader range of uses over time than is currently allowed under the existing zoning. Specific provisions are proposed for development standards pertaining to density, height, and setbacks. Other standards such as lot coverage, lot size, landscaping and pedestrian access would be defined during master plan and site plan review processes for future redevelopment applications. The City is proposing a new master plan review process, amendments to the site plan review process, and amendments to the sign and parking regulations that would apply to the Urban Center-North designation.

The City is also proposing design guideline amendments to the codified Urban Center Design Overlay to create a new District "C" applicable to the site area, and to update intent statements and clarify minimum standards for existing Districts A and B in the Urban Center - Downtown (see Design Overlay District Map in Appendix A). These proposed amendments are within the range of analyses conducted for the Draft EIS, as they apply to proposed District C. The amendments for Districts A and B implement the proposed Urban-Center policies proposed in the Comprehensive Plan. The intent statements and amendments for Districts A and B are consistent with prior environmental determinations for the Urban Center Design Overlay (LUA-99-162, ECF November 30, 1999, LUA-02-031 ECF April 9, 2002, LUA 02-121, ECF November 12, 2002). Proposed zoning regulations also incorporate standards related to compatibility of uses with ongoing operations at the Renton Municipal Airport. All proposed zoning and development standards are included in Appendix A of this Final EIS.

### **1.3 Description of Alternatives Evaluated in the Draft EIS**

The Draft EIS addressed the probable significant impacts of the Proposed Action(s) and the No Action Alternative. For purposes of environmental review, four redevelopment scenarios were developed (Alternatives 1 through 4), consistent with the Proponent's objectives and the City's vision. Alternatives 1 through 4 are intended to represent an overall envelope of potential redevelopment for analysis in the EIS. These alternatives encompass a broad range of land uses that the site could potentially accommodate in the future, given existing and proposed Comprehensive Plan policies and zoning designations. They function to provide representative levels and types of redevelopment that could be achieved over time, based on the proposed land use designations and policies, and that can be evaluated in the context of the EIS process.

For the purposes of analysis, buildout under Alternatives 1 and 2 is assumed complete by 2015. Under Alternatives 3 and 4, buildout is assumed complete by 2030. Boeing Renton Plant operations on the site area are assumed as a continued use at year 2015. It should be noted however, that Boeing may choose to further consolidate or terminate its operations on the site area prior to 2015 or on the other hand, continue its operations for the foreseeable future (to 2015, 2030 and beyond). By year 2030, the entire site area is assumed to be redeveloped under Alternatives 3 and 4. Square feet of new development assumed for the four alternatives would range between 1.8 and 3.5 million square feet at year 2015; types and intensity of development would differ (see descriptions under Alternatives 1, 2, 3 and 4, below). The greatest level of redevelopment is assumed to occur between years 2015 and 2030, as shown for Alternatives 3 and 4.

There is no preferred plan for potential redevelopment of the Boeing properties, given ongoing Boeing operations and uncertainty related to specific surplus decisions that may be made in the future. In addition, subsequent to any decisions by Boeing to surplus properties and/or buildings for sale or redevelopment, it is likely that multiple purchasers would seek to reuse or redevelop portions of the site independently over time.

Following is a summary description of Alternatives 1, 2, 3, and 4 evaluated in the Draft EIS. The alternatives are evaluated against a "baseline condition" which includes certain land use assumptions for the existing site area; a summary of these follows the description of Alternatives. Refer to Chapter 2 of the Draft EIS, Description of the Proposed Action(s) and Alternatives for a detailed description of the four alternatives evaluated in the Draft EIS and baseline condition land use assumptions.

#### **Alternative 1: No Action (Existing Zoning)**

Under Alternative 1, No Action, existing City of Renton Comprehensive Plan and zoning designations would govern future redevelopment of the site. Current land use designations that apply to the site include Employment Area-Industrial (EA-I), Employment Area-Transition (EA-T) and Employment Area-Office (EA-O). Current zoning on the site is Heavy Industrial (IH), Light Industrial (IL) and Commercial Office (CO). Boeing Renton Plant operations would continue west of Logan Avenue N. Partial redevelopment to big box retail and light industrial is assumed, as currently permitted under the existing zoning. Figure 1-4 depicts potential redevelopment under Alternative 1.

#### **Alternative 2: Partial Development**

Alternative 2 is a partial redevelopment scenario. Like the No Action Alternative, Alternative 2 assumes continued Boeing operations west of Logan Avenue N. Reuse of other existing Boeing buildings east of Logan Avenue N may occur. Partial redevelopment to higher intensity office, retail and commercial land uses is called for on the remainder of the site area east of Logan Avenue N. Figure 1-5 depicts potential redevelopment under Alternative 2.

#### **Alternative 3: Full Redevelopment (Low to Mid-Rise)**

Alternative 3 is a redevelopment scenario reflecting full redevelopment of the site in office, retail, lab, commercial and residential land uses at a low to mid-rise level by the year 2030. For purposes of analysis, continued Boeing Renton Plant operations within the site area are assumed at year 2015, however no assumption of continued operations is made for year 2030. It should be noted that Boeing may choose to further consolidate or terminate its operations prior to 2015. Alternately, Boeing may continue its operations for the foreseeable future (i.e., to 2015, 2030, or beyond). Transportation and utility infrastructure improvements would be required to support the higher intensity uses under this scenario. Figure 1-6 depicts potential redevelopment under Alternative 3.

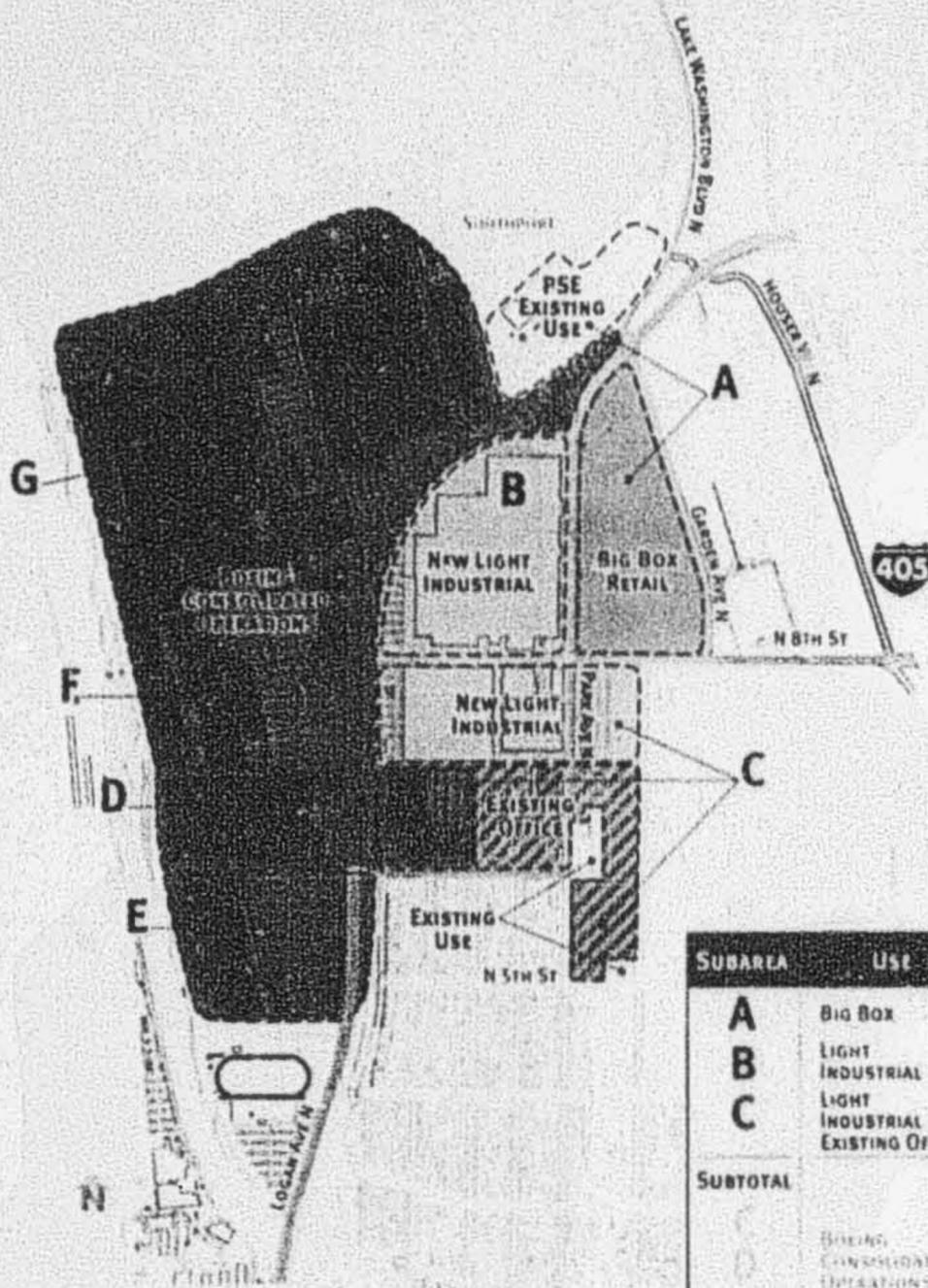
#### **Alternative 4: Full Redevelopment (Mid to High-Rise)**

Alternative 4 reflects the highest level and intensity of redevelopment in office, retail, lab, commercial, and residential land uses at a mid to high-rise level by the year 2030. Assumptions regarding continued Boeing Renton Plant operations are the same as those described under Alternative 3. Types and locations of development are similar to those described for Alternative 3, however higher densities are assumed. As described under Alternative 3, transportation and utility infrastructure improvements would be required to support the higher intensity uses. Figure 1-7 depicts potential redevelopment under Alternative 4.

#### **Summary of Baseline Condition Land Use Assumptions**

The alternatives analyzed in the Draft EIS are evaluated against a "baseline condition" which includes certain land use assumptions for the existing site area as follows:

- Consolidation of the Boeing Company's Renton Plant operations to the west half of the site area (initiated in 2002) has been completed.



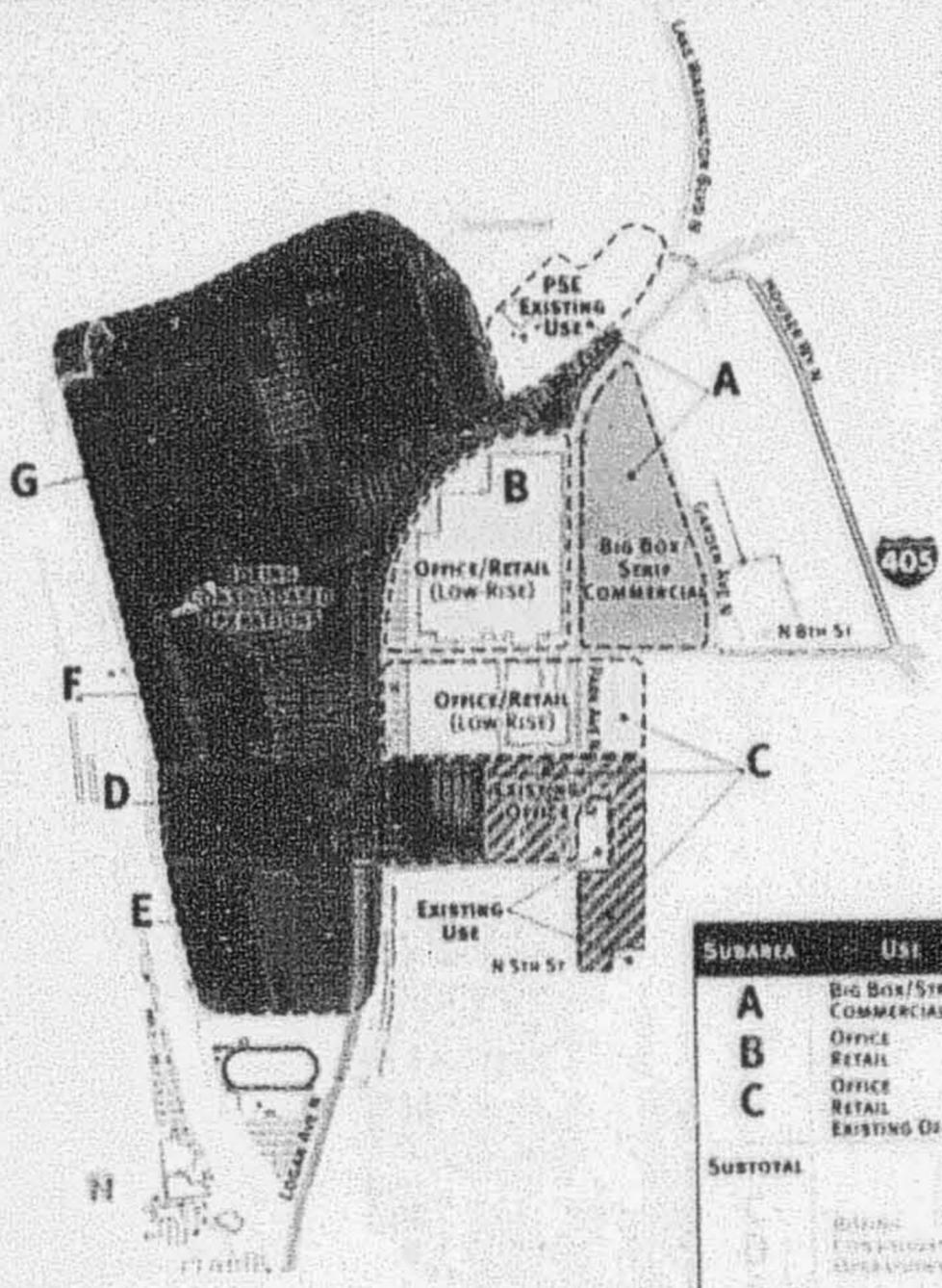
SUBAREA	Use	BUILDING SF/UNITS
A	Big Box	260,000
B	Light Industrial	570,000
C	Light Industrial	570,000
	Existing Office	480,000
<b>SUBTOTAL</b>		<b>1,880,000</b>
TOTAL*	Building Construction	2,000,000
	Existing	1,500,000
	LAB	1,500,000
	MANUFACTURING	2,000,000
	SUBTOTAL	2,000,000
<b>TOTAL*</b>		<b>5,450,000</b>

\* Illustrative plan for environmental review purposes only. Reflects potential estimated build out over approximately 10 years. Source: Heartland LLC, 2003



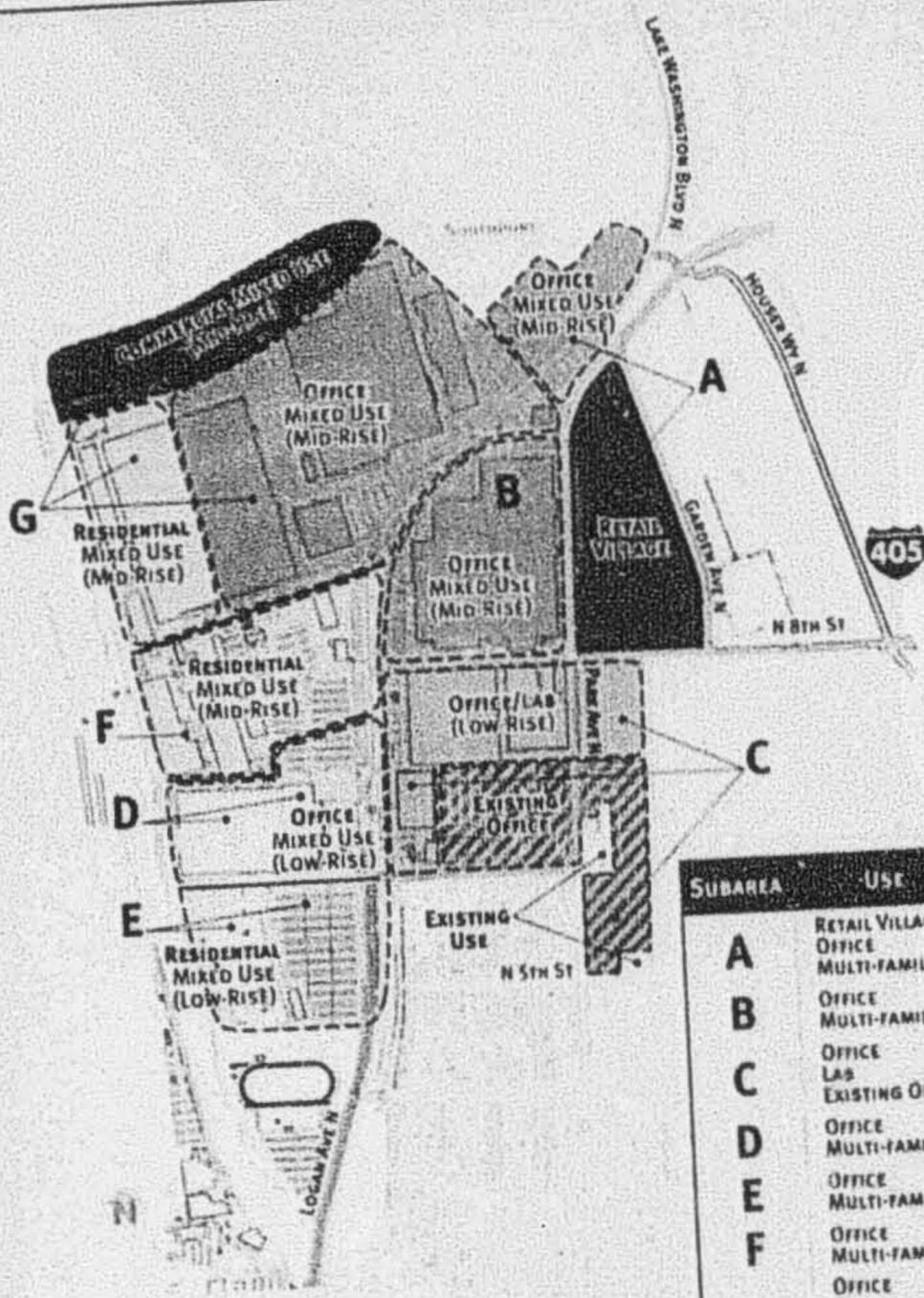
Figure 1-4  
Alternative #1: No Action/Existing Zoning

Boeing Renton  
Comprehensive Plan  
Amendment EIS



SUBAREA	USE	BUILDING SF/UNITS
A	BIG BOX/STRIP COMMERCIAL	260,000
B	OFFICE/RETAIL (LOW RISE)	360,000
C	EXISTING OFFICE	480,000
SUBTOTAL		1,100,000
TOTAL*		5,130,000

\* Illustrative plan for environmental review purposes only. Reflects potential estimated build-out over approximately 10 years. Source: Heartland LLC, 2003



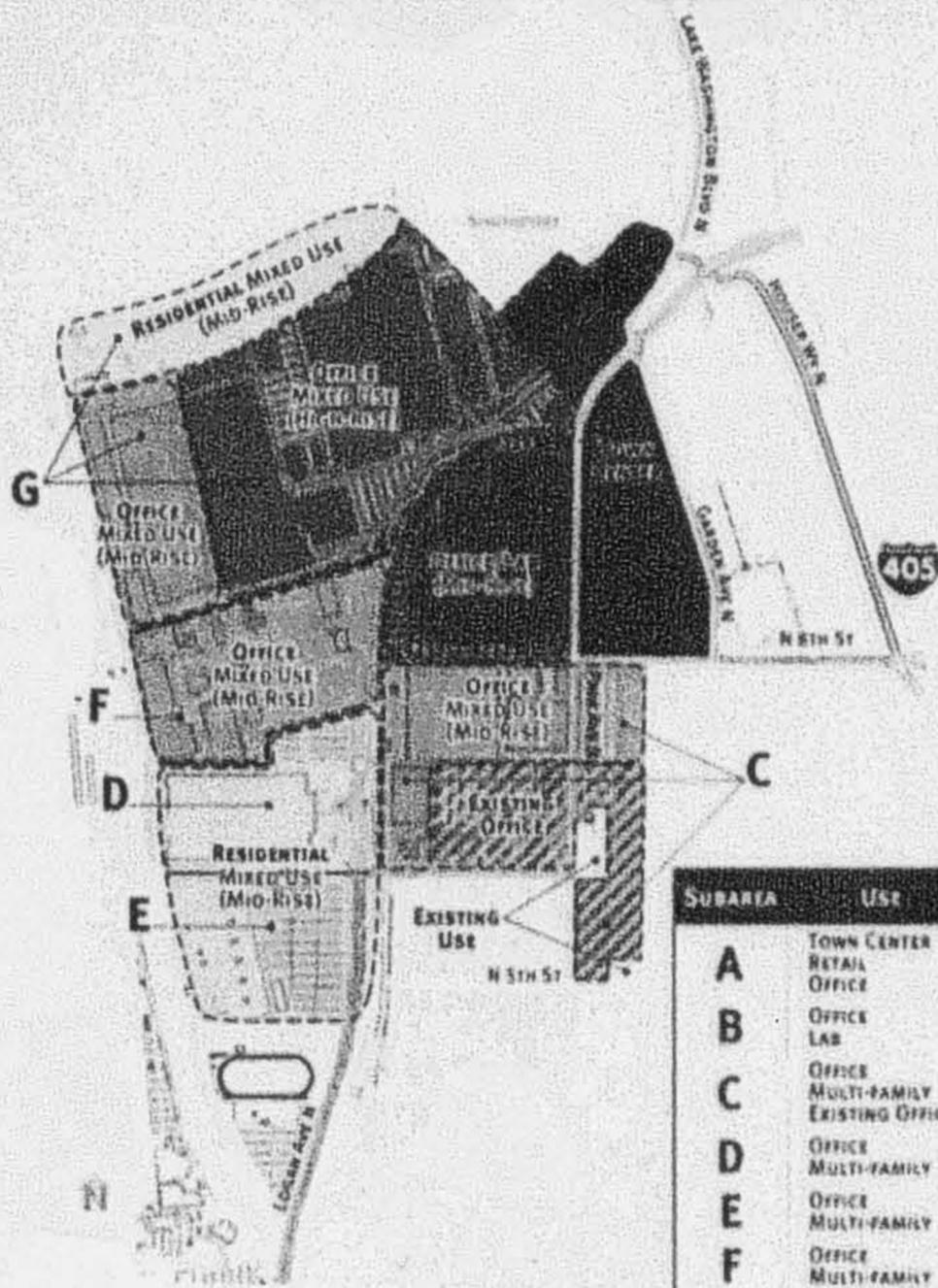
SUBAREA	USE	BUILDING SF/UNITS
A	RETAIL VILLAGE	330,000
	OFFICE	310,000
	MULTI-FAMILY	530,000/468U
B	OFFICE	850,000
	MULTI-FAMILY	740,000/644U
C	OFFICE	210,000
	LAB	630,000
	EXISTING OFFICE	660,000
D	OFFICE	210,000
	MULTI-FAMILY	210,000/209U
E	OFFICE	340,000
	MULTI-FAMILY	330,000/329U
F	OFFICE	280,000
	MULTI-FAMILY	720,000/628U
G	OFFICE	2,820,000
	RETAIL	160,000
	HOTEL	360,000/360RM
	MULTI-FAMILY	2,020,000/1,770U
<b>TOTAL*</b>		<b>11,710,000</b> <b>4,048 UNITS</b> <b>360 HOTEL ROOMS</b>

\* Illustrative plan for environmental review purposes only.  
 Reflects potential estimated build-out over approximately 25 years.  
 Source: Heartland LLC, 2003



Figure 1-6  
 Alternative #3: Full Redevelopment (Low to Mid-Rise)

Boeing Renton  
 Comprehensive Plan  
 Amendment EIS



SUBAREA	Use	SqFt/Units
A	TOWN CENTER	
	RETAIL	500,000
B	OFFICE	1,240,000
	LAB	730,000
C	OFFICE	1,480,000
	MULTI-FAMILY	430,000/373U
D	EXISTING OFFICE	660,000
	OFFICE	380,000
E	MULTI-FAMILY	990,000/863U
	OFFICE	380,000
F	MULTI-FAMILY	980,000/856U
	OFFICE	780,000
G	MULTI-FAMILY	790,000/251U
	OFFICE	4,620,000
TOTAL*	RETAIL	130,000
	HOTEL	360,000/360RM
	MULTI-FAMILY	2,910,000/2,782U
		17,710,000
		5,125UNITS
		360HOTEL ROOMS

\* Illustrative plan for environmental review purposes only. Reflects potential estimated build-out over approximately 25 years. Source: Heartland LLC, 2007



Figure 1-7  
Alternative #4: Full Redevelopment (Mid to High-Rise)

Boeing Renton  
Comprehensive Plan  
Amendment EIS

- Construction of the Sam Chastain Waterfront Trail, connecting the Cedar River Trail with Gene Coulon Park along the Lake Washington shoreline (sponsored by the City of Renton).
- Continuation of existing utility operations and uses on the PSE property.
- Continuation of certain existing office, lab, and commercial uses at the south end of the site area.

Consolidation of Boeing Renton Plant operations and construction of the City trail extension are both separate actions subject to SEPA and are not part of the Proposed Action(s) being evaluated in this EIS.

**Chapter 2**

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**Updated Information and Analysis**

## CHAPTER 2 UPDATED INFORMATION AND ANALYSIS

### Introduction

This chapter provides additional information and analysis related to: 1) the potential compatibility of the Proposed Action(s) and Alternatives that were evaluated in the Draft EIS with the Renton Municipal Airport and the Will Rogers-Wiley Post Memorial Seaplane Base; 2) the Renton Municipal Airport as an essential public facility; and 3) air quality.

In response to comments received during the scoping period for the Draft EIS, and based on the City of Renton's planning requirements under the Growth Management Act (GMA), the City concluded that there was the potential for significant impacts from future potential redevelopment of the site area on airport operations, and required the assessment of impacts to land use, light and glare, noise conditions and aircraft flight operations (see Sections 3.5, 3.6, 3.9, 3.11, and Appendix E of the Draft EIS, respectively). Concurrently, the City of Renton initiated preparation of an Airport Compatible Land Use Program consistent with: 1) GMA requirements (RCW 36.70A.510); and, 2) its responsibilities related to receipt of grant money from the federally sponsored Airport Improvement Program, which requires grant recipients to restrict the use of land next to or near the airport to uses that are compatible with normal airport operations (i.e., aircraft landing and takeoff). A work plan for the Airport Compatible Land Use Program and preliminary policies and development standards were included in Appendix I of the Draft EIS.

Preparation of the Airport Compatible Land Use Program has been ongoing throughout the EIS process. Given the City's intention to adopt proposed amendments to the Comprehensive Plan and zoning that would apply to the site area by the end of 2003, the City is developing the Airport Compatible Land Use Program in two phases. The *Urban Center-North Compatible Land Use Report and Program* (Phase One Program) analyzes the compatibility of future potential land uses within the portion of the "Airport Influence Area" represented by the site area with the Renton Municipal Airport and the Will Rogers-Wiley Post Memorial Seaplane Base operations. The full text of the Phase One Program is included as Appendix B of this Final EIS. Phase Two of the Airport Compatible Land Use Program will address the remainder of the Airport Influence Area and will be adopted as part of the City's 2004 Comprehensive Plan Update under GMA.

In response to comments received on the Draft EIS, additional discussion of potential impacts and mitigation related to land use compatibility issues is provided in this chapter of the Final EIS for the following elements of the environment: Relationship to Plans and Policies; Land Use Patterns; Population Employment and Housing, Aesthetics, Light and Glare; Noise; and, Air Transportation.

This chapter also includes an analysis of potential air quality impacts. The City of Renton, as lead agency under SEPA, determined that the Proposed Action(s) would not result in probable significant impacts to air quality conditions. This determination was made during the scoping period for the Draft EIS. Subsequent to publication of the Draft EIS, and based on the range of trip generation numbers presented in the Draft EIS transportation analysis, the City decided to present information on air quality conditions in the Final EIS to address any potential agency or citizen concerns associated with the Proposed Action(s). A programmatic analysis of potential

air quality impacts associated with the range of redevelopment alternatives evaluated in the Draft EIS was conducted for this Final EIS and is contained in full in Appendix C to this Final EIS. A summary of the results of the analysis is presented below under the heading Air Quality.

### **Relationship to Plans and Policies**

The Draft EIS evaluated the relationship of the Proposed Action(s), including the proposed policy and zoning code amendments to the Comprehensive Plan and other proposed amendments, with applicable and adopted land use plans and policies. Plans and policies evaluated in the Draft EIS include: the Growth Management Act (GMA); Shoreline Management Act; King County Countywide Planning Policies; and, the City of Renton Comprehensive Plan, Shoreline Master Program, Park, Recreation and Open Space Plan, and Airport Master Plan. This section provides additional pertinent discussion of GMA compliance and the consistency of proposed airport compatibility policies with the City of Renton Airport Master Plan.

The Draft EIS described preliminary elements of the City's Airport Compatible Land Use Program in Section 3.6, Relationship to Plans and Policies of the Draft EIS. The preliminary scope of the Airport Compatible Land Use Program addressed the overall "Airport Influence Area", an area significantly larger than the site area subject to the Proposed Action(s) evaluated in this EIS (refer to Exhibit A of Appendix B for a depiction of the Airport Influence Area). As described above in the Introduction, the City is developing the Airport Compatible Land Use Program in two phases, given the City's intention to adopt proposed Comprehensive Plan and zoning amendments for the site area by the end of 2003. The policies of the Phase One Program would apply to the UC-N designated site area exclusively, and are intended to mitigate any probable significant adverse impacts on aviation operations that could occur from future redevelopment in the site area.

The Phase One Program was developed to meet the requirements of GMA using a number of planning resources, including WSDOT's *Airport and Compatible Land Use, Vol 1 (1999)*. This document identifies authorizing legislation under GMA for land use compatibility planning in the State of Washington, which includes *RCW 36.70A.510, General Aviation Airports - Siting of Incompatible Uses* and *RCW 36.70A.200, Siting of Essential Public Facilities*. The proposed Phase One Program has been developed consistent with both of these statutes.

#### RCW 36.70A.510, General Aviation Airports - Siting of Incompatible Uses

Compliance with *RCW 36.70A.510, General Aviation Airports - Siting of Incompatible Uses* is discussed in the Draft EIS (pages 3.6.1- 3.6.2). The statute requires that:

*"Every county, city and town in which there is located a general aviation airport that is operated for the benefit of the general public, whether publicly owned or privately owned public use, shall, through its comprehensive plan and development regulations, discourage the siting of incompatible uses adjacent to such general aviation airport. Such plans and regulations may only be adopted or amended after formal consultation with: Airport owners and managers, private airport operators, general aviation pilots, ports, and the aviation division of the department of transportation. All proposed and adopted plans and regulations shall be filed with the aviation division of the department of transportation within a reasonable time after release for public consideration and comment. Each county, city, and town may obtain technical assistance from the aviation division of the department of transportation to develop plans and regulations*

*consistent with this section. Any additions or amendments to comprehensive plans or development regulations required by this section may be adopted during the normal course of land-use proceedings."*

Consistent with GMA provisions regarding "general aviation airports", the City of Renton has completed a land use compatibility study and proposed policies and development standards that "discourage the siting of incompatible uses" adjacent to the Renton Municipal Airport and within the Federal Aviation Administration Safety Zones 5 and 6 that cover the site area (refer to Exhibit A of Appendix B). This proposed Phase One Program addresses three categories of airport land use compatibility: general aviation safety, airspace protection, and noise.

The primary purpose of the Phase One Program is to increase safety and land use compatibility outside the boundaries of the airport, and within the portion of the Airport Influence Area to be designated Urban Center-North (UC-N). As part of the EIS scoping process, the City determined that there was the potential for significant impacts to airport operations from full redevelopment of the site area. The City developed the Phase One Program to evaluate this potential and proposed policies and development standards to mitigate any probable significant impacts. To this end, the City conducted a Risk Assessment that evaluates a number of factors related to safety, including the number, type, and frequency of on and off-airport aviation accidents in Renton and on a national basis, specific land use and airport operational characteristics unique to Renton, safety principles (e.g., protecting special populations, limiting density and intensity of land uses, preventing hazards to flight), and safety compatibility criteria guidelines for determining density and intensity. A detailed discussion of the Risk Assessment is contained in Section III of the City's Phase One Program, included in Appendix B of this Final EIS.

Resources that were used in developing the Risk Assessment include, among others, WSDOT's *Airports and Compatible Land Use, Vol. 1, 1999* and the State of California Department of Transportation's (CalTrans) *California Airport Land Use Planning Handbook, 2002* (as referenced by WSDOT). Proposed land uses and associated densities across the site area are consistent with the CalTrans recommended guidelines and criteria (see Exhibits C and E of Appendix B). Nationwide, the CalTrans study is the most recent and comprehensive study completed to date, and is also the most applicable to the City of Renton in that it addresses land use compatibility with airport operations in urban areas.

Specific policies and development standards that have been proposed to adequately ensure compatibility of new potential uses in the site area with the Renton Municipal Airport are identified and discussed in detail in Section IV of the Phase One Program (see Appendix B of this Final EIS). The proposed policies and development standards address public assembly and concentrations of people, provision of functional open space, density and intensity of residential and non-residential land uses, potential height obstructions to Federal Aviation Regulation (FAR) Part 77 airspace protection thresholds, wildlife hazards, light and glare, and noise. Proposed policies and development standards are included in the overall proposed amendments to the Comprehensive Plan, zoning, and development standards that would apply to the site area (Appendix A of this Final EIS) and are intended to preclude any significant impacts to the airport from future potential redevelopment.

As required by the statute, the City will formally consult with various stakeholders, including The Boeing Company, the Renton Airport Advisory Committee, airport owners and managers, private airport operators, general aviation pilots, the WSDOT Aviation Division, and other

interested parties of record prior to City Council decisions on the proposed amendments to the Comprehensive Plan, zoning and development regulations. Identified stakeholders will receive written notification of the public meeting on the Phase One Program and public hearing(s) on the proposed Comprehensive Plan and zoning amendments.

#### RCW 36.70A.200, Siting of Essential Public Facilities

The GMA requires that Comprehensive Plans include a process for identifying and siting essential public facilities. Specifically, the statute states the following:

*"(1) The comprehensive plan of each county and city that is planning under RCW 36.70A.040 shall include a process for identifying and siting essential public facilities. Essential public facilities include those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities as defined in RCW 47.06.140, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020."*

*"(5) No local comprehensive plan or development regulation may preclude the siting of essential public facilities."*

A process for identifying and siting of "essential public facilities" is identified in Policies LU-233 and LU-234 in the City of Renton's Comprehensive Plan (1995). Based on decisions by the court (*City of Des Moines v. Puget Sound Regional Council*, 1999) and the Western Washington Growth Management Hearings Board (*Achen v. Clark County*, 1995) regarding this GMA statute relative to airports, the requirement not to preclude "the siting of essential public facilities" is interpreted also as a requirement not to preclude expansion and/or continued operation of existing airports.

Operational and expansion capability can be defined by landside and airfield (or airside) capacity. Landside capacity is a measure of existing supply of parking (tie-downs or hangars). Airside capacity is measured as the number of takeoffs and landings an airport can accommodate over a given time period. The *Regional Airport System Plan* (PSRC 2001) reports the Renton Airport landside demand/capacity ratio at 94 percent and the airside demand/capacity ratio at 44 percent. The Boeing Company uses about three percent of the total airside capacity and leases about 52 percent of the Renton Airport landside capacity. As such, opportunities for continued operation and expansion currently exist at the Renton Airport.

For purposes of analysis, the Draft EIS assumed that Boeing Renton Plant operations would continue on the western portion of the site area adjacent to the airport until at least 2015 under all redevelopment scenarios; by 2030, the entire site area is assumed to be redeveloped under Alternatives 3 and 4. If Boeing were to terminate its operations within the site area in the future, it is likely that some or all of the space that is currently leased by the Boeing Company at the Renton Airport would no longer be needed; additional space would become available. As such, expansion of the airport would not be precluded if and when the entire site area is redeveloped in the future. Note: the proposed amendments to the Comprehensive Plan (see Appendix A) support the continuing airplane manufacturing operations of the Boeing Renton Plant as a compatible land use adjacent to the Renton Municipal Airport.

In addition, as identified above in the discussion of "siting of incompatible uses", the Phase One Program establishes policies and development regulations to adequately ensure compatibility of future land uses in the site area with airport operations. Continuing operation of the airport would not be precluded by the Proposed Action(s).

#### City of Renton Airport Master Plan

The consistency of the Proposed Action(s) and redevelopment scenarios (Alternatives 1 through 4) with the City of Renton Airport Master Plan is discussed on pages 3.6.12 and 3.6.13 of the Draft EIS. Primary objectives of the Airport Master Plan include (in part): providing facilities and services in a manner that maximizes safety, efficiency and opportunity for use; developing a plan for the airport that maximizes effective use of available land and meets development standards promoted by federal, state, and local agencies; and ensuring compatibility with local land use patterns and plans.

As described in the Draft EIS, environmental considerations identified in the Airport Master Plan pertinent to adjacent land uses include identified noise impact areas and guidance for airport compatibility planning, consistent with FAR Part 77, Objects Affecting Navigable Airspace and FAR Part 150, Airport Noise Compatibility Planning. The Phase One Program includes proposed policies and development standards consistent with FAR Parts 77 and 150 (see Appendix B, Section IV and the discussion below under Aesthetics, Light and Glare and Noise for additional detail). Refer also to the discussion of RCW 36.70A.200, Siting of Essential Public Facilities, above for information regarding future airport expansion opportunity.

#### **Land Use Patterns**

The proposed Phase One Program would establish policies and development regulations to govern land uses adjacent to the Renton Airport, consistent with requirements under GMA. Proposed airport compatibility policies and development regulations are incorporated into the single set of overall policies and zoning provisions that would apply to future potential redevelopment within the entire site area (see Appendix A). The single set of proposed policies and zoning provisions would allow redevelopment of the site area to occur within the range of potential redevelopment analyzed in the Draft EIS. Therefore, the conclusions identified in the Draft EIS in Section 3.5, regarding potential impacts from the Proposed Action(s) and Alternatives, would apply.

As described above, the proposed policies and development standards are intended to adequately ensure compatibility between the airport and the site area and are based on: 1) a comprehensive review of relevant literature, studies and guidelines related to airport land use compatibility planning; and 2) preparation of a Risk Assessment. The Risk Assessment conducted by the City as part of its Phase One Program evaluates the potential safety risk of redeveloping the site area, relative to a number of safety principles (see the discussion under Relationship to Plans and Policies, above). The Risk Assessment concludes that the largest potential for incompatibility within the site area exists within Safety Zone 5 (within 1,000 feet of the centerline of the runway). In general, Safety Zone 5 east of the airport runs parallel to the Cedar River; a small area along the northwest edge of the site area is covered by Safety Zone 5 (refer to Exhibit A of Appendix B). Proposed policies and development standards would mitigate any probable significant impacts by limiting the land uses allowed in Safety Zone 5. For example, residential housing, day care services, education facilities, retirement homes, convalescent centers, conference centers, sports arenas, exhibition halls, and hotels would all

be prohibited (Refer to Appendix A and Exhibits C and E of Appendix B of this Final EIS). Safety Zone 6, which covers the remaining majority of the site area, represents an area where there is a "generally low likelihood of accident occurrences at most airports; risk concern primarily is with uses for which potential consequences are severe" (e.g., outdoor stadiums and similar uses with very high intensities) (*California Airport Land Use Planning Handbook, 2002*). In Safety Zone 6, residential uses and most non-residential uses (with the exception of outdoor stadiums) would be allowed.

Under Alternatives 1 through 4, Boeing Renton Plant operations are assumed to remain on the portion of the site area west of Logan Avenue N through at least 2015. As noted under Relationship to Plans and Policies, above, the proposed amendments to the Comprehensive Plan (see Appendix A) support the continuing airplane manufacturing operations of the Boeing Renton Plant as a compatible land use adjacent to the Renton Municipal Airport. There would be no change in land use in this portion of the site area while Boeing Renton Plant operations continue. The portion of the site area east of Logan Avenue N (within Safety Zone 6) would be subject to policies and development standards proposed for the UC-N designated area as a whole; this portion of the site area is outside the Safety Zone 5 boundary.

Alternatives 3 and 4 assume full redevelopment of the site area by 2030. As described in the Draft EIS (page 3.5.15), new development assumed on the western portion of the site area would include a mix of office, retail and multi-family residential uses; this would represent a broader range of uses and a resulting increase in the concentration of population in this portion of the site area. Policies and development standards that are identified in the Phase One Program would govern allowed types of land use, amount of functional open space (i.e., Ideal Emergency Landing Areas), building height/obstructions, density and intensity of uses, habitat, light and glare, and required noise attenuation within the site area, consistent with planning guidelines for Safety Zones 5 and 6. Policies, zoning provisions and development regulations would serve as mitigation for any significant incompatibility impacts associated with future redevelopment.

### **Population, Employment, and Housing**

The proposed amendments to the Comprehensive Plan and zoning would create capacity for a range of uses and could result in the transition of the site area to a higher density, higher intensity mixed-use district, with higher onsite concentrations of residential and employment populations occurring over the 10 to 25 year buildout period.

As described above under Land Use Patterns, the single set of proposed policies and zoning provisions would allow redevelopment of the site area to occur within the range of potential redevelopment analyzed in the Draft EIS; attendant population and employment capacity would also be within the range analyzed in the Draft EIS. Limitations on certain uses and densities for new development within the site area are proposed within 1,000 feet of the centerline of the runway (Safety Zone 5). Proposed land uses and densities are compatible with the City's planning goals for its Urban Center and would allow capacity for employment and households that meets the criteria for Urban Centers identified in the Countywide Planning Policies. No changes to the conclusions regarding impacts, identified in Section 3.7 of the Draft EIS, are warranted. Proposed uses and residential densities are identified in Appendix A of this Final EIS.

## **Aesthetics, Light and Glare**

In order to conduct an analysis of potential impacts to aesthetic conditions in the site area, the Draft EIS made certain assumptions regarding possible characteristics of the redevelopment alternatives related to building heights, coverage, setbacks, parking, etc. These are identified by alternative in Table 2-2 of the Draft EIS. Assumptions for Alternatives 1 and 2 include continuing Boeing operations on the west portion of the site area and potential buildout of the east portion of the site area in big box retail, light industrial and low-rise office uses by 2015. Building heights under Alternatives 1 and 2 were assumed to range between 30 and 36 feet. Assumptions for Alternatives 3 and 4 include continuing Boeing operations on the west portion of the site area through year 2015; however full redevelopment of the site area in office, lab, retail and multi-family residential uses is assumed by year 2030. Building heights under Alternatives 3 and 4 were assumed to range between 15 and 123 feet. Future building heights would be required to conform to FAR Part 77, Objects Affecting Navigable Airspace, as discussed below.

An airport hazard is defined as any structure or tree or use of land which obstructs the airspace required for the flight of an aircraft or which obstructs or interferes with the control tracking and/or data acquisition in the landing, taking off, or flight at an airport (Airport Master Plan, 1997). Airport related height and use restrictions are currently regulated in Renton by the Renton Municipal Code and have been in place since 1956 (RMC Title 4-3-020).

Airport hazard areas are defined by the Federal Aviation Regulation (FAR) Part 77, Objects Affecting Navigable Airspace. FAR Part 77 defines imaginary surfaces established in relation to civil or military airports, and to each runway. The size of each imaginary surface is based on the category of each runway (or runway end) according to the type of approach available (or planned for). Any tree or structure that penetrates one of these imaginary surfaces is defined by FAR Part 77 as an obstruction to air navigation. The City's Phase One Program calls for updating and amending RMC Title 4-3-020, "Airport Related Height and Use Restrictions", to revise the Renton Municipal Code (RMC Title 4-3-020 "Airport Related Height and Use Restrictions") to incorporate the Federal Aviation Regulation Part 77. Elevations of future buildings in the site area would not be allowed to penetrate airspace surfaces (except as necessary for airport operations), and redevelopment proposals would need to be certified for compliance by an engineer or land surveyor. Refer to Section IV of the Phase One Program included in Appendix B of this Final EIS for additional detail.

The impact discussion in the Draft EIS stated that glare impacts from future potential redevelopment to Renton Municipal Airport operations could increase somewhat from existing conditions. Proposed development standards identified in Section IV of the Phase One Program would serve to mitigate potential glare impacts by prohibiting "structures, devices, or other objects" that interfere with a pilot's ability to distinguish between airport lights and other lights, result in glare in the pilot's eyes, impair visibility in the vicinity of the airport, or otherwise endanger landing, taking off, or maneuvering of aircraft. Conclusions regarding potential for significant aesthetics/light and glare impacts, identified in Section 3.9 of the Draft EIS, would apply.

## **Air Transportation**

The Transportation Impact Study for the EIS (page 60 in Appendix E of the Draft EIS) states that under the assumptions for Alternatives 1 (No Action) and 2 (Partial Redevelopment), the Boeing Renton Plant would remain as an active commercial aircraft manufacturing use, with no relative increase in flight operations over historical levels generated by existing uses at the Renton Airport (to 2015). Under Alternatives 3 and 4, which evaluate potential impacts from full redevelopment of the site area, commercial aircraft manufacturing would ultimately be discontinued, and, as such, aircraft takeoffs at the Renton Airport would likely be reduced over current levels. No impact to the airport operations or its ability to expand as an essential public facility would occur from the Proposed Action(s). See Relationship to Plans and Policies, above for a detailed discussion of potential airport expansion capability.

## **Noise**

The Draft EIS included a discussion of Part 150 of the Federal Aviation Regulations, Airport Noise Compatibility Planning, which identifies land uses compatible with various levels of airport noise. Airport noise at a neighboring location is characterized by the annual average day-night sound level (DNL). All land uses, including residential, public, or recreational uses, are considered by the FAA to be compatible with a DNL below 65 dBA. Residential, commercial, public, and recreational uses are considered compatible with areas experiencing a DNL of 65 dBA or higher (as defined by the 65 DNL contour, a specified distance from airport runway), only if noise-reduction measures are implemented.

Cumulative noise levels have been measured around the airport and mapped as a series of contour lines connecting points of the same noise exposure. For the Renton Municipal Airport, this mapping was done in 2001, and estimated into the future to the year 2015 (see Exhibit F in Appendix B of this Final EIS). The Renton Municipal Airport Master Plan (1997) indicates that the 65 DNL contour overlaps an approximately 50-foot wide strip within the western boundary of the site area, which is currently part of the Boeing Renton Plant.

The Draft EIS indicated that under Alternatives 1 and 2, the land use at this location would remain Boeing Renton Plant operations. However, under Alternatives 3 and 4 the same area could be redeveloped to a mix of uses, which could include residential, commercial/retail and office uses. Commercial and particularly residential redevelopment at the western site area boundary would require consideration of design and construction methods specifically directed toward aircraft noise control. These measures typically include acoustically-rated windows and doors, heavier exterior construction, and acoustical treatment of exterior building penetrations, such as mechanical ducts and vents.

The City's Phase One Program recommends using the threshold of 65 DNL as one determinant in recommending limitations on land uses or establishment of a noise abatement program. The portion of the site area within the 65 DNL contour also lies within Safety Zone 5. Therefore, as proposed, residential and certain non-residential uses and densities would be limited in this area based on criteria identified for the applicable safety zones (refer to the discussion above under Land Use Patterns and see Appendix A for further discussion of proposed land use controls). Disclosure notices, aviation easements and restrictive covenants could also be required for approval of future redevelopment proposals (see Appendix B, Section IV of the Phase One Program).

## **Air Quality**

As described above in the introduction to this chapter, based on the range of trip generation numbers presented in the Draft EIS transportation analysis, the City decided to present information on air quality conditions in the Final EIS to address any potential agency or citizen concerns associated with the Proposed Action(s). In general, the greatest potential for air quality impacts from most mixed-use redevelopment results from vehicle emissions associated with increased transportation demands.

The City recognizes that probable significant adverse air quality impacts from the proposed Comprehensive Plan and zoning code amendments would not be likely. Localized changes in zoning to allow for mixed-use redevelopment within an urban area are generally neutral or beneficial to regional air quality, as they allow development to occur close to employment centers and housing, thereby minimizing commute times and associated vehicle emissions.

A programmatic analysis of potential air quality impacts associated with the range of redevelopment alternatives evaluated in the Draft EIS was conducted for this Final EIS by Parsons Brinckerhoff Quade and Douglas, Inc., and is contained in full in Appendix C to this Final EIS. A summary of the results of the analysis is presented below.

### Background

Air quality in the Renton area is regulated by the U.S. Environmental Protection Agency (EPA), the Washington State Department of Ecology, and the Puget Sound Clean Air Agency (PSCAA). Under the Clean Air Act, EPA has established the National Ambient Air Quality Standards (NAAQS) for "criteria" pollutants.

Under the federal Clean Air Act, geographic regions that have recently attained compliance with the NAAQS standards are known as air quality maintenance areas. Renton lies within air quality maintenance areas for ozone and carbon monoxide (CO). CO is the criteria pollutant most closely tied to vehicle emissions.

Nationwide, air pollutant emissions from motor vehicles have dropped considerably since 1970, even as vehicle travel has increased rapidly. Pollutant emissions per vehicle mile traveled (VMT) are decreasing due to improved vehicle emission controls and replacement of older, higher-emission vehicles with newer, lower-emitting vehicles. Regionally, the maximum measured CO concentrations have decreased over the past 20 years and are currently below the NAAQS standard (refer to Figure 1 in Appendix C). The downward trend in CO concentrations is expected to continue in the Puget Sound region through 2020, but begin increasing again by 2030 (refer to Table 1 in Appendix C).

### Air Quality Analysis

The air quality analysis estimates and compares localized pollutant emissions from traffic that could be generated by the four redevelopment scenarios based on transportation demand differences between the redevelopment scenarios (alternatives). Vehicle miles traveled (VMT) and average speed associated with redevelopment under each of the alternatives were calculated for the PM peak period. Air pollutant emissions for each alternative were then

calculated by multiplying the VMT with the appropriate emission factor (CO), considering the average speed and year (2000, 2015, and 2030)

Potential vehicle emissions for each of the redevelopment alternatives were compared to future regional emission projections prepared by the Puget Sound Regional Council for Destination 2030, which is the long-range Metropolitan Transportation Plan (MTP) for the central Puget Sound region through 2030. Under each of the alternatives, local air pollutant emissions from traffic associated with the alternatives would represent less than 0.5 percent of the regional transportation emission budget. Because redevelopment that occurred within the Renton area would accommodate growth that would otherwise occur elsewhere in the Puget Sound region, reducing local emissions in other areas, no significant impact to regional air quality would be expected under any of the redevelopment alternatives.

Among the alternatives, localized emissions generated under Alternative 2 would be the lowest. Emissions generated under Alternative 2 would be nine percent less, on average, than under Alternative 1 (No Action). Localized emissions generated under Alternatives 3 and 4 would be four and sixteen percent greater, respectively, on average than Alternative 1 in 2015. By 2030, localized emissions generated under Alternatives 3 and 4 would be 30 and 99 percent greater than Alternative 1. Redevelopment under any of the alternatives would not be expected to cause significant adverse impacts to regional or local air quality considering the expected build-out schedule and emission trends.

At this stage, specific local roadway and intersection configurations and traffic circulation (i.e., volume, speed and movement of vehicles through intersections and along roadways) within the redevelopment area cannot be determined as there is no definitive redevelopment plan. Prior to future construction of new signalized intersections, a local intersection-level conformity analysis would be completed pursuant to WAC 173-420-120, which requires analysis of newly signalized intersections in air quality maintenance areas. This analysis would be completed for the specific intersection and freeway interchange improvements, and would consider vehicle operations associated with future specific proposed land uses in the site area.

Because no significant adverse regional traffic air quality impacts are expected once construction is complete, no regional operational traffic mitigation would be required. The need for specific intersection-level mitigation due to redevelopment would be evaluated as specific applications for redevelopment are submitted to the City for review and approval in the future and/or as specific transportation improvements to area roadways, intersections, or interchanges are proposed for construction.

**Chapter 3**

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**Errata**

## CHAPTER 3 ERRATA

This section identifies corrections to the Draft EIS, including language changes, and clarifications, based on comments received.

### Utilities

In Appendix G of the Draft EIS, the Sewer and Water Technical Report, the following corrections are made:

- On page 6.1, paragraph 1, the third sentence states:

"Because both KC sewers are designed to convey flow originating from large areas of King County and south Snohomish County and the existing 96-in Eastside Interceptor has the capacity to transport 100 million gallons of wastewater per day (36.5 billion gallons per year), the impact to the King County wastewater system resulting from full build-out of Alternative 4 was expected (sic) to be relatively immaterial, amounting to 2 percent or less of the sewer capacity."

This sentence is hereby corrected to state:

"There are two KC sewers (Eastside Interceptor, Section 2 (ESI-2) and Bryn Mawr Interceptor) serving the site area. The Bryn Mawr Interceptor and ESI-2 discharge into the 96-in ESI-1, which also serves south Snohomish County and KC north of Renton and east of Lake Washington, having the capacity to transport over 200 million gallons of wastewater per day (73 billion gallons per year). The impact to ESI-1 resulting from full buildout of Alternative 4 was expected to be relatively immaterial, amounting to 1 percent or less of the sewer capacity."

- On page 6.1, paragraph 2, the last sentence states:

"The impact of Alternative 4 was calculated to be approximately 597 million gallons per year, which is less than 2 percent of the total KC sanitary sewer capacity (Table 6.1)."

This sentence is hereby corrected to state:

"The impact of Alternative 4 was calculated to be approximately 597 million gallons per year, which is less than 1 percent of the total KC sanitary sewer capacity (Table 6.1)."

- In Table 6.1 -- Summary, following page 6.3, "100 millions gpd" as referenced in Note 1 is hereby changed to "200 millions gpd." These changes are carried through Table 6.3 such that the *Existing King County Sanitary Sewer Capacity* is hereby changed from 36.5 billion gal/yr to 73 billion gal/yr.

In Section 3.13, Utilities, of the Draft EIS, the following similar corrections are made:

- On page 3.13.7, paragraph 1, lines 10 through 12 are hereby changed from: "The existing 96-inch Eastside Interceptor has the capacity to transport 100 million gallons of wastewater

per day (36.5 billion gallons per year)..." to: "The existing 96-inch Eastside Interceptor has the capacity to transport 200 million gallons of wastewater per day (73 billion gal/year)...."

- On page 3.13.8, the increase in capacity (identified above) from 36.5 billion gallons per year to 73 billion gallons per year is carried through Table 3.13-1 such that *Existing Capacity* is hereby changed from 36.5 billion gal/yr to 73 billion gal/yr.

### **Transportation**

In Section 3.10, Transportation, of the Draft EIS, the following changes are made:

- On page 3.10.14, line 1 of paragraph 1 under the heading *Planned Freeway/Interchange Improvements, "WSDOT's I-405 Program"* is hereby changed to "WSDOT's I-405 Corridor Project and Sound Transit's Phase I Plan".
- On page 3.10.15, paragraph 3, a sentence is hereby added to the beginning of the paragraph that reads as follows: "This section describes transportation network assumptions for the 2003 existing network and three future baseline networks."

- On page 3.10.20, paragraph 1, the first sentence states:

"Table 3.10-5 summarizes projected external AM and PM peak hour trips that would be generated by the site area at 2015."

This sentence is hereby changed to state:

"Table 3.10-5 summarizes the projected external AM and PM peak hour trips that correspond only to the expected employment levels for the consolidated plant and the redevelopment."

- On page 3.10.20, paragraph 3, line 5, the word "and" is hereby changed to "or."
- On page 3.10.24, paragraph 1 under the heading *Year 2015 LOS Impacts*, a sentence is added to follow the last sentence in the paragraph. The added sentence states the following:

All intersections were analyzed under the "worst case" trip generation scenario (Trip Allocation Scenario 2).

- On page 3.10.25, the title of Figure 3.10-5 is hereby changed from "Site Area Trip Distribution Assumptions" to "Relative Site Area Trip Distribution Assumptions."
- On page 3.10.28, paragraph 1, lines 5, 6, and 7 under the heading "*Worst Case Scenario*" – *Trip Allocation Scenario 2* state the following:

"Park Avenue N south of N 6<sup>th</sup> Street would be near capacity under any redevelopment scenario during the PM peak hour, while Logan Avenue N north of Airport Way would be near capacity under redevelopment assumed under Alternatives 1, 3, and 4 in the PM peak hour."

This sentence is hereby changed to state:

"Park Avenue N south of N 6<sup>th</sup> Street would be near capacity under any redevelopment scenario during the PM peak hour and over capacity under Alternative 4. Logan Avenue N north of Airport Way would be near capacity under redevelopment assumed under Alternatives 1, 3, and 4 in the PM peak hour."

- On page 3.10.29, paragraph 2, lines 1 and 2 under the heading *Trip Allocation Scenario 1*, are hereby changed from "does not affect forecasted capacity conditions at these interchanges" to "does not alleviate forecasted over-capacity at these interchanges."
- On page 3.10.29, paragraph 3, in line 3 under the heading *Alternatives 3 and 4 – 2030 Baseline Network (Network D)*, the phrase "would generally be under capacity with Alternatives 1 and 2" is hereby deleted and changed to "would be under or near capacity with Alternative 3, and above capacity with Alternative 4."
- On page 3.10.30, the first paragraph under the heading *Trip Allocation Scenario 1* states the following

"Under the assumption that remaining vested trips are transferred to redevelopment (Trip Allocation Scenario 1), freeway access would be above capacity with redevelopment, except under Alternative 2, in which freeway access levels would be near capacity in 2015 under Network C."

This sentence is hereby changed to state:

"Under the assumption that remaining vested trips are transferred to redevelopment (Trip Allocation Scenario 1), freeway access at the Park Drive interchange would remain at over-capacity with redevelopment, except under Alternative 2, in which freeway access levels at Park Drive would be near capacity in 2015 under Network C."

- On page 3.10.30, sixth paragraph, the third sentence in the 1<sup>st</sup> bullet point states the following

"However, the volume of eastbound left-turns would exceed 1,800 with redevelopment in 2015, which could indicate that an eastbound to northbound loop ramp would operate more efficiently when the interchange is rebuilt."

This sentence is hereby changed to state:

"With any redevelopment scenario, eastbound left turn lanes onto northbound I-405 would exceed ramp capacity by 2015, which could indicate that an eastbound to northbound loop ramp would improve operations of the interchange under Network B. This improvement may also be necessary when the interchange is assumed to be rebuilt under Network C, in order to accommodate forecasted demand."

- On page 3.10.32, second to last paragraph, line 8, "in order to maintain adequate levels of mobility..." is hereby changed to "in order to maintain LOS E or better conditions ..."

- On page 3.10.33, first paragraph, line 8, "2015 Baseline Network" is changed to "2015 Baseline Network B."

In Appendix E, Transportation Impact Study, of the Draft EIS, the following changes are made:

Table 11 (page 56), Table 12 (page 57), Table 13 (page 62), and Table 14 (page 63) are hereby replaced with the tables that follow this page.

**Table 11: 2015/2030 Peak Hour Arterial Capacity Thresholds (Vested Trips Retained)**

Scenario	N Park Drive w/o I-405 WB Direction	N 16th Street e/o Park Avenue N EB Direction	N 8th Street e/o Park Avenue N EB Direction	Houser Way N e/o N 8th Street NB Direction	Park Avenue N e/o N 8th Street SB Direction	Bronson Way N w/o Park Avenue N WB Direction	Logan Avenue N e/o Airport Way NB Direction
<b>AM Peak Hour</b>							
Existing	Under	n/a	Under	Under	Under	Under	Under
<b>2015 Baseline Network (Network B)</b>							
2015 Baseline	Over	n/a	Under	Under	Under	Near	Under
2015 Alternative 1	Over	n/a	Under	Under	Under	Near	Under
2015 Alternative 2	Over	n/a	Under	Under	Under	Near	Under
2015 Alternative 3	Over	n/a	Under	Under	Under	Near	Under
2015 Alternative 4	Over	n/a	Under	Under	Under	Near	Near
<b>2015 Baseline Network + Improvements (Network C)</b>							
2015 Baseline	Over	n/a	Under	Under	Under	Under	Under
2015 Alternative 1	Over	n/a	Under	Under	Under	Under	Under
2015 Alternative 2	Over	n/a	Under	Under	Under	Under	Under
2015 Alternative 3	Over	n/a	Under	Under	Under	Under	Under
2015 Alternative 4	Over	n/a	Under	Under	Under	Under	Under
<b>PM Peak Hour</b>							
Existing	Under	n/a	Under	Under	Under	Under	Under
<b>2015 Baseline Network (Network B)</b>							
2015 Baseline	Near	n/a	Under	Under	Near	Near	Under
2015 Alternative 1	Over	n/a	Under	Under	Near	Over	Near
2015 Alternative 2	Over	n/a	Under	Under	Near	Over	Under
2015 Alternative 3	Over	n/a	Under	Under	Near	Over	Near
2015 Alternative 4	Over	n/a	Under	Under	Over	Over	Near
<b>2015 Baseline Network + Improvements (Network C)</b>							
2015 Baseline	Under	n/a	Under	Under	Near	Under	Under
2015 Alternative 1	Over	n/a	Under	Under	Near	Under	Under
2015 Alternative 2	Over	n/a	Under	Under	Near	Under	Under
2015 Alternative 3	Over	n/a	Under	Under	Near	Under	Under
2015 Alternative 4	Over	n/a	Under	Under	Over	Near	Under
<b>2030 Future Baseline Network (Network D)</b>							
2030 Baseline	Under	Under	Under	Under	Under	Under	Under
2030 Alternative 1	Under	Under	Under	Under	Under	Under	Under
2030 Alternative 2	Under	Under	Under	Under	Under	Under	Under
2030 Alternative 3	Under	Under	Under	Near	Under	Near	Near
2030 Alternative 4	Over	Under	Over	Over	Over	Over	Over

Key: w/o = West of, e/o = East of, n/a = North of, s/o = South of.  
 Cells shaded in yellow indicate arterial is estimated to be near capacity. Cells shaded in orange indicate arterial is estimated to be above capacity.  
 Note 1: Houser Way N northbound is not assumed to be truncated at Bronson Way N.

This table best viewed in color.

**Table 12: 2015/2030 Peak Hour Metered Freeway Ramp Thresholds (Vested Trips Retained)**

Scenario	N Park Dr SB On-Ramp	N Park Dr NB On-Ramp	Sunset NB On-Ramp	Sunset/Bronson SB On-Ramp	Sunset/SR 169 NB On-Ramp	N 3rd St NB On-Ramp	Houser Way NB On-Ramp	Houser Way SB On-Ramp
<b>AM Peak Hour</b>								
Existing	Under	Under	Under	Over	Under	n/a	n/a	n/a
<b>2015 Baseline Network (Network B)</b>								
2015 Baseline	Under	Under	Under	Over	Over	n/a	n/a	n/a
2015 Alternative 1	Under	Under	Under	Over	Over	n/a	n/a	n/a
2015 Alternative 2	Under	Under	Under	Over	Over	n/a	n/a	n/a
2015 Alternative 3	Under	Under	Under	Over	Over	n/a	n/a	n/a
2015 Alternative 4	Under	Under	Under	Over	Over	n/a	n/a	n/a
<b>2015 Baseline Network + Improvements (Network C)</b>								
2015 Baseline	Under	Under	n/a	Over	n/a	Near	n/a	n/a
2015 Alternative 1	Under	Under	n/a	Over	n/a	Near	n/a	n/a
2015 Alternative 2	Under	Under	n/a	Over	n/a	Near	n/a	n/a
2015 Alternative 3	Under	Under	n/a	Over	n/a	Near	n/a	n/a
2015 Alternative 4	Under	Under	n/a	Over	n/a	Near	n/a	n/a
<b>PM Peak Hour</b>								
Existing	Under	Under	Under	Under	Under	n/a	n/a	n/a
<b>2015 Baseline Network (Network B)</b>								
2015 Baseline	Near	Over	Under	Under	Under	n/a	n/a	n/a
2015 Alternative 1	Over	Over	Under	Under	Under	n/a	n/a	n/a
2015 Alternative 2	Over	Over	Under	Under	Under	n/a	n/a	n/a
2015 Alternative 3	Over	Over	Under	Under	Under	n/a	n/a	n/a
2015 Alternative 4	Over	Over	Under	Under	Under	n/a	n/a	n/a
<b>2015 Baseline Network + Improvements (Network C)</b>								
2015 Baseline	Under	Over	n/a	Near	n/a	Over	n/a	n/a
2015 Alternative 1	Near	Over	n/a	Near	n/a	Over	n/a	n/a
2015 Alternative 2	Near	Over	n/a	Near	n/a	Over	n/a	n/a
2015 Alternative 3	Near	Over	n/a	Near	n/a	Over	n/a	n/a
2015 Alternative 4	Over	Over	n/a	Near	n/a	Over	n/a	n/a
<b>2030 Future Baseline Network (Network D)</b>								
2030 Baseline	Under	Under	n/a	Under	n/a	Over	n/a	n/a
2030 Alternative 1	Under	Under	n/a	Under	n/a	Over	Under	Under
2030 Alternative 2	Under	Under	n/a	Under	n/a	Over	Under	Under
2030 Alternative 3	Under	Under	n/a	Near	n/a	Over	Under	Under
2030 Alternative 4	Under	Under	n/a	Near	n/a	Over	Under	Under

Key: w/o = West of, e/o = East of, n/o = North of, s/o = South of. This table best viewed in color.  
 Cells shaded in yellow indicate freeway ramp is estimated to be near capacity. Cells shaded in orange indicate freeway ramp is estimated to be above capacity.

**Table 13: 2015 - Summary of Transportation Impact Analysis with Redevelopment (Vested Trips Retained)**

Key Finding	Baseline	Alternative #1 No Action	Alternative #2 Partial Redevelopment	Alternative #3 Full Redevelopment (Low to High Rise)	Alternative #4 Full Redevelopment (Mid to High Rise)
<b>Land Use Assumptions</b>	Manufacturing - 1,170,000 sf Total - 3,370,000 sf	Office - 480,000 sf Retail - 340,000 sf Light Industrial - 1,140,000 sf Manufacturing - 1,170,000 sf Total - 3,130,000 sf	Office - 1,190,000 sf Retail - 270,000 sf Manufacturing - 1,170,000 sf Total - 3,630,000 sf	Office - 1,115,000 sf Retail - 247,500 sf Flex/Lab - 600,000 sf Residential - 542,500 sf (1310 units) Manufacturing - 1,170,000 sf Total - 3,345,000 sf	Office - 1,445,000 sf Retail - 250,000 sf Flex/Lab - 565,000 sf Residential - 610,000 sf (1372 units) Manufacturing - 1,170,000 sf Total - 4,040,000 sf
<b>Trip Generation</b>	AM Peak - 1,217 trips PM Peak - 1,111 trips	AM Peak - 4,526 trips PM Peak - 3,846 trips	AM Peak - 3,979 trips PM Peak - 3,275 trips	AM Peak - 4,874 trips PM Peak - 4,054 trips	AM Peak - 5,345 trips PM Peak - 4,548 trips
<b>Vehicle Adjustments</b>	AM Peak - 2,813 additional trips PM Peak - 2,349 additional trips	AM Peak - 1,413 additional trips PM Peak - 1,491 additional trips	AM Peak - 1,197 additional trips PM Peak - 1,162 additional trips	AM Peak - 1,401 additional trips PM Peak - 1,320 additional trips	AM Peak - 1,383 additional trips PM Peak - 1,488 additional trips
<b>Total Trips Assumed to Analyze*</b>	AM Peak - 4,030 vehicle trips PM Peak - 3,460 vehicle trips	AM Peak - 5,939 vehicle trips PM Peak - 5,337 vehicle trips	AM Peak - 5,176 vehicle trips PM Peak - 4,413 vehicle trips	AM Peak - 6,275 vehicle trips PM Peak - 5,374 vehicle trips	AM Peak - 6,728 vehicle trips PM Peak - 6,036 vehicle trips
<b>2015 Baseline Network</b>	Summary of Baseline				
<b>Intersections at LOS E/F</b>	AM - 7 intersections PM - 12 intersections	AM - 13 intersections PM - 19 intersections	AM - 12 intersections PM - 17 intersections	AM - 12 intersections PM - 17 intersections	AM - 12 intersections PM - 17 intersections
<b>Arterial At or Above Capacity</b>	Park Ave (E-90) Park Ave (W-90) Bremen Ave Park	Park Ave (E-90) Park Ave (W-90) Bremen Ave Park	Park Ave (E-90) Park Ave (W-90) Bremen Ave Park	Park Ave (E-90) Park Ave (W-90) Bremen Ave Park	Park Ave (E-90) Park Ave (W-90) Bremen Ave Park
<b>Freeway Access Ramps At or Above Capacity</b>	Park NB On-Ramp Intersect 18, I-67 NB/58 On-Ramps	Park NB On-Ramp Park SB On-Ramp Intersect 18, I-67 NB/58 On-Ramps	Park NB On-Ramp Park SB On-Ramp Intersect 18, I-67 NB/58 On-Ramps	Park NB On-Ramp Park SB On-Ramp Intersect 18, I-67 NB/58 On-Ramps	Park NB On-Ramp Park SB On-Ramp Intersect 18, I-67 NB/58 On-Ramps
<b>Conclusion</b>	Increased traffic generated by redevelopment will increase congestion at study area arterial lines, arterials, and freeway access ramps.				
<b>2015 Baseline Network</b>	Summary of Baseline				
<b>Intersections at LOS E/F</b>	AM - 7 intersections PM - 4 intersections	AM - 10 intersections PM - 12 intersections	AM - 10 intersections PM - 12 intersections	AM - 10 intersections PM - 12 intersections	AM - 10 intersections PM - 12 intersections
<b>Arterial At or Above Capacity</b>	Park Ave (E-90) Park Ave (W-90)	Park Ave (E-90) Park Ave (W-90)	Park Ave (E-90) Park Ave (W-90)	Park Ave (E-90) Park Ave (W-90) Bremen Ave Park	Park Ave (E-90) Park Ave (W-90) Bremen Ave Park
<b>Freeway Access Ramps At or Above Capacity</b>	Park NB On-Ramp Intersect 18, I-67 NB/58 On-Ramps I-67 NB On-Ramp	Park NB On-Ramp Park SB On-Ramp Intersect 18, I-67 NB/58 On-Ramps I-67 NB On-Ramp	Park NB On-Ramp Park SB On-Ramp Intersect 18, I-67 NB/58 On-Ramps I-67 NB On-Ramp	Park NB On-Ramp Park SB On-Ramp Intersect 18, I-67 NB/58 On-Ramps I-67 NB On-Ramp	Park NB On-Ramp Park SB On-Ramp Intersect 18, I-67 NB/58 On-Ramps I-67 NB On-Ramp
<b>Conclusion</b>	Increased traffic generated by redevelopment will increase congestion at fewer study area arterials, arterials, and freeway access ramps. Freeway access at the new 3rd/5th/7th/9th/11th/13th/15th/17th/19th/21st/23rd/25th/27th/29th/31st/33rd/35th/37th/39th/41st/43rd/45th/47th/49th/51st/53rd/55th/57th/59th/61st/63rd/65th/67th/69th/71st/73rd/75th/77th/79th/81st/83rd/85th/87th/89th/91st/93rd/95th/97th/99th will remain unchanged (no congestion), but not adversely affected by the redevelopment area.				

Key: w/e = West of, e/s = East of, n/s = North of, s/s = South of.

This table best viewed in color.

\* This figure represents the total number of trips assumed to be generated within the redevelopment area for traffic analysis purposes including vehicle adjustments at the Baseline Baseline Plan.