

**RESOLUTION NO. 983**

**RESOLUTION OF THE CITY COUNCIL OF THE  
CITY OF REDMOND, WASHINGTON,  
OPPOSING THE PROPOSED REDMOND AND  
DUVALL MAJOR SUPPLEMENTAL AIRPORT  
SITES.**

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WHEREAS, the Puget Sound Regional Council is currently conducting a study to identify sites for a major supplemental airport in the central Puget Sound region; and

WHEREAS, the study identifies a site east of the City of Redmond, denoted as the Redmond Site, which is in the Redmond Planning Area; and

WHEREAS, the study also identifies a site northeast of the City of Redmond, denoted as the Duvall Site, which has the potential to adversely affect Redmond with traffic, and ground and surface water impacts; and

WHEREAS, the City of Redmond places high value on the process of county- and region-wide planning with regard to growth management, land use, siting of regional facilities, and economic development; and

WHEREAS, Redmond also strongly values preservation of the rural character in rural areas, environmental protection, and fiscal responsibility; and

WHEREAS, the Redmond site is located in an area that has been designated "Rural Area" by the King County Countywide Planning Policies, which the City of Redmond participated in formulating; and

WHEREAS, the Redmond Site and the Duvall Site are both highly unsuited to development as airports; and

WHEREAS, the City of Redmond, and the residents in the areas adjacent to the proposed Redmond and Duvall sites have not been given proper advance notice of

selection as finalist sites, and only thirty days to comment on the siting recommendations of the Puget Sound Regional Council Working Group;

NOW, THEREFORE, BE IT RESOLVED that the Redmond City Council strongly opposes the designation of the Redmond Site as a major supplemental airport site and urges that the site be dropped from further study for the following reasons:

I. THE PROPOSED REDMOND SITE IS POORLY SUITED PHYSICALLY TO SERVE AS A MAJOR SUPPLEMENTAL AIRPORT.

1. The proposed Redmond site has inadequate airspace capacity to function as a major supplemental airport. The Federal Aviation Administration, in a June 6, 1994 letter to the Puget Sound Regional Council, has called the Redmond site "very impractical" because air traffic patterns would conflict with air traffic to both Seattle-Tacoma International Airport and Paine Field, and because the high terrain to the east would also interfere with air traffic to the site. The Federal Aviation Administration indicated that the proposed Redmond site "may not add capacity during marginal weather conditions, (which is) when the region's capacity needs are the greatest." Improving capacity to the region is the primary purpose of the major supplemental airport, and since the proposed Redmond site cannot fulfill this need, it should be dropped from further study.

The FAA further commented that the methodology used by the project consultants did not consider the dynamics of aircraft operating in the Puget Sound Region Airspace. The agency requested that a detailed examination of airspace issues be finalized prior to further work on other analyses, such as environmental impacts. The agency expressed overall concern that the region not continue to consider options that would actually *reduce* the region's overall commercial airspace capacity.

Since the FAA is the jurisdiction responsible for ensuring the safety of the region's air transportation system, as well as for funding construction of airport facilities, it is critical that the agency's endorsement be given to the selected site.

2. The cost to build the Redmond site would be prohibitive, and has not been accurately reflected in the preliminary study. According to the project consultants, it would cost \$80,000,000 more to construct an airport on the Redmond site than on an "ideal" site. However, this estimate takes into account only construction of the facility itself. It does not include the cost of land, access roads and freeways, or environmental mitigation. When such costs are factored in, the Redmond site becomes an untenably expensive option.
3. The proposed Redmond site has very poor ground access. The proposed site is remote from state highways. Additionally, the street system within the Redmond area,

even when built to its ultimate planned capacity, will not be sufficient to serve an airport's ground access requirements.

II. THE PROPOSED REDMOND SITE IS NOT THE PROPER LOCATION FOR AN URBAN USE SUCH AS A MAJOR SUPPLEMENTAL AIRPORT.

1. Developing an airport in this area is contradictory to the fundamental tenet of Growth Management that we prohibit the encroachment of urban sprawl into rural areas. It is inconsistent with both the existing Redmond and King County Comprehensive Plans and the proposed Growth Management Act Comprehensive Plans that Redmond and King County are developing, as well as the recently adopted County-wide Planning Policies.
2. The Redmond site is outside King County's Urban Growth Area. The boundaries of the Urban Growth Area have been cooperatively developed by the cities within King County, including Redmond and King County, in a lengthy process of defining the region's vision for future development. Airports are urban uses that are prohibited from being constructed outside an urban growth area, unless the Urban Growth Area is amended. Such an amendment would effectively undo months of cooperative work by regional officials.
3. Growth Management Act planning policies direct that growth is to occur first in urban areas that have existing public facility and service capacity. The Redmond site does not have such infrastructure. A major supplemental airport should be located in an area served by existing infrastructure.
4. Growth Management Policies require equity be considered in siting major regional facilities. The state's primary airport, Sea-Tac, is already located in King County, as are several smaller airports. Growth Management policies on facility siting suggest that the costs as well as benefits associated with development of major new facilities, such as this airport, should be distributed throughout the region, and not concentrated in a single county.
5. The impacts on water quality and natural resources listed in the section below are inconsistent with the *Bear Creek Basin Plan*, which was jointly prepared by Redmond, King County, and Snohomish County. This basin plan was prepared to protect water quality and natural resources in the Bear Creek Basin. It identifies locally significant resource areas critical to salmon production, on the proposed airport site.

III. DEVELOPMENT OF A MAJOR SUPPLEMENTAL AIRPORT ON THE PROPOSED REDMOND SITE WOULD HAVE DEVASTATING ENVIRONMENTAL EFFECTS ON THE AREA.

1. An airport on the Redmond Site may threaten ground water supplies on which Redmond relies for drinking water. Redmond's municipal water supply draws from relatively shallow aquifers that are recharged by rain water. The impervious surfaces

of the streets needed to serve an airport and the accompanying development would adversely affect the recharge to Redmond's aquifer.

Pollution from the storm water runoff would threaten our aquifer, as would fuels and other materials stored at the airport site and supporting developments, should they be spilled.

2. The Redmond Site has *more* areas of valuable wetlands than any other proposed site. These wetlands provide valuable habitat and contribute to the health of the Bear Creek system. Construction of an airport and the urbanization of the surrounding area would devastate these wetlands.
3. The Redmond Site includes several streams that are tributaries to Bear Creek. The Bear Creek Basin is an important salmon and steelhead spawning stream and supports other important fish species. The urbanization that would follow development of an airport would cause increased storm water runoff and non-point pollution, and other adverse impacts on Bear Creek.
4. The vicinity of the Redmond Site has important habitats. The value of the Bear Creek Basin's habitat is underscored by Washington Department of Fish and Wildlife Priority Species and Habitat data, which identifies the streams in the vicinity of this site as having critical spawning habitat for resident fish species and that anadromous fish species, such as salmon, use these streams.
5. Aircraft flights over Redmond and nearby areas would adversely affect the tens of thousands of people living in Redmond and the areas near the proposed airport site. Noise from airport operations would make the rural uses on which many base their livelihood untenable.

BE IT FURTHER RESOLVED that the Redmond City Council opposes the designation of the Duvall Site as a supplemental airport site, and seeks the removal of that site from further study for the following reasons:

1. The airspace at the Duvall Site has been designated "very impractical" by the Federal Aviation Administration. It received this designation for the same reasons as the Redmond Site.
2. The Duvall Site has very poor ground access. It is remote from state highways and the area street system would not have sufficient capacity to serve an airport, even when built to its ultimate planned capacity.
3. The Duvall Site is up basin from Redmond's ground water supplies and may adversely affect the ground water supplies that Redmond relies on for drinking water.

4. The Duvall Site has large areas of valuable wetlands. These wetlands provide valuable habitat and contribute to the health of the Snoqualmie River system.
5. The Duvall Site includes several streams and a lake. These are valuable habitats which would be adversely impacted by the development of an airport and its associated uses.
6. A large area immediately west of the Duvall Site is identified by the *Bear Creek Basin Plan* as a regionally significant habitat area. The area is a valuable fish habitat taking into account the entire southern Puget Sound region. The urbanization that would follow development of an airport would adversely affect this habitat. Development of an airport in this area would be inconsistent with the jointly prepared *Bear Creek Basin Plan*.
7. Developing an airport in this area is inconsistent with both the existing King County and Snohomish County Comprehensive Plans and the proposed Growth Management Act Comprehensive Plans that King County and Snohomish County are developing. The Duvall Site is outside both counties' existing and proposed Urban Growth Areas. A major supplemental airport is an urban use which cannot be constructed outside an Urban Growth Area without an amendment.
8. Aircraft operations at the Duvall Site may fly over Redmond and nearby areas, adversely affecting tens of thousands of people. Such noise would make the rural uses on which many base their livelihood untenable.

BE IT FURTHER RESOLVED that the Redmond City Council strongly encourages the Puget Sound Regional Council to identify other ways to better address the region's future air capacity needs, including the following:


1. Inclusion of Paine Field in Phase II of the Major Supplemental Airport Feasibility Study for comparative, operational and cost purposes, may show that future capacity needs can be adequately met by including Paine Field in the region's commercial air transportation system.
2. Implementation of a demand management system for Seattle-Tacoma International Airport and construction of a third (dependent) runway at Sea-Tac may address the need for a major supplemental airport in the four county region.
3. High speed rail links, currently being examined by the State of Washington, may postpone or eliminate the need for a major supplemental airport, and with fewer environmental impacts. Eighteen percent of the operations at Sea-Tac Airport depart from or go to Portland or Vancouver, B.C. High speed rail links in the I-5 corridor could substitute for many of these flights, freeing capacity at Sea-Tac. In addition, evolving technologies, such as video conferencing and better telecommunications, may reduce demands for business air travel.

BE IT FURTHER RESOLVED that the Redmond City Council hereby requests that the Puget Sound Regional Council extend the public comment period for the Major Supplemental Airport Siting Study for an additional sixty (60) days.

BE IT FURTHER RESOLVED that the Redmond City Council shall transmit this resolution to the Puget Sound Regional Council during the public comment period on the Major Supplemental Airport Study.

RESOLVED this 16th day of August, 1994.

CITY OF REDMOND

  
MAYOR, ROSEMARIE M. IVES

ATTEST/AUTHENTICATED:

  
CITY CLERK, DORIS A. SCHAIBLE

FILED WITH THE CITY CLERK: August 16, 1994  
PASSED BY THE CITY COUNCIL: August 16, 1994  
RESOLUTION NO. 983