

Comments and Responses: DRAFT REPORT PUBLIC MEETING #1 (10/28/20)

Code for Response Action:

1. Concur that changes are or may be needed to the Master Plan report.
2. Disagree with intent or context of comment, no changes recommended.
3. FAA decisions required or additional information necessary from King County, FAA, etc.
4. No action necessary within the Master Plan report (i.e., an opinion given, or only clarification requested, etc.)

PM 1 Comment I.D. & #	Page	Section or Issue	Comment as Noted	Response to Comment	Action
Josh Pruzek	NA	SW air cargo development and future loss of GA aircraft parking area	Does the AMP provide an estimate of the # of based aircraft displaced by the air cargo development in the SW corner of BFI and how many additional GA aircraft can it accept	There are 32 T-hangar spaces and 30 apron tiedowns provided in the existing southwest GA development area that could potentially be displaced by the future redevelopment of this existing GA aircraft storage area (this site was initially identified for new Southwest Air Cargo Area in this MP Update). However, this site will be identified on the Airport Layout Plan (ALP) as a Future Aviation Redevelopment Area. In addition, King County has not yet acquired the adjacent Woods Meadows property that would likely be required for the development and won't until it becomes available for purchase. Also, King County continues to explore several options on or near the Airport for future aviation development. One of these potential sites that could be used for displaced GA aircraft parking is located on the west side of the Airport, directly south of the existing ATCT facility (i.e., the existing Lot 13 area), and will be identified for this use on the ALP.	1
South Park resident	NA	Mitigation measures and neighborhood engagement	What mitigation opportunities are you thinking about so engagement with your neighbors is ongoing? Like a fund for visible projects that the neighborhood would benefit from.	FAA regulations indicate that virtually all funds generated at an airport must be used for operation and maintenance of the airport. Exceptions include some monies spent on outreach/communication opportunities with surrounding stakeholders/neighborhoods/communities. Therefore, BFI is limited by FAA constraints with what off-airport projects they can fund or help fund. BFI will continue to engage the surrounding neighborhoods and communities and will strive to stay in regular communication with them. Also, King County is currently coordinating with the City of Seattle regarding the relocation of a segment of Airport fencing to improve the existing pedestrian connection between Georgetown and South Park neighborhoods of Seattle. This project could also include a combination of artwork and a landscape buffer along a segment of the Airport's perimeter fencing.	4

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