



AGENDA

Burien Airport Committee

Tuesday, April 21, 2026, at 6:00 p.m.

Join virtually via Zoom: <https://bit.ly/3RIItM0>

Join at Burien City Hall: 400 SW 152nd St (3rd Floor), Burien, WA

Staff Liaison: Nathan Hawthorne, Paralegal | Email nathanh@burienwa.gov

1. CALL TO ORDER

2. ROLL CALL

Mayor Sarah Moore, Chair
Brian Davis, Vice Chair
Alejandra Cordoba-Perez
Jeff Harbaugh
Emily Inlow-Hood
Louis Troisi
Karen Veloria

3. APPROVE MINUTES

- a) Minutes of the March 17, 2026, Burien Airport Committee Meeting 3 - 6
[March 17, 2026 BAC Draft Minutes](#)

4. BUSINESS AGENDA

- a) Introduction to Emily Inlow-Hood
(Brian Davis, Vice Chair)

5 minutes

- b) National Airport Roundtable Network
(Jeff Harbaugh, Committee Member, and Joe Dusenbury, Des Moines Airport
Advisory Committee)

20 minutes

- c) Port Commission Response to Council
(Mayor Sarah Moore, Chair)

7 - 8

10 minutes

- d) **StART Steering Committee Appointments**
(Mayor Sarah Moore, Brian Davis, and Jeff Harbaugh)

10 minutes

- e) **SAMP SEPA Strategy Team**
(Brian Davis, Vice Chair)

5 minutes

- f) **South King and Port Community Fund Analysis Team**
(Brian Davis, Vice Chair)

5 minutes

- g) **North of NERA Feedback**
(Committee Discussion)

10 minutes

5. PUBLIC COMMENT

Public comment shall be limited to two minutes per speaker.

1. **Email:** You may provide a public comment in advance by sending an email to AirportCommittee@burienwa.gov. The Staff Liaison will read your comment aloud during the meeting. Cutoff for emails will be at 4:45 p.m. on the day of the meeting.
2. **In-Person or Zoom:** If you are unable to provide public comment via email, and would still like to provide public comment during the meeting, you will need to join the meeting at City Hall, or login to the Zoom meeting, and signup to speak.

6. ADJOURNMENT



DRAFT MINUTES

Burien Airport Committee

Tuesday March 17, 2026

1. CALL TO ORDER

Brian Davis called the Burien Airport Committee meeting to order at 6:00 p.m.

2. ROLL CALL

Members Present:

Mayor Sarah Moore, Chair

Brian Davis, Vice Chair

Jeff Harbaugh

Louis Troisi

Karen Veloria

Adolfo Bailon, City Manager, Ex-Officio Member

The committee agreed to excuse Alejandra Cordoba-Perez.

3. APPROVE MINUTES

a) **Minutes** of the February 17, 2026, Burien Airport Committee Meeting

Moved to approve minutes by Karen Veloria and seconded by Mayor Sarah Moore.

Minutes were approved unanimously.

4. PUBLIC COMMENT

Karin Sinkula – Provided concerns regarding the North of NERA rezoning project and its proposal to change the zoning designation away from residential uses to commercial or industrial uses.

Clint Rogers (email comment) - My name is Clint Rogers, and I am a homeowner in the neighborhood you are trying to rezone.

I am writing in strong opposition to the North of NERA rezone.

Let's stop pretending this is some neutral planning exercise. This is a targeted effort to change the rules on a working-class neighborhood after families have already bought here, invested here, and built their lives here under residential zoning. You are asking regular homeowners to absorb the cost, the noise, the traffic, the pollution, and the loss of stability so the City can chase industrial development and higher tax-generating land

use. That is not smart growth. That is sacrificing one part of Burien for the benefit of another.

And let's be honest about something else: if this idea is supposedly so great, why is it always neighborhoods like ours that get picked? Why does this kind of "opportunity" keep getting forced onto the lower income, working class, part of town? Why not try this in the wealthier parts of Burien, where the people with money and influence live? If industrial adjacency, truck traffic, and rezoning pressure are such a gift, go sell it over there. You won't, because everyone in this room knows exactly how that conversation would go.

This proposal sends a very clear message to homeowners like me: our neighborhood is expendable. Our homes are less important than speculative development. Our peace, safety, and property rights matter less because we are apparently easier to bulldoze politically than richer residents on the other side of town.

I reject that completely.

This neighborhood is not vacant land. It is not a blank slate. It is not a spreadsheet. It is people's homes. It is families, retirees, working people, and multigenerational households who chose to live here because it was residential. You do not get to reclassify our lives as an economic inconvenience.

And let me be very clear: if this passes, I will spend the time between now and the next election making sure voters remember exactly who voted to sell out this neighborhood. I will organize, speak out, and work to replace every elected official who supports forcing this onto our community. If you vote to betray the people who live here, do not expect us to forget it.

Reject this rezone.

Lindsay (email comment) - Moving forward with rezoning this neighborhood for so-called employment opportunity for industrial and multi/use buildings, parking, etc. requiring of extra infrastructure needs, while people are living here on top of it, is a mistake. There are home owners here for decades, a few of my neighbors are second generation in their homes. Some Retired with homes already payed off after working and paying the city property taxes faithfully for decades. Another neighbor that's just starting a family and would not have moved here if they knew this rezoning was a possibility. I ask you to put yourselves in the perspective of people that have given their lives to this place. The idea to rezone this full neighborhood is also completely inconsistent with the surrounding area that is next to other residential neighborhoods on every side, on the Burien side of Des Moines Memorial Dr S. The neighbors here don't want their property rights diminished so city committee members can pat

themselves on the back for taking part in “building things up.” Meanwhile, there’s empty buildings, vacant lots, and failing businesses all over outside these neighborhoods. One building on 1st avenue was empty for so long, it was a front for stolen goods for 4 years and no one knew. Me and my neighbors are asking how can anyone be thinking this is a good idea when the city can’t make what there is already here any better for commerce, jobs, and economic opportunity. Please do better.

William Bannister (email comment) - I want to comment on the noise coming from the airport.

I live on SW 137th near 4th Ave and the noise from the airport is unbearable at times, it literally shakes my house. My house was completely flipped in 2021, has plenty of insulation, and new windows. None of these things stop the airport noise from entering my house. This makes sleeping very difficult at times.

I think that the airport should expand the noise map to include my neighborhood. Funds should be made available to homeowners to make more noise abatement upgrades to their houses.

5. BUSINESS AGENDA

- a) **North of NERA Presentation** – Senior Planner, Chaney Skadsen, gave a presentation on the Community Development department’s upcoming work to define a new zoning classification for a portion of the Boulevard Park neighborhood adjacent to North SeaTac Park. The presentation was followed by a Q&A with committee members.
- b) **Department of Ecology Budget Equity (HEAL Act) Conference Report** – Karen and Louis gave an update on the presentation they attended. The Dept. of Ecology outlined their methodology for awarding grants to overburdened communities. This topic is likely outside the normal business of the BAC and the methodology, while useful in scoring grants and grant applicants, would not be helpful in determining airport related harm to neighboring communities.
- c) **Committee Updates**
 - StART Report – The StART Committee began a discussion on the impacts of airport expansion. More updates will follow as the discussion continues.
 - SAMP Appeal – There were no current updates on this matter that would be open to public discussion at this time.
 - SEPA Review Committee – Community Development Director submitted a memorandum to the committee updating them on the SAMP SEPA process.
 - Port Commission Response to City Council – This item was postponed to a future meeting.
 - Legislative Updates – This item was postponed to a future meeting.

5. NEW BUSINESS

6. ADJOURNMENT

The next Burien Airport Committee meeting is scheduled for Tuesday, April 21, 2026, at 6:00 p.m.

Meeting was adjourned at 7:02 p.m.

Nathan Hawthorne, Staff Liaison, Recorder

December 18, 2025

City of Burien
400 SW 152nd Street
Suite 300
Burien, WA 98166-1911

Dear Mayor Kevin Schilling:

Thank you for your letter from you and the City Council regarding the Port of Seattle's Sound Insulation Repair and Replacement Pilot Program (Pilot Program). We value the opportunity for continued dialogue about how best to support communities affected by aircraft noise, and to ensure our efforts remain informed by local input.

The Port shares your concern for homeowners with aging sound insulation packages and remains committed to addressing these issues in a responsible and data-driven manner. As the name indicates, the Sound Insulation Repair and Replacement Pilot Program is a Pilot Program – an initial, exploratory effort, which from the onset, was designed to help us understand the scope and condition of the previously installed sound insulation packages, evaluate their acoustic performance, and identify effective approaches for potential future efforts.

The Pilot Program is funded with \$5 million in Port of Seattle tax levy money, a finite resource that must be used responsibly to ensure meaningful results. The Port has implemented its Pilot Program with a view towards leveraging limited tax levy funds as supplemented by available FAA grant funding to the maximum extent possible as further described below.

The Port is proud of its historic Sound Insulation Program, which has provided insulation to more than 9,400 single-family homes near SEA and remains one of the most comprehensive airport programs in the nation. The current Pilot Program continues that legacy of leadership by approaching this work – and addressing community concerns – in a thoughtful and intentional manner.

The initial field assessment of 30 single-family homes was limited in scope, but highly informative. The site visits, acoustic testing, and homeowner survey responses provided valuable insights into the condition and acoustic performance of the previously installed sound insulation products. These findings validated trends observed in the broader survey and helped refine our approach for the Pilot Program's implementation phase.

We are now moving to the implementation stage of the Pilot Program. The Pilot Program is using the same requirements as the FAA's Sound Insulation Pre-1993 Program. To be eligible, homes must be located inside the current FAA approved Noise Remedy Boundary, received sound insulation prior to January 1, 1993, and acoustically test at, or above, 45 dB DNL interior noise levels. An interior noise level of 45 dB DNL or greater generally indicates that exterior noise is noticeable within the home.

The focus on Pre-1993 homes is deliberate and strategic. Concentrating efforts on these structures allows the Port to:

- Target areas most affected by current aircraft noise (the highest DNL noise contours),
- Prioritize homes with the oldest sound insulation,
- Take advantage of existing FAA policy that allows for use of federal matching grant funds to repair and replace sound insulation packages,
- Adhere to Washington State law that authorizes the Port to implement a sound insulation program to address acoustic issues, and
- Follow Port Commission direction to focus within the current Noise Remedy Boundary and focus on the acoustic performance of the sound insulation packages rather than other aesthetic or structural issues.

As mentioned above, the Port has received approval from the FAA to seek Airport Improvement Program (AIP) funds for the design and construction phases for acoustically eligible homes that received federally-funded sound insulation before 1993. Grant funding could cover up to 80% of the expenses being paid for design and construction. While, timing for a grant request is not yet determined, the availability of these dollars makes it possible for the pilot program to stretch tax levy dollars further and assist more homeowners.

The initial phase of the Pilot Program acoustically tested homes with the oldest sound insulation packages which were sound-insulated prior to January 1, 1993. Outreach and acoustic testing of insulated homes targeted the three highest DNLs (66 to 69). There were 262 homes in these DNLs. A total of 135 homeowners applied, and 117 homes received acoustic testing. The discrepancy includes owners that declined to take part in the testing or had to cancel. Five homes tested eligible, and we are in the process of scheduling briefings with these five homeowners to see if they would like to participate in the Pilot Program.

We understand that five homes testing eligible so far might seem like a lower result than many expected. However, it also indicates that the sound insulation packages installed prior to 1993 continue to hold up acoustically. We acknowledge that homeowners have noticed or experienced other issues with their insulated windows. However, the focus of the Pilot Program and the Port's long-established Sound Insulation Program is noise reduction.

Based on the response rate of the initial outreach, and homes that tested eligible, we are in the process of expanding outreach to the remaining 209 homes in the existing Noise Remedy Boundary with additional acoustic testing planned for early 2026.

Please note that the Port is currently conducting a Part 150 Noise and Land Use Compatibility Study which means the Noise Remedy Boundary will eventually change and some homes with older packages outside the existing Boundary may become eligible for the sound insulation pilot project.

Through this Pilot Program, the Port is responsibly using finite resources to address the most acoustically impacted residents while laying the groundwork for future solutions. The lessons learned will guide any expansion or evolution of the program moving forward.

We share the City's commitment to improving the quality of life for residents near SEA. As the Pilot Program progresses, we will continue to communicate findings and provide updates on what we learn. We appreciate your continued engagement and look forward to ongoing collaboration as this important work advances.

Sincerely,



Commissioner Toshiko Hasegawa
Commission President
Port of Seattle