

POLICY ADVISORY COMMITTEE

MINUTES

SEPTEMBER 28, 1983

MEMBERSHIP PRESENT

ALEXANDER, DAWSON	PORT OF SEATTLE	PRESENT
BOHRER, L. C.	LOCAL GOVERNMENT	ABSENT
BULEY, GEORGE	FAA	PRESENT
JENNINGS, DR. JAMES	HIGHLINE SCHOOL DIST.	PRESENT
JHAVERI, ARUN	CITIZEN WEST	ABSENT
LEGG, RODGER	CITIZEN NORTH	ABSENT
NEILSON, ED	ATA	ABSENT
PIHLMAN, JEAN	ZONE III ALTERNATE	PRESENT
SIMPSON, JUANITA	LOCAL BUSINESS	PRESENT
TARANTINO, TED	KING COUNTY	ABSENT
VACANT	CITIZEN EAST	ABSENT
YOSHIOKA, ART	PORT OF SEATTLE	PRESENT
ZALUD, JEANNE	CITIZEN SOUTH	ABSENT

CITIZENS IN ATTENDANCE

ASHCRAFT, PAT	CITIZEN
DEVANEY, JACQUELINE	CITIZEN
FAIRWEATHER, JENNIE	CITIZEN
HALL, MR. & MRS H. C.	CITIZENS
KALAMAR, SUSAN	CITIZEN
LUDNIN, OLGA M.	CITIZEN
MacKENZIE, MARIAN	CITIZEN
NICOLI, CONNIE	CITIZEN
ROBINSON, MORRIS T.	CITIZEN
RODGERS, TERRY	ROBINSON NEWSPAPERS
SAITO, GEORGE	FAA
SHANAHAN, JAY	S. PARK COMMUNITY SERVICE CENTER
SHIREY, ESTELLE	CITIZEN
TOSARELLI, LUANNE	CITIZEN
TYSON, MARY ANN	CITIZEN
BOSTER, BEVERLY	PORT OF SEATTLE
PARKS, ED	PORT OF SEATTLE
PIONTKOWSKI, JANET	PORT OF SEATTLE
STEWART, BARBARA	PORT OF SEATTLE
STEWART, BURR	PORT OF SEATTLE
STRINGFELLOW, EWING	PORT OF SEATTLE
SUTTER, GEORGE	PORT OF SEATTLE
YAMANAKA, JODY	PORT OF SEATTLE

The meeting was called to order by Dawson Alexander, Jr., Chairman of the Policy Advisory Committee, at 2:15 p.m. Alexander introduced the new Director of Aviation, Vernon L. Ljungren and provided a brief background history.

Jody Yamanaka, Port of Seattle, discussed the status of the Noise Remedy Update which is about 1/3 into the project schedule. Yamanaka explained that "on airport" and "off airport" noise remedy measures are currently being evaluated. The study is expected to be completed in mid-1984, with environmental documentation to follow.

Yamanaka described some of the interim noise remedies now being considered which include:

- * A new departure procedure to the south of Sea-Tac which will eliminate some reported drifting of aircraft, and the extension of aircraft runway hours to those consistent with state and local regulations.
- * Addition of noise monitors from the present nine remote monitoring stations. (It was requested that the location of the noise monitors in the south end be identified.)
- * King County Building and Land Development Division application for a grant from the Federal Aviation Administration to conduct a study addressing noise insulation and changes in building codes.
- * An evaluation of a noise berm or barrier near Riverton Heights. This was eliminated due to the cost and minor reduction of noise it would provide.

The Port completed its second of four series of neighborhood workshops in August. The next workshops will be held in January 1984. These workshops help to carry out one of the objectives of the study which is to continually receive community input. In addition to the neighborhood workshops, the Port's Technical Working Committee meets regularly to review the study's progress on a more frequent basis. Committee meetings are public. Yamanaka invited those interested in attending any community involvement activities to call Diane Summerhays at 382-3320 and have their names added to the mailing list.

Alexander introduced Burr Stewart who discussed the update of the 20-year Master Plan for Sea-Tac Airport. A Grant from the FAA for this project has been received. One of the components of the Master Plan will define property needed for airport development. Other properties then can

conceivably be declared surplus and used for other purposes. These other purposes that are not related to the airport could include commercial development, parks, etc. This study should be completed in 1984.

One citizen asked if the study included an evaluation of the use of lands that are not now designated as parks. Stewart replied that all Port-owned property will be evaluated in the Master Plan, in relationship to the forecast of all projected land needs for aviation purposes, both short and long-term.

Stewart went on to explain the reason for looking at 5, 10, and 15 year needs. He said that some areas may not be needed in the short-term period but may be needed for the long-term period. For example, leasing would be feasible on a short-term basis of up to ten years so that the land will still be available for long term uses. He added that the important objective is to be able meet demands at the time they are needed.

Stewart also provided information on the next agenda item, an update of facilities development at the Airport. Plans are almost completed to relocate the taxis from the parking lot at the north end of the terminal building to a new area east of the the FAA parking lot. This new lot will be operational in October. The old taxi holding area will be used for more short-term metered parking for the general public. It will also help to provide more area for charter buses and some of the types of the high occupancy vehicles that pick up large numbers of passengers.

The remaining facilities development items reported by Stewart are as follows:

- * The runway safety areas at the north end of the field are now completed. They have been seeded, and discussion has been held concerning filling in between the two safety areas.
- * The expansion of the South Satellite International Terminal is finished as well as the intransit lounge. Modifications to the baggage system have also been completed.
- * Transiplex Air Cargo facility in the northeast corner of the Airport is expected to open in November.

Morris Robinson requested information on the new building that is being built at 142nd across from Sunnydale school. Stewart replied that it is a warehouse being built by Business Parts Northwest similar to the warehouses in the southwest area of the airport.

George Sutter gave an update on the land acquisition program. The Extended Clear Zone Acquisition is in the process of being completed to South 136th street on the north and South 211th at the south end of the Airport. The latest land acquisition project for 150 parcels north of 136th has been approved and property appraisals are progressing. Hardship cases will come first. Hardship includes both medical and financial, with medical being the most important. This is expected to be the last phase of the buy out until such time as the Noise Remedy Update is completed. At that time, there will be an indication which of the various remedy programs will be implemented. Recommendations will be made to the Port Commission as to whether there will be further buy out, possible purchase guarantees or noise insulation programs.

Alexander called upon Ed Parks, Chairman of the PAC subcommittee, that reviewed the organization of PAC. Parks discussed the present organization of the PAC Committee and especially the selection process of members. Parks reviewed the subcommittee findings regarding recommendations in the area of selection of the PAC citizen members. These recommendations were in the form of alternatives. The subcommittee did not come to a consensus but did eliminate some of the options.

The committee recommended that an application stating qualifications for the Policy Advisory Committee be implemented for evaluating prospective PAC citizen members. Three selection processes were also discussed and included:

- * Policy Advisory Committee would become the selecting party for new members. Most members of the subcommittee did not agree with this method since the Policy Advisory Committee is a group of people that was formed to advise and assist the Port of Seattle on policy and programs that affect the various neighborhoods surrounding the Airport. The subcommittee did not believe that PAC should be the selecting party.
- * The Highline Community Council would continue to select citizen representatives as they have in the past.
- * Public meetings would be held in individual areas, north, south, east and west of the Airport and individual members would be elected by those citizens in the areas where they live.

The selection of an alternate was also discussed. The alternate could be elected by the community and then move up to a member position at the end of the term of the present member.

Members of the subcommittee appeared to be split evenly, with one group wanting the selection process to remain as part of the Highline Community Council's obligation. The other group requested that the selection come from the area represented. As there was no PAC quorum present, no vote was taken or recommendations made. There was a 2/2 split in the Committee obligating the chairman to vote one way or the other.

Dr. Jim Jennings requested that the Policy Advisory Committee be presented with Option A or B as a choice for the selection procedure for PAC citizen members to be voted on at the next meeting. Parks stated that there would be no decision coming from the subcommittee.

Morris Robinson suggested that evening meetings for PAC be considered. Alexander replied that if the public wants an evening meeting it certainly will be considered.

Estelle Shirey requested that the aircraft use alternate flight paths to avoid the Georgetown/South Park area. These areas are highly impacted by both King County Airport and Sea-Tac Airport. She introduced Jay Shanahan from the South Park Community Service Center. Shanahan concurred with Shirey that the impact of noise on the citizens between King County Airport and Sea-Tac Airport has grown in intensity. He would like a change in the flight corridor. Alexander recommended that their concerns be made known to the Noise Remedy Technical Committee.

Alexander adjourned the meeting.