

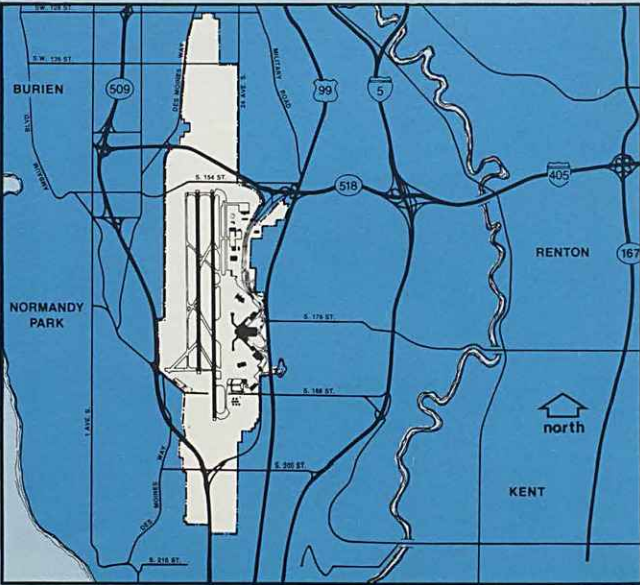
PLAN SUMMARY

- THE PLAN.** In 1973, the Port of Seattle and King County initiated a jointly sponsored project authorized for the purpose of developing a coordinated plan of improvement for Sea-Tac International Airport and the surrounding community. Assisted by a grant from the Federal Aviation Administration (FAA), the two-year project involved thousands of citizen participants, a host of specialized consultants, Port and County personnel, and many others. The Sea-Tac Communities Plan, as summarized herein, represents the chief end product of this pioneering effort.
- BASIC FINDINGS.** A wide variety of findings and conclusions were produced by and as a result of the project. Prime examples include:
- No major expansion of the Airport site is required.
 - Noise exposure has peaked and, although expected to decrease with time, will continue to be a problem.
 - Numerous property owners adjacent or near Sea-Tac Airport are disturbed by aircraft noise and sincerely believe that they should receive some form of relief or compensation for this condition.
 - Property owners are also uncertain and nervous about real estate values in the Airport vicinity.
 - Acquisition of all noise sensitive lands by the Port of Seattle could adversely affect the local tax base, the operation of certain special purpose districts, and the integrity of numerous neighborhoods.
 - Implementation of appropriate noise remedy programs should permit the Airport to effectively function throughout the 20-year planning period and beyond; this will forestall the need to build a second major airport for many years to come.
 - Practical solutions to areawide water quality and drainage problems are available.
 - Access to the Airport from the south needs to be improved via a coordinated effort by the County, Port, and State Highway Department.
 - Operation of the Airport has little effect on air quality in the area.
- KEY ACTIONS.** In order to achieve a more compatible Airport/Community relationship, the recommended Plan is based on several key actions. They are:
- Establishment of a comprehensive noise remedy program by the Port of Seattle involving acquisition, purchase guarantees, noise insulation, aviation easements, and property advisory services.
 - Provision of maximum financial assistance by the FAA for such noise remedy actions.
 - Implementation of extensive drainage, water quality, park, and recreation program improvements by King County.
 - Recognition of the Plan by HUD/FHA for purposes of improving mortgage insurance policies and practices in the area.
 - Agreement by the Port and County to fulfill staffing and budgetary needs of the Plan, and to conduct a Post-Plan Coordination Program. The latter includes the monitoring of (1) noise exposure, (2) water quality, (3) air quality, and (4) actual progress in implementation of the Plan.

SEA-TAC COMMUNITIES PLAN
PORT OF SEATTLE • KING COUNTY

AIRPORT

- AIRPORT GOALS AND REQUIREMENTS.** Any plan for the long-term development of an airport site should ensure that sufficient acreage is available to handle present and anticipated air traffic requirements. The Sea-Tac International Airport site has been judged to have adequate capability to accommodate air traffic demand (1973-1993), as detailed in Element Report 3.0—*Demand Capacity Analysis*. However, a number of Airport improvements have been identified by the Port of Seattle Planning and Research Department during the planning process. Of these improvements, the following are perhaps of greatest importance:
- Airfield**
- A high-speed exit should be added between Taxiways B15 and B6 of Runway 16R-34L.
 - Taxiway C on the Airport's west side should be extended to serve in a dual capacity as a permanent general aviation runway (17-35).
- Land Use and Support Facilities**
- The bulk of Sea-Tac Airport's west side should be reserved for future cargo and maintenance uses.
 - Approximately 15 acres should be allocated to business aviation within the above cargo/maintenance reserve area.
 - Specified area on the Airport's west side should be developed as a park for the viewing of aircraft operations.
 - The existing industrial waste treatment plant should be expanded to include additional holding lagoons.
 - A new and larger Sea-Tac Airport fire station should be constructed at the intersection of South 170th Street and the North Perimeter Road.
- Terminal Complex**
- Permanent remote parking facilities should be provided at the Expanded Services site on the Airport's southeast side and coordinated with access improvements.
 - The addition of new structural parking adjacent to the terminal should also be undertaken as needed.



WATER QUALITY

- KEY POLICIES.** Consultant, staff, and citizen participants determined early in the Sea-Tac Study that Miller and Des Moines Creek improvement programs needed to focus on (a) protection of the natural function of streams and wetlands, and (b) achievement and maintenance of natural stream flows. A number of key policies were subsequently worked out in order to solve Study Area drainage and pollution problems. Stated in the form of action programs, they are:
- Replace septic tank waste disposal facilities with sanitary sewer service as soon as possible.
 - Establish a public information program to demonstrate the need for and benefits of sewer service.
 - Assist permanent residential neighborhoods to obtain sanitary sewers in conjunction with noise remedy programs.
 - Contain and clean up accidental jet fuel spillage at or near the point of such spillage.
 - Advise property owners (public and private) as to the proper use of fertilizers, fungicides, herbicides, and pesticides.
 - Plant shade trees in unshaded areas of the upper reaches of Miller and Des Moines Creeks.
 - Require shade tree planting along streams and wetlands in new developments.
 - Formulate new land use development criteria for those factors which affect on-site storm water runoff such as "slope," "amount of impervious surface," "vegetative cover," "water holding capacity," and "differential runoff rates."
 - Require construction sites to have holding ponds for the temporary containment of storm water runoff.
 - Coordinate roadway drainage systems with overall drainage plans and provisions.
 - Encourage the planting of trees and ground cover along roadways for aesthetic as well as drainage purposes.
 - Improve the "Hermes Depression" as a demonstration model of the pot hole method of drainage.
 - Establish a system of holding ponds to naturally control and maintain desirable stream flows.
 - Monitor the effectiveness of water quality and water quantity solutions on a continual basis.
- HOLDING POND SYSTEMS.** As part of the Sea-Tac Communities Plan, an extensive system of holding ponds has been identified, sized and generally located for both the Miller and Des Moines Creek Basins. These systems were developed through the aid of a computerized Storm Water Management Model (SWMM) adopted for similar use in other parts of the Puget Sound Region by the areawide River Basin Coordinating Committee (RIBCO).
- The Des Moines Creek System, involving six different holding ponds, was sized to handle a 10-year "design storm"; i.e., a rainstorm of 0.29 inches per hour for four hours duration expected to occur about once in ten years. The Miller Creek System contains ten ponds, and is based on a 50-year design storm since numerous developed properties abut this stream. Maps and descriptions of both systems are contained in the detailed *Sea-Tac Communities Plan* document, and the systems are shown on the accompanying *Land Use Plan*.

- DEVELOPMENT POLICIES.** How can the Sea-Tac International Airport and surrounding communities become more compatible? In order to answer that difficult question, the Sea-Tac Communities Plan has evolved during the project in response to scores of development goals and policies. As set forth and discussed in the detailed Plan report, these goals and policies include, among others:
- Blend the Airport with its environs on all four sides.
 - Recognize freeways and other arterials as potential barriers between neighborhoods and nonresidential use areas.
 - Direct the economic and land use development of Airport-related activities, general urban development, and public projects toward deliberate improvement of the local community.
 - Preserve and protect the natural environment.
 - Use the drainage holding ponds, watercourses, and wetlands of both Miller and Des Moines Creeks for recreation incorporated into a network of open space.
 - Use natural features and open spaces to separate different land uses and to define localized areas.
 - Enhance and protect permanent residential neighborhoods.
 - Resolve the uncertainty connected with noise impact.
 - Accomplish land use conversion within or near single-family residential areas via orderly transition programs.

PROGRAMS TO ACHIEVE COMPATIBILITY. Implementation of the Sea-Tac Communities Plan is based on three programs so designed as to achieve compatibility between the Airport and the communities: (1) outright **acquisition** of prescribed lands by a public authority; (2) private redevelopment or land use **conversion**; and (3) **reinforcement** of existing land use areas or neighborhoods. Key features of these interrelated Plan programs are outlined below.

ACQUISITION AREAS. The north and south areas earmarked for public acquisition by the Sea-Tac Communities Plan will primarily be devoted to open-type uses upon removal of the incompatible single-family residences now in existence. These planned open uses include agriculture, parks, landscaped buffer areas, nature trails, golf courses, and other recreational activities such as soccer, rugby, field archery, horseback riding, and water sports. The designated acquisition site between the Airport's west side and Burien has redevelopment potential, although a portion of this site is also needed for future air facility purposes—air cargo, aircraft maintenance, general aviation uses, etc.

CONVERSION AREAS. As recognized by participants in the Sea-Tac planning project, the conversion of land from one use to another often involves a difficult and lengthy process. Important factors in this process, as identified by the Study Team, include such things as economic return, ownership, cost of redevelopment, physical site suitability, transportation provisions, availability of utilities, development of surrounding properties, local qualities and attitudes, governmental assistance, and market suitability.

Because of the many complexities involved, it was determined that Planned Unit Development (PUD) zoning procedures ought to be heavily relied upon. Such procedures permit orderly conversion to take place in accordance with a specific plan of development or redevelopment, as the case may be. Use of Community Development (CD) Program funds now available to King County through the U.S. Department of Housing and Urban Development (HUD) was also pointed up as being of potential value relative to conversion. Areas to the north, east, southeast, southwest, and west of the Airport are designated for use conversion by the Plan. Specific recommendations for each of these locales, as mapped and described in the detailed Plan version, may be summarized as follows:

- North Area.** Conversion from single family to medium density multi-family residential use with proper sound insulation is to be encouraged for this triangular-shaped 32-acre area just east of the intersection of 24th Avenue South and South 152nd Street.
- East Area.** High and medium density apartments and airport-related business uses are deemed suitable for the 46-acre East Conversion Area between Highway 99 and 32nd Avenue South east of Washington Memorial Cemetery.
- Southeast Area.** Site planning and design for the Port's Expanded Services Complex should include conversion of nearby private lands from single family to multi-family and/or office use. Bounded by South 188th Street (N), 28th Avenue (E), South 200th Street (S), and Airport property (W), the Southeast Conversion Area contains some 109 acres.
- Southwest Area.** To the extent possible, manufacturing and industrial uses should be directed to the 197-acre Southwest Area which adjoins the Airport's western boundary and is bisected by State Route 509.
- West Area.** Ultimate conversion of this 264-acre single family area should result in a variety of urban uses related to both the Airport and to Burien. The West Area is sandwiched between 12th Avenue South and the S.R. 509 right-of-way.
- REINFORCEMENT AREAS.** Community Development programs of acquisition and conversion directly respond to land use incompatibilities that now exist between the Airport and its environs. Reinforcement programs, on the other hand, deal with land areas and neighborhoods that are to be retained in their *existing* use and character.

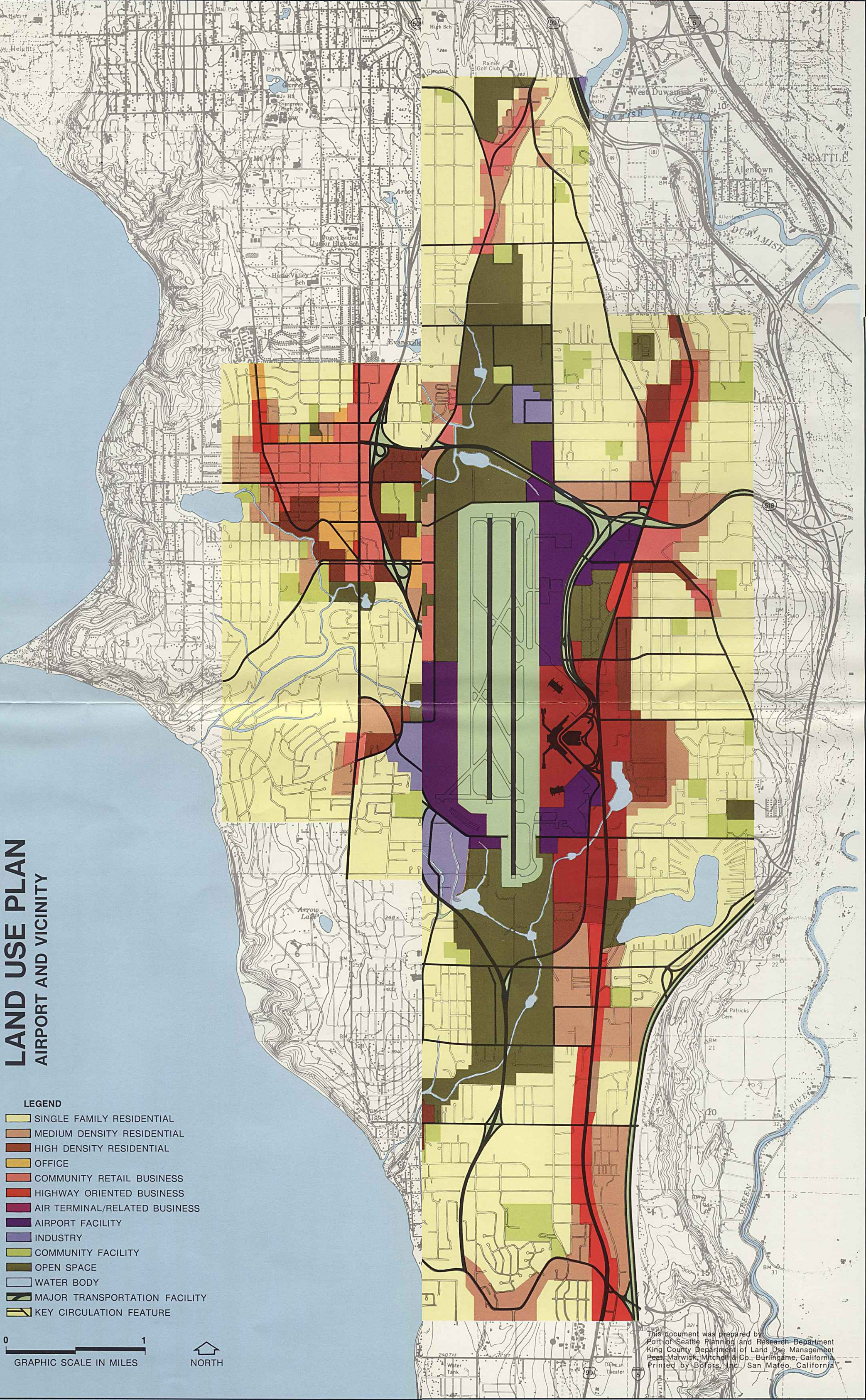
The establishment and implementation of noise remedy programs, as previously described, represent the principal means of achieving desired reinforcement. However, the aforementioned water quality and drainage programs, as well as agreed-upon development goals and policies, have also been designed to aid in the reinforcement process.

Moreover, specialized community planning must be undertaken. Reinforcement areas mapped and described in the final Plan report will be designated as planning units for ongoing community planning activities. Comprehensive park, road, school, and land use planning programs will be developed, as required, along with general neighborhood improvement, community facility, and public utility programs.

IMPLEMENTATION OF PROGRAMS. As with other components of the Sea-Tac Communities Plan, the above programs are to be carried out for the most part through normal administrative mechanisms of the involved public agencies. The Port, for example, has already begun to acquire land in accordance with Plan guidelines. Certain community facility needs can and will be accommodated by appropriate adjustments of the King County Capital Improvements Program. In some cases, funding from other sources will have to be obtained, as discussed in the detailed Plan report.

COMMUNITY DEVELOPMENT

LAND USE PLAN
AIRPORT AND VICINITY



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