



Staff photos by Bruce McKim

Linda and Al Schwider and their children have more than 50 Romney sheep at their 15-acre Maple Valley farm.

Family flock

by Cathy Reiner
south Times bureau

SOUTH KING COUNTY — Some "sheepers" have flocks of 5,000 and more and keep full-time shepherds to manage them. Others, like Linda and Al Schwider and their children, Amy, 8, and Ward, 10, have "family flocks" of up to 100 sheep.

But today more and more people are raising just a few sheep, enough for a little wool, a little meat and a little enjoyment.

Steve Kraaten, a small-farm county-extension agent, said this year he has had a number of calls from people who have a little land and want to raise "something."

On Saturday Kraaten will lead a free workshop designed for beginning or future ranchers. Kraaten calls it the "Amazing Raising of Grazing Animals."

The class, from 9:30 a.m. to 3 p.m. at Kelsey Creek Park, 130th Place Southeast and Southeast Fourth Place in Bellevue, will have three sessions: basic beef, simple sheep and pasture principles.

Other workshops are planned at the Shepherds' Extravaganza, May 25 and 26 at the Folk Life Festival in Seattle Center. The King County Cooperative Extension Office also has brochures and information on raising animals.

Kraaten advised that a potential sheepkeeper have about 5 acres of pasture land.

The pasture land, which needs to be properly planted with a mixture of grasses and legumes, also needs to be securely fenced to keep dogs out and sheep in.

There also is a need for winter shelter — a shed will do, a small barn is better. And winter feed — hay and grain — must be provided.

Then there are the sheep. Their cost depends on breed, sex and age. A common breed (as opposed to a more expensive registered breed) lamb sells for \$30 to \$100. Since one ram can "service" up to 30 ewes, a beginning sheepkeeper should be buying ewes and, at most, one ram.

Many small sheepkeepers raise a small flock for wool and plan to butcher the rams each spring or summer for meat.

"Small-scale sheep raising may not be a money-making operation at first," Kraaten warned. "But it's a very rewarding, albeit time-consuming hobby. And a good sheepkeeper can certainly make enough money to pay property taxes."



Amy Schwider, 8, cuddles a lamb.



Amy bottle-feeds a young charge.

Council refuses to allow reduction in size of pond

Herb Belanger
south Times bureau

TUKWILA — The Tukwila City Council has given a resounding "No" to a resolution that would have allowed the Chartwell Development Corp. to reduce the size of Tukwila Pond and build an office/hotel/shopping center complex.

TUKWILA

The vote at the Monday-night meeting was unanimous.

Obviously disappointed by the action, Kenneth Chauncey, president of the Canadian firm, said: "We will probably have to consider other action. I don't want to make any other comment at this time."

The Chartwell proposal is to develop a \$160-to-\$170 million center including a shopping center, two hotel towers and office buildings on a 39-acre site at the southwest corner of Strander Boulevard and Andover Park West. Included in the site is Tukwila Pond. The resolution rejected by the Council would have permitted Chartwell to reduce the size of the pond and the wetlands around it by about two thirds.

The plan has drawn fire from conservation interests, such as the Audubon Society, which viewed such a move as disrupting the wildlife attracted to the pond.

The resolution voted down by the Council would have amended Resolution 656 adopted in October, 1978, which set guidelines for development of the Seattle City Light-owned site, zoned light industrial. The site was subsequently purchased by Chartwell.

Leading the opposition to amending Resolution

656 Monday was L.C. Bohrer, who presented other members of the Council with a prepared chronology of the action taken on the property during the past two years by both the city and Chartwell.

In January last year, Bohrer said, a Planning Department memo indicated that more-restrictive zoning would be required, but Chartwell obtained a waiver that month on the basis that all conditions of Resolution 656 would be met.

Bohrer said that Chartwell prepared an environmental-impact statement from July to December of 1979, and only during the last month of that period was there a written position from the Planning Department stating that the existing zoning was acceptable.

In September last year, the Planning Department position was that rezoning would be required, but Bohrer said in November, Kjell Stoknes, then community development director, said the more-restrictive zoning was not required.

Mark Caughey, the new planning director, last February reversed that decision and said that the rezoning would be required.

Bohrer asked Chauncey if, during all that time, his firm had made any project design based on a more-restrictive-zoning requirement, and Chauncey said it had not.

In his view, Bohrer said, Chartwell's justification for asking amendment of the guidelines in Resolution 656 is "misleading and unacceptable." He said Chartwell never addressed itself to more-restrictive zoning; consequently, to him, it appeared that "Chartwell proceeded at its own risk, based on the expectation that the city would change its zoning."

Funds added for airport clear zone

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needed — and probably more funds — to complete all of the clear-zone requirements.

"The buy-outs began before the Highline and Sea-Tac Communities Plans were completed," he said. "We will be back to the commission to carry out other aspects dictated by the plans after we have more studies."

"There may be requests for more staff to work with noise monitoring, for additional land acquisitions, sound-proofing and purchase-guarantees. We're not done yet."

Jean Pihlman, coordinator of the Zone III Committee, representing residents living in the airport-impacted neighborhoods, agreed that the Port is far from being done.

"We have roses and onions for you, gentlemen," she said. "We are very, very glad to be getting additional funds today. As citizens

we have been working for eight years making sure that this all-important plan be implemented.

"It has been rough at times, but the Port of Seattle, the county, the F.A.A. and the citizens on the whole have worked well together. For that we thank you, that's the roses."

"However, there are still many problems — onions — to be solved."

Loudest among those, she said, are the airplanes which are violating air corridors.

"The prescribed take-off and landing patterns were working beautifully," she said. "But now it is getting very bad again. Airlines are not recognizing the corridors, they are spreading the noise farther and farther about the community."

"If you think we close-in neighbors have been a problem, think what a roar will arise when the

planes and noise become too much for Burien, North Hill and Normandy Park. The noise problem is now. It needs lots of work to control it now."

Pihlman disagreed with the Phase IV boundaries as described by Shay, noting that South 210th Street is not a through street.

"We were told that the clear zones would extend to natural or political boundaries — the south boundary should be South 216th Street, which is the Des Moines city limit."

Ford replied that the boundaries always have been confusing. "The Phase IV boundaries are just those designated by the 1975 Interim Land Acquisition program," he explained. "That does not necessarily coincide with boundaries set by the Highline or Sea-Tac Communities Plan."

Interim acquisition is the key, Ford said.

"I'm looking for a bank with a heart."

