



AIRPORT PLANNING TASK FORCE IDEAS

I. Goal Related

1. A PLANNING PROCESS INVOLVING THE PORT OF SEATTLE, OTHER GOVERNMENT AGENCIES AND STRONG CITIZEN PARTICIPATION SHOULD BE ESTABLISHED AND CONTINUED AT SEA-TAC AIRPORT. (28)
 - A. Sea-Tac Communities Plan initiates this kind of effort. (3)
 - B. Very positive action must be taken to assure continuance of a Sea-Tac Communities Plan format after the study is completed. (3)
 - C. (9)
2. PUBLIC INFORMATION SHOULD BE MADE AVAILABLE ON ALL PORT ACTIVITIES, INCLUDING AIRPORT OPERATIONS AND HARBOR DEVELOPMENT. (35)
 - A. Somewhat in effect at present, but no formalized action has been taken by the Port in the past. Work directly with the community. A new Director of Community Affairs has been named. This question also relates to capital improvement schedules. (3)
 - B. The continued improvements in this area are desirable. (3)
 - C. (9)
3. THE IMMEDIATE COMMUNITIES SHOULD BE KEPT BRIEFED AND BE ABLE TO PARTICIPATE IN ALL DEVELOPMENT AT THE AIRPORT. (36)
 - A. Public input to the planning process is essential for compatible development. EIS also requires public input prior to project acceptance. This is technically feasible, and is in effect now in relation to the Sea-Tac Communities Plan. (3)
 - B. (3)
 - C. (9)
4. THERE SHOULD BE MORE COMMUNITY USE OF THE TERMINAL AREAS. (34)
 - A. Traffic access and limited facilities could pose problems, but services such as restaurants, lounges and shops would welcome additional business. Relates to more community use. This is an objective of the study. (3)
 - B. This was generally viewed as desirable. (3)
 - C. (9)

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5. A RE-STRUCTURING OF TAX ALLOCATIONS SHOULD BE EXAMINED, SO SOME OF THE LEASEHOLD TAX WOULD GO TO THE LOCAL SCHOOL DISTRICTS. (26)
 - A. Leasehold tax now goes to general fund. It is too new to really judge the effects of this tax. Allocations from the general fund must be analyzed. Refer for technical input. This would most likely require state and Port legislative changes. 
 - B. (3)
 6. A CLARIFICATION OF FAA POLICY MUST BE RECEIVED REGARDING THE LOCATION OF BUILDINGS POSSIBLE IN A CLEAR ZONE. (8) 
 - A. FAA would rather evaluate a plan or proposal than make a blanket statement. The staff should prepare a list of program choices for FAA to review for input. The expanded clear zone program may be too new to establish overall policy.
 - B. Citizens feel this is a very important matter that must be resolved during the course of the study.

II. Airport Development

1. A TUNNEL COULD BE DEVELOPED FOR USE OF CARGO AND OTHER SERVICE VEHICLES FROM THE EAST TO THE WEST SIDE OF THE AIRPORT. (1)
 - A. In use at Minneapolis. Effectively links both sides of the runways for development. Possible expansion to passenger use with continuation of the transit system. The system is very expensive. Demand is a key factor. The proposal has been explored on occasions in the past. (1)
 - B. Citizens think this is a good idea and want to make sure the analysis is updated. (3)
 - C. (3)
2. PUBLIC ACCESS COULD BE MADE EASIER AT THE SEA-TAC PASSENGER TERMINAL, SUCH AS FOOT TRAILS FROM HIGHWAY 99. (10)
 - A. Staff will investigate existing pedestrian and bicycle access. (2)
 - B. (2)
 - C. (4)

3. AMENITIES LIKE MUSEUMS, ART SHOWS AND SMALL SHOPS COULD BE CONCEIVED IN THE TERMINAL AREA OR OTHER FACILITIES. (10A)
 - A. There might be a space problem in the terminal. Some such use already exists. The terminal art displays have museum qualities. Shops are present. Suitable access and parking would be needed that is compatible with the primary travel public demand. (2)
 - B. Local and regional arts and crafts should have a place at the airport. (2)
 - C. (4)
4. A VIEWING PARK SHOULD BE BUILT TO WATCH AIRCRAFT OPERATIONS. (13)
 - A. If within FAA guidelines, such activity is within Port powers and is feasible. (3)
 - B. 170th and 12th Avenue South (near the old Evergreen Tennis Club) is an excellent and established location. (3)
 - C. (9)
5. THE 170th AND 12th AVENUE SOUTH VICINITY SHOULD BE IMPROVED AND LANDSCAPED. (14)
 - A. Presently minimally maintained and patrolled. There is a good view of Operations and airside activities from this location, contingent on cargo maintenance development on the west side. (3)
 - B. Combined with question 13. (3)
 - C. (9)
6. EMPHASIZE THE EAST SIDE OF THE AIRPORT FOR FREIGHT AND MAINTENANCE FACILITIES. (17)
 - A. Current development planning at Sea-Tac does this, although longer range use of the west side also has been identified. (3)
 - B. (3)
 - C. (9)
7. EMPHASIZE THE WEST SIDE FOR FREIGHT AND CARGO FACILITIES, INCLUDING TRUCK TERMINALS IN THE SOUTHWEST CLEAR ZONE WITH ACCESS TO THE WEST SIDE OF THE AIRPORT. (18)
 - A. Some freight forwarding activities are necessary for air cargo operations. Topographic constraints are in this area.

The benefit is not clear. There is no apparent technical payoff, and much of the area (southwest corner) is already zoned industrially. (1)

B.

8. AN INTERMODAL CONTAINER FREIGHT SYSTEM SHOULD BE EXAMINED, BRINGING CONTAINERS FROM THE DUWAMISH WATERWAY TO SEA-TAC. (19)

A. It has been under investigation in the past by Boeing and the Port of Seattle. New aircraft developments and shipping needs must be established. This is an expensive and complex system of handling freight. It is dependent on technological advances. (1)

B. Future demand for such use should continue to be investigated. (1)

C. (1)

9. CEMETERIES SHOULD BE ENCOURAGED IN THE IMPACTED AREA. (20)

A. This is compatible with airport operations. A cemetery requires a conditional use permit from the county. There could be FAA legal constraints related to matching funds. (2)

B. This is a low priority usage when compared with recreational and industrial proposed uses. (1)

C. (2)

10. BARRIERS OR RUN-UP SHELTERS SHOULD BE INCLUDED IN MAINTENANCE FACILITIES. (29)

A. Being done primarily in Europe. Permanent and portable systems are available. They could be joint use facilities. The question should be given the same rating as that which came up in Noise Abatement Task Force. (3)

B. Appears very desirable. (3)

C. (9)

11. RUN-UP TIME AND PLACE RESTRICTIONS SHOULD BE ENFORCED. (30)

A. A restrictive program is now in force, but it does not eliminate the problem. (2)

B. Current regulations should be publicized and investigation of further restrictions should be made. (3)

C. (6)

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12. ALL OIL TANKS AND CONTRIBUTING FACILITIES AT SEA-TAC SHOULD BE BURIED. (33)
 - A. Additional cost of construction and maintenance are within the scheme. Safety and esthetic considerations are a primary concern. Adequate diking and screening should be investigated. This would have to be retroactive in order to maintain the esthetic quality desired. (1)
 - B. Further investigation appeared desirable. (3)
 - C. (3)
 13. THE WEST SIDE OF SEA-TAC SHOULD BE DEVELOPED FOR A BUFFERING ZONE. (38)
 - A. Structures can buffer views, noise and turbulence within the immediate area. Possible differences in scale could create visual problems. There is a potential buffering of sideline noise in this immediate vicinity. (1)
 - B. Should be done if there is any real benefit. (2)
 - C. (2)
 14. USE LAND ACQUISITION AS AN IMPLEMENTATION TOOL IN IMPACTED AREA. (ORIGINALLY WORDED AS "BUY ALL LAND IN ZONE THREE") (39) *AS*
 - A. An applicable program idea if so worded.
 - B. Agree with the re-written question -- originally was not reasonable. (3)
 15. USE IMPACTED AREAS FOR INDUSTRIAL AND LIGHT MANUFACTURING PURPOSES. (40) *AS*
 - A. Compatible use under noise conditions, which should also relate to other demands, i.e., tax base and FAA criteria. This must be considered in terms of overall land use criteria. (2)
 - B. This should continue as a major consideration, although impact on adjacent community remains a concern. (3)
 - C. (6)

III. Approach Area Change

1. A "GREEN BELT" SHOULD BE DEVELOPED WITH RECREATION AROUND SEA-TAC, I.E., LITTLE LEAGUE BALL FIELDS, PARKS AND LAKES. (2) *AS*

2. A. These uses would generally represent amenities for the community that are environmentally acceptable or compatible, but noise would exclude some sensitive activities. Large concentrated crowds would also be discouraged. Must be coordinated with neighborhood, community and area demand. Does "green belt" include some of the more active recreational uses? Might not be compatible with some other use suggested for the area, such as industrial. (2) 2
- B. "Green belt" is clarified to mean "relatively passive areas". (3)
- C. (6)
2. IAC (INTERAGENCY COMMITTEE FOR OUTDOOR RECREATION) FUNDS SHOULD BE REQUESTED FOR DEVELOPMENT OF RECREATION PROJECTS AROUND THE AIRPORT. (3)
- A. Within the scope of both the county and Port powers. Partnership with community organizations is also possible. The use of these funds can be fully explored by both Port and county for projects around the airport. (3)
- B. FAA funds may be stressed beyond availability. Other state and government funding possibilities must be utilized. (3)
- C. (9)
3. MOTORCYCLE TRAILS OR A MOTOR-CROSS COURSE COULD BE DEVELOPED IN THE CLEAR ZONE AREA. (4)
- A. Long standing suggestion. Increase traffic levels and possible noise problem. Being used in California successfully with insurance and operational procedures well established. Mufflers and safety features would have to be required. This should be located away from residential areas. This particular type of noise travels long distances. There could be a baffling problem. Erosion problems should be considered. This concept assumes a lease arrangement with a private enterprise. (2)
- B. The gravel pits near Des Moines Creek would make an excellent area for this activity. (3)
- C. (6)
4. A GOLF COURSE SHOULD BE LOCATED IN THE NORTH CLEAR ZONE. (5) ✓
- A. Companion facility to Tyee Golf Course has been under study at the north end by the Port. Compatible with low density recreational activities. This would be a privately run public course. (3)

- B. A facility could be developed around the new detention pond or the Tub Lake development area. (3)
 - C. (9)
5. A RECREATION BUILDING (SUNSET JUNIOR HIGH SCHOOL) SHOULD BE RETAINED IN THE NORTH END EXTENDED CLEAR ZONE. (6)
- A. Gym and auditorium facilities existing with activity rooms and storage areas could be used with proper sound insulation. FAA requirements may mean that high-density crowds must be avoided. Approvals from the FAA must be obtained to keep any structures. There is a question as to compatibility due to noise and safety. Could all the space be utilized in a building this large? (2)
 - B. Recommend retention of all facilities possible so that the remaining community can be served more adequately. (3)
 - C. (6)
6. YEAR-ROUND RECREATIONAL USE OF TUB LAKE (POSSIBLY DEVELOPED TO FORTY ACRES) SHOULD BE EXAMINED. (7)
- A. Adjacent to Sunset Park, and potentially a compatible use. Development funding is necessary. Coordination should be done with urban development and water quality task force. There is a question if proper water levels could be maintained and adequate drainage could be achieved. (2)
 - B. (3)
 - C. (6)
8. PORT OF SEATTLE POLICIES FOR LAND ACQUISITION AND MANAGEMENT SHOULD BE MADE AVAILABLE TO THE PUBLIC, INCLUDING LIGHT INDUSTRIAL LEASING AND OTHER USES. (24)
- A. As new or revised policies are derived from the Sea-Tac Plan, they can be publicized. Information on real estate practices should already be available for public scrutiny. (3)
 - B. Simple, understandable language is necessary for this information. (3)
 - C. (9)
9. TREE FARMS AND AGRICULTURAL ACTIVITIES SHOULD BE PLANNED FOR THE CLEAR ZONES. (25)

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- A. Compatible with aircraft use and operations. Contingent on soil conditions and drainage possibilities. The soil conditions in this area are generally poor. Nurseries might be a more appropriate use. The climate is marginal for viable tree farms. (1)
 - B. Future investigation is desired. (3)
 - C. (3)
10. A MONITORING SYSTEM SHOULD BE ESTABLISHED AT THE AIRPORT TO ASSIST IN CONTROLLING NOISE. (27)
- A. A high pay-off for citizen complaints. In use in California and Europe. There is a question as to the technical pay-off for Sea-Tac's particular location. (2)
 - B. This concept has very strong appeal to the impacted community. (3)
 - C. (6)
11. A GREEN BELT SEPARATION SHOULD BE PLANTED BETWEEN RESIDENTIAL AREAS AND INDUSTRIAL ACTIVITIES THAT MIGHT TAKE PLACE IN THE CLEAR ZONE. (15)
- A. Differences in zoning, traffic generation and surface noise and air pollution could be masked or controlled. Presently written into the design regulations of on-site airport facilities; however, they could be strengthened.
 - B. Relates to buffering of potential industrial areas from residential uses. (2)
12. OLD SIDEWALKS AND DRIVEWAYS ALONG THE BOUNDARIES OF THE CLEAR ZONE SHOULD BE INCORPORATED WHERE POSSIBLE IN TRAILS AND BI-CYCLE PATHS. (16)
- A. This idea was not rated in the first round of analysts' meetings.
 - B. Marginal significance -- not many could be re-used. (1)
- IV. Referrals and/or Jointly Shared with Other Program Area Report Summaries
1. THE RETIREMENT HOMES NORTH AND SOUTH OF SOUTH 216TH STREET SHOULD HAVE ACCESS TO THE DES MOINES CREEK PARK. (9)
- A. Refer to Community Planning Task Force. (3)
 - B. Access to the area should be built for all citizens. (3)
 - C. (9)

2. GAMBLING FACILITIES SHOULD BE ESTABLISHED ALONG THE "SEA-TAC STRIP". (11)
- A. Public opinion is varied and high. Legislative changes needed at county and state levels. Possible entertainment district could be established. Refer to community planning. (1)
- B. Tax revenue generated from gambling could offset high property taxes in the area. (3)
- C. (3)
3. A CULTURAL THEATER SHOULD BE ESTABLISHED ON EITHER THE EAST SIDE OF THE AIRPORT OR IN BURIEN. (12)
- A. Demand for such an entertainment facility must be established. Neither area has many theaters of this type. Refer to Community Planning Task Force.
- B. Refer to Community Planning.
4. HORSE TRAILS SHOULD BE DEVELOPED IN THE SOUTH END CLEAR ZONE AREA AROUND THE NEW KING COUNTY PARK. (21)
- A. This is contingent on stream development and Urban Development Committee recommendations. It has to be related to county park plans as well. Refer to King County Department of Parks and Recreation. (2)
- B. The east side of Des Moines Creek would be a good area. There are lots of horses owned south of the airport. (3)
- C. (6)
5. A WILDLIFE SANCTUARY MAY BE POSSIBLE WHERE THE NOISE IS NOT TOO GREAT, SUCH AS ALONG DES MOINES CREEK. (22)
- A. May be feasible within existing King County Park property. This might be a possible bird hazard in relation to aircraft operations. Refer to Community Planning. (2)
- B. (1)
- C. (2)
6. SEA-TAC SHOULD BE LINKED TO BOTH SEATTLE AND TACOMA BY MASS TRANSIT SYSTEM -- BUSES OR NEW ADVANCED VEHICLES. (31)
- A. Physical constraints and demand analysis are needed for initial development of a new technology system. Bus routes presently available on a regular, if infrequent schedule. Refer to Metro for further clarification.
- B. More frequent schedules are urged.

IMPORTANT
A

7. PARK AND RIDE LOTS SHOULD BE ESTABLISHED AROUND THE AIRPORT, BOTH TO AND FROM THE METROPOLITAN CENTERS AND THE TERMINAL BUILDING. (32)
 - A. Concentrate parking out of high density traffic areas to ease access and reduce air quality problems. Clear Zone use is compatible. Combined use with airport employee parking is a possibility. Refer to Metro for input.
 - B. Refer to Metro. (3)

PROGRAM IDEAS

V. IDEAS THAT WERE RATED ZERO

1. THE EAST SIDE OF THE AIRPORT SHOULD BE DEVELOPED FOR FREIGHT AND MAINTENANCE ACTIVITIES (17)
 - A. The northeast cargo area is presently under development for cargo and maintenance uses. (0)
 - B. (0)
 - C. (0)
2. AN AIRLINE STEWARDESS TRAINING SCHOOL COULD BE MADE POSSIBLE IN THE ANCILLARY FACILITIES AROUND THE TERMINAL. (23)
 - A. Demand highly questionable. There are no major airlines headquartered here. (1)
 - B. (0)
 - C. (0)
3. MAINTENANCE AREAS SHOULD BE LOCATED AWAY FROM SENSITIVE ACTIVITIES. (37)
 - A. The statement implies that maintenance is a noisy operation. Run-ups take place elsewhere, not in maintenance areas. (0)
 - B. (1)
 - C. (0)