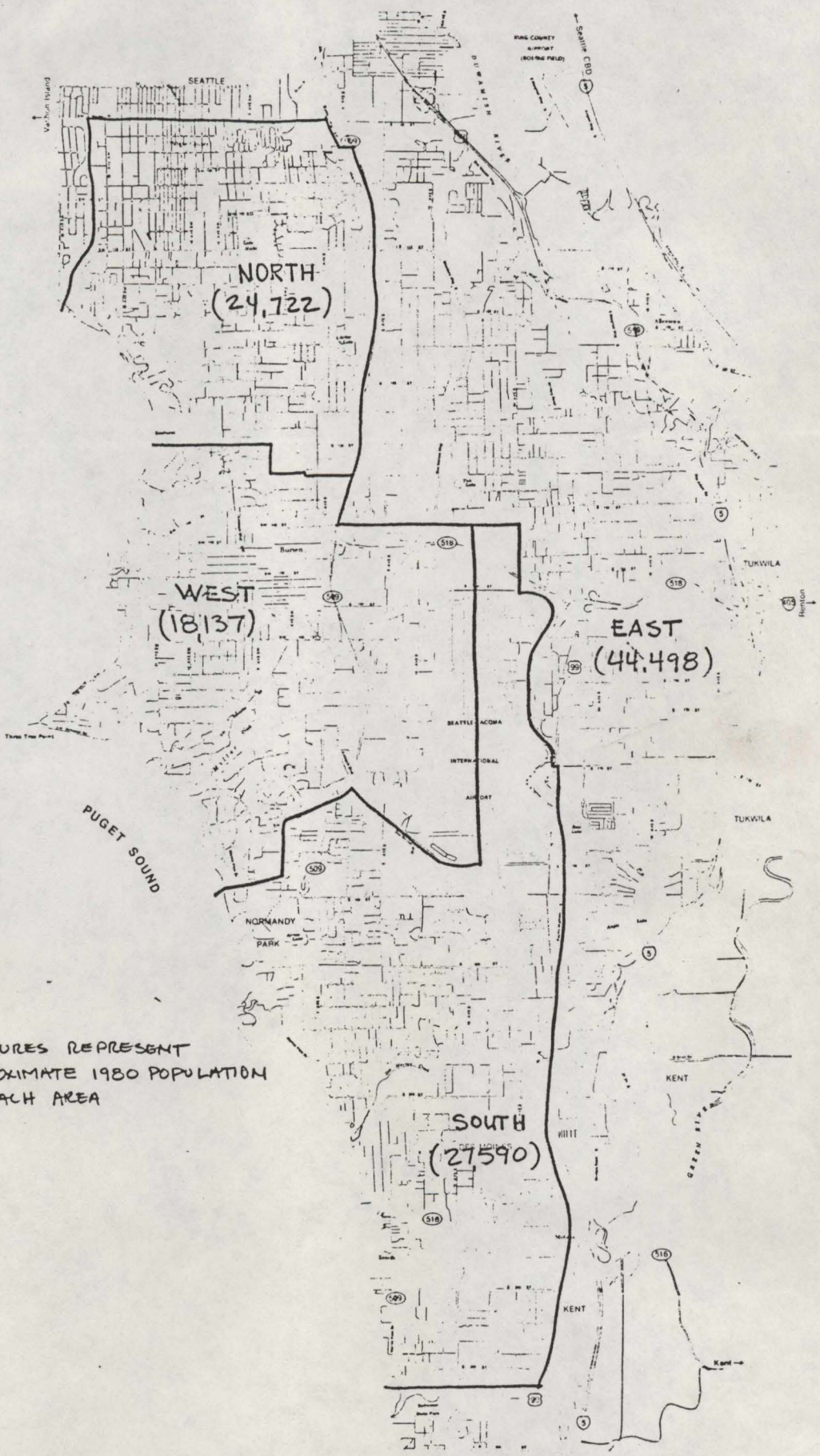


highline communities plan



Suggested map

highline communities plan



* FIGURES REPRESENT APPROXIMATE 1980 POPULATION FOR EACH AREA

HIGHLINE COMMUNITY COUNCIL PAC BOUNDARIES

MINUTES OF POLICY ADVISORY COMMITTEE MEETING

AUGUST 11, 1977

The meeting was called to order at 2:10 p.m. by Don Shay, Chairman. Members present included:

Don Shay	Director of Aviation for Port of Seattle
Kathy Hand	Westside residential Committee
Pauline Conradi	Highline Community Council
Barbara Summers	Westside (Hilltop) Committee
Virginia Dana	Citizen representative
Jean Pihlman	Zone 3 Committee
Eleanor Lee	Policy Development Commission
Bob Brown	FAA, Airports Branch
Oris Dunham	Deputy Director of Aviation, Port of Seattle
Jack Lynch	King County, Director of Planning & Community Development
Irv Berteig	King County, Planning Manager

Others present:

Art Yoshioka	Port of Seattle
Dave Baugh	King County
Joe Sims	Port of Seattle
Dave Warmuth	"
Keith Christian	"
Carol Doherty	"
Rich Horsfell	Citizen
Barbara Goen	Port of Seattle
Don Davis	Boeing
Gil Jay	Boeing
Dick Foster	Skidmore, Owens & Merrill
Ron Ubaghs	Wilsey Ham
Lelani Schuh	Citizen
Irene Jones	"
Al Watts	P-I
Peter Neuruth	Highline Times

The first item was a review of the Boeing Company's proposed office facility on the westside of the Airport. Art Yoshioka introduced Don Davis of the Boeing Company who briefly described the project and introduced Dick Foster of Skidmore, Owens & Merrill, their design consultant, who showed several slides depicting a concept model of the site and buildings. Foster described the general approach to access, parking landscaping, landforms, security, the viewpoint park and other aspects of the project. Various questions were raised regarding site dimensions, landscaping planting material, parking in the structure, a proposed "water body amenity" and other features.

3.

provided a basis of community concerns that can assist the EIS preparation process, especially Wilsey & Ham's effort to examine the Boeing proposal. Questions were raised concerning those topics specifically aimed at King County and Jack Lynch discussed how the County's budgeting and programming process relates to such community input. Bob Brown and Eleanor Lee both expressed concern that the process now underway - i.e. the two EISes and the ultimate Plan revision - can provide a sufficient vehicle to address the spectrum of problems and concerns raised by the community. It was generally agreed that the scope of any subsequent action - i.e. a Plan amendment - would need to address more than Boeing's immediate proposal site in order to help resolve some of the questions posed on the westside.

The last agenda item concerned the role and composition of PAC. This item had been discussed previously and no definite conclusion had been reached. This time, several opinions were expressed. Bob Brown indicated that PAC might better serve by just meeting annually to monitor the implementing process of the Sea-Tac Communities Plan. Others (Virginia Dana, Jean Pihlman and Irene Jones) expressed concern that PAC focus has become overly directed at the more specialized concerns of the westside. Kathy Hand pointed out that the westside issues had never been adequately resolved in the Sea-Tac Communities Plan and thus required ongoing attention. She did suggest, however, the possibility of a separate committee to address westside problems so that PAC as a whole would not be burdened. Don Shay stated that, as Chairman, he would appoint a committee to develop a recommendation on PAC's future role and composition.

The meeting was adjourned at 4:35 P.M.

PORT OF SEATTLE

SEA-TAC INTERNATIONAL AIRPORT
P.O. BOX 68727 / SEATTLE, WASHINGTON 98188

Ed

May 24, 1978

Mrs. Pauline Conradi
16035 12th Avenue S.
Seattle, WA 98148

Mrs. Virginia Dana
2648 S. 142nd St.
Seattle, WA 98168

Mr. Robert O. Brown
Chief, Airports Division
N.W. Regional Headquarters
FAA Bldg., King County Int'l
Seattle, WA 98108

Mr. Jack Lynch, Director
Dept. of Planning Community Dev.
King County Courthouse
Seattle, WA 98104

Mr. Oris W. Dunham, Jr.
Port of Seattle
P. O. Box 1209
Seattle, WA 98111

Dear PAC Members:

As a follow up to my statement at the last PAC meeting, I would like to request that the above addressees serve on a subcommittee to review and make recommendations concerning the future role and composition of PAC. I know each of you are aware of the differing views on this subject which have been expressed by various members in recent months. Therefore, it appears to me that this committee should be established to give the matter further study in order that PAC may come to a decision on this subject.

Because there are continuing issues involving the implementation of the Sea-Tac Plan and other matters relating to the airport and the community, I strongly suggest that this subcommittee meet at the earliest possible time in order that a recommendation can be made in a timely fashion to PAC. I would hope that a recommendation would be available for discussion and consideration early in the month of July.

I have asked Mr. Jack Lynch to serve as Chairman of this subcommittee, which he has agreed to do. Mr. Ed Parks from the Port will be available to provide the necessary staff assistance and coordination to the extent necessary.

Sincerely,

Donald G. Shay

Donald G. Shay
Chairman, PAC

se

cc: PAC members



PAC REORGANIZATION COMMITTEE

AGENDA

June 15, 1978 - 9:30 A.M.

1. INTRODUCTION Jack Lynch

2. ROLE OF THE POLICY ADVISORY COMMITTEE
Here are a couple of ideas:
 - a. Review of past programs and projects and preview of future activity...CIP and program items. Monitor implementation of the Sea-Tac/Communities Plan. (Long-term projects)

 - b. Discussion of special issues and problem areas....PAC advisory to the Port and County in making decisions on local "brush fires." (short term projects)

 - c. Enclosure attached - 7.3.1 Sea-Tac Communities Plan

3. MEMBERSHIP & STRUCTURE
Here are some suggested topics:
 - a. Size

 - b. Composition

agency participation - ² Port, ⁻¹ County, FAA ~~OUT~~!!!
local govt. - cities, special districts
airline industry -1
local business ^B ~~C~~ ^C -1
citizen organizations
individual citizens

 - c. Selection

 - d. Tenure ^{3 years}

 - e. Chairmanship

 - f. Staff support

 - g. ad hoc committees

 - h. Enclosure attached - current membership list

4. SCHEDULE
 - a. Monthly, quarterly, annually

 - b. Time and place

 - c. Next meeting

7.3.1 INTRODUCTION & APPROACH

This chapter focuses on how, when and by whom the various recommendations contained in the Sea-Tac Communities Plan are to be carried out. The basic assumptions which underly these timing, cost and responsibility assignments are outlined in this section, together with a discussion of post-plan administrative consideration. Section 7.3.2 summarizes the plan financing and staging provisions.

BASIC ASSUMPTIONS:

Full implementation of the programs, projects and activities set forth as part of the Sea-Tac Communities Plan is contingent (in part) on the realization of certain basic assumptions. They are:

1. Both the Port of Seattle and King County will generally schedule and fund recommended projects via their normal budgeting and capital improvement procedures, rather than by special bond issues or increased tax levies.

2. The FAA's Airport Development Assistance Program (ADAP) will be utilized to the maximum extent possible in the funding of all eligible projects.

3. The rate of Plan implementation will of necessity be dependent upon the availability of required time, personnel and dollar resources of the Port, County and other participants (public or private).

4. Results of the proposed demonstration efforts (such as the acoustical insulation test project), as well as the ongoing noise exposure, water quality and air quality monitoring programs, may be expected to

affect initial timing, cost and responsibility assignments in future years.

In addition to the above, full Plan implementation is also based on the assumption that future Port Commissions and County Councils will continue to support needed Post-Plan administration functions.

POST-PLAN ADMINISTRATION:

The Policy Advisory Committee (PAC) will be continued indefinitely as the principal vehicle for monitoring implementation of the Sea-Tac Communities Plan. Whereas, monthly meetings of the PAC were necessarily held during and as part of the plan development process, quarterly meetings of the group should be sufficient to review progress and take care of necessary business in the future. Special meetings could also be called as necessary.

Due to the fact that the Federal Housing Administration (FHA) is slated to have an immediate role in Plan implementation (see Section 7.2.2--Key Actions and Chapter 6.2 - Noise Remedy Programs), a representative of this important agency should be added to the present PAC membership. Consideration should also be given to the addition of new members who would represent local banking and real estate interests, as well the various citizen organizations formed recently on the west side of Sea-Tac International Airport.

Among other things, the following types of Plan implementation activities should be established with the advice and consent of the Policy Advisory Committee:

1. Public information - A general program of public information to make the Plan and its recommendations available to the widest possible

segment of the public.

2. Property Advisory Services - A specialized program aimed at the areas subject to the noise remedy programs wherein the nature and availability of the programs and other housing related options can be made fully available to citizens.

3. Remedy Program Testing and Evaluation - A program to selectively apply such noise remedy elements as acoustical treatment of residential structures, purchase guarantee, and the cost-sharing/easement recommendations to evaluate their technical feasibility, acceptance and to provide data needed to schedule the extensions of coverage areas.

4. Noise Monitoring Program - A complete system design and installation with capabilities to both monitor aircraft operations on an ongoing basis and to conduct individual on-site community noise evaluations in conjunction with administration of the Noise Remedy Program.

5. Coordination/Administration Program - An ongoing program of coordinated staff efforts between the principal agencies to insure that acquisition procedures, land use administration, program adjustment and appeal procedures and general program administration are conducted in a coordinated manner consistent with the Plan's basic recommendations.

POLICY ADVISORY COMMITTEE

REORGANIZATION TASK FORCE

JUNE 15, 1978

Members in Attendance:

Jack Lynch
Pauline Conradi
Virginia Dana
Bob Brown
Oris Dunham
Barbara Summers
Peter Neurath
Harold Robertson
Dave Baugh
Joe Sims
Ed Parks

Others:

Harold opened the meeting by recapping the original purpose, structure, and goals of PAC. A brief analysis of past functions lead into a discussion of what PAC can do now and in the future.

Jack said there was a commitment from the Port and County to make PAC a viable vehicle for monitoring and updating the Plan. Oris stated "a citizen based steering committee for development" although consensus at meetings was lost through "special interests." Virginia and Pauline both stated that citizens must have an input to projects and implementation of plan proposals.

Bob and Oris discussed PAC's possible role in establishing budgetary priorities (i.e. acquisition vs. purchase guarantee). Jack mentioned that the C.I.P. should be reviewed and commented on in July/August.

It was decided that PAC should function:

1. Long-term monitoring and overview of projects;
2. Deal with special issues and problems;
3. PAC makes recommendations to Spellman and the Council, Ford and the Commission;
4. PAC should be able to initiate actions/recommendations re capital programs.

Suggestions were made as to the membership and structure of PAC. Bob Brown reiterated FAA's desire to remain as a non-voting member. A membership proposal was as follows:

PAC-Reorganization Meeting
June 15, 1978
Page 2

King County	1
Port of Seattle	2 (Aviation, Planning)
FAA	1 (non-voting)
Local Government	1 (if desired)
Airlines	1
Local Business	1
Citizens	4

Discussion regarding local government interest in participating regularly followed. A letter will be sent questioning their desires. An Airline representative and local business representative will be contacted by Oris.

Citizen selection was debated. No conclusion was reached but several ideas were discussed. Highline Community Council selection is possible. Geographic representation may be desirable (N, S, E, W). McMicken Heights Improvement Club representation. What about non-affiliated citizens?

It was agreed that the reorganization task force would meet again to decide on a recommendation to PAC as a whole.

Tenure of a representative would be 2 years minimum and 3 years maximum. Staggered terms for the transitional period would be established. A representative could be reappointed after 3 years.

The Chairman would be elected by the Committee each year. Staff support would be provided by the Port and County.

Ad hoc committees could be formed by PAC when needed. The new PAC should establish a policy for this.

No specific time or place was set for future PAC meetings, but the Airport was suggested as long as parking was free. Quarterly meetings were endorsed. Other meetings will be scheduled when needed.

The Reorganization Task Force will meet again on Thursday, June 29 at 9:30 A.M. in Jack Lynch's office, King County Administration Building.

POLICY ADVISORY COMMITTEE
REORGANIZATION TASK FORCE

June 29, 1978

Members in Attendance: Jack Lynch
 Pauline Conradi
 Virginia Dana
 Bob Brown

Members Absent: Oris Dunham

Others in Attendance: Barbara Summers
 Harold Robertson
 Dave Baugh
 Ed Parks

The question of composition opened the meeting. Rick Demming from Normandy Park stated to Ed Parks that one representative for all local government seemed to be enough for him. The school district is sending a letter to Jack Lynch and wants full representation to be considered separately from other units of local government. A question of Federal Way representation was also raised; however, it was decided that since Federal Way was not an incorporated area, the official King County representative would be considered their representative on PAC.

Bob Brown stated that we are not looking for a specific representative for everyone, but needed to get a "point of view" on the Policy Advisory Committee.

Pauline Conradi suggested that a representative from state government, possibly from the House Committee on Ecology, should be a member, or at least an ex-officio representative on the Policy Advisory Committee. She also stated that the Highline Community Council would like an official representative besides the four "citizens" designated at the previous meeting. Bob Brown questioned why the Highline Community Council representative could not be one of the four, or if the four representatives could be members of the Highline Community Council, therefore representing the Council as well as a designated area. He again stressed that a "point of view" was necessary on the Policy Advisory Committee and that we were not choosing up sides for a voting situation.

It was decided that a representative from local business should represent the whole area, Burien, Des Moines, and the "strip." It was suggested that the Policy Advisory Committee make a recommendation to the Chamber of Commerce, or whoever is used to select this representative, that the member reside within the Highline area. Dave Baugh stated that the government and business and citizens and local government are all different interests but do represent different points of view within the same community. McMicken Heights was also brought into the discussion and it was

suggested that a citizen could be on the Community Council or any other group within the area, but would still be representing the citizen interest. No mandatory membership would be required.

Jack Lynch asked what criteria would the Highline Community Council use to select a representative. Pauline Conradi restressed that the Highline Community Council needed one overall representative besides the four area representatives representing "service areas" around the Highline area. Virginia Dana stated that the representative must speak from an overall view and not just specifically from a single perspective.

A final recommendation of the makeup of a revised Policy Advisory Committee would be as follows: one representative from King County; two representatives from the Port of Seattle; one representative from local government; one representative from the airlines; one representative from local business; one representative from the Highline School District; and four citizen representatives selected through the Highline Community Council and picked from geographic areas around the airport. This totals 11 members.

Pauline Conradi expressed her belief that the Highline Community Council needs additional representation and asked that the HCC be included on the mailing list for all PAC communications. Letters will be prepared for all affected jurisdictions and interested parties informing them of the reorganization of PAC, if the whole PAC approves this committee's recommendations.

Terms of "office" on the Policy Advisory Committee will be staggered and of three-year duration. At the initial meeting of the reconstituted committee, straws will be drawn to establish two and three-year terms. (One-half committee gets two-year service, the remainder three years.)

A date for a meeting of PAC was discussed. Early consideration of the reorganization proposal was requested. Jack Lynch also would like to see the King County Capital Improvements Program critiqued. A target date of the week of July 16 for a PAC meeting was suggested. If approved, the reorganized PAC would meet during mid-August.

MEETING MINUTES

POLICY ADVISORY COMMITTEE - SEA-TAC/COMMUNITIES PLAN

July 27, 1978

Members in attendance were: Don Shay - Port of Seattle
Oris Dunham - Port of Seattle
Jack Lynch - King County
Bob Brown - FAA
Pauline Conradi - Highline Community Council
Eleanor Lee - King County PDC
Jean Pihlman - Zone III Committee
Virginia Dana - Citizen
Barbara Summers - Westside Hilltop Survival Committee
Junius Morris - City of Des Moines
Arthur H. Yoshioka - Port of Seattle

Also included were: Carol Berwald - Westside Hilltop Survival Committee
Harold Robertson - King County
Dave Baugh - King County
Joe Sims - Port of Seattle
Ed Ingram - Port of Seattle
Ed Parks - Port of Seattle

The meeting was called to order by Chairman Don Shay at 2:05 p.m. Jack Lynch requested that the attachment connected to the minutes be corrected to reflect the revised purposes of the Policy Advisory Committee by the reorganization task force.

Pauline Conradi presented a letter from the Highline Community Council in regard to representation on the revised Policy Advisory Committee. That letter is enclosed.

Don Shay gave his thanks to the members who had served so diligently on the Policy Advisory Committee for the duration of the Sea-Tac/Communities Plan, then turned the meeting over to Jack Lynch for explanation and report from the reorganization task force.

Jack stated that the reorganization task force basically agreed on the goals and directions of the Policy Advisory Committee. The number of people and the appointment of citizen representatives was a crucial item of discussion within the Committee. The attachment that was passed out (and in corrected version attached to these minutes) was the results of the reorganization task force.

Virginia Dana, citizen representative who served on the reorganization task force, stated that she believed a citizen representative should represent the geographic area from which they are elected,

but not necessarily belong to a "group," such as a community council, recreation group, etc. Bob Brown agreed with Virginia stating that the types of representation were important. . . a point of view was necessary as opposed to the impacts that a "vote" would have. Jean Philman stated that the Policy Advisory Committee successfully operated by consensus with few votes necessary.

Art Yoshioka asked how the membership of the Highline Community Council was picked and how the representatives were to be established for PAC. Pauline Conradi, representative from the Highline Community Council, stated that the representatives were elected or appointed by high school service area. Junius Morris asked how many people voted in the election. Oris Dunham stated that all members should be responsive to their area but an overall concern for the Highline area was also important.

Eleanor Lee stated she believed that some recommendations for selection of local representatives from the citizens, local business, and local government should be made by the Policy Advisory Committee. Oris Dunham stated he believed that business and local government representatives should live within the area.

Junius Morris stated that the City of Des Moines wished to be represented, as well as the consortium of local government.

Jack Lynch moved that we adopt the PAC goals and functions from the reorganization task force; that motion was passed. A discussion of the composition of the PAC continued.

Eleanor Lee made a motion stating that "representatives of the local business and local government should be selected at a joint meeting." Junius Morris made an amendment that local government reference should be deleted from the above motion.

Eleanor stated that because of annexation efforts in the North Hill/Normandy Park and Tukwila/McMicken Heights areas could change the situation in very short time, and so no municipality should be specifically named in regard to local government. Oris Dunham stated this was a concern of the reorganization task force, but did not stipulate individual municipalities because of the opportunity for Kent, Tukwila, and other cities not as affected as Des Moines and Normandy Park, would have to be included within the Policy Advisory Committee, and this would disseminate representation too far away from the airport.

A vote was taken on the amendment to Ms. Lee's motion. The amendment was not passed. The motion carried.

Eleanor Lee made a motion that stated "delegates from the local businesses and local government should live within the boundaries of the Sea-Tac area." This was seconded.

Oris Dunham mentioned that this should be a recommendation to the bodies but should not be mandatory. Jack Lynch and Jean Pihlman also agreed in this regard, but Ms. Pihlman stated that the impact of the Policy Advisory Committee is a 24-hour impact in that residents within a community would give a better picture of problems.

The motion was carried unanimously.

Eleanor Lee asked Jack Lynch why there was one representative from the King County Administration and not one from the Policy Development Commission (PDC) to represent the citizens from the County as a whole. Harold Robertson explained the function of the Policy Development Commission. Jack Lynch also stated the PDC has no ongoing role, but the Community Council should take over after the plan has been adopted and then implemented. Discussion followed.

Ms. Lee is concerned about the working structure of the County and that a viewpoint from the community as a whole should be represented by a citizen representative from the Policy Development Commission. Art Yoshioka agreed that an overall citizen's view is advantageous.

The discussion following evolved around the possibility of including a formal position on the Policy Advisory Committee for the Highline Community Council.

Pauline Conradi moved that the Highline Community Council have a voting representative and that the Highline Community Council be a voting member of the Policy Advisory Committee. This motion was seconded.

Jean Pihlman discussed that there were members of the community that were definitely not part of the Highline Community Council and these people needed representation also. Oris Dunham stated that we have given the Highline Community Council power to select four representatives, and one of them could be a member of the Highline Community Council.

Oris Dunham then moved "one of the four citizen representatives should be a member of the Community Council and shall represent the Council as well as their geographic area." This was seconded by Jean Philman.

Ms. Conradi's motion was not passed. Mr. Dunham's motion carried.

Eleanor Lee moved that an additional King County citizen representative should be appointed by the Board of the Policy Development Commission to represent an overall citizen viewpoint on the Policy Advisory Committee. This motion was seconded and passed.

Junius Morris moved that local government should have a second representative. This motion was seconded and defeated.

Art Yoshioka brought up the subject of selection of alternates or substitutes; it was decided that this should be decided by the Committee as it stands under the reformed organization.

Jack Lynch stated that only voting members of PAC should sit at the conference table to avoid confusion. Nameplates were suggested and will be made for the new Committee.

Barbara Summers moved that an agenda of meetings of the Policy Advisory Committee be sent to the newspapers at least a week in advance so the public may attend those sessions of the Policy Advisory Committee which they are interested in. This motion was seconded and carried.

A discussion of the maps proposing geographic boundaries for PAC representation followed. Dave Baugh stated that the maps were a staff suggestion and were not to preempt the Highline Community Council in their decision. Jack Lynch stated that he would like to see a copy of the map used by the Highline Community Council in their final division of representations.

Jack Lynch suggested that the revised policies and directions for the Policy Advisory Committee and the makeup of the new Committee effective September 1, 1978 should be accepted. The motion was adopted 6-2.

Jack Lynch stated that there should be a meeting of the Policy Advisory Committee as soon as possible to review the King County CIP Program for 1979. Pauline Conradi is concerned that the new Committee should be reviewing this document rather than the old Policy Advisory Committee.

It was suggested that an organizational meeting be held on Wednesday, September 6, at 2:00 p.m. at the Airport if representatives from the Community Council and business and local governments were available to meet at that time. The meeting was adjourned at 3:35 p.m.

POLICY ADVISORY COMMITTEE

Function of the Policy Advisory Committee:

1. Long-term monitoring and overview of Sea-Tac Plan implementation
2. Deal with special issues and problems
3. PAC makes recommendations to King County Executive and the Council, Executive Director and the Port of Seattle Commission
4. PAC should be able to initiate actions/recommendations re: capital programs

Composition of the Policy Advisory Committee

1. Representative from King County
 - 1 Representative selected by Board of P.D.C.
2. Representatives from the Port of Seattle (Aviation and Planning and Research Departments)
 - 1 Representative from local business * (representing Burien Chamber of Commerce, Des Moines C of C and "the strip") * should live in area and should be selected by a group meeting
- 1 Representative from the Highline School District
- 1 Representative from local government * (representing Des Moines, Tukwila, Normandy Park) * should live in the area and should be selected by the combined municipalities
- 1 Representative from the Sea-Tac Airlines
- 4 Citizen representatives selected by the Highline Community Council on a geographic basis from North, South, East and West of Sea-Tac
- 12 Total Representatives

The FAA will be a non-voting member of the Policy Advisory Committee

A representative would serve on a three-year term. Initially, to establish a rotation, members will draw straws for a 2 or 3-year term.

The PAC Chairperson will be selected by the reorganized committee. Staff support will be provided by the Port and County on a yearly basis.

The Sea-Tac Conference Room was recommended for Policy Advisory Committee meetings. Quarterly meetings were endorsed with other meetings being held as necessary.

HIGHLINE COMMUNITY COUNCIL

P.O. BOX 66320 SEATTLE, WASHINGTON 98166

July 27, 1978

Mr. Donald G. Shay, Chairman
Policy Advisory Committee
Sea-Tac International Airport
Seattle, Washington 98111

Dear Mr. Shay:

Subject: PAC Reorganization Committee Recommendations

The Highline Community Council understands that on the agenda for discussion today will be the subject PAC Reorganization Committee Recommendations. The Council also is aware that included in these recommendations is one limiting citizen representation to four people, and that the Highline Community Council Representative is recommended to have a non-voting status. Also that the incorporated areas of Normandy Park, Tukwila, and Des Moines would have one representative and the Chambers of Commerce would have one representative.

The Highline Community Council hereby requests that the Council's representative be permitted to retain a voting status. We feel very strongly this is essential in order to carry out the goals and objectives of the HCC and to represent the residents of the Highline area in an overview approach in matters relating to the Port of Seattle and the implementation of the Sea-Tac Communities Plan. We would be happy to assist you in the selection of the four citizens to represent the four segments of the community (the north, south, east and west) but must retain our voting member. As the HCC is the only organization in the Highline area whose members are drawn from each high school service area (2 elected members and 3 appointed members), we feel we have the ability to truly assess the feelings of the majority of the citizens and can play a valuable role in the PAC organization.

We also feel that while it is a worthwhile goal not to have a too large and unwieldy PAC committee, it is much more important for that committee to have a balanced number of members representing government and business viewpoints and the residents' viewpoints to carry out the overall goal of PAC which is to monitor and implement the goals, policies and programs of the STCP to assure compatibility between the airport and the surrounding communities.

Sincerely,

HIGHLINE COMMUNITY COUNCIL

Dorothy Harper

Dorothy Harper (Mrs. Paul G.)
President

August 1978

Controversial advisory group to continue quarterly sessions

by Cathy Reiner
south Times bureau

SEATTLE-TACOMA AIRPORT — A long-awaited proposal to reorganize or restructure the controversial Port of Seattle Policy Advisory Committee (PAC) was bypassed last week as members decided to continue quarterly sessions for another year.

PAC, born in 1973 to put together the Sea-Tac Communities Plan, was reorganized about 18 months ago as a continuing body that would oversee carrying out the plan.

The group is made up of representatives from the airport, the airlines, the Federal Aviation Administration, King County, the Highline School District, businesses, cities and the neighborhood.

The latter has been a stickler. The idea was to have four community representatives selected by the Highline Community Council to represent the communities east, west, south and north.

But some airport-area residents have complained they weren't represented on the committee. Calling themselves the "Zone 3 Committee" (their neighborhood is in an area designated that by F.A.A.-mandated noise standards surrounding the airport), last January they convinced the Policy Advisory Committee to add a community member from their group. But even that didn't satisfy them.

"We're the people most affected by the airport," Jean Pihlman, a Zone 3 member, has said at meeting after meeting. "But we have the least say. We aren't fairly represented on PAC, and we must be."

As a group, PAC has had little time to "oversee implementation of the Sea-Tac plan," as its mandate requires. Instead, its meetings have repeatedly disintegrated into heated discussions with Zone 3 members and with other special-interest groups. The rest of the time the group has heard reports from Port and county officials about various developments both within the airport and in the general surrounding areas.

Since PAC's function is only advisory, many have felt the group to be an ineffectual waste of time.

Oris Dunham, the airport's manager and chairman of PAC, said he was frustrated with the group.

"PAC isn't serving its purpose anymore," he said. "After the meetings, I feel people don't come to hear about the airport or other plans; they come with specific problems in the community. We end up listening and spinning a lot of wheels."

Dunham said he didn't want to cut off communication between the airport and the surrounding communities.

"PAC is like a jury that people address," said. "Instead, I'd be willing to go out and monthly public forums in the community. Then we could answer people's questions and face their problems."

The forum idea intrigued some PAC members, who suggested that representatives from the airlines, the F.A.A. and other groups might accompany Dunham.

But Hal Robertson, chief of the county's Community Planning Division, objected.

"One of the plusses of PAC," he said, "has always been the idea that it brings everyone — the Port, the county, the airlines, the F.A.A. and citizens — together once every few months to discuss issues relating to the airport communities."

"Maybe PAC isn't the best vehicle we could use, but right now it's all we've got. If we disband it, we face a real void."

Dr. James Jennings of the Highline School District, agreed.

"There has to be some place to have dialogs among all of us," he said. "Maybe PAC has let operation questions intrude. Probably we've considered many one-on-one concerns instead of setting p but at least we're still coming together. It w hard to find any other format that would bring one together."

A community spokesman, Richard McMicken Heights, suggested that PAC have quarterly meetings but that the Port have community forums.

"That would take the sm PAC," Goes said. "It would in tween the Port and the com leave us more time for plann our original job."

Bob Nelson, repre Moines, Tukwila and N a more formal mode

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PORT OF SEATTLE

SEA-TAC INTERNATIONAL AIRPORT
P.O. BOX 68727 / SEATTLE, WASHINGTON 98188

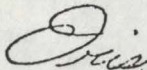
August 28, 1979

To All PAC Members:

Attached are copies of a recent letter sent by the Highline Community Council to various government officials and a response from myself to Steve LePenske, Highline Community Council President. As the letter indicates the Port was not an original recipient of the HCC letter but we have been asked to respond by some of the recipients.

Because the issues discussed relate to PAC and its role I felt each of you should have a copy.

Sincerely,



Oris W. Dunham Jr.
Airport Manager

JS/bb

PORT OF SEATTLE

SEA-TAC INTERNATIONAL AIRPORT
P.O. BOX 68727 / SEATTLE, WASHINGTON 98188

August 24, 1979

Mr. Steven LePenske
President
Highline Community Council
P.O. Box 66320
Seattle, WA 98166

Dear Mr. LePenske:

A copy of your letter addressed to various local, state and federal officials has finally found its way to the Port of Seattle. We find your charge that the Port fails to "work with" the Highline Community especially distressing in view of the efforts and events that have taken place in recent years.

One reason we are particularly disturbed at present is that through the actions of the Port and King County staff the composition of the Policy Advisory Committee (PAC) was recently restructured to provide for new citizen representatives. In order to make such representation as effective as possible, the Highline Community Council was chosen to select and supply the four citizen representatives. Other community groups subsequently complained about our reliance on the HCC and specifically the selection methods for representatives. In spite of this criticism, I have, as Chairman of PAC, asked that the committee continue for the present as constituted and thereby get on with its duties of helping provide communications and community input on matters involving Sea-Tac and its surroundings.

I realize, Steve, that organizations such as the HCC do change key officials from time to time and that you have assumed your office rather recently. Long term consistency may be difficult to expect; nevertheless, most of the general complaints you raise about unwillingness to relate to the community are items PAC is specifically intended to address. Moreover, we have gone to considerable length to solicit and, subsequently, defend HCC's role in PAC. Your actions are therefore disappointing to say the least.

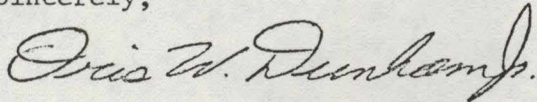
You have not used PAC as a vehicle to raise these questions with the Port, nor have you even provided the Port with a copy of your extensive list of complaints. As to the specific complaints concerning the Weyerhaeuser Corporate Hanger at the airport, you must know that this issue has been extensively discussed and debated in numerous community public meetings, EIS hearings, public hearings before the County Council and the Port Commission, and in recent years by PAC as well. Both the Port Commission and County Council have addressed the issue

Mr. Steve LePenske
August 24, 1979
Page Two

in the impact statements (including the Boeing proposal documents) and in official actions referencing the Sea-Tac Communities Plan and the Highline Communities Plan. Areas of agreement and disagreement have long been established. Community input, including that of the HCC, has been reflected. Your statements in your recent letter are considerably more negative than what we have understood earlier official positions by HCC to be.

If these views do adequately address your concerns or motives, please let me know and I will be glad to meet with you to discuss the subject further. Community relationships are of vital concern to the Port and we want to proceed on a basis of mutual understanding and fairness, even if complete agreement is not always possible.

Sincerely,



Oris W. Dunham, Jr.
Airport Manager

JS/se

cc: Senator Warren G. Magnuson
John Spellman
State Representatives
Richard D. Ford

WARREN G. MAGNUSON, WASH., CHAIRMAN

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United States Senate

COMMITTEE ON APPROPRIATIONS

WASHINGTON, D.C. 20510



August 13, 1979

Mr. Richard Ford
Commissioner
Port of Seattle Authority
Seattle, Washington

Dear *Deck* Commissioner Ford:

Please find enclosed a copy of a letter I received from Mr. Steven LePenske, President of the Highline Community Council concerning the difficulties the Highline Community is encountering in its dealings with the Seattle Port Authority. I believe Mr. LePenske's concerns warrant your consideration. I would deeply appreciate it if you could respond to Mr. LePenske regarding this matter.

Thank you for your help in this matter.

Sincerely,

Magnuson
WARREN G. MAGNUSON, U.S.S.

WGM:gwj
Enclosure

HIGHLINE COMMUNITY COUNCIL

P.O. BOX 66320 □ SEATTLE, WASHINGTON □ 98166

July 6, 1979

The Honorable Warren G. Magnuson
Russell Office Building
Washington, D.C. 20510

Dear Sen. Magnuson:

Re: Port of Seattle's Actions in Approving
Projects on the West Side of Sea-Tac Airport ;

The Highline Community Council (HCC) feels that the Port of Seattle (POS) is failing to work with the Highline community in the following areas:

1. The POS initiates and carries out programs and/or projects that may be detrimental to the adjacent communities with no regard to the potential adverse impacts these may cause.
2. The POS is unresponsive when the community proposes solutions, asks for assistance or objects to proposed plans which are in conflict with the adopted community plans.
3. The POS does not reveal their real plans and intentions for the airport and surrounding communities to the people until it is too late for citizens to make any meaningful response.
4. The POS does not carry out the intent of the adopted community plans when the POS' own interests are contrary to the interests of the community.

We are faced with the following problem as an example of the above points and need your assistance in helping the adjacent community west of Sea-Tac (the Sunnydale elementary service area) as well as the greater Highline area, so that the subject actions approved by the POS may be reversed.

The POS on April 24, 1979 at a Commission meeting approved execution of a lease with the Weyerhaeuser Co. for 2.3 acres as the first tenant of the Port's proposed General Aviation/Corporate Aviation (GA/CA) 14.2 acre facility on the west side of Sea-Tac Airport located immediately north of So. 176th So. and east of 12th So. They also approved the extension of Taxiway "c" now located in the northwest portion of the airport to run south parallel to the existing west runway to service the GA/CA site.

We object to the POS' actions for the following reasons:

1. This action is contrary to the Sea-Tac Communities Plan (STC), a \$240,000 planning document jointly adopted and developed by the POS and King County (KC)

in 1976. The prime purpose of the STCP was to achieve compatibility between the POS and the community which is addressed in STCP Chapters 6.1.0, 6.1.1, 6.1.3, 6.6.1 and 6.6.2. This plan provides in Section 6.6.5: "Airport facility development occurring on the west side should be located south of So. 176th..." Section 6.5.4 further provides: "Policy: Total allocations to business aviation at the Airport should not exceed 15 acres and must be confined to the peripheral portions of the westside cargo/maintenance land reserve area, i.e., the extreme south or north ends of the latter site." (Underlining is ours) The POS is now planning to use the 14.2 acres north of So. 176th in a promised passive buffer area.

2. The STCP being written with extensive citizen participation should not be changed by a governmental agency without following the same procedures in revising the plan as were used in adopting it. Namely, a citizens group should review the plan and propose solutions to any proposed change which could adversely impact the community in the future. Any such change should not be allowed unless all possible future impacts to the surrounding communities are thoroughly explored and plans are developed to mitigate any possible future adverse impacts, in agreement with the community.
3. The subject projects if implemented will adversely impact the single-family neighborhoods directly west of the Airport and the greater Highline area by causing:
 - a. An extreme safety problem with the much greater mix of large and small airplanes and helicopters.
 - b. An increase in overflights over the neighborhoods by small planes.
 - c. An increase of noise and air pollution from air traffic.
 - d. Addition of traffic from use of the proposed new access roads causing noise and air pollution.
 - e. A decrease in property values for single-family homeowners.
 - f. An extension of Taxiway "C" which will actually create a third runway at Sea-Tac for the GA/CA - Runway "C".
 - g. Loss of promised passive buffer land between the airport and 12th So.
 - h. Move of airport-related activities west directly adjacent to the single-family residential neighborhood.
4. The POS in adopting the subject proposals violated the Public Meetings Act by not formally advising the community by either public written notice via newspapers or verbal notice of their intent to take action at their meeting of April 24.

5. The POS would not postpone taking action to allow the community to give testimony at their next regularly scheduled meeting.
6. The POS would not provide any safeguards as amenities to the adjacent neighborhoods opposed to the subject proposals to protect them from future adverse impacts.
7. The POS is already fulfilling FAA's requirements of maintaining an adequate GA site in the southeast corner of Sea-Tac.

As this POS action will be considered final by them ninety days after their decision-making vote which will be July 24, 1979, we need your help to assist us and the neighborhoods of the Highline area in working with the POS to change their proposed plans on the westside of Sea-Tac Airport.

Sincerely,

HIGHLINE COMMUNITY COUNCIL

Steven E. LePenske

Steven LePenske
President

August 1970

Controversial advisory group to continue quarterly sessions

by Cathy Reiner
south Times bureau

SEATTLE-TACOMA AIRPORT — A long-awaited proposal to reorganize or restructure the controversial Port of Seattle Policy Advisory Committee (PAC) was bypassed last week as members decided to continue quarterly sessions for another year.

PAC, born in 1973 to put together the Sea-Tac Communities Plan, was reorganized about 18 months ago as a continuing body that would oversee carrying out the plan.

The group is made up of representatives from the airport, the airlines, the Federal Aviation Administration, King County, the Highline School District, businesses, cities and the neighborhood.

The latter has been a stickler. The idea was to have four community representatives selected by the Highline Community Council to represent the communities east, west, south and north.

But some airport-area residents have complained they weren't represented on the committee. Calling themselves the "Zone 3 Committee" (their neighborhood is in an area designated that by F.A.A.-mandated noise standards surrounding the airport), last January they convinced the Policy Advisory Committee to add a community member from their group. But even that didn't satisfy them.

"We're the people most affected by the airport," Jean Pihlman, a Zone 3 member, has said at meeting after meeting. "But we have the least say. We aren't fairly represented on PAC, and we must be."

As a group, PAC has had little time to "oversee implementation of the Sea-Tac plan," as its mandate requires. Instead, its meetings have repeatedly disintegrated into heated discussions with Zone 3 members and with other special-interest groups. The rest of the time the group has heard reports from Port and county officials about various developments both within the airport and in the general surrounding areas.

Since PAC's function is only advisory, many have felt the group to be an ineffectual waste of time.

Oris Dunham, the airport's manager and chairman of PAC, said he was frustrated with the group.

"PAC isn't serving its purpose anymore," he said. "After the meetings, I feel people don't come to hear about the airport or other plans; they come with specific problems in the community. We end up listening and spinning a lot of wheels."

Dunham said he didn't want to cut off communication between the airport and the surrounding communities.

"PAC is like a jury that people address," he said. "Instead, I'd be willing to go out and hold monthly public forums in the community. Then we could answer people's questions and face their problems."

The forum idea intrigued some PAC members, who suggested that representatives from the airlines, the F.A.A. and other groups might accompany Dunham.

But Hal Robertson, chief of the county's Community Planning Division, objected.

"One of the plusses of PAC," he said, "has always been the idea that it brings everyone — the Port, the county, the airlines, the F.A.A. and citizens — together once every few months to discuss issues relating to the airport communities."

"Maybe PAC isn't the best vehicle we could use, but right now it's all we've got. If we disband it, we face a real void."

Dr. James Jennings of the Highline School District, agreed.

"There has to be some place to have dialogs among all of us," he said. "Maybe PAC has let operational questions intrude. Probably we've considered too many one-on-one concerns instead of setting policy, but at least we're still coming together. It would be hard to find any other format that would bring everyone together."

A community spokesman, Richard Goe of McMicken Heights, suggested that PAC continue its quarterly meetings but that the Port also begin community forums.

"That would take the smaller problems off PAC," Goe said. "It would improve relations between the Port and the community. And it would leave us more time for planning and policy-setting — our original job."

Bob Nelson, representing the cities of Des Moines, Tukwila and Normandy Park, suggested that a more formal mode of operation be adopted.

"PAC should still be a public meeting," he said. "But people should take their problems to their community representatives. Then the representatives could conduct the business — more like a City Council would."

That would work if there was broader citizen representation, Pauline Conradi responded from the audience.

PAC is the only group where there's face-to-face response, said Marjorie Currie, another area resident.

"I've written to the Port and been told I'll be kept informed of all sorts of things," she said. "Then I never hear from anyone again."


"We're here today because we want PAC, the Port, the county and everyone else to know we exist. This is the only place we can come and everyone will hear us say that."

"Moreover, we're not going away unless someone drops a plane on us."

9/17

Virginia - Both Marge and
Ron Nelson of the H.C. wanted
copies of the maps recommend-
ed and used to select citizen
representatives to the PAK.
I felt that you too should
have the package I have
assembled for the Zornitt
Committee, Dawson also gets a
copy for a concise PAK file.

I feel the controversy has not
been especially well handled by
any of the parties concerned.
Here's hoping a rational solution.

 **PORT OF SEATTLE**

Ed