

HIGHLINE COMMUNITIES PLAN

E R R A T A

1. Change project D9 on page 88 to read "8th" instead of 10th Ave. So.
2. Change the words "Soos Creek" in the first paragraph on page 20 to read "Highline."
3. Change line number 2, zoning issue #66 on page 67, to read "B-C" instead of RM-900.
4. Add the number "87" in the blank space following the word "page" in the first paragraph on page 27.
5. Change the number "2" to "12" for the letter/numerical park designation in line three on page 116. The designation should be "Pc12 Miller Creek Trail-Segment."
6. Add "phase 2, 1.5 million 3rd priority" to line 2 of page 115 following Pc22, Zenith Community Park - phase 1.
7. Add dashed line pattern around RS-7200 (potential RM-1800) property west of 12th Avenue SW at approximately SW 132nd St. if extended on the White Center Development Plan map, page 193.
8. Add the capital letter "H" to high density multi-family apartment area on both sides of 4th Avenue SW between SW 158th and SW 160th Streets on the Burien Development Plan map enlargement, page 201.



ADOPTED HCP MODIFICATIONS

1. Change the words "adjacent to" to "near" third line up from the bottom on page 197.
2. Add the following language to page 20 after the first paragraph:

It should be noted that in many instances, property found within a designated hazard area could be developed as a Planned Unit Development (PUD), thereby gaining increased density in the buildable portions of the site without impacting the more sensitive areas.

3. Add the following language to issue 21b. on page 61:

This is an example of where the Planned Unit Development (PUD) process could allow a greater density on the buildable portions of the site while leaving the hazardous portions intact as natural areas. The ultimate development scheme and density would be determined via the PUD process.

4. Add the following text to page 198 after the first paragraph:

Recognition is hereby made of the fact that the Boeing Company is proposing to construct a corporate headquarters building on the west side of the Sea-Tac Airport at a site located in a proposed buffer area on Port of Seattle property, consisting of approximately 30 acres of land which lies east of 12th Avenue South and extending northerly from the ASDE Radar Tower to approximately South 166th Place, which is presently designated for open space and will require a reclassification and amendment to the Sea-Tac Plan and the Highline Communities Plan.

It is further recognized that an environmental impact statement with respect to such proposal is now in preparation by King County, but that no request is currently pending before King County for any land rezone or application for any grading, building or other permit which may become necessary before the proposed construction can proceed. The community has not had an opportunity to publically parti-

cipate in this proposal, but will be given that opportunity during the hearing process in the event and application is filed.

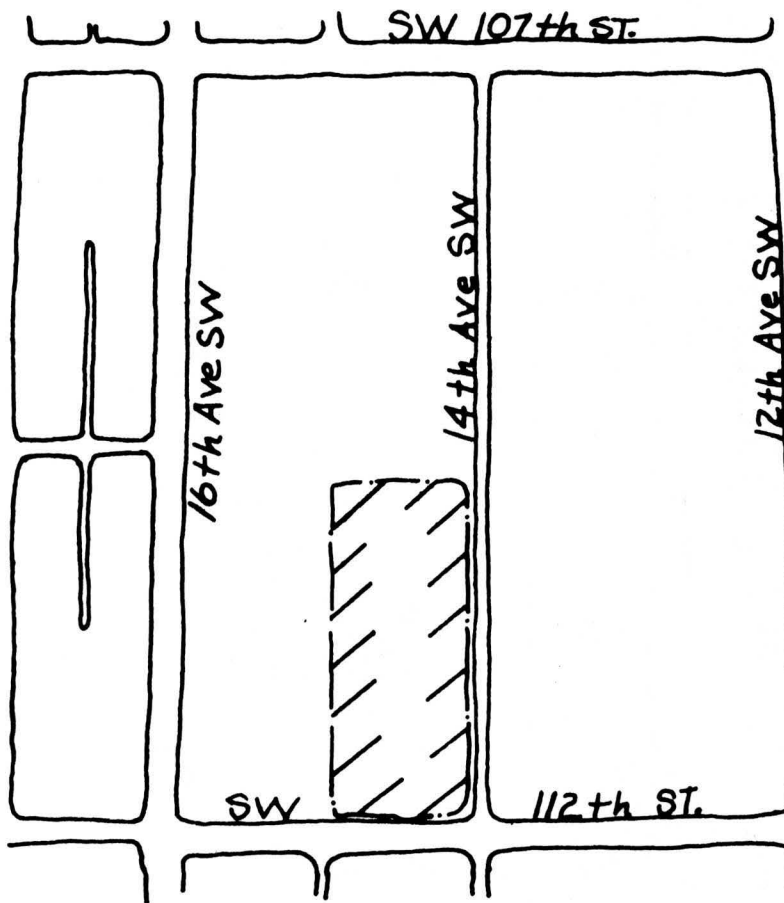
Accordingly, it is hereby acknowledged that the adoption of the Highline Communities Plan is without prejudice to the subsequent consideration by King County of any such request or application by or on behalf of the Boeing Company.

5. Add the word "MINIMUM" to the landscaping criteria heading preceding the word "LANDSCAPING" on page 53.
6. Remove issues and letter designations Sm9 and Sml0 from pages 143, 172 and Burien map enlargement.
7. Add the following language to page 197 after the first paragraph:

The land bordered by South 162nd, South 174th, First Avenue South and Ambaum Blvd. South is of particular concern due to the established rural nature of the surrounding single-family residential community and the ecologically sensitive nature of the land itself.

Every effort should be made by the King County to prevent further encroachment by the Burien Business District and multi-family developments on this established rural community which is ecologically sensitive. Encroachment should be stopped at South 162nd on the North and South 174th on the South.

# highline communities plan white center



LAND USE CHANGE:

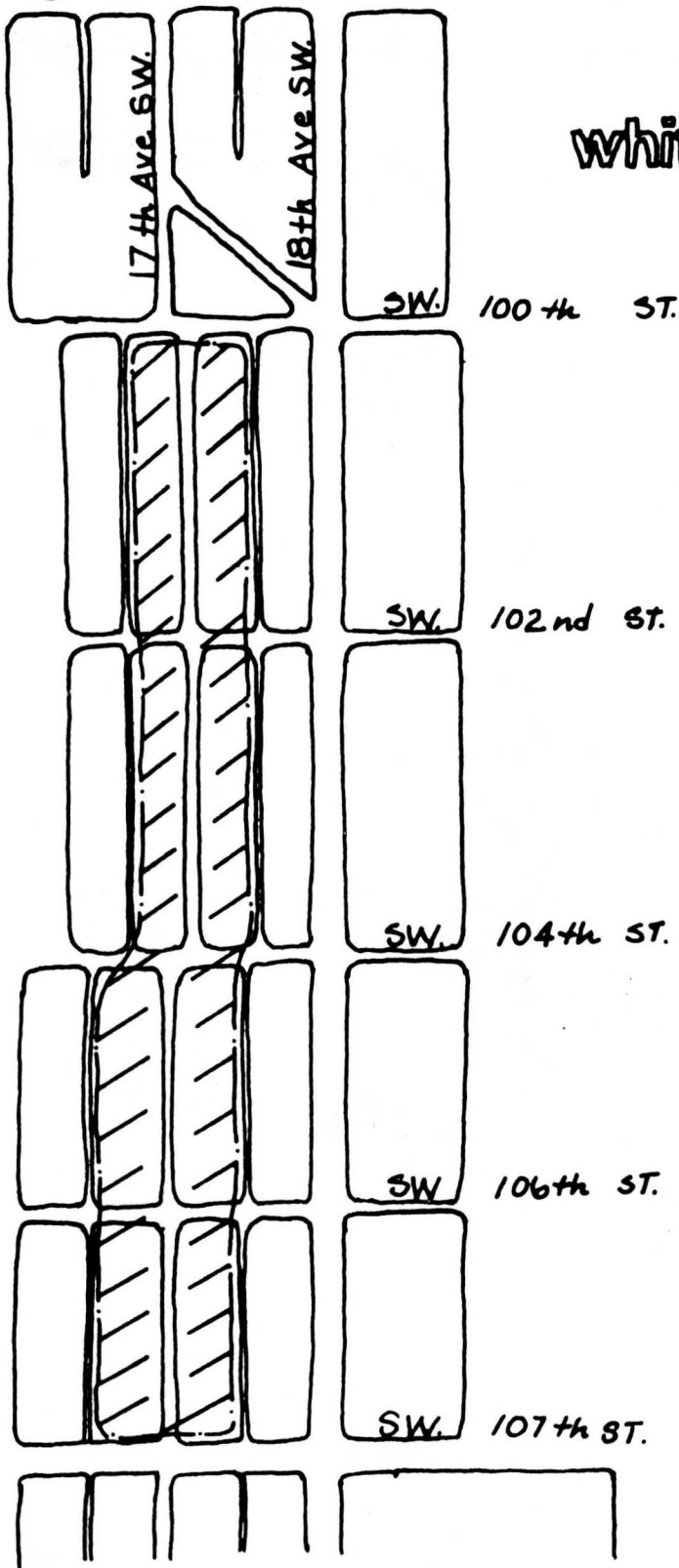
"Single-family: 4 to 6 units per acre"  
to "High Density Multi-family"

(December 19, 1977)

# highline communities plan



white center

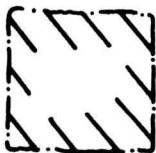
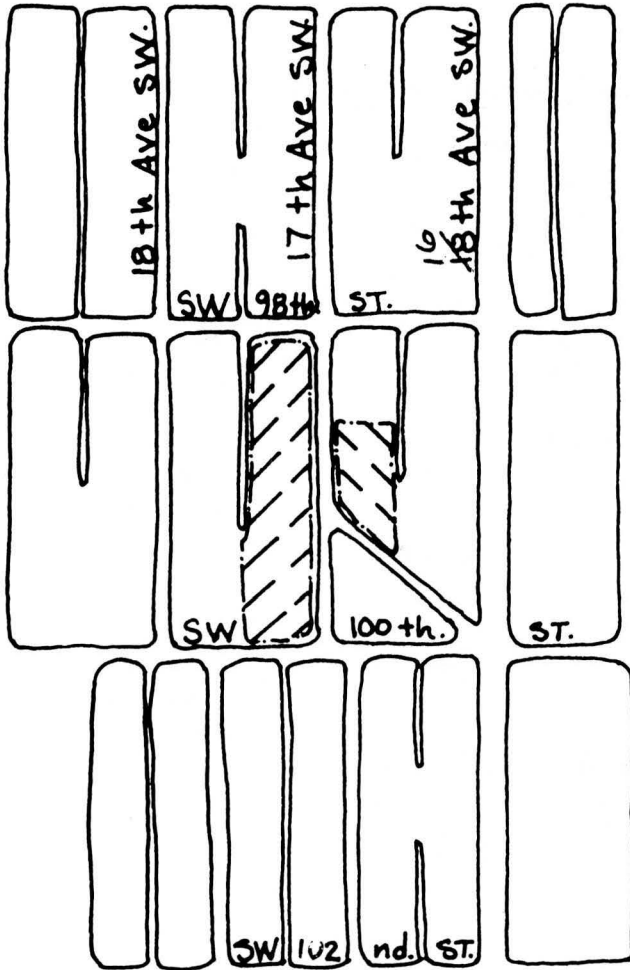


LAND USE CHANGE:

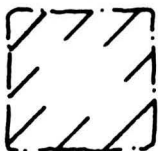
"Highway Oriented Commercial" and  
"Maximum Density Multi-family" to  
"Residential/Retail Mixed Use"

# highline communities plan

## white center



LAND USE CHANGE:  
"Office" to "Community Business"

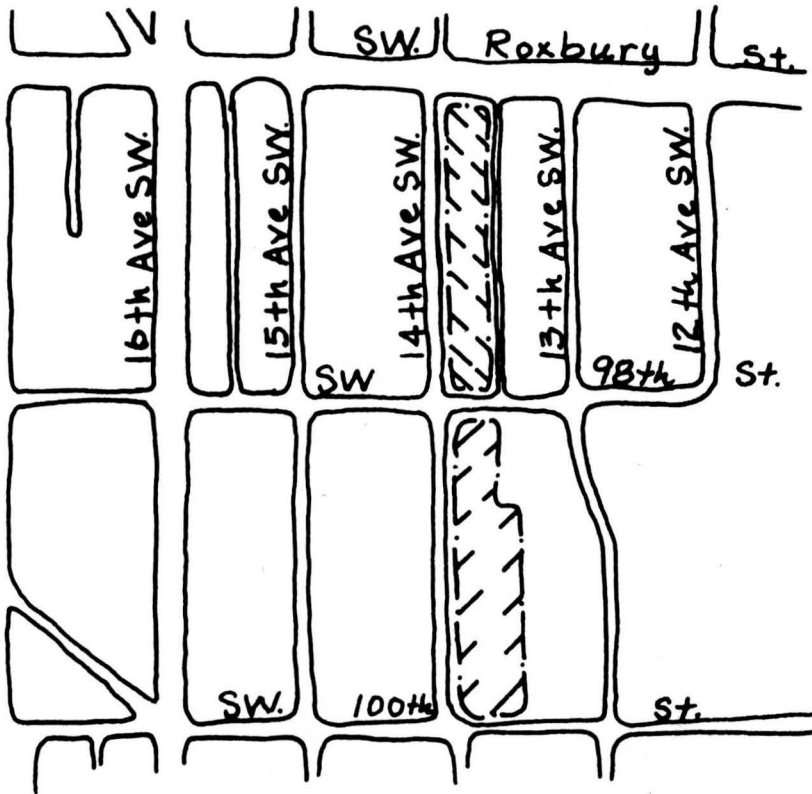


LAND USE CHANGE:  
"Office" to "General Commercial"

(December 19, 1977)

# highline communities plan

## white center



LAND USE CHANGE:  
"Office" to "Light Manufacturing"



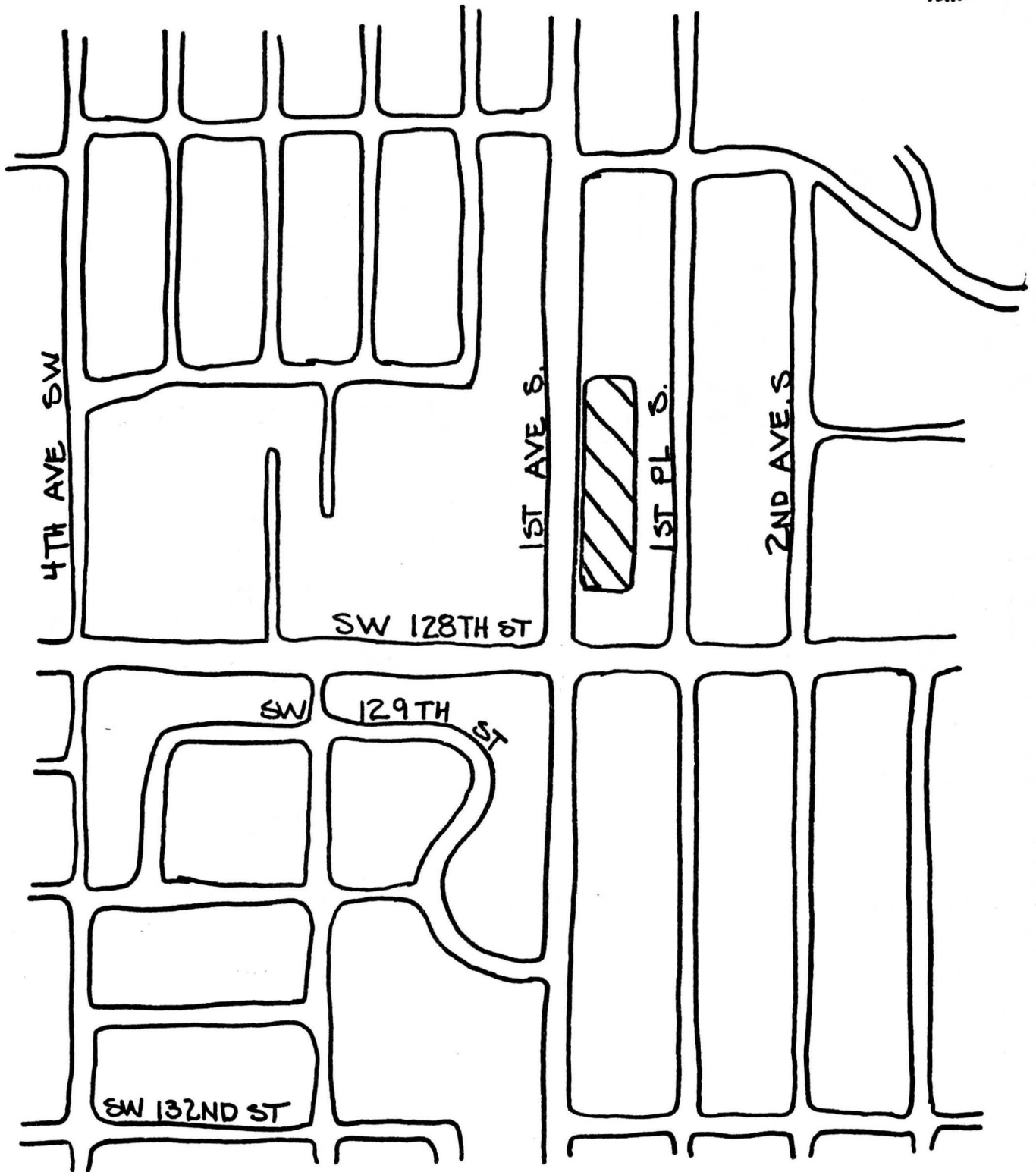
LAND USE CHANGE:  
"Office" to "General Commercial"

(December 19, 1977)



# highline communities plan

## white center



LAND USE CHANGE:

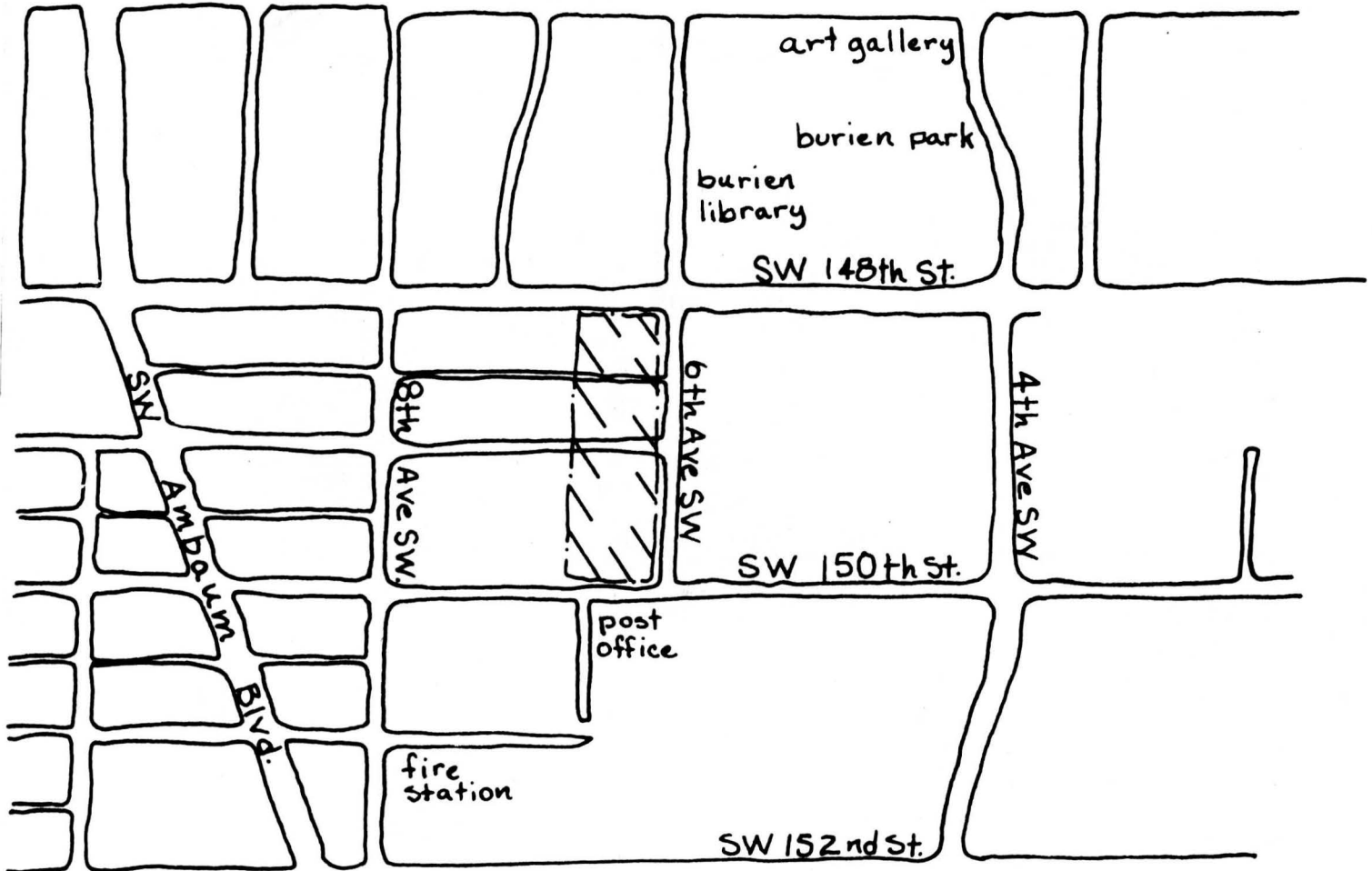


"High Density Multi-family" to  
"Maximum Density Multi-family"

(December 19, 1977)

# highline communities plan

## burien



LAND USE CHANGE:

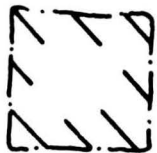
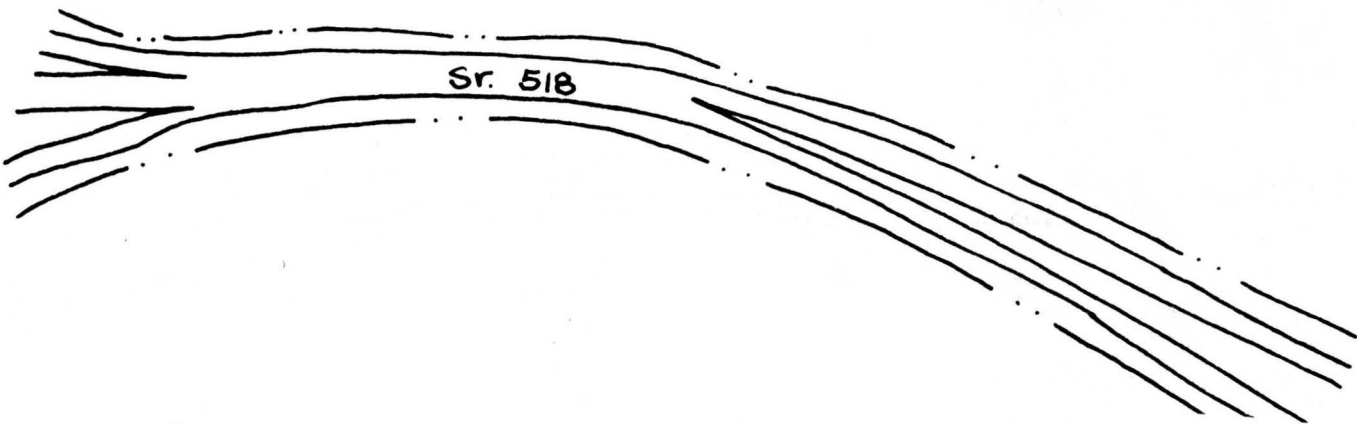
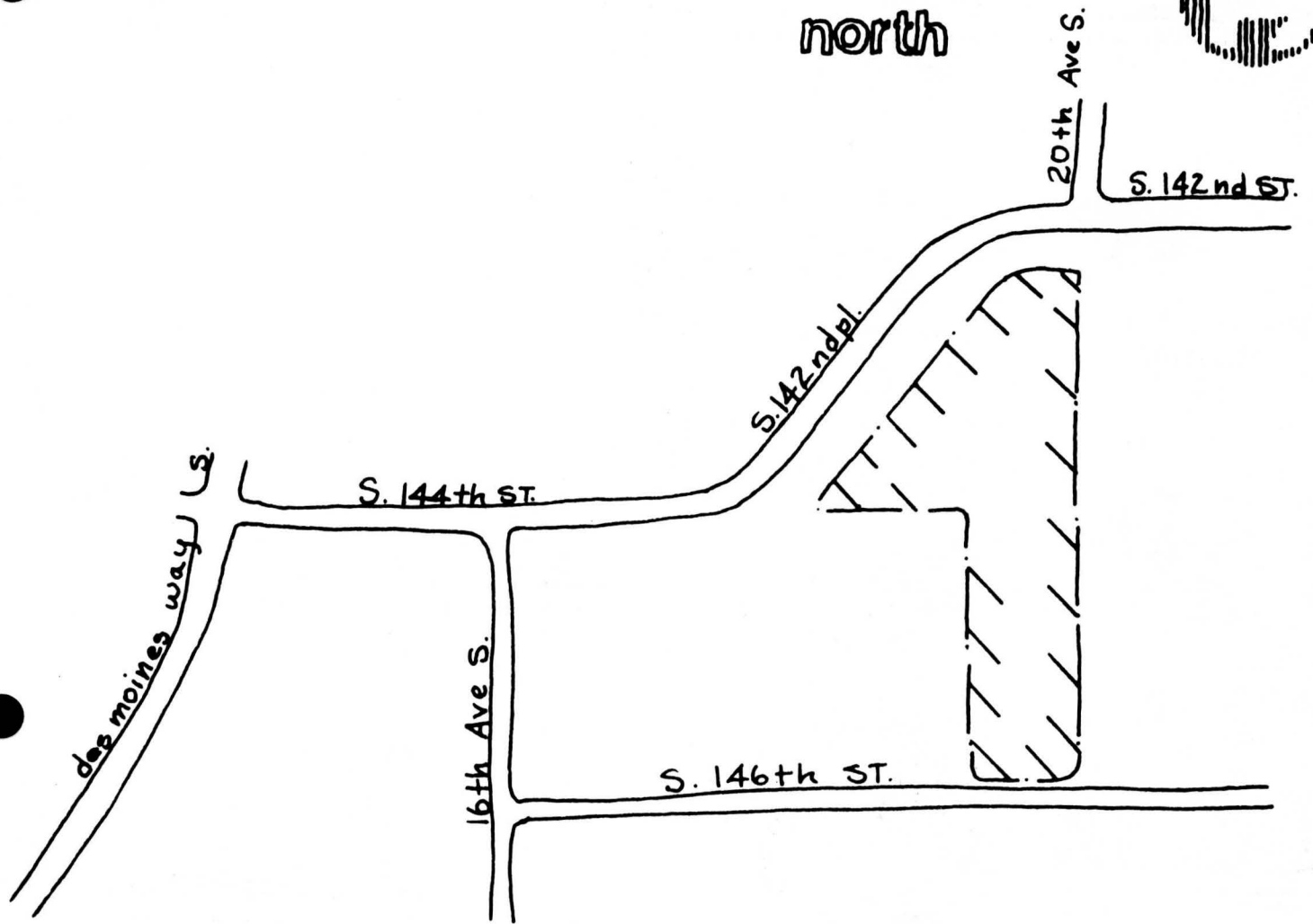
"Residential/Retail Mixed Use"  
to "Community Facility"

(December 19, 1977)

# highline communities plan



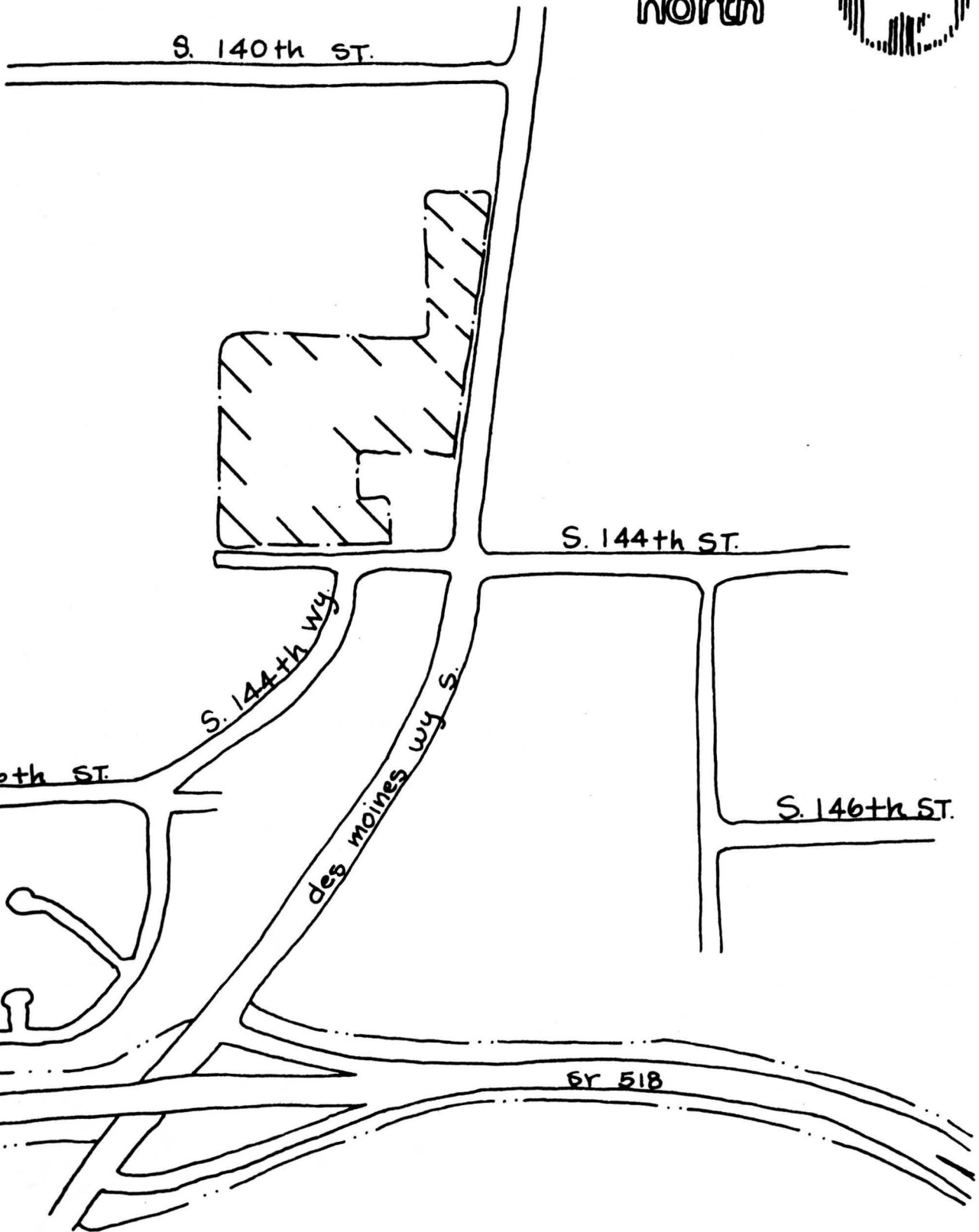
north



LAND USE CHANGE:  
"Airport Open Space" to  
"Light Manufacturing"

# highline communities plan

north



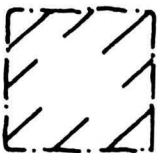
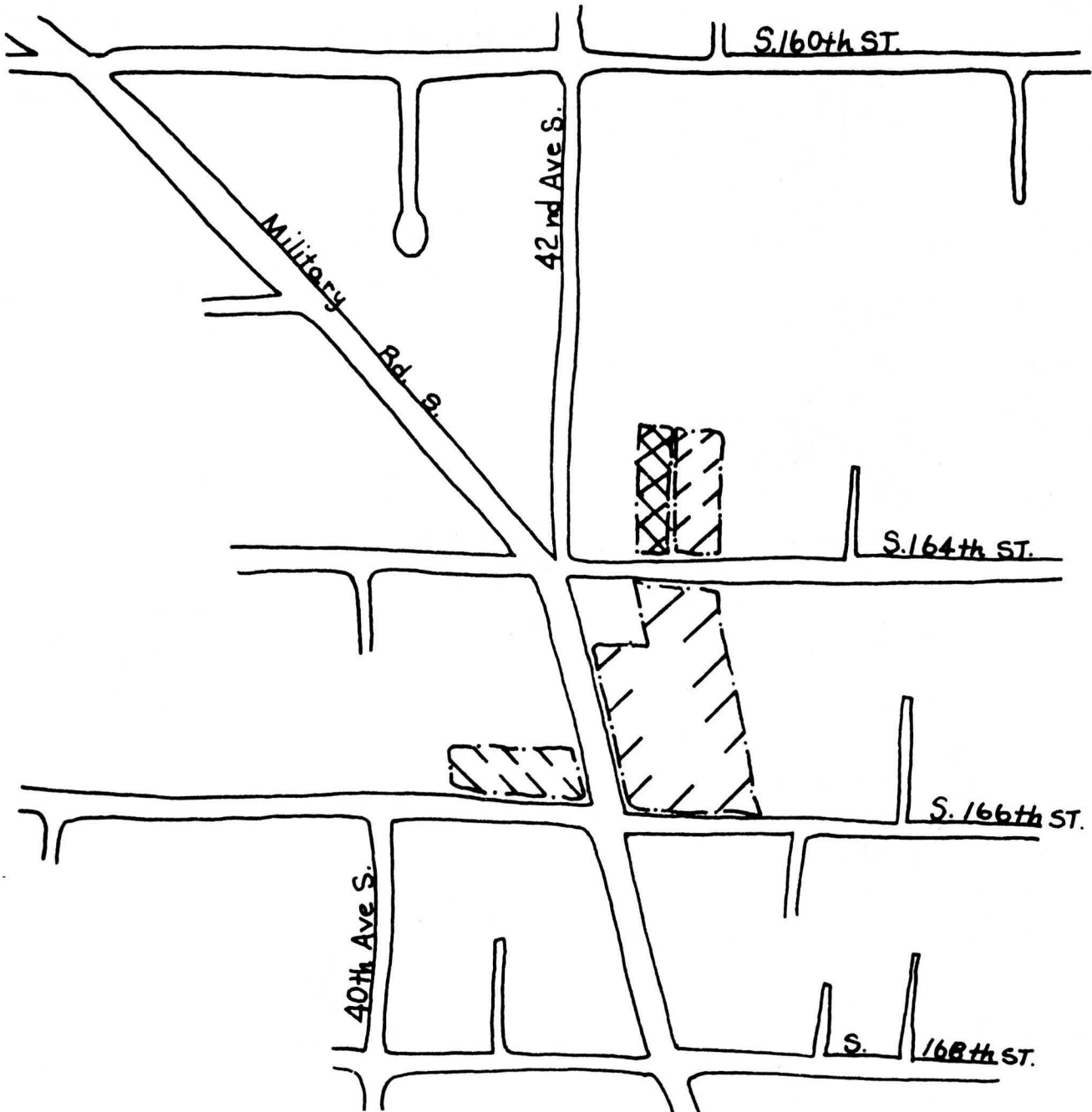
LAND USE CHANGE:

"Medium Density Multi-family" to  
"Maximum Density Multi-family"

(December 19, 1977)

# highline communities plan

east



LAND USE CHANGE:

"Medium Density Multi-family to  
"Single-family: 4 to 6 units per acre"



LAND USE CHANGE:

"medium Density Multi-family" to  
"Neighborhood business"

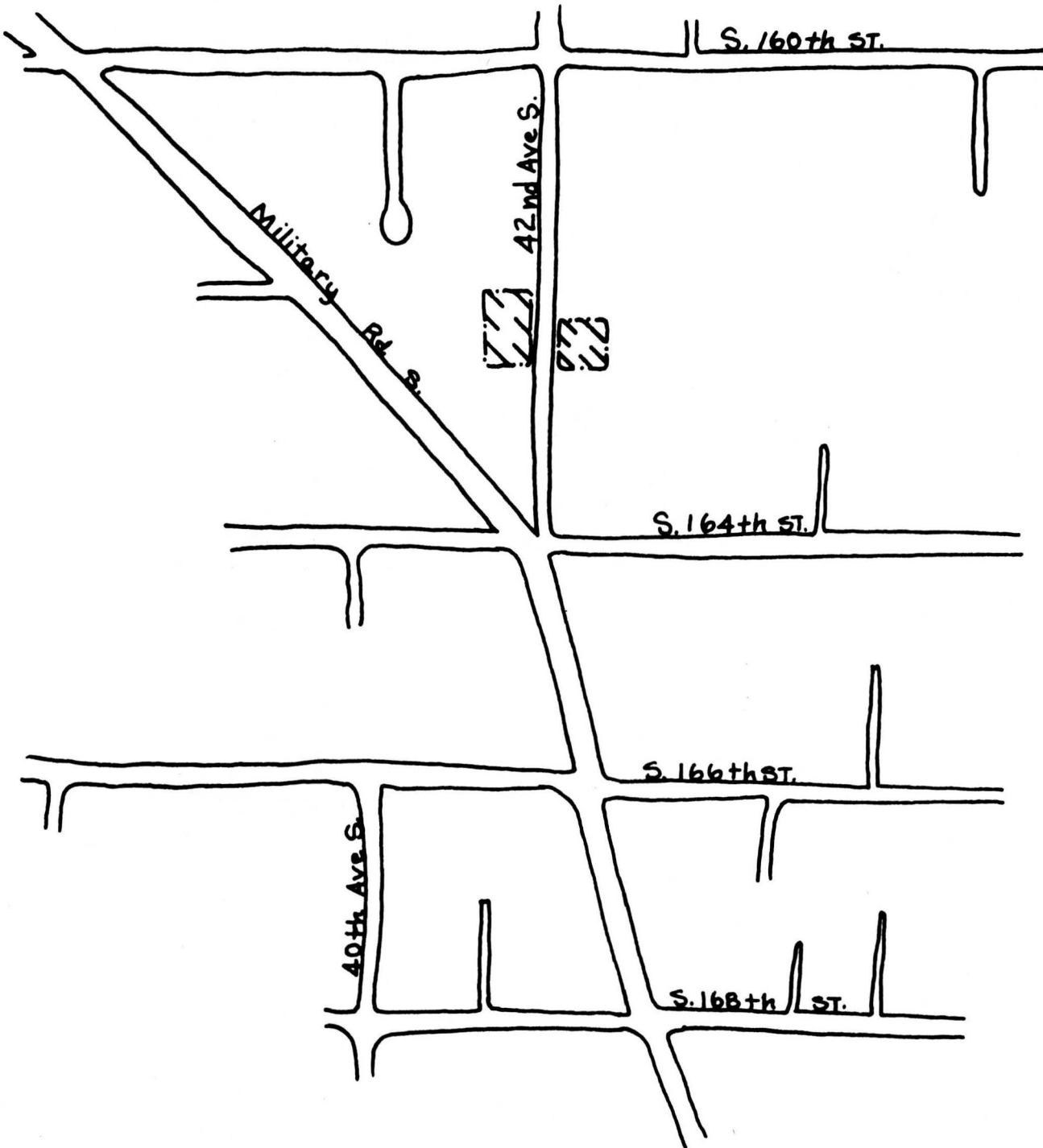


LAND USE CHANGE:

"Medium Density Multi-family" to  
"Single-family: 4 to 6 units per acre"

# highline communities plan

east



LAND USE CHANGE:

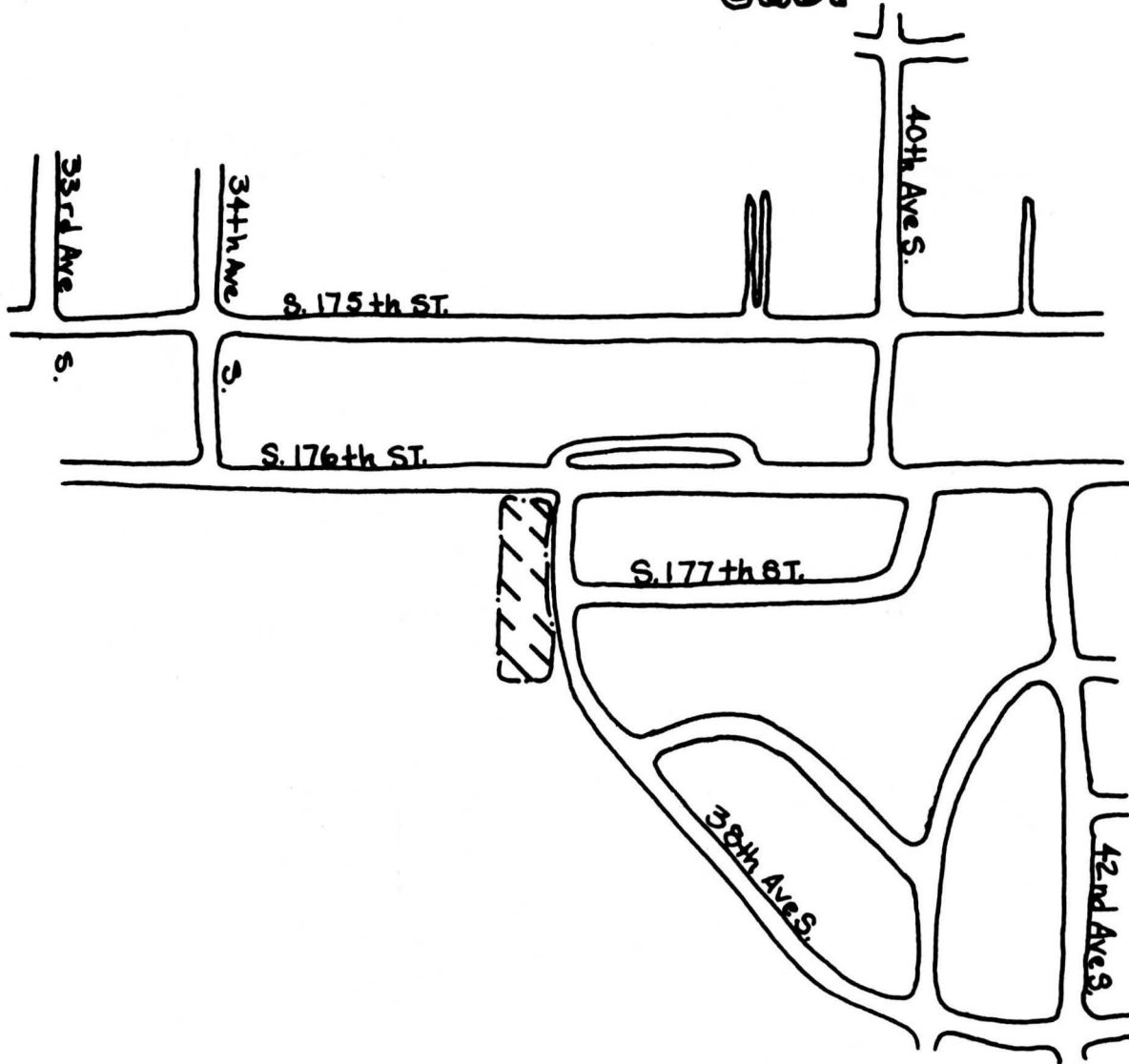
"Office" to "Single-family: 4 to 6 units per acre"

(December 19, 1977)

# highline communities plan



east



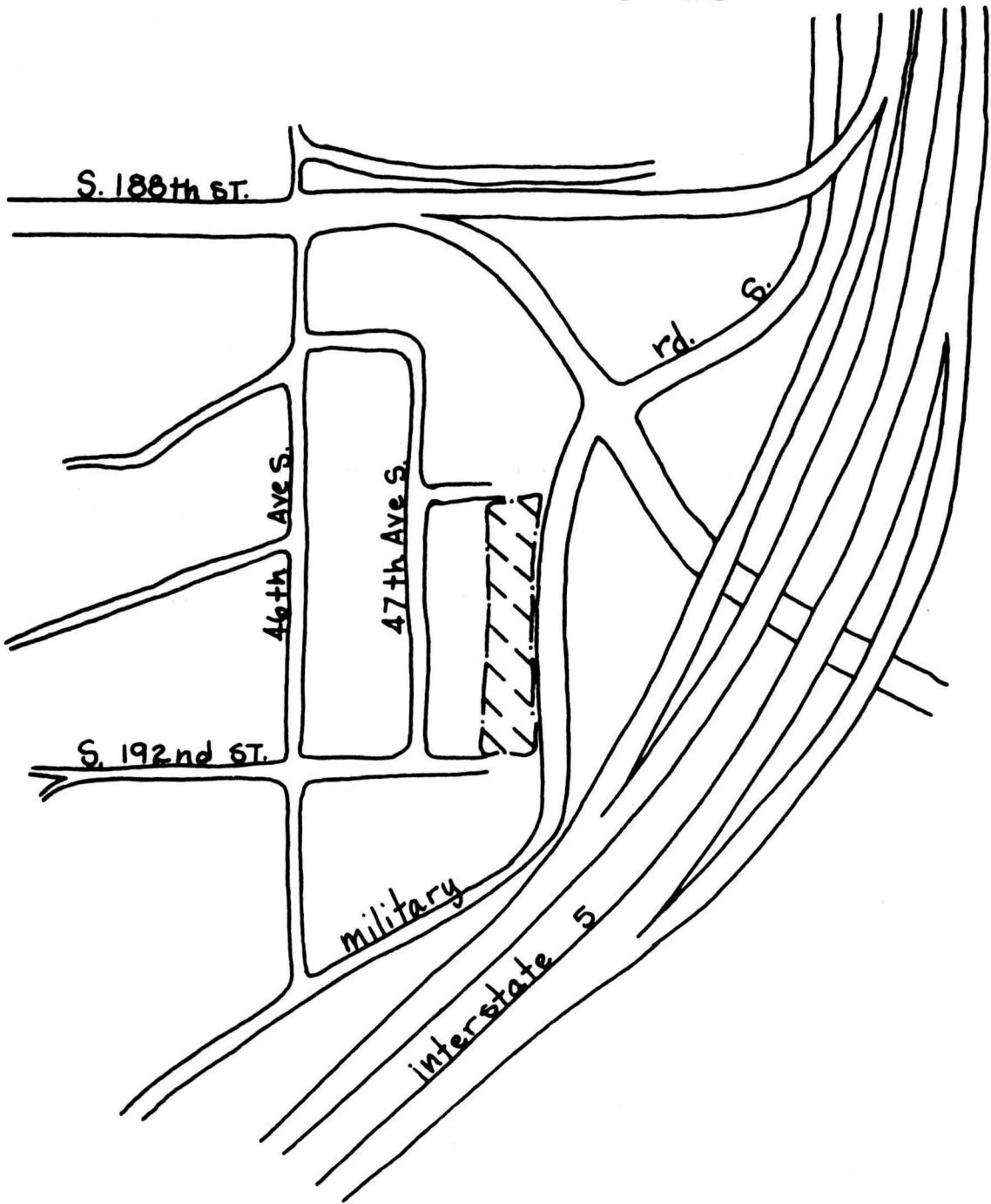
LAND USE CHANGE:

"Medium Density Multi-family" to  
"Single-family: 4 to 6 units per acre"

(December 19, 1977)

# highline communities plan

east



angle lake



LAND USE CHANGE:

"Low Density Multi-family" to  
"Single-family: 4 to 6 units per acre"

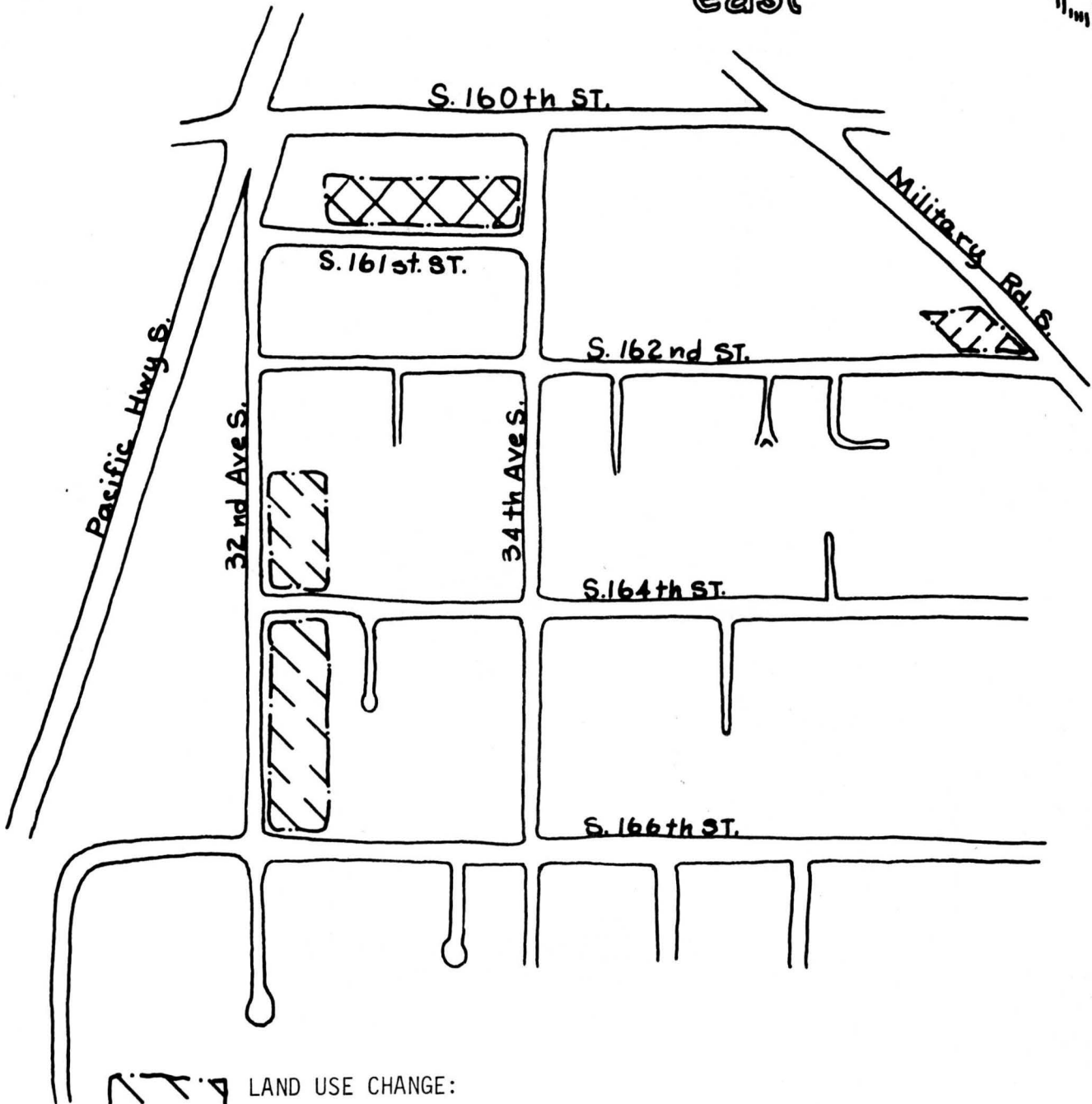
(December 19, 1977)



# highline communities plan

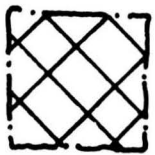


east



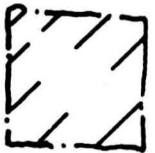
LAND USE CHANGE:

"Medium Density Multi-family" to  
"Single-family: 4 to 6 units per acre"



LAND USE CHANGE:

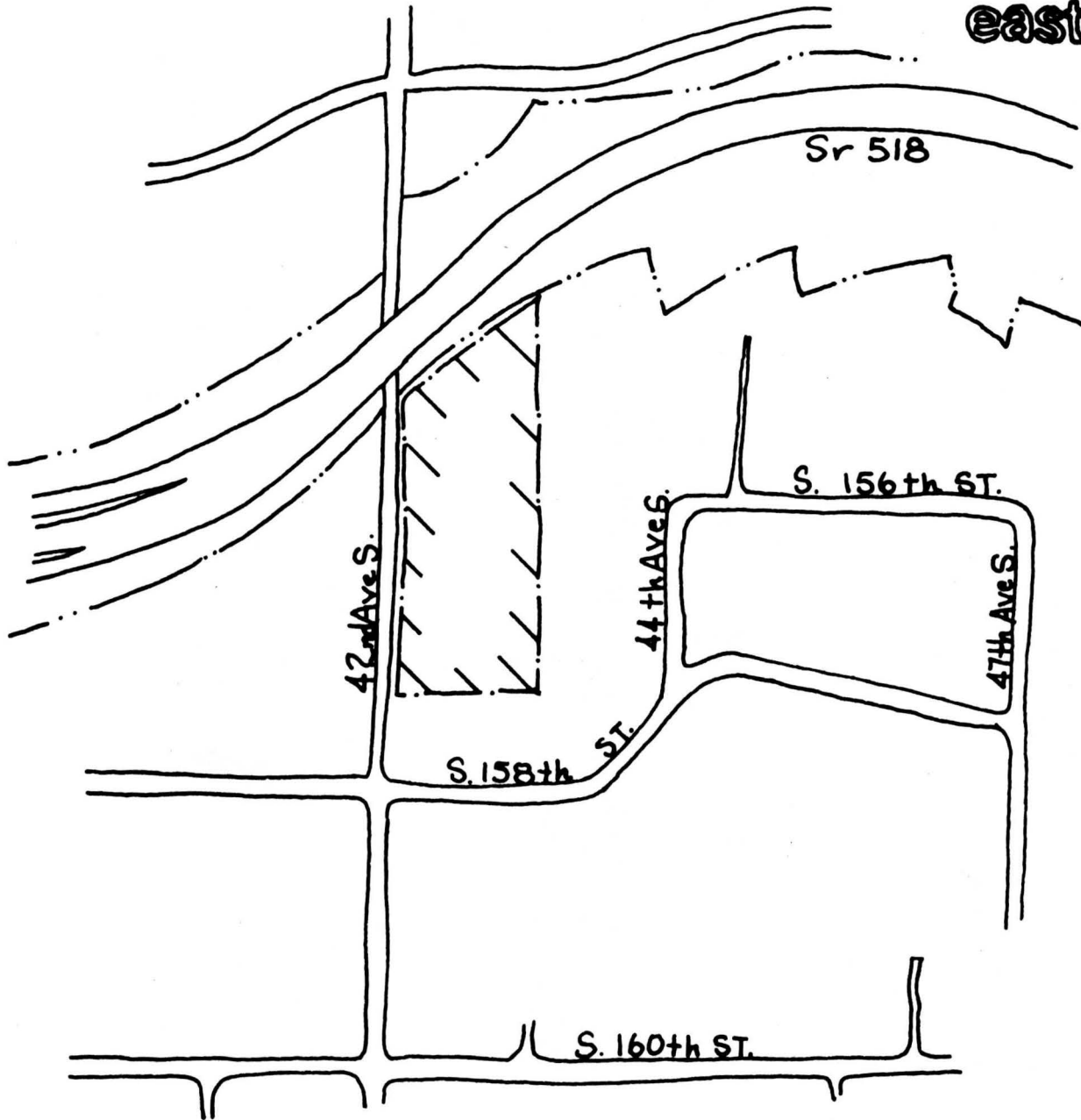
"High Density Multi-family" to  
"Single-family: 4 to 6 units per acre"



LAND USE CHANGE:

"Maximum Density Multi-family" to  
"Single-family: 4 to 6 units per acre"

# highline communities plan east

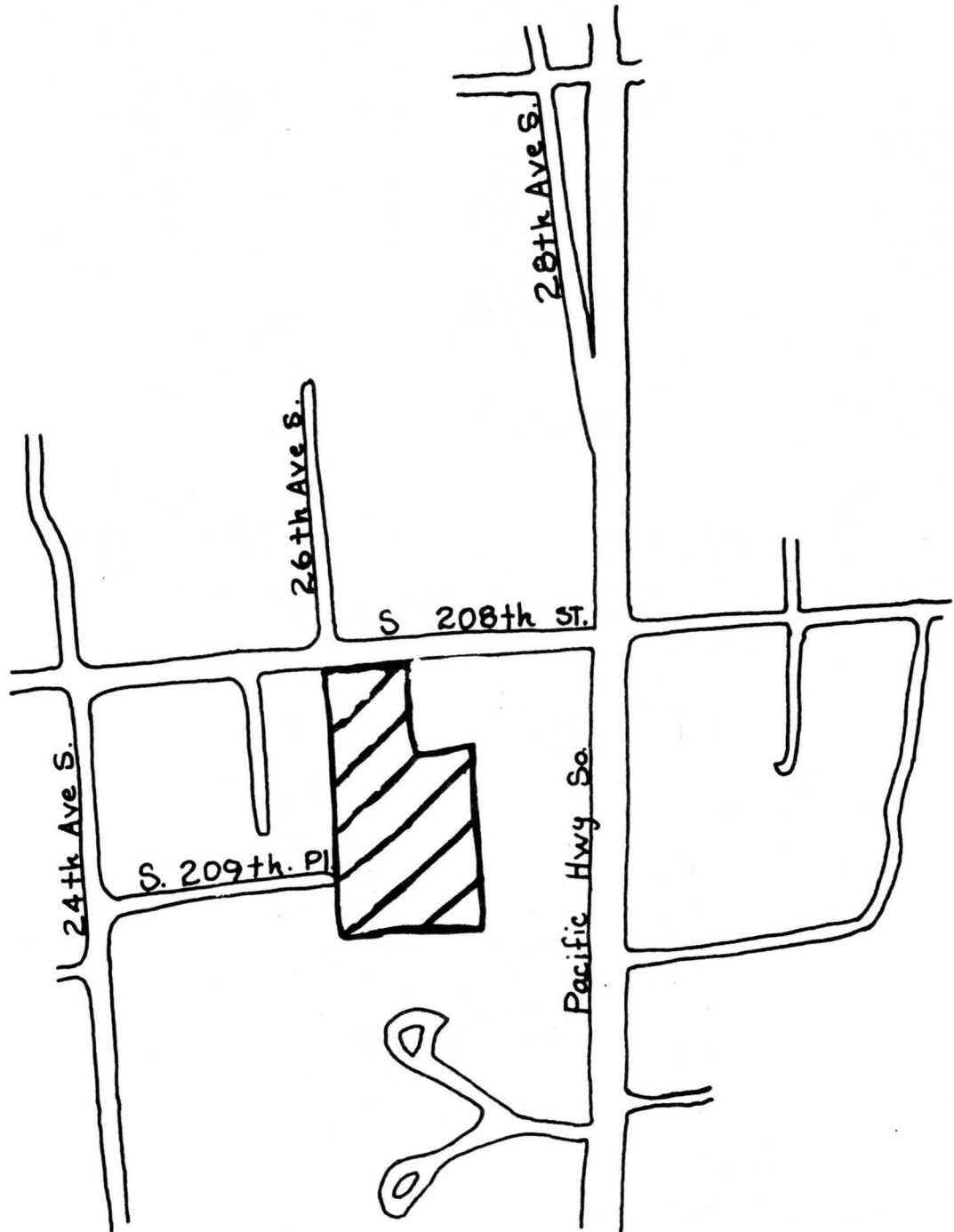


LAND USE CHANGE:

"Medium Density Multi-family" to  
"Single-family: 4 to 6 units per acre"

(December 19, 1977)

# highline communities plan south



LAND USE CHANGE:

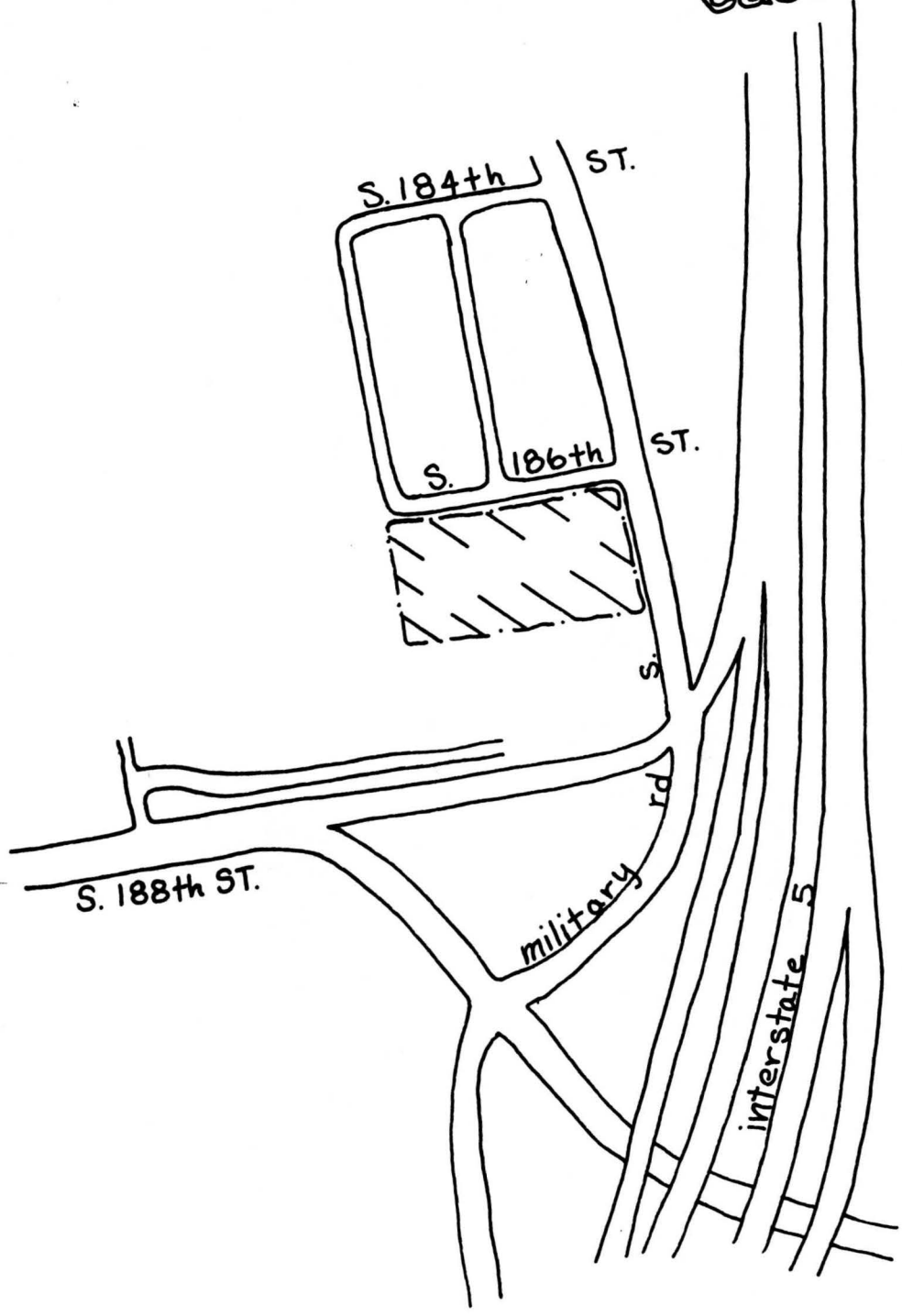
"Single-family: 4 to 6 units per acre" to  
"Maximum Density Multi-family"

(December 19, 1977)

# highline communities plan



east

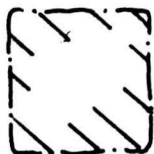
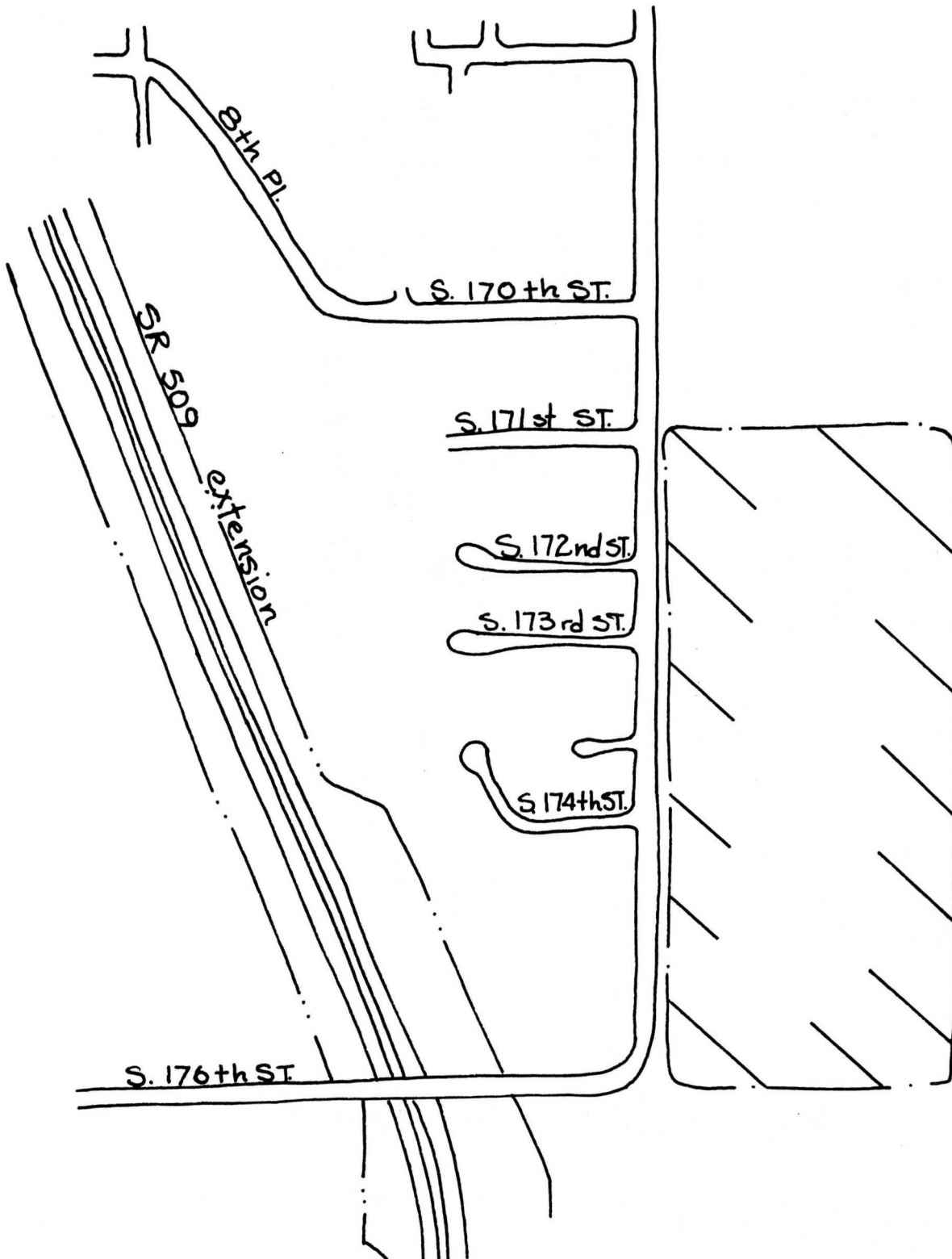


LAND USE CHANGE:  
"Medium Density Multi-family" to  
"Single-family: 4 to 6 units per acre"

(December 19, 1977)

# highline communities plan

burien

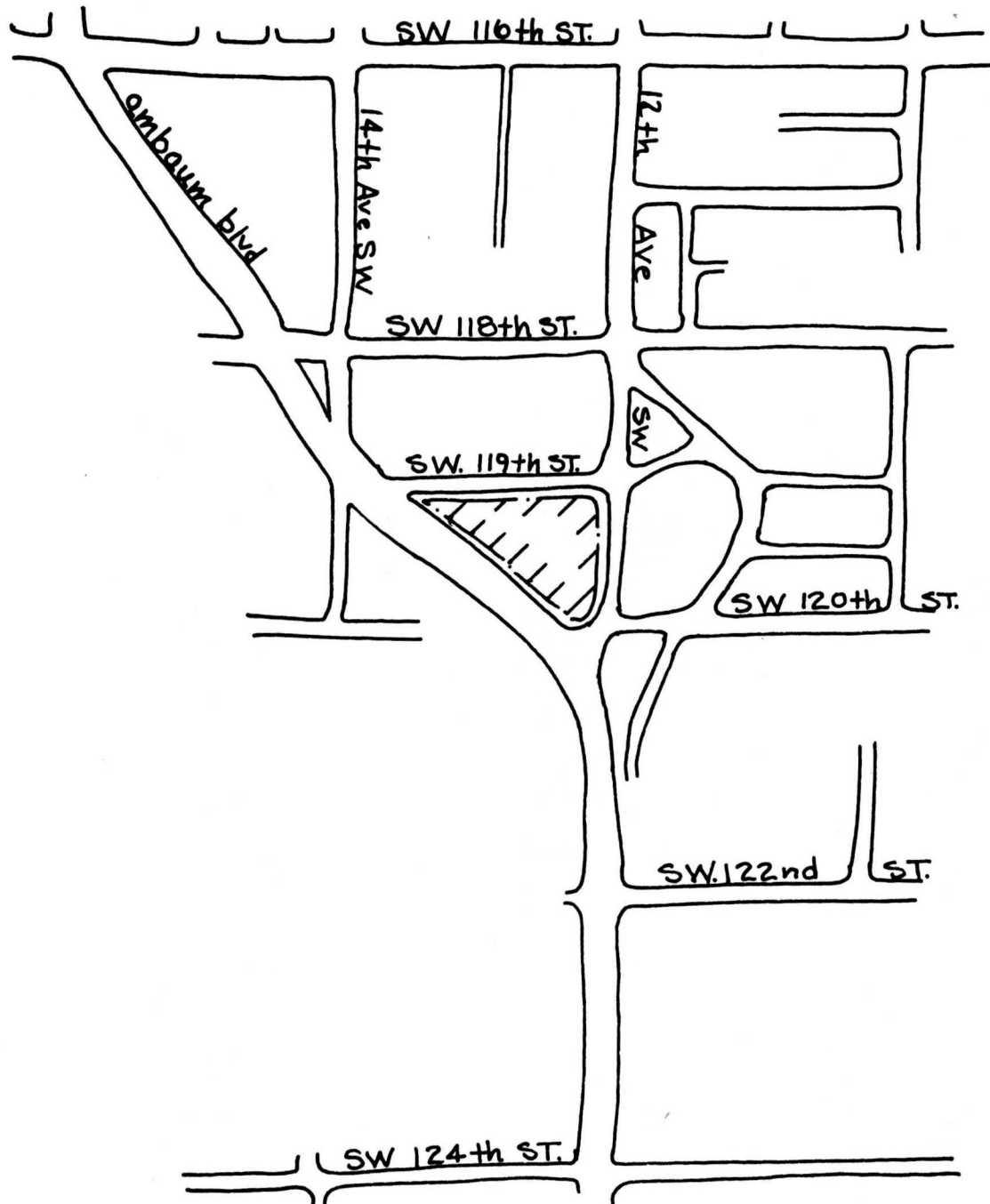


LAND USE CHANGE:

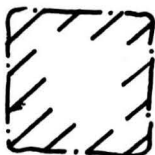
"Airport Facilities" to  
"Airport Open Space"

# highline communities plan

## white center



LAND USE CHANGE:

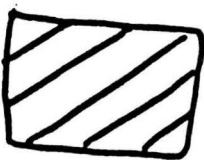
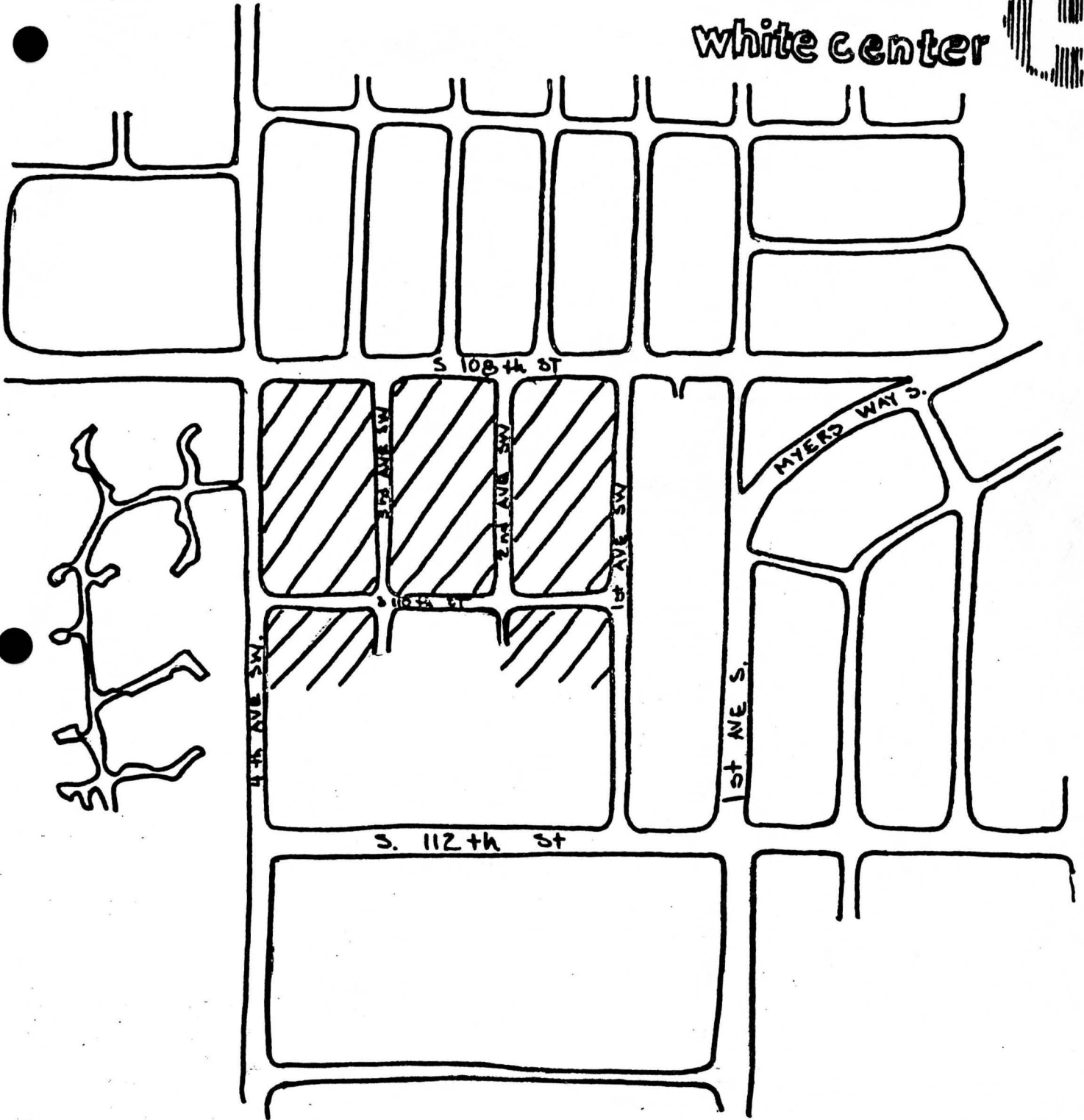


"Maximum Density Multi-family"  
to "Neighborhood Business"

(December 19, 1977)

# highline Communities Plan

## white center



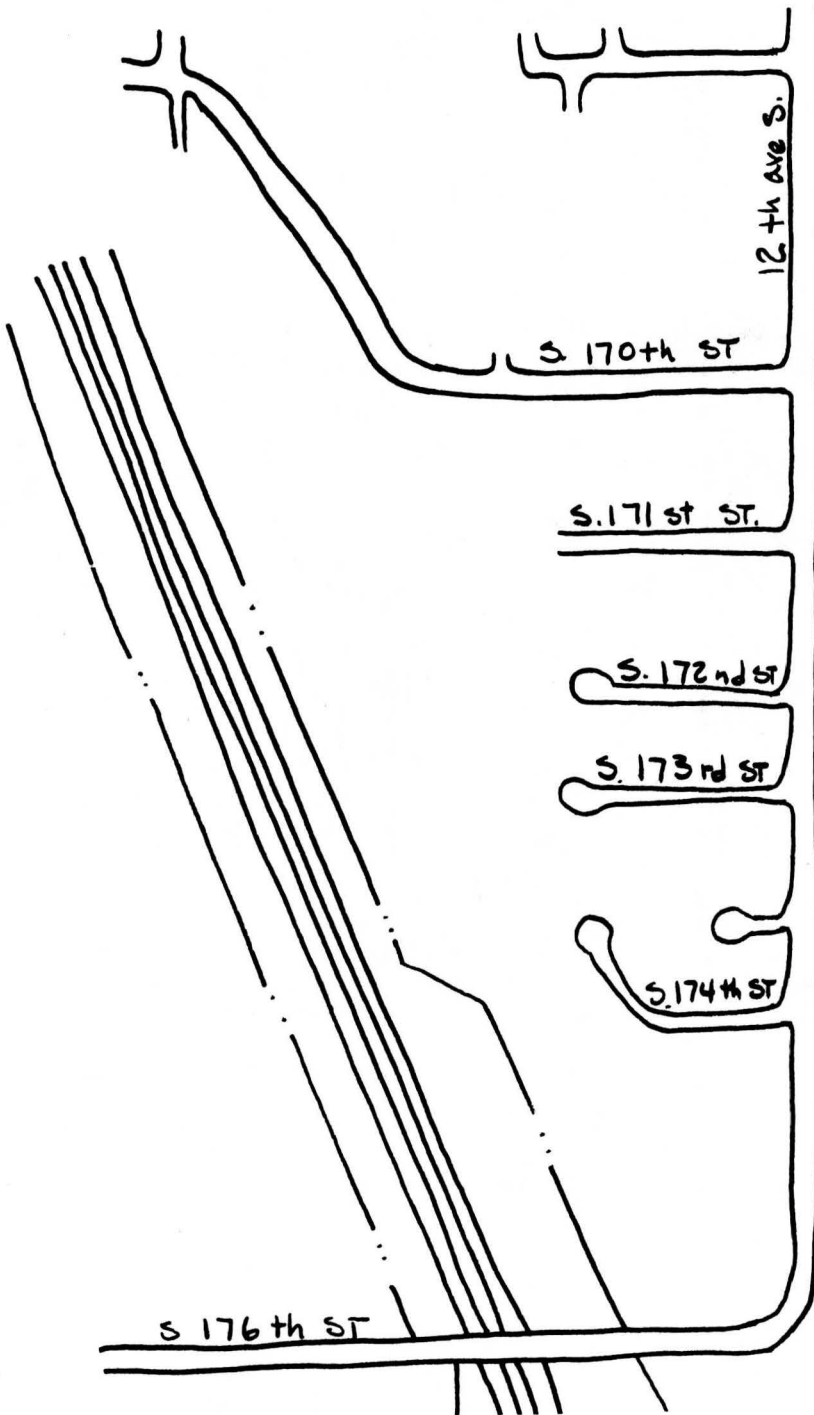
LAND USE CHANGE:

"Medium Density Multi-family" to  
"Single-family: 4 to 6 units per acre"

(December 19, 1977)

# highline communities plan

burien



LAND USE CHANGE:

"Airport Open Space" to "Office"

Note: The Council approved five acres for office use within a 30-acre envelope on Sea-Tac west side (Refer to Ordinance No. 3812)

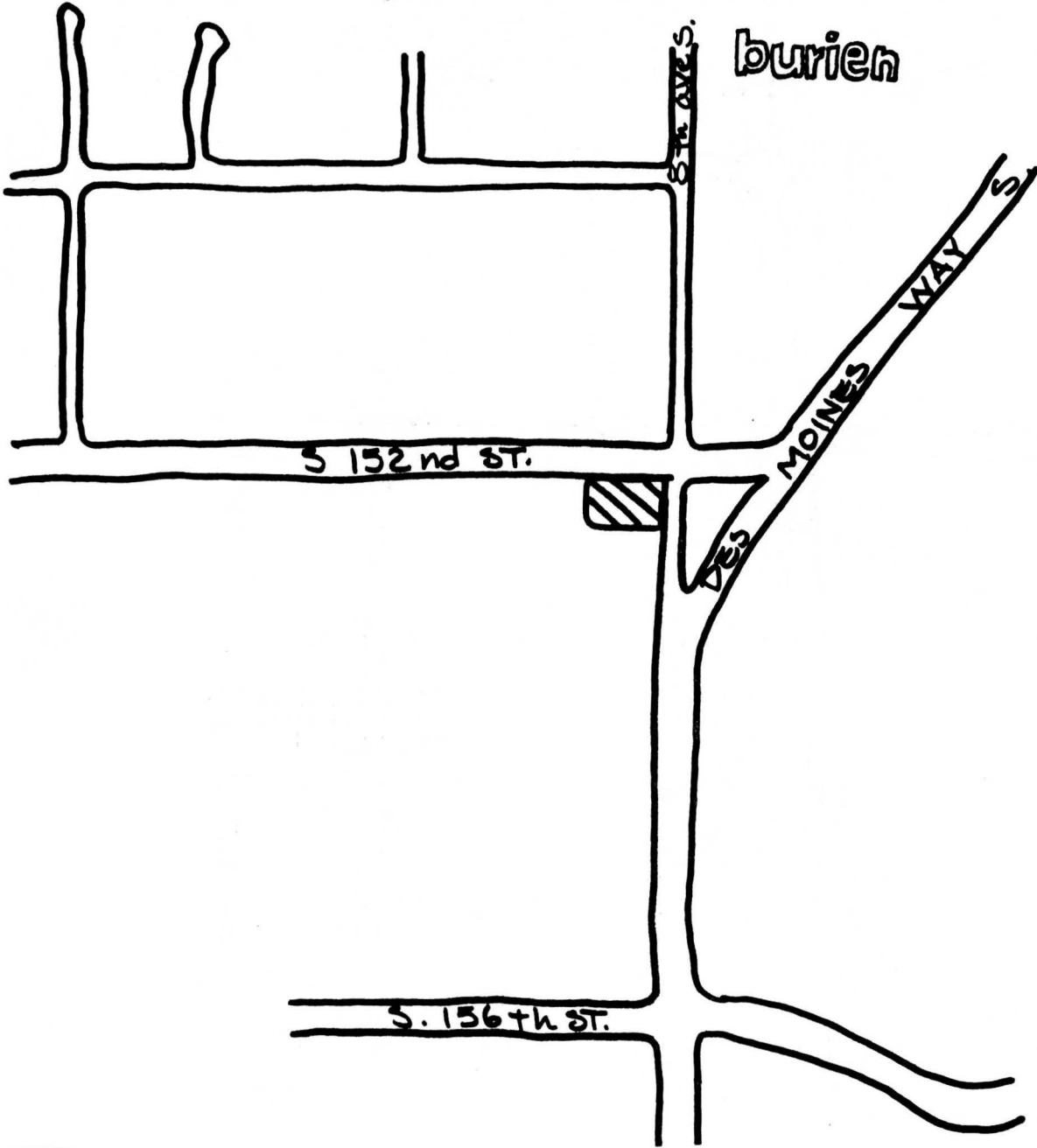
(December 19, 1977)



# highline communities plan



burien

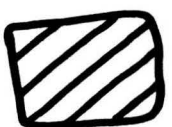
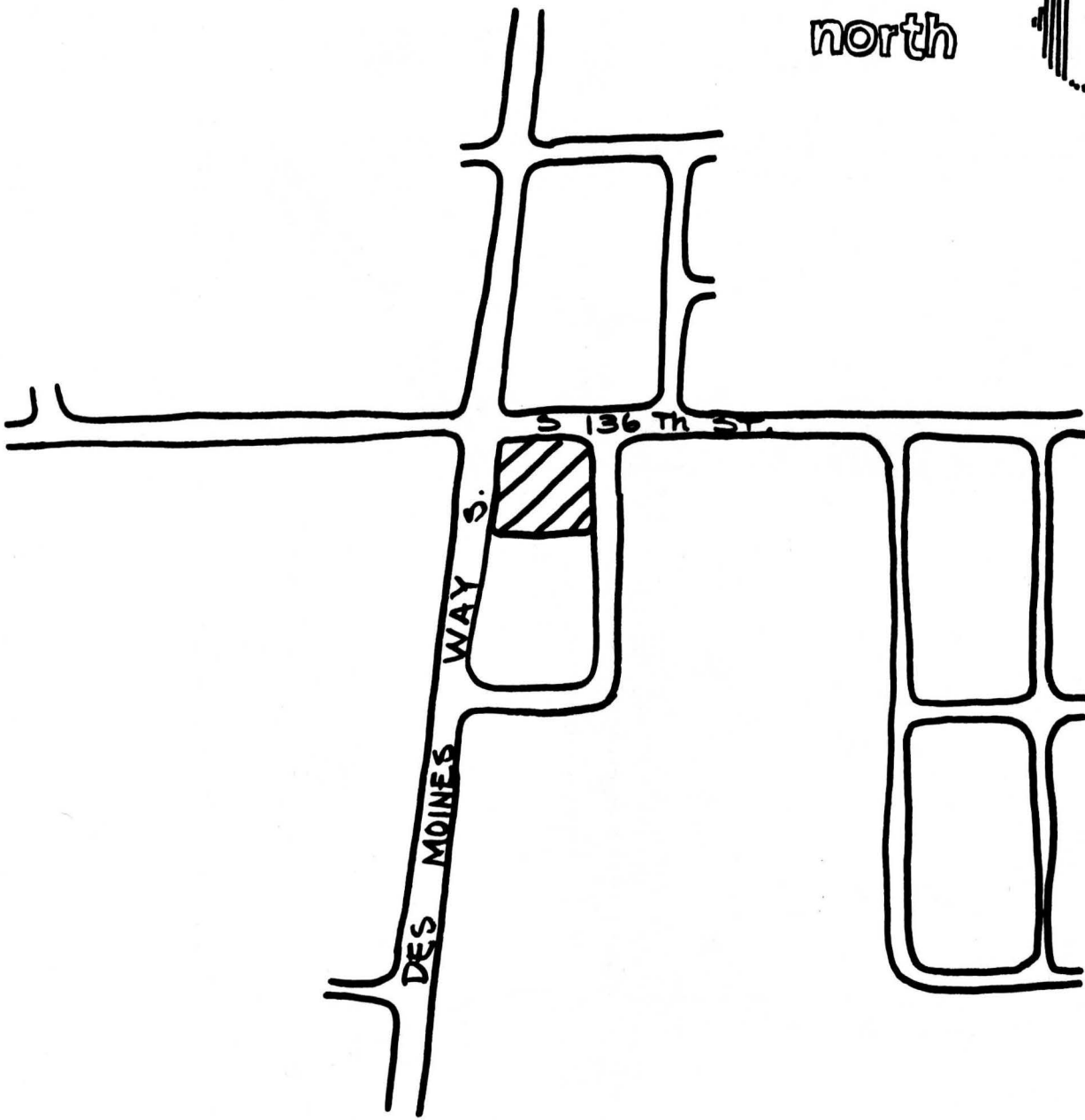


LAND USE CHANGE:  
"Office" to "Community Business"

(December 19, 1977)

# highline communities plan

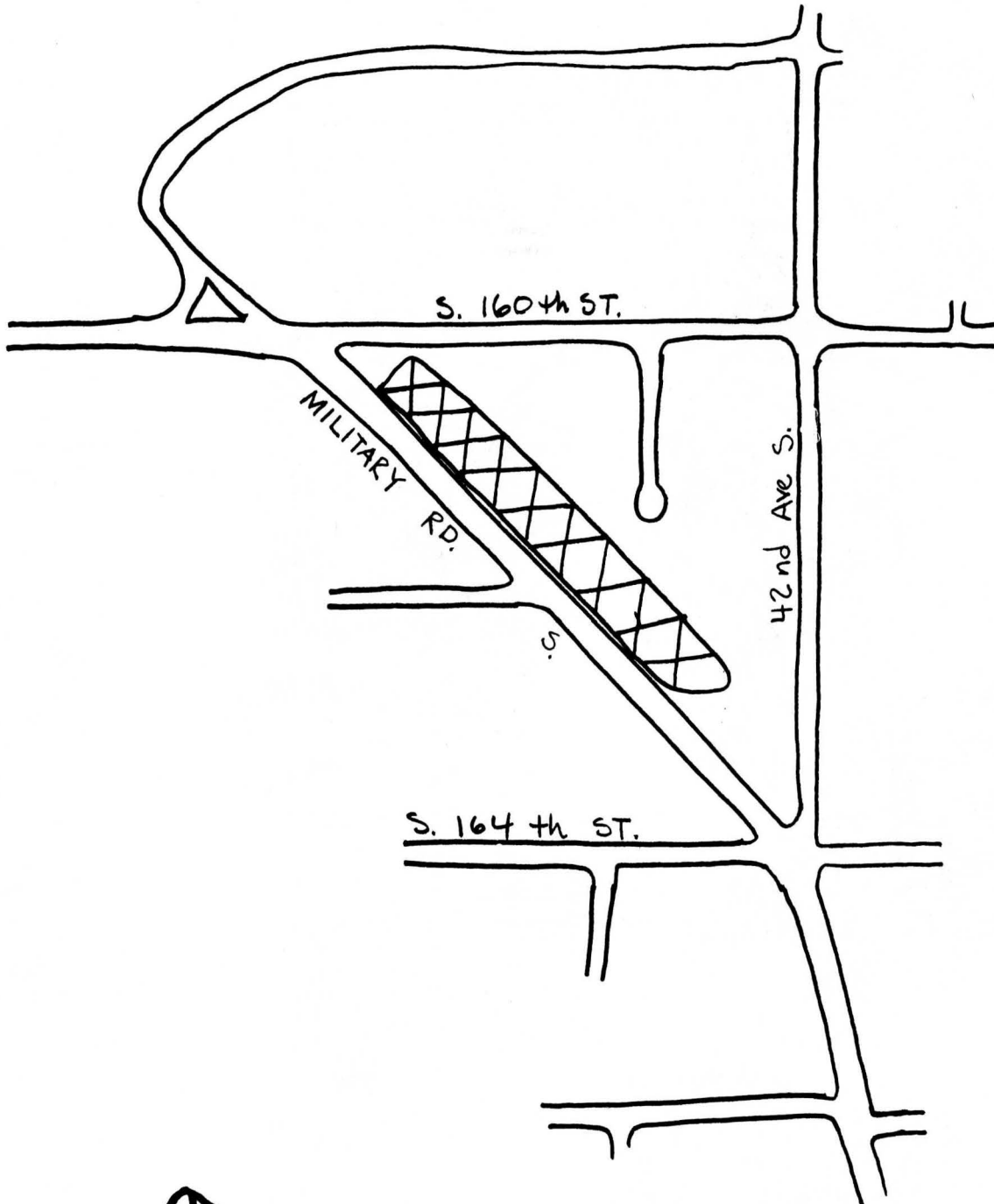
north



LAND USE CHANGE:  
"Airport Open Space" to  
"Medium Density Multi-family"

(December 19, 1977)

# highline communities plan east



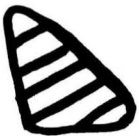
LAND USE CHANGE:

"Medium Density Multi-family" to  
"Single-family: 4 to 6 units per acre"

(December 19, 1977)

# highline Communities plan

east

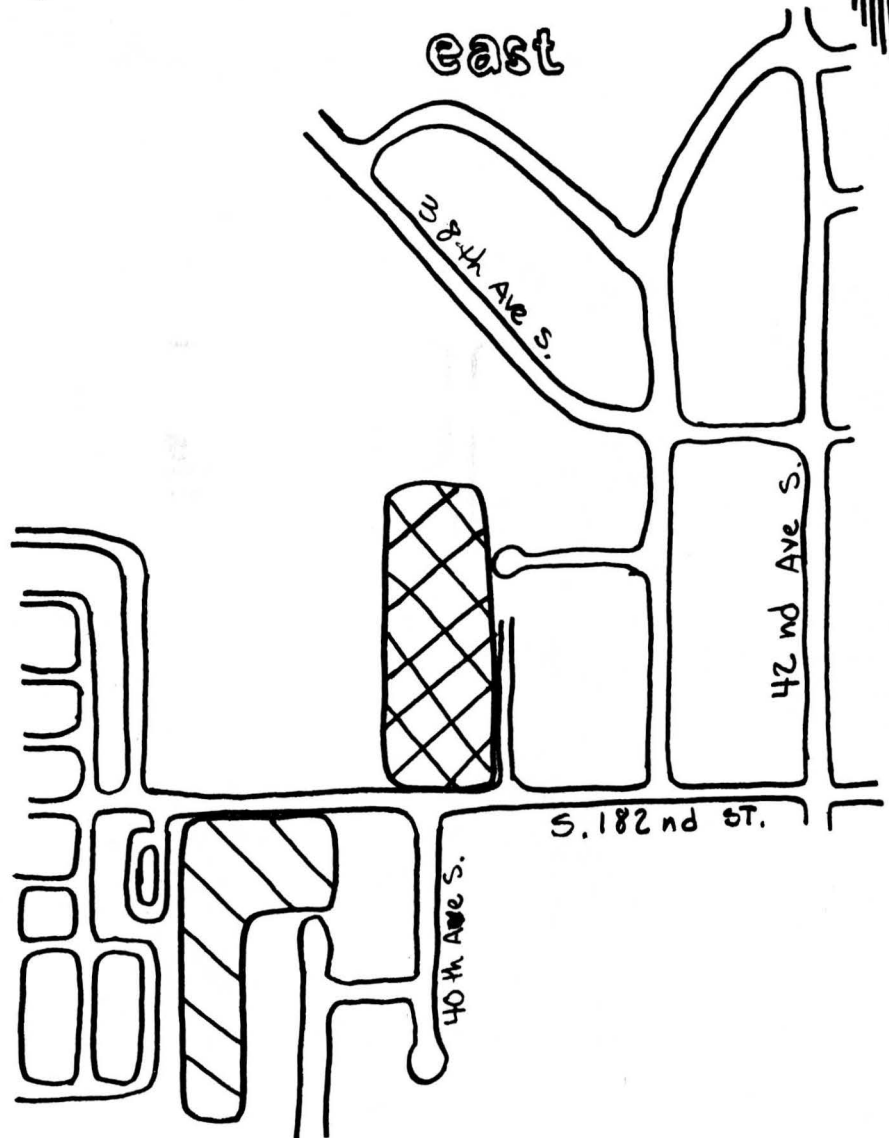


LAND USE CHANGE:

"Maximum Density Multi-family" to  
"Single-family: 4 to 6 units per acre"

(December 19, 1977)

# highline Communities plan



LAND USE CHANGE:

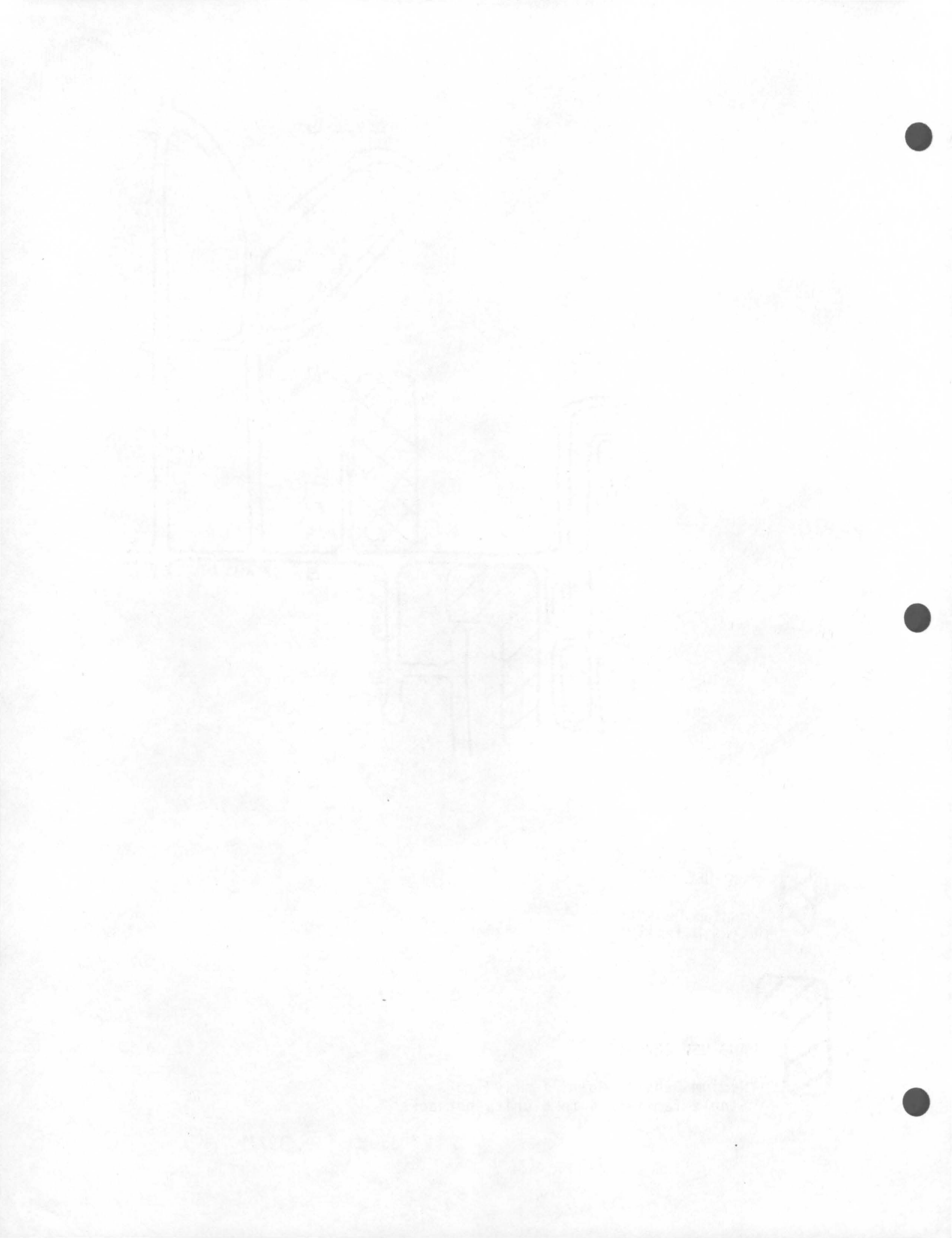
"Medium Density Multi-family" to  
"Single-family: 4 to 6 units per acre"



LAND USE CHANGE:

"Medium Density Multi-family" to  
"Single-family: 4 to 6 units per acre"

(December 19, 1977)



FINANCIAL CONSIDERATIONS:

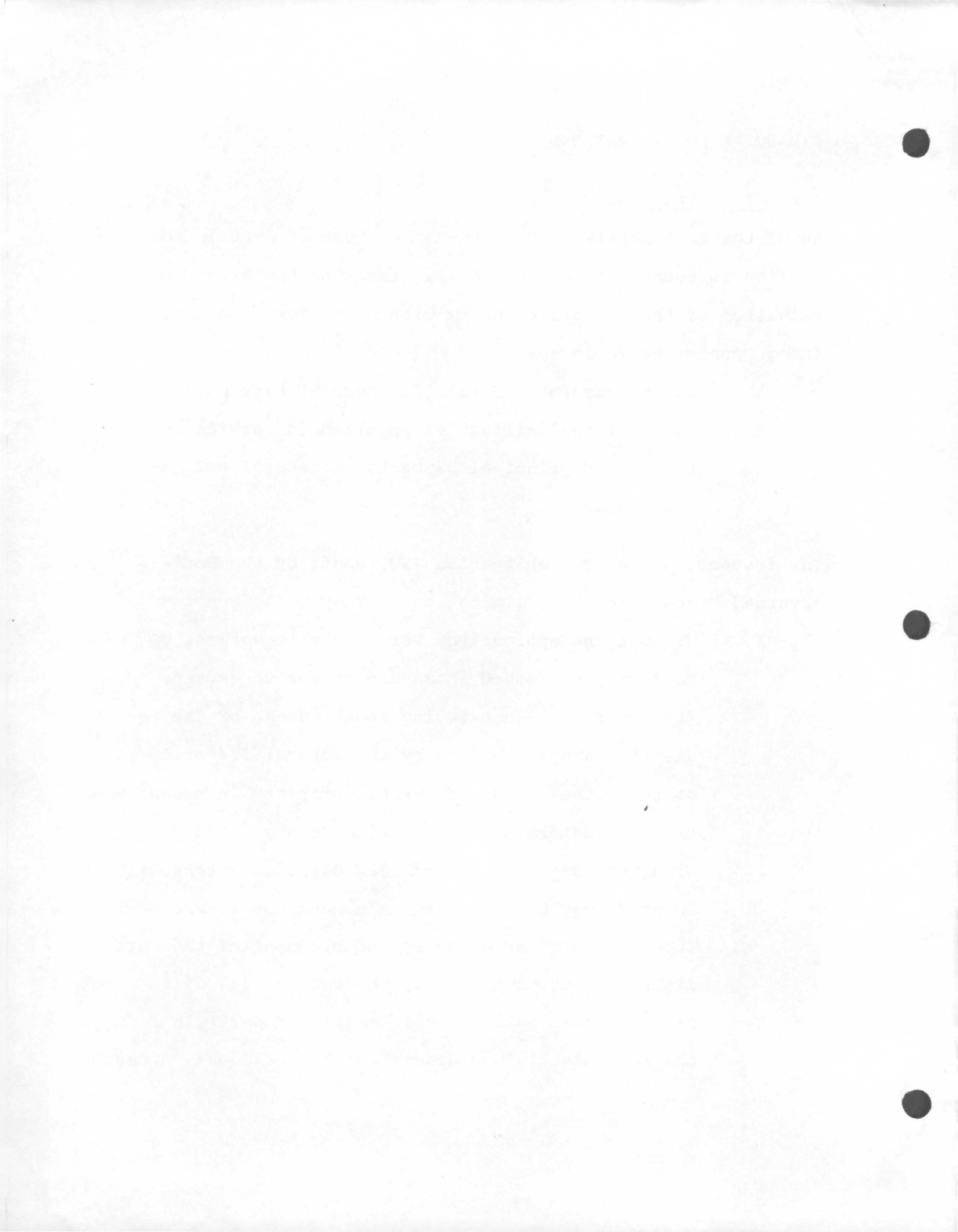
Port of Seattle:

As of the present time, the five-member Port of Seattle Commission is authorized by law to levy taxes on the assessed valuation of the taxable property within the Port district (King County) as follows--

1. Not to exceed .045 mill for general Port purposes.
2. An additional millage as required to service interest and principal payments on general obligation bonds.

The issuance of general obligation (GO) bonds by the Port is governed by certain legal limitations. They include--

1. Without the approval of Port district voters, GO bonds may be issued in an amount not to exceed (together with an existing indebtedness of the Port district not authorized by the voters)  $\frac{3}{4}$  of 1% of the actual value of taxable property in the district as determined by the King County Assessor.
2. With the assent of 60% of Port district voters, GO bonds may be issued in an amount not to exceed (together with an existing indebtedness of the Port district not authorized by the voters)  $\frac{3}{4}$  of 1% of the actual value of the taxable property in the Port district as determined by the County Assessor.





In addition, the Port of Seattle is authorized under the Washington Aircraft Noise Impact Abatement Act of 1974 to fund noise remedy programs through a single general obligation bond issue of not more than 1/8 of 1% of the value of taxable property within the Port district. The provisions of this Act permit the Port to undertake the following within a prescribed aircraft noise impact area--

1. Acquire property or property rights by purchase or eminent domain.
2. Soundproof structures.
3. Insure mortgages of impacted property owners.
4. Rent, redevelop, or sell all acquired properties.

With regard to revenue bonds, the Port is not bound by any legal limitations as to the amount of such bonds that may be issued or outstanding at any one time. The actual limit of Port-issued revenue bonds is governed by the Port's ability to repay the principal and interest from operating revenues.

Other sources of revenue available to the Port include charges made to users of facilities (such as the Sea-Tac Airport); gifts and dedications; and various forms of Federal grants for eligible projects. Bank loans and other interim financing schemes can also be utilized as appropriate or as needed by the Port.

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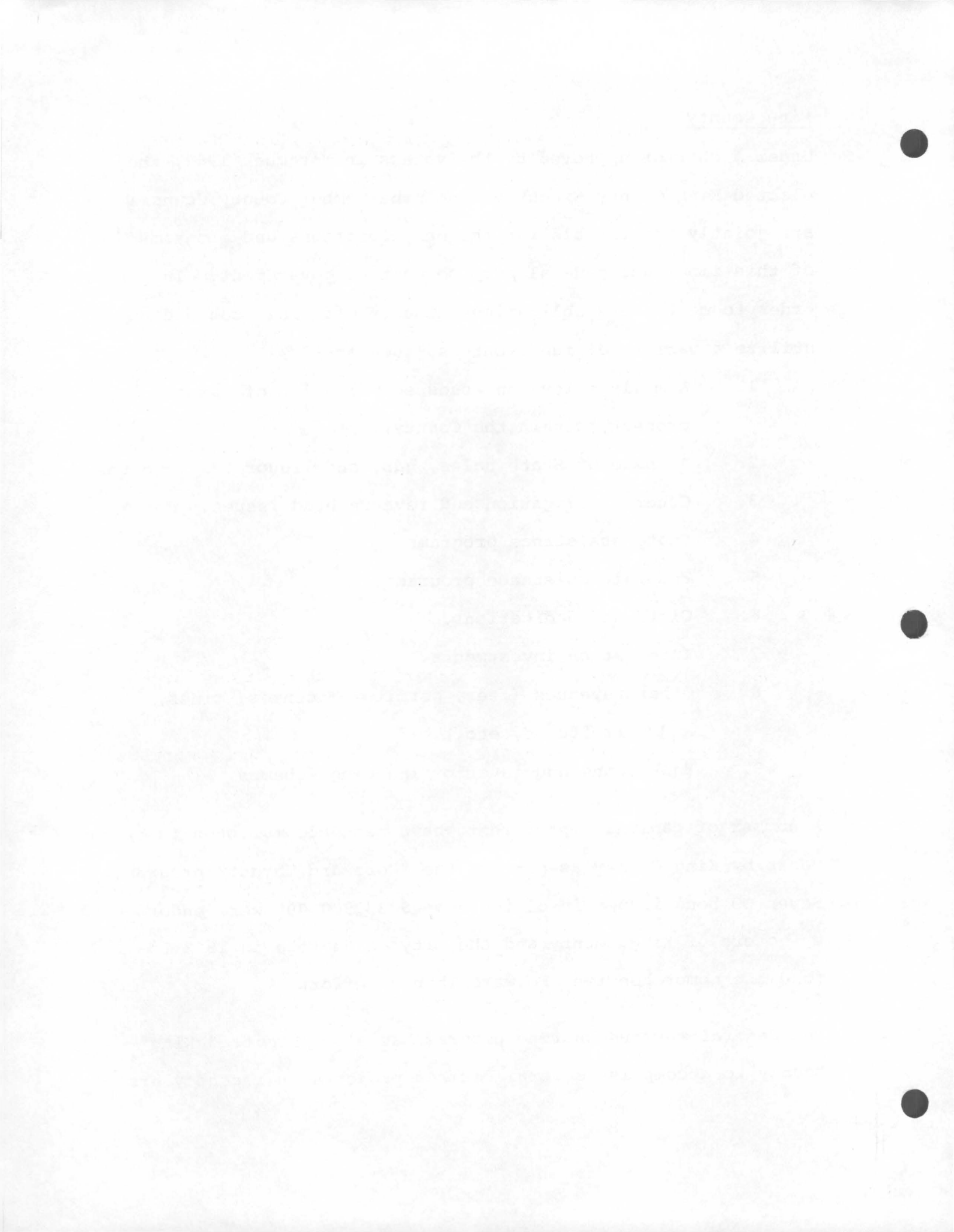
King County:

Under a charter approved by the voters in November 1969, the elected King County Executive and nine-member County Council are jointly responsible for the many functions and programs of this important general purpose unit of government. In order to meet these obligations, County officials can and do utilize a variety of fund sources, such as--

1. A millage levy on assessed valuation of taxable property within the County.
2. A share of State sales, gas, and liquor tax revenues.
3. General obligation and revenue bond issues.
4. State assistance programs.
5. Federal assistance programs.
6. Gifts and dedications.
7. Interest on investments.
8. Other revenues (fees, permits, licenses, fines, and forfeitures, etc.)
9. Bank loans and interim financing schemes.

A number of capital improvements have been accomplished in recent years by King County as part of the "Forward Thrust" program. Seven GO bond issues involving some \$333,900,000 were endorsed by voters of King County and the City of Seattle in 1968 to fund the comprehensive "Forward Thrust" effort.

The Federal revenue sharing program has also permitted King County to accomplish several desired projects in recent years.



Close to \$7,000,000 annually has been made available to the County through the revenue sharing process. Moreover, a somewhat similar "block grant" has just been awarded to the County by the U.S. Department of Housing and Urban Development (HUD). Of importance to the Sea-Tac/Communities Plan Project is the fact that such HUD Community Development funds could be used in the future to pay for certain types of improvements within the Study Area, since "blighted and deteriorated" conditions are present in some parts of the area. Of course, several other parts of King County are also in competition for these limited funds.

Other Governmental Agencies:

Although there are several areawide agencies in existence within the Seattle-King County-Puget Sound Region, these agencies do not have fund sources that can be drawn upon to assist in implementation of the Sea-Tac/Communities Plan. The possible exception to this statement is METRO, which could assist in transit and/or sewage disposal facility needs in future years.

The State-imposed aviation fuel tax of 2¢ per gallon now applies only to general aviation. If the recently completed Washington State Airport System Plan is implemented or suggested, scheduled airlines would also be taxed about 1/2¢ per gallon, with the proceeds to be used for improvements at air carrier, commuter, and reliever airports, including Sea-Tac. The likelihood of

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such an additional tax source is considered to be low, however, as are any appropriations from the State General Fund.

Other than the Revenue Sharing and HUD/CD Programs previously mentioned, the FAA provides the bulk of Federal funds that are normally available for airport-oriented improvements. At present, the Airport Development Aid Program (ADAP) represents the principal source of such FAA monetary assistance. Up to 50% of the cost of eligible projects may be granted to the Port of Seattle via ADAP.

Potential changes that are currently under consideration relative to ADAP include--

1. An increase in the present federal share of bona fide projects.
2. An extension of the Program to specifically cover such activities as the installation of noise insulation where appropriate, and the operation of a purchase assurance noise remedy program for impacted homeowners.
3. Both of the above.

Full implementation of the Sea-Tac/Communities Plan could be expedited if the suggested ADAP changes were made. A strong effort to convince Congress of the need for such modifications should be mounted, if at all possible.

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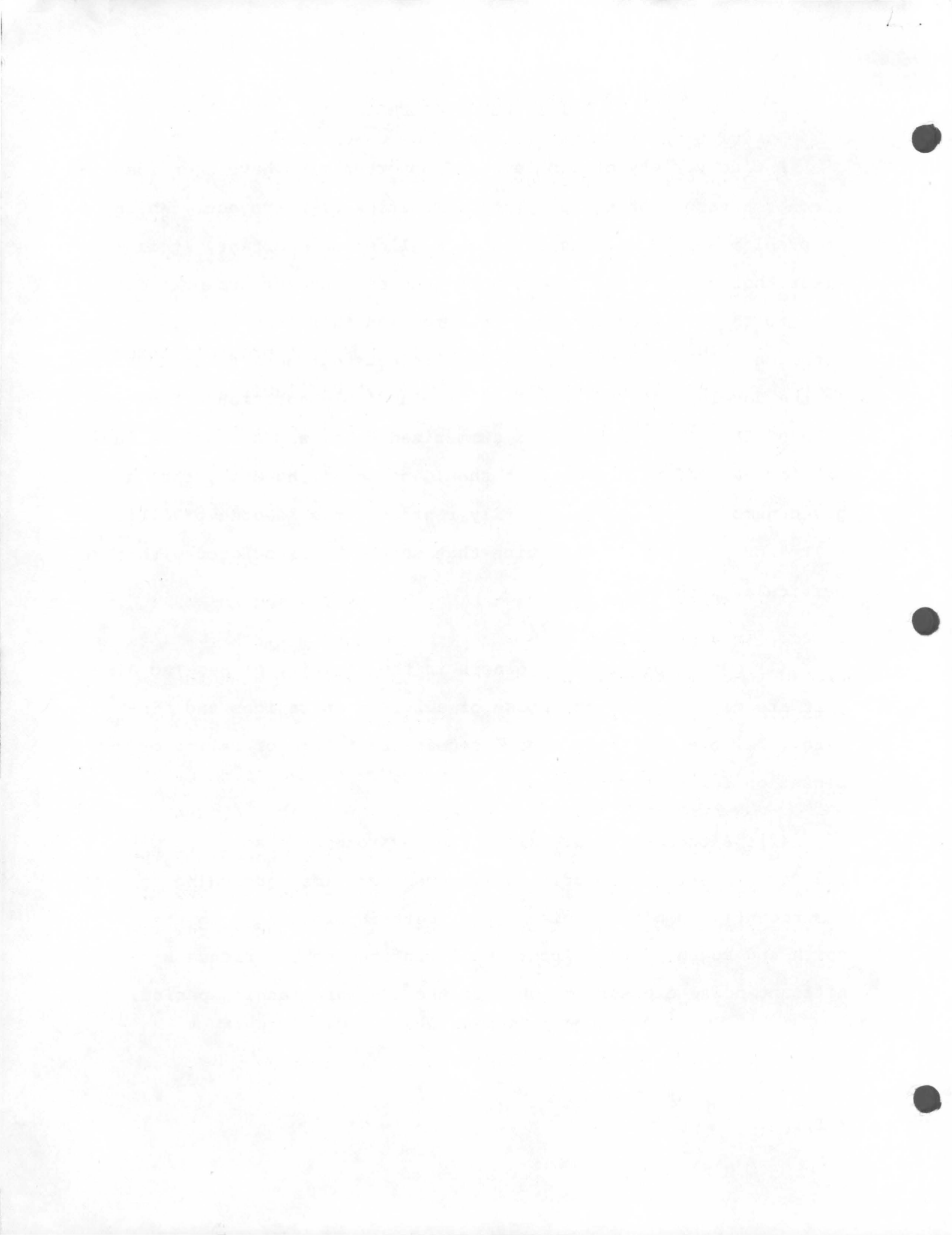


### 7.1.1 KEY PROBLEMS

A wide variety of problems and opportunities have been identified as a result of the Sea-Tac/Communities Plan Project. While no problem should be considered as small or unimportant, it is clear that some issues affect more interests and/or are more difficult to resolve than others. This section therefore focuses on key problems pointed up by the Sea-Tac Project that need to be addressed in the development and execution of plan implementation activities. Each of these key problems is summarized below and assigned a number for ease of reference. It should be noted, however, that a given number does not necessarily represent the "degree of difficulty" or priority of attention that should be associated with that particular problem.

(1) Numerous property owners in the vicinity of Sea-Tac Airport are disturbed by the noise of aircraft operations and sincerely believe that they should receive some form of relief or compensation for this condition.

(2) Although the overall noise environment associated with Sea-Tac Airport is expected to improve over time, according to the recently completed noise study, certain properties to the north and south of the Airport will continue to experience significant noise exposure throughout the 20-year planning period.



to present noise conditions, FHA mortgage practices, and the possibility of additional acquisitions by the Port of Seattle.

(8) The State of Washington does not currently have funds available for the purpose of assisting in the implementation of proposed noise remedy programs in the vicinity of Sea-Tac Airport.

(9) A positive role or function that the Airport is capable of fulfilling relative to the overall improvement of the surrounding community is difficult to pin down.

(10) The general population of King County may not perceive any responsibility--especially from a tax dollar standpoint--to assist property owners who are (or claim to be) adversely affected by the Airport. The Battelle Community Attitudes Survey tended to confirm this possibility.

(11) Surface access to Sea-Tac Airport from the south eventually needs to be improved. Such improvement will be costly, complicated, and time consuming. Furthermore, the information needed to make a rational decision as to which of several possible options represents the "best" solution from all standpoints is simply not available.

(12) West side access to the Airport is also a problem whose solution tends to create other problems--particularly with regard to the land area located between the Sea-Tac western boundary and Des Moines Way.



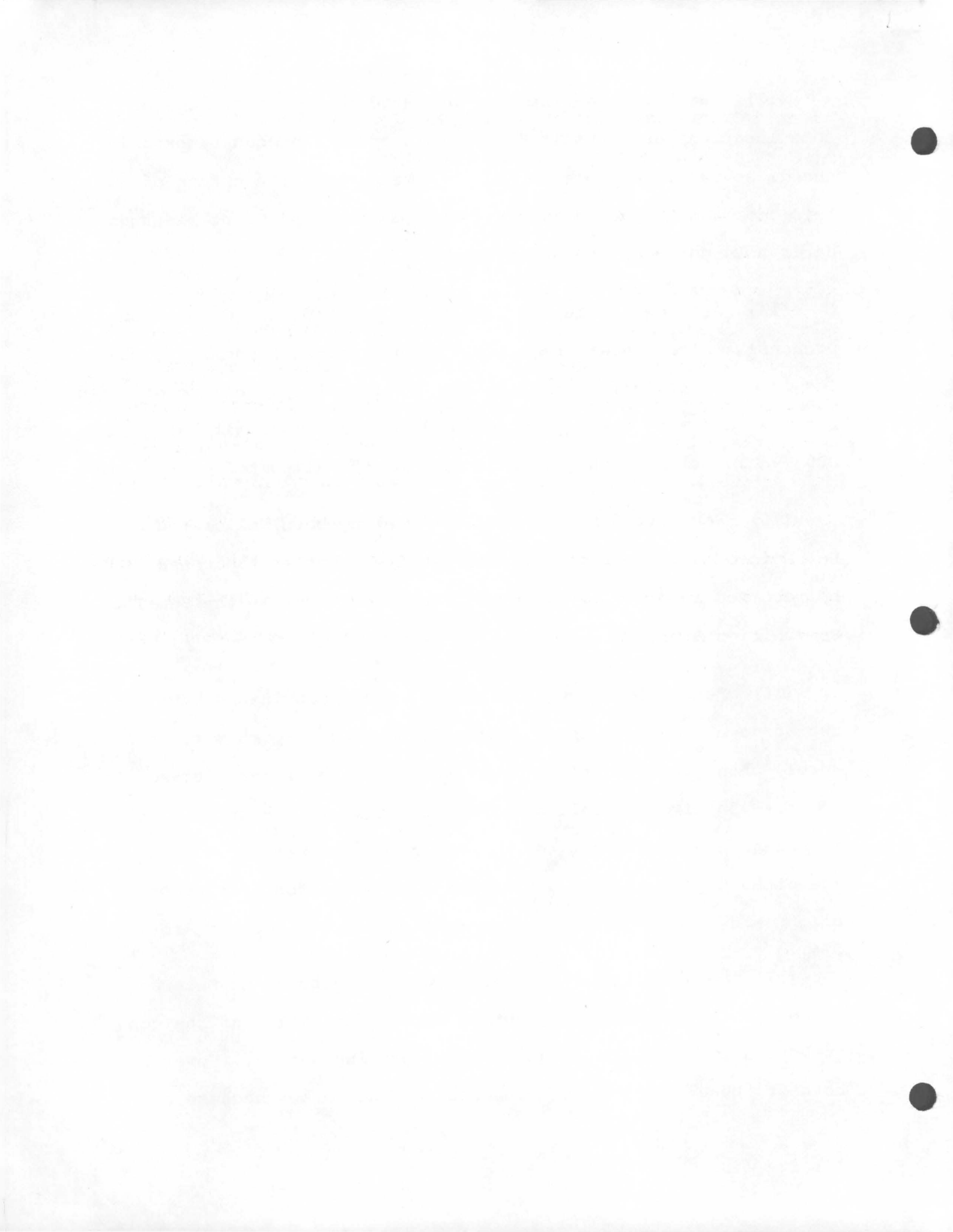
(13) The kerosene-like odor produced in some instances and some locations as a result of aircraft operations can be experienced; however, feasible methods of "measuring" the extent of this odor and comparing such information against acceptable standards have not been developed as yet.

(14) As a designated "urban center" in the King County Comprehensive Plan, Burein requires some additional economic stimulus in order to fulfill this role. Unfortunately, Sea-Tac oriented business activity has developed in the terminal vicinity along SR99--a location on the opposite side of the Airport from Burein.

(15) Periodic flooding conditions along both Miller and Des Moines Creeks represent a long-standing problem that needs to be resolved in order to improve affected portions of the Sea-Tac Communities Area.

(16) Recent local and national economic conditions have affected some groups in the vicinity of Sea-Tac Airport more severely than others. This is particularly true of the retired elderly who live on small pensions and/or social security. As a consequence, funds for needed home or property improvements are often not available, a fact which tends to foster further blight and deterioration in some sections of the Sea-Tac Area.

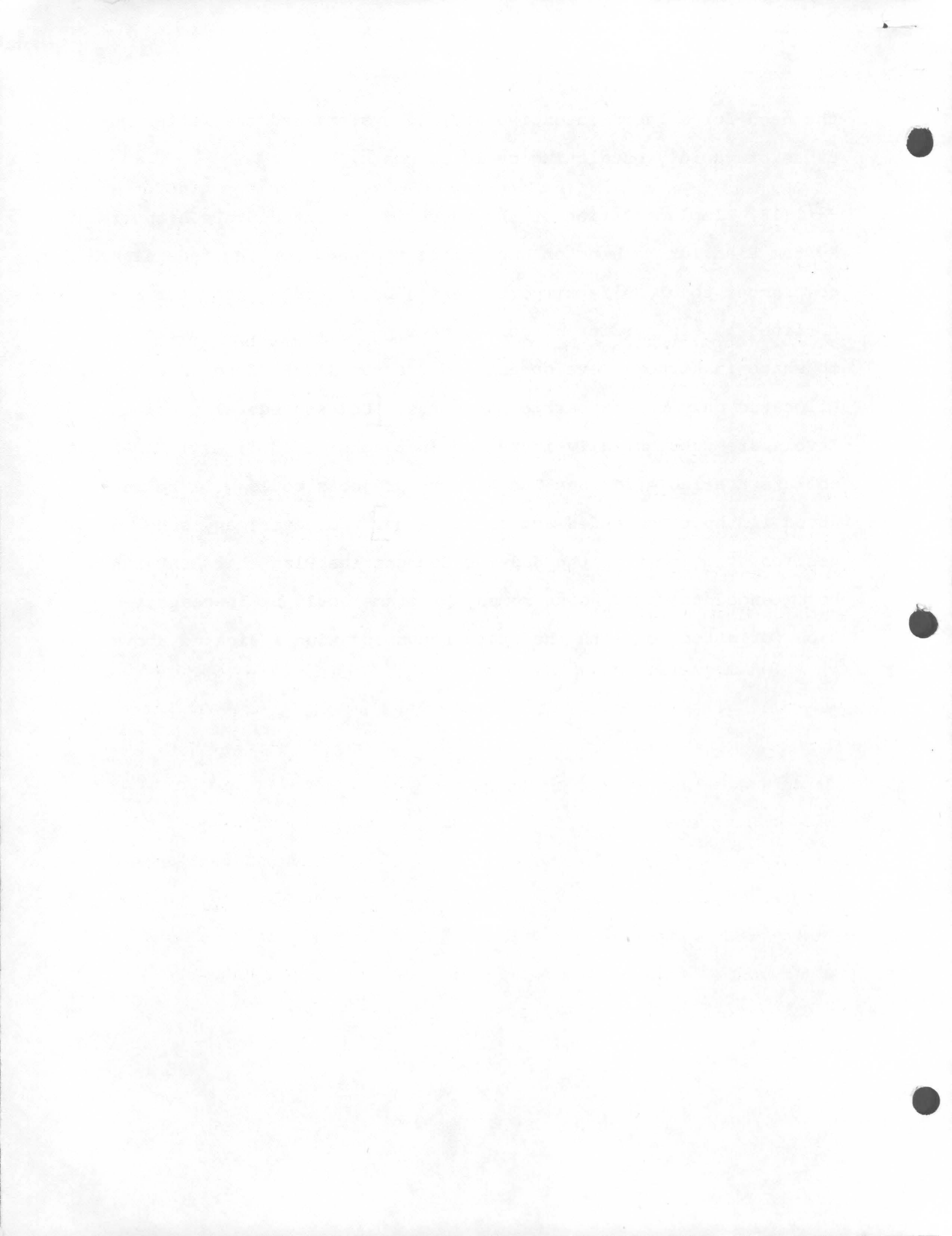
(17) Solutions to the employee parking problem at Sea-Tac Airport include the development of remote facilities or the construction of additions to the present parking garage. However, both of these alternatives are costly: the former because of





the need for a labor-intensive shuttle system, and the latter because of rapidly escalating building costs.

~~17~~ (18) Implementation of the recently completed State Airport System Plan for Washington emphasizes the need for the federal government to classify airports served by scheduled commuter airlines as air carrier airports, thus permitting such facilities to share in Airport Development Aid Program (ADAP) funds now allocated only to air carrier airports. [Unless federal funding levels are substantially increased (not considered likely), ADAP dollars available for Sea-Tac Airport projects could well be reduced if the recommended action is taken.] Moreover, any suggestion stemming from the Sea-Tac Communities Plan that ADAP funds be extended to cover noise remedy programs would be in competition for attention with the State recommendation indicated above.

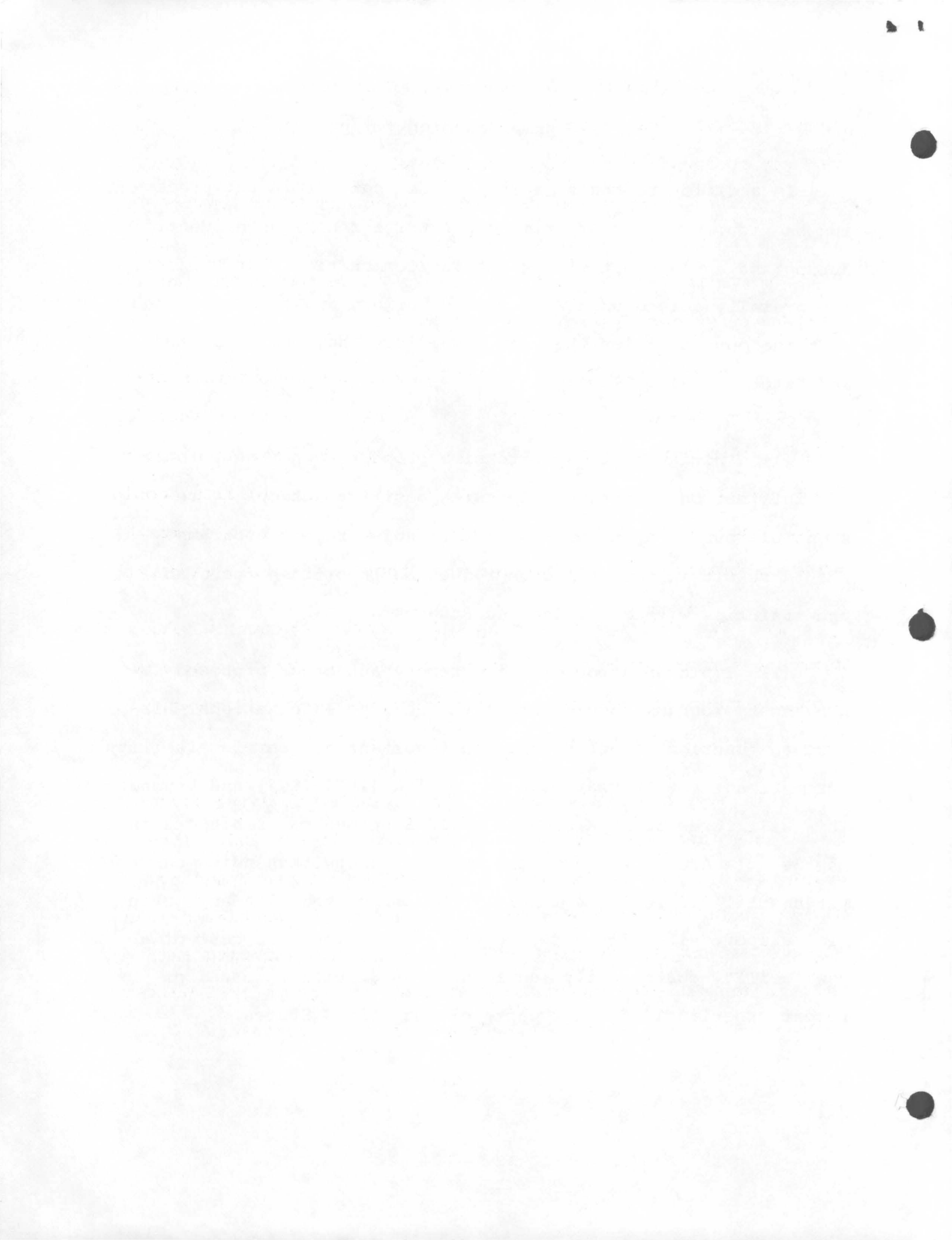


### 7.1.2 PRIME OPPORTUNITIES

In addition to the various problems set out in the preceding section, a number of prime opportunities have been identified during and as a result of the Sea-Tac/Communities Plan Project. The overall, agreed-upon Plan should reflect and take advantage of these opportunities wherever possible. They may be listed and described as follows:

(1) Initiation of an extensive property owner assistance and information effort, coupled with positive actions by responsible public agencies relative to noise remedy programs, should result in a significant reduction in citizen fears and uncertainties within the Sea-Tac Study Area.

(2) Implementation of noise remedy and other proposed improvement programs should permit the Sea-Tac International Airport to function effectively as an important air carrier facility for at least the 20-year planning period (1973-1993) and beyond. This will forestall the need to build a second major airport in the Seattle Area for many years to come. Notwithstanding environmental difficulties likely to be associated with any potential airport site within the Puget Sound Region, the cost of a new facility could easily run as high as \$1 billion based on recent experience in other parts of the United States.

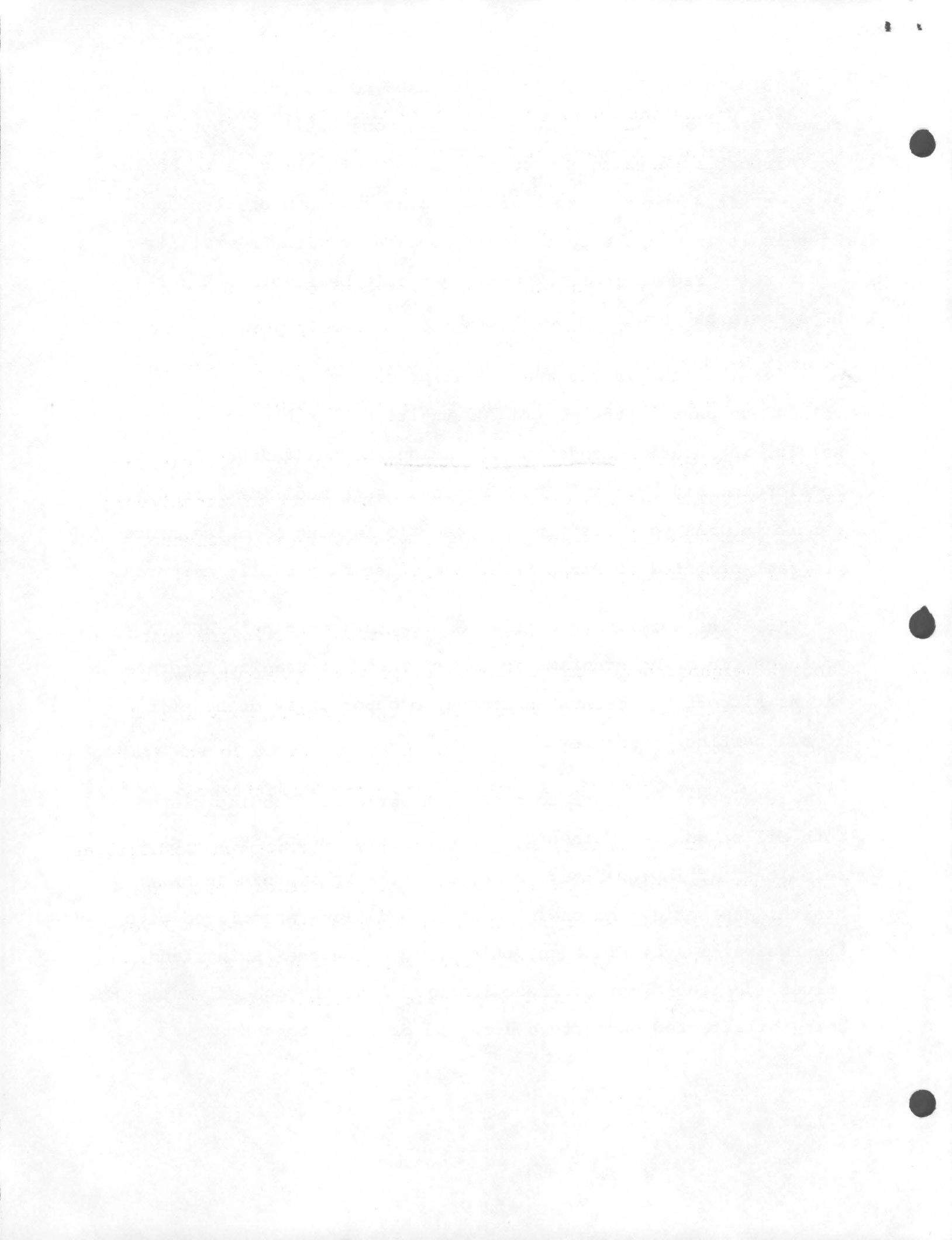


(3) The "grid system" process used to determine where noise remedy programs can best be applied in conjunction with the Sea-Tac Airport appears to fit current EPA/FAA thinking as to how an aircraft/airport noise abatement plan ought to be developed. If this is indeed the case, local compliance with federal aircraft noise regulations now pending should be smooth and perhaps serve as a national prototype.

✶ (4) Similarly, the analytical procedures and results developed as part of the Sea-Tac/Communities Plan Project should be helpful in securing needed modifications to the federal Airport Development Aid Program. For instance, such modifications could permit the FAA to assist in the specific funding of noise remedy programs oriented to air carrier and other busy public airports.

(5) The ability to clarify and better coordinate HUD/VA mortgage financing programs in the vicinity of Sea-Tac International Airport represents an immediate opportunity of benefit to all parties of interest.

(6) Ways and means to deal with periodic flooding along both Miller and Des Moines Creeks have been identified. These solutions, if implemented, may be expected to improve safety, health, aesthetic, and environmental conditions associated with the two waterways. In turn, this would enhance existing land values, desirable neighborhood features, and the general well-being of affected property owners and/or their tenants.



(7) Decisions as to new or future activities along and near the western boundary of Sea-Tac Airport can be of considerable assistance to King County in the latter's efforts to bolster and improve the Burein area economy.

(8) Land areas that need to be acquired to the north and south of Sea-Tac Airport as part of noise remedy programs should be used for bona fide public purposes (open space, recreation, community facilities) to the maximum extent feasible.

(9) Agreement between King County and the Port of Seattle as to how the highway access system west and south of the Airport ought to be handled could well expedite an acceptable solution to this longstanding community problem.

(10) Both the enhancement and protection of existing residential neighborhoods can be accomplished via implementation of suggested noise remedy programs. As a consequence, many school, special district, and other public policies of value to the Sea-Tac/Communities Area can be retained and even strengthened.

(11) In the long run, implementation of the Airport/Communities Plan as contemplated can arrest blight and deterioration in the area, stabilize the local tax base, insure coordinated development of public facilities and services, and improve the prevailing community "image" of this important segment of King County.

The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that every entry should be supported by a valid receipt or invoice. This ensures transparency and allows for easy verification of the data.

In the second section, the author outlines the various methods used to collect and analyze the data. This includes both manual and automated techniques. The goal is to ensure that the information gathered is both reliable and comprehensive.

The third part of the report details the results of the analysis. It shows a clear upward trend in the data over the period studied. This suggests that the current strategy is effective and should be continued.

Finally, the document concludes with a series of recommendations for future work. It suggests that further research should be conducted to explore the underlying causes of the observed trends. This will help in making more informed decisions in the future.



### 7.1.3 SOME SPECIAL CONSIDERATIONS

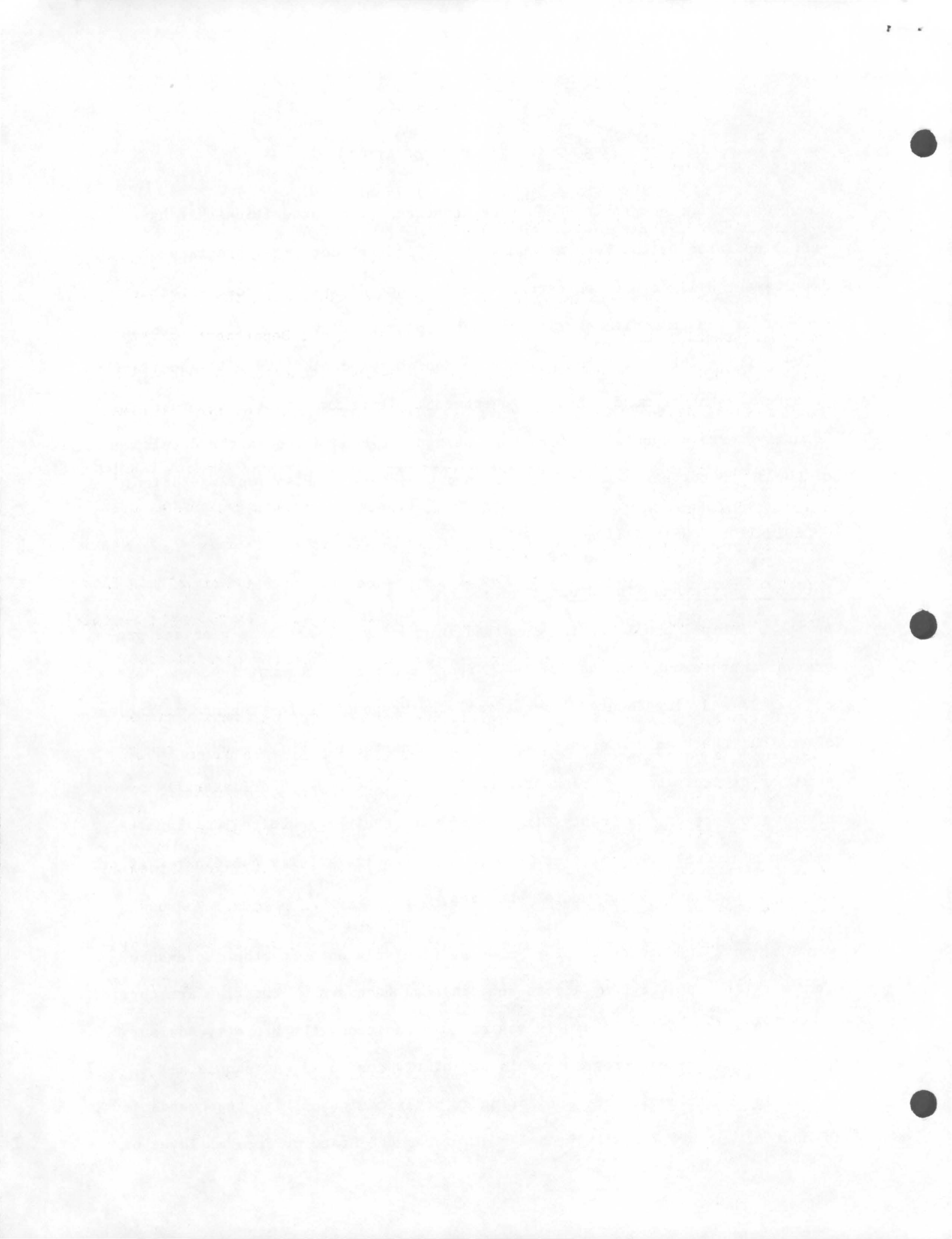
In order to resolve problems and take advantage of opportunities that have been pinpointed by the Sea-Tac/Communities Plan Project, many programs of improvement will have to be carried out in a coordinated and cost-effective manner. Although implementation of such improvement programs will often involve private interests, the primary burden of responsibility will necessarily be borne by one or more units of government. It is important, therefore, to identify certain special factors that need to be considered in the development of public coordination and public financing aspects of Plan implementation.

#### COORDINATION CONSIDERATIONS:

##### Port of Seattle and King County:

As the principal public bodies involved in the development of a plan and program of improvement for the Sea-Tac Airport and nearby communities, the Port of Seattle and King County will naturally be responsible for the accomplishment of most of the Plan components described in Chapter 6. While many of the programs or projects to be implemented can and will be handled unilaterally by either the Port or the County, in keeping with their respective legislative and administrative capabilities, others will require a fully coordinated effort on the part of both governmental entities.

For instance, the County and Port must particularly work together to ensure that key land use, highway access and drainage features of the Plan are carried out in an appropriate and timely manner. In addition, the Property Advisory Services noise remedy program should be jointly conducted, as should all activities that involve any monitoring or modification of Plan recommendations. Of course, any new legislative needs at either the State or Federal level of



government should also be jointly programmed and pursued.

Port of Seattle, King County and Federal Agencies:

With regard to Federal agency participation in the Plan implementation process, both the FAA and HUD have important roles to play, along with the Environmental Protection Agency (EPA) and other segments of the Department of Transportation (DOT). Moreover, the Department of Health, Education & Welfare (HEW) and the Civil Aeronautics Board (CAB) may also be involved from time to time.

Along with potential funding for authorized projects under the Airport Development Aid Program (ADAP), the FAA will be concerned about such matters as aircraft safety, airport operations and successful execution of the Port of Seattle Interim Land Acquisition Program. Then too, since the Sea-Tac/Communities Plan Project is considered to be a prototypical planning effort, the FAA will certainly monitor the extent to which Plan recommendations are actually carried out.

As previously outlined in Section 6.2.3, the Federal Housing Administration (FHA) of the Department of Housing & Urban Development will be directly involved in Plan implementation through its mortgage insurance policies. If the proposed modifications to HUD's noise guidelines are found to be as useful as anticipated, comparable adjustments in the application of these guidelines may well be made by FHA offices in other parts of the United States. The new Community Development (CD) Block Grant Program of HUD could also be used by King County in future years to assist in the financing of certain planned improvements within the Study Area.

By virtue of its various duties and responsibilities under the National Environmental Protection Act (NEPA), the Environmental Protection Agency will be par-

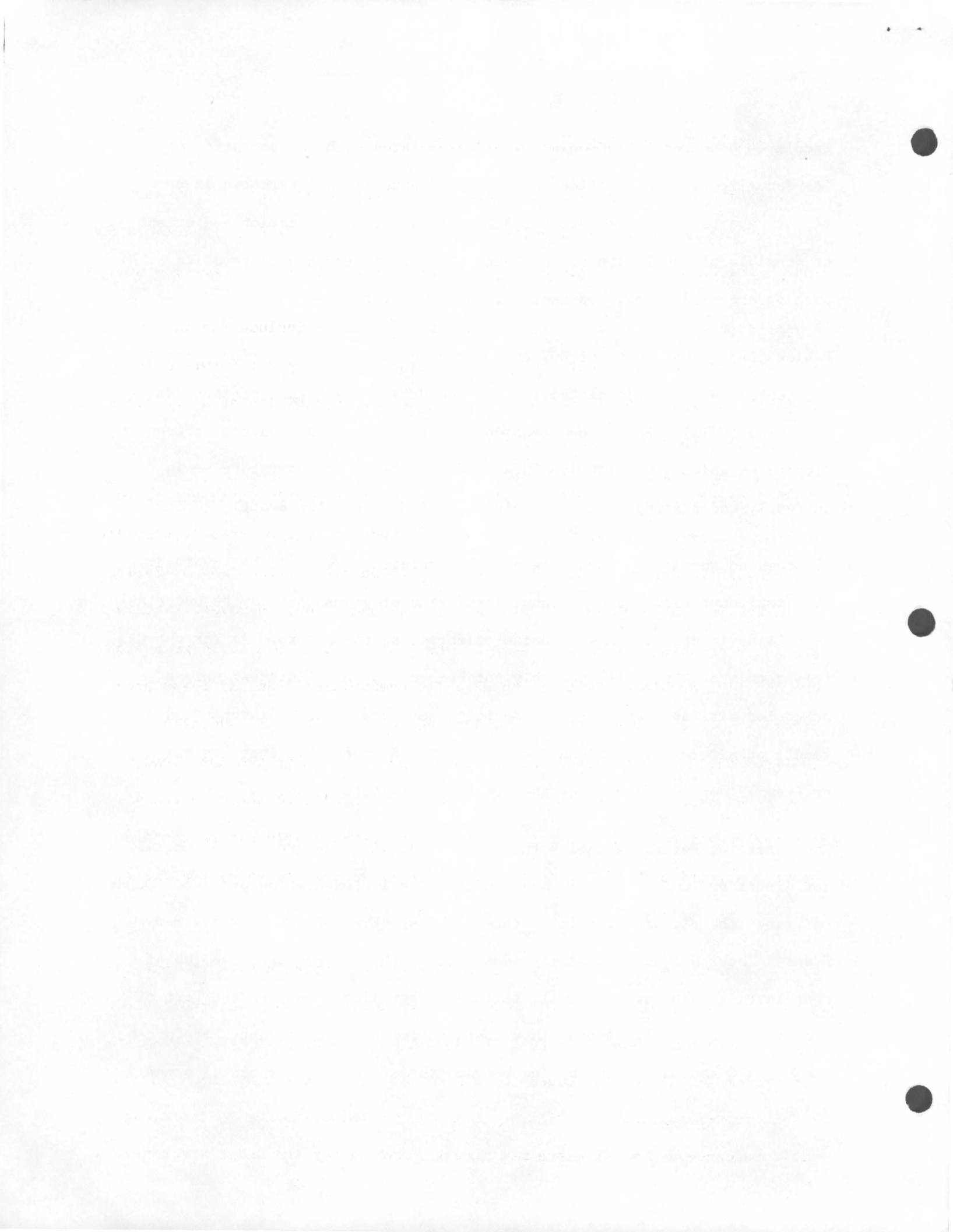


ticularly concerned about noise levels associated with the operation of Sea-Tac Airport. In addition, EPA will undoubtedly be interested in pertinent aspects of air and water quality, as well. The location and extent of possible air pollution sources near the Airport (such as automobile parking accommodations) represents a case in point.

Besides FAA, other parts of DOT that may be expected to participate include the Federal Highway Administration and the Urban Mass Transportation Administration (UMTA). Possible extension of bus service from Seattle to the Airport -- which could involve UMTA fund assistance in the future -- is currently under study by the Municipality of Metropolitan Seattle (METRO).

★ Although no specific actions are now contemplated, HEW could be involved in Plan implementation via any school insulation programs that may be undertaken, as well as in connection with noise-oriented health matters. As for the CAB, this regulatory body will probably not become a party of interest unless scheduled airline service to the Seattle area is seriously disrupted as a result of aircraft operational restrictions. Such restrictions are neither programmed nor anticipated by the Sea-Tac/Communities Plan.

The foregoing Federal agencies represent those with the greatest potential for direct or indirect involvement in the Plan implementation process. Others may enter the picture at a later date. Irrespective of which or how many Federal interests are ultimately identified with this process, the job of coordinating such interests will fall to either King County or the Port of Seattle (or to both). Appropriate coordination procedures must therefore be established and maintained by and between the affected governmental organizations.



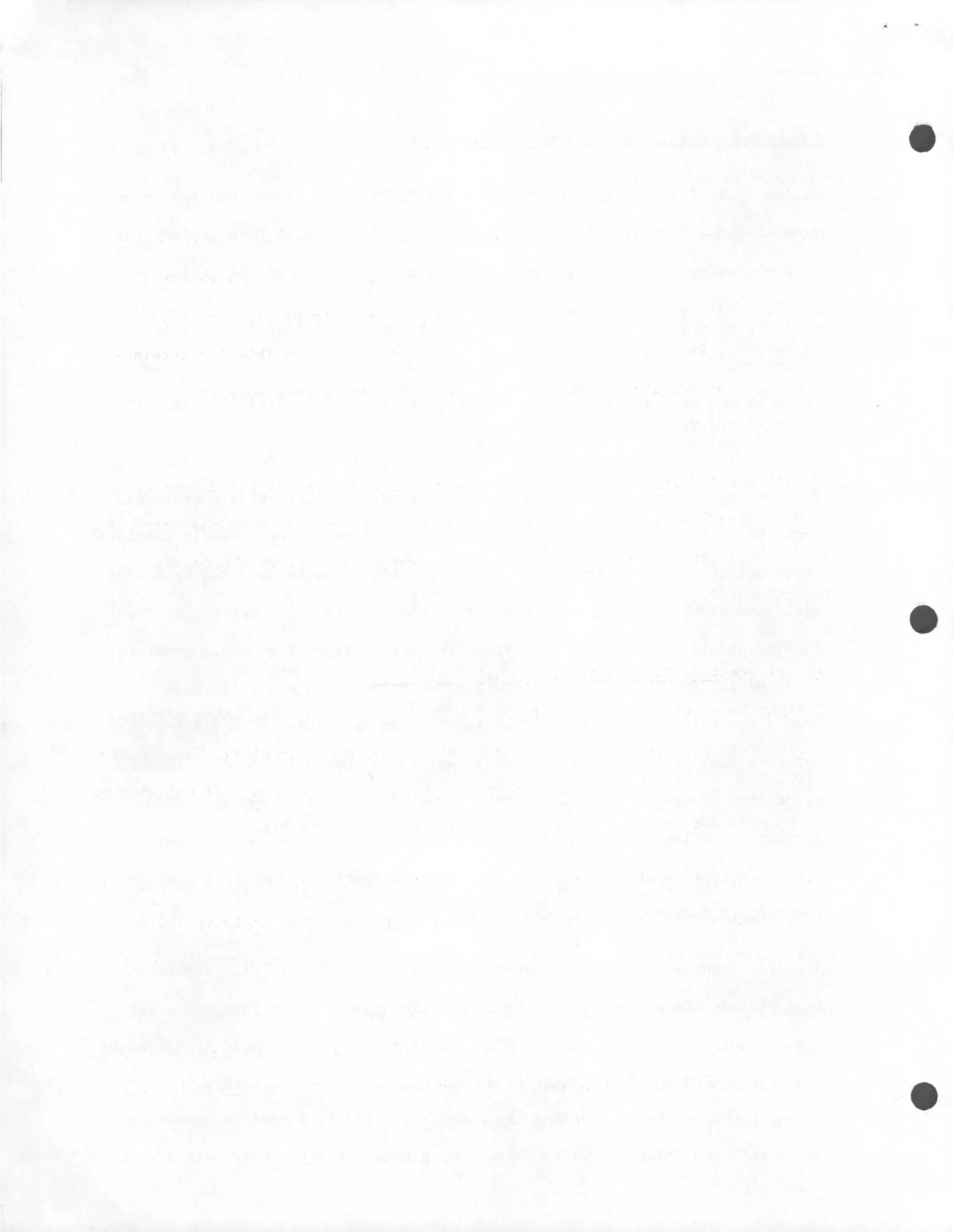
POS, King County, and State or Areawide Agencies:

At the State level of government, both the Highway Department and the Aeronautics Commission will be involved in various features of Plan implementation, as may the Department of Ecology, the Governor's Office and the Legislature.

Projects of special interest to the Highway Department include the alignment of Route 509 south and west of Sea-Tac International Airport; future means of south and west access to the facility; and the possibility of a new tie to Interstate 5 southeast of the Airport.

The Washington Aeronautics Commission is and will be particularly concerned about the role of Sea-Tac Airport as a key component of the recently completed State Aviation System Plan. Operational relationships between nearby Boeing Field and Sea-Tac are also of interest to the Commission. However, certain funding proposals set forth as part of the State System Plan could generate coordination problems vis-a-vis the Sea-Tac Communities Plan, if these proposals are fully implemented. [They include the imposition of additional aviation fuel taxes to scheduled airlines, and a change in the ADAP fund allocation process which would permit commuter airports to share in funds currently available only to airports served by certificated air carriers. Special attention should be devoted to these potential issues by the State, the Port of Seattle, King County and the FAA.]

Areawide agencies that may be expected to play some role in Plan implementation include the aforementioned METRO and two organizations that represent the 4-county Puget Sound Region. The latter are the Puget Sound Governmental Conference (PSGC) and the Puget Sound Air Pollution Control Agency. In addition, the River Basin Coordinating Committee (RIBCO), formed to coordinate water resource and solid waste management planning for the Cedar River/Lake





Washington and Green River drainage basins, will also be an indirect participant in the process.

The Governmental Conference not only functions as the key A-95 review agency for projects involving Federal funds, but it also has fostered a regional land use allocation system that is generally adhered to by King County.

Furthermore, <sup>PESL</sup> Puget Sound Governmental Conference is responsible for development of a Metropolitan Airport System Plan that encompasses both the Boeing Field and Sea-Tac facilities.

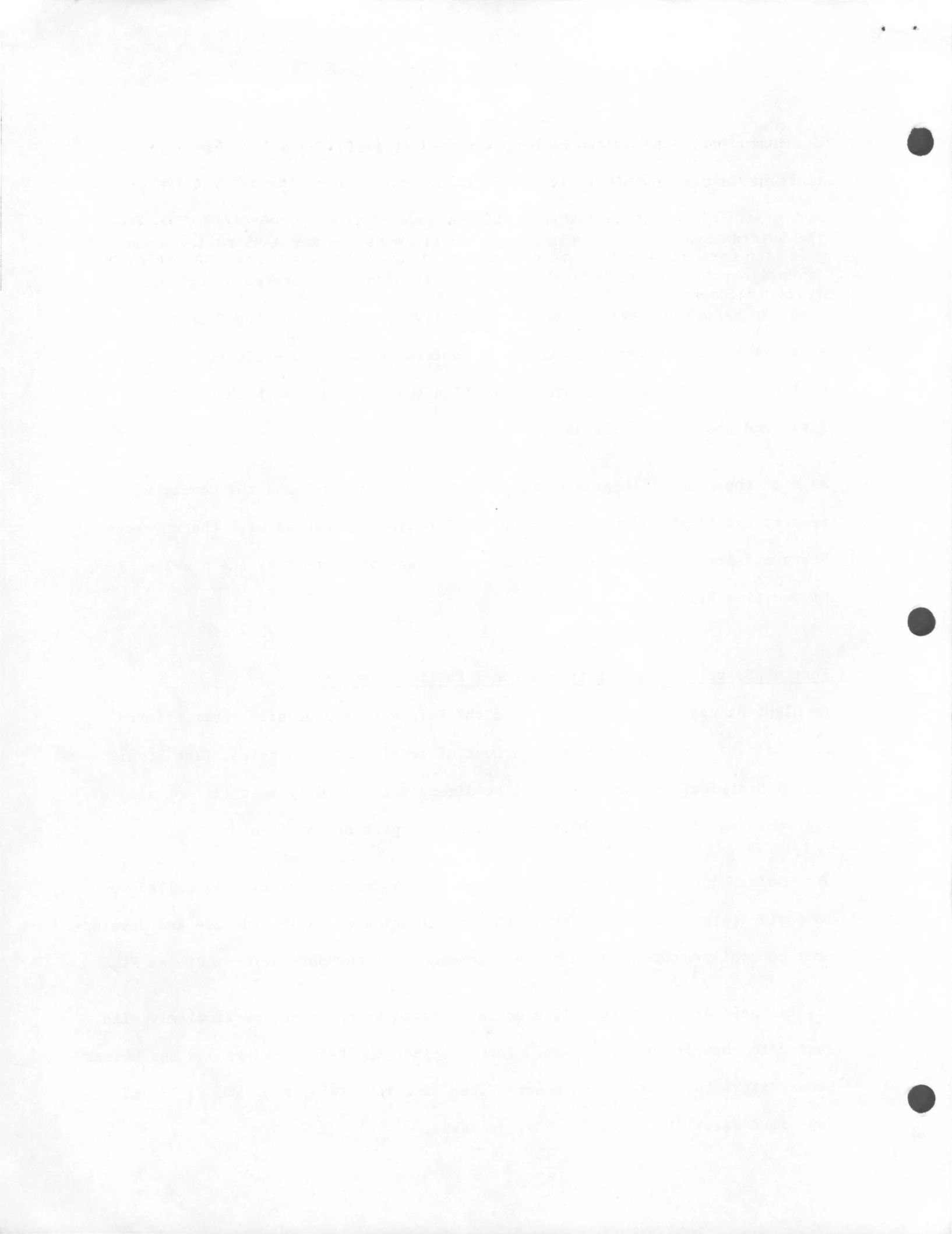
As with the Federal interests, it is clear that the Port and the County will need to establish and maintain good coordination procedures with the numerous State and Areawide agencies affected in one way or another by the Sea-Tac Communities Plan.

Port of Seattle, King County and Local Public Agencies:

As might be expected, the County and the Port must synchronize their efforts on behalf of the Study Area with a host of local public agencies. The Highline School District, for example, will be directly affected by most (if not all) of the improvement programs to be carried out as part of the Plan.

The municipalities of Seattle, Des Moines and Normandy Park will be called upon to participate in such matters as the coordination of their land use and development control provisions with those recommended by the Sea-Tac/Communities Plan.

Several special districts will also be impacted by the Plan, particularly with regard to their future tax base. These include the Rainier Vista and Des Moines Sewer Districts; three King County Water Districts (#75, #20, and #43); and four fire districts (#11, #2, #24, and #26).



Of course, many departments of both the Port of Seattle and King County will have important responsibilities to fulfill during the course of Plan implementation. All of these internal efforts must be closely coordinated in order to ensure maximum feasible accomplishment of the Plan as outlined and described in this document.

