

March 18, 1976

Councilwoman Bernice Stern

While attending your public hearing, Wednesday March 17, 1976, on the Sea Tac Communities Plan mention was made of "redlining" within the "airport vicinity". Enclosed please find copies of letters concerning HUD-FHA and the airport vicinity.

As a citizen participant in the PLAN I had occasion to look for help in connection with HUD-FHA's acceptance of the NEW noise data maps. We have all been concerned with the marketability of homes within the area. It really is an "ify" situation. But, HUD-FHA insists they have not locked us out, and I guess we really haven't been. However, a non-commitment by FHA for airport related problems should have some noise boundary basis. It would have been beneficial in working on the PLAN.

If you think a "citizen participant" can be of further help please feel free to call.

Yours truly,

Virginia Dana
2648 So. 142nd
Seattle, Washington
98168

243-1215

Virginia Dana (Mrs. David Wm. Dana)
2648 So. 142nd St., Seattle

Our home is located east of the Interim Land Acquisition at the north end of the airport. It is in an area defined as between 30 and 35 ANE on the 1978 BANE map. Below 35 is suppose to be a fairly stable place to live. However, because there is total acquisition west of 24th, logic was used (meaning NO total acquisition on one side of the street and nothing on the other side), and we were included in a noise remedy program, cost sharing sound insulation. Because, "proximity to the airport" could be an issue in a mortgage commitment by the FHA, I would have preferred a purchase assurance. But should the time come when we might wish to sell bur home the PLAN has not locked out the use of a combination of programs and nothing says that we could not then be helped.

For that reason, I would very much like to interject the following positive statement into the hearing.

The Sea Tac Communities Plan has seen many hours of time devoted to it by many, many residents of the community--v@lunteer citizens who were driven by the challenge to see if they could participate and be of help in developing a plan for our area. We DID work with the Port of Seattle, King County and the FAA. We DID help gather information and with the agencies formulated that data and made the system work.

We did not always agree on programs, plans and the like--but we worked together. We had a goal in mind and we did not quit when things were not to our liking. It was not always smooth sailing. It was give and take--there WERE changes along the way. Changes by the Port. Changes by the County. And most importantly--Changes FOR the citizens.

The Plan has given us the opportunity for asking and getting answers to questions from agencies we thought were deaf. Many of us learned a tremendous amount about our community. It has been a time for learning, for planning, and hopefully, in the future to see implemented many programs sorely needed in the Sea Tac vicinity.

There will always be a wrong side of the street and a program we do not agree on, but an effort has been made to blend the programs to meet the needs.

We, who participated, for the most part, recognize the PLAN as a guide, which is subject to change and revision over time. Monitoring of the flights at Sea Tac will play an important role in the future of the residents effected by noise.

Under Post Plan Coordination, it has been recommended by Art Yoshioka of the POS, and supported by Bob Brown of the FAA, that the Policy Advisory Committee be continued to monitor;the programs and implemen-tations of the Sea Tac Plan. A "sounding board" will remain for the community.

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In December, the Policy Advisory Committee agreed to give their full support and approval of the PLAN.

As such, with a few more details, the Sea Tac Communities Plan is complete--except for its adoptions as official policy of the Port of Seattle and King County, and their endorsement of its recommendations, in general terms, for the future growth, development and redevelopment of the Sea Tac International Airport and the surrounding communities which comprise its vicinity.

I realize that there are "eleventh Hour" participants who need to be heard and should be--but as an "in from the beginning" participant, I would urge no slow down in a decision for acceptance. The Plan will not be implemented overnight, so any additions or deletions could be included under "subject to change and revision over time".

The residents of this community who had faith that we could make something good come out of what was termed a "rip-off" in the beginning, deserve more than an "A" for effort--they deserve a finalized PLAN, accepted by the Port of Seattle and King County--thus, CLEARING THE WAY FOR IMPLEMENTATION TO BEGIN!!!!

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