



**Councilwoman Cynthia Sullivan**  
King County Council District 2

402 King County Courthouse  
Seattle, Washington 98104  
(206) 344-3483

PLANNING AND COMMUNITY DEVELOPMENT COMMITTEE  
GENERAL DEVELOPMENT GUIDE

WORKSHOP AGENDA

A. Summary

I.	General Introduction - Cynthia Sullivan	10 minutes
II.	Presentation - Planning Division Staff	20 minutes
III.	Public Input Process Explained - Muni League	5 minutes
IV.	Small Group Discussion	45 minutes
V.	Concluding Remarks	<u>30 minutes</u>
	TOTAL	110 minutes

## GENERAL DEVELOPMENT GUIDE

### PRELIMINARY WORKSHOP AGENDA

- I. General Introduction - Planning & Community Development  
Committee Chair
  - A. Welcome
  - B. Introduction of convener/moderator, P&CD Committee members, Planning and Council staff, and local officials
  - C. Purpose of meeting
  - D. Review overall schedule for Council review of the Guide
  - E. General process this meeting will follow
  - F. Role of Muni League
  - G. Identify location of information room
  - H. Focus of this particular meeting
  - I. Introduction of Planning Division staff who will provide a general informational briefing
  
- II. Presentation - Planning Division staff
  - A. Overview of Guide
  - B. Focus of the predetermined topics
  - C. Relationship to community plan
  - D. Introduce Muni League moderator

III. Public input process explained - Muni League

- A. Group discussions led by a convener
- B. Reporting results of group discussions
- C. Final comments by public

IV. Small Group Discussions

- A. Muni League as moderators (County staff to supplement, if necessary)
- B. Introduction of participants
- C. Question: "What are your concerns about your community that the Council should be aware of?"
- D. Informal discussions and comments

V. Concluding remarks

- A. Report back on small group discussions - Citizens selected from small groups
- B. Final public comment (2 min. per speaker)
- C. Conclusions - Cynthia Sullivan



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GUIDELINES FOR GROUP DISCUSSION LEADERS

1. Write the discussion question at the top of the easel pad.
2. Ask the group members to introduce themselves.
3. Select a recorder.
4. Ask group members to begin by identifying those aspects of the Guide that they believe will be effective in improving, strengthening or protecting the future of their community.

(Do this by brainstorming, round-robin fashion, listing each of the items offered by individuals on the pad without evaluating them.)

5. Next ask the group members to identify concerns they individually have about the effectiveness of the Guide and its impact on their community.

(Again do this by brainstorming, round-robin fashion, listing each person's concerns on pad without evaluating.)

6. Finally, discuss each list, item by item to prioritize or indicate what it deems to be most positive aspects of the Guide, then what it deems to be of most concern. (If group cannot reach consensus or conclusions, present a majority and minority report.)
7. Choose a group spokesman to report back group's conclusions.

**\*\*Note--**Discussion leaders should refrain from expressing opinions, assure that everyone is afforded an opportunity to contribute, and help group accomplish its mission in time allocated.

**PORT OF SEATTLE**  
P. O. BOX 1209 | SEATTLE, WASHINGTON 98111

January 14, 1976

Mr. J. Eldon Opheim, General Manager  
Port of Seattle  
P. O. Box 1209  
Seattle, Washington 98111

Dear Mr. Opheim:

Early in February, the Port of Seattle Commission and King County Council will be requested to approve a plan establishing policies that will guide the development of Sea-Tac International Airport and its surrounding communities for the next 20 years. The Sea-Tac/Communities Plan, sponsored jointly by the Port of Seattle and King County, recommends a program for both elected bodies which will encourage compatible relationships between this regional air transportation facility and surrounding communities.

The Plan has involved countless hours of staff, consultant and citizen participation. The Northwest Region of the Federal Aviation Administration has been actively involved in this pioneering effort of airport/land use planning. It will be used by other major impacted airports as a model for addressing environmental problems. The King County Policy Development Commission (PDC) initiated the citizen involvement program and obtained direct contact and participation of more than 3,000 local residents at over 200 public meetings and through the community office.

The Policy Advisory Committee was established to monitor the progress of the Sea-Tac/Communities Plan and has, within its membership, representatives from the Port, county, airlines, FAA, citizens and local governments of the interested communities. On December 16, 1975, the Policy Advisory Committee unanimously passed the following motion:

...the Sea-Tac/Communities Plan and Environmental Impact Statement for that Plan, be submitted to the King County Council and Port of Seattle Commission with the full support and recommendation by the Policy Advisory Committee for approval by the said bodies.

The Policy Advisory Committee recommends wholehearted support of the Plan as a guide for development of the Sea-Tac International Airport and the Highline Community. Its social, economic and environmental programs are aimed at mitigating, improving and enhancing the impacts of the airport on its neighbors, while retaining this vital regional transportation hub for the next 20 years and beyond. These goals can be attained and will be with your support and direction.



DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

NORTHWEST REGION  
FAA BUILDING KING COUNTY INT'L AIRPORT  
SEATTLE, WASHINGTON 98106



OCT 15 1975

Mr. E. J. Moger  
Area Director, Seattle Area Office  
Department of Housing and Urban Development  
1321 Second Avenue  
Seattle, Washington 98101

Dear Mr. Moger:

**A** We enclosed a reproducible and two copies of the 1978 Actual Noise Exposure (ANE) map which was prepared as part of the Sea-Tac Communities Plan Project with our letter of February 20, 1975, to Mr. James Young, Regional Administrator, of your agency. We indicated our recommendation in that letter and in a subsequent letter to you dated March 14, 1975, that this map be adopted for use in your mortgage insurance program.

It has been brought to our attention by Mrs. Virginia Dana, a resident in the Sea-Tac Community, that your office is using "the latest approved FAA maps that have been supplied...." We would like to confirm this in writing with you if, in fact, this is the 1978 ANE map mentioned above. [Also, we understand that certain areas north and south of the airport have been delineated as "reject area" in connection with your mortgage insurance program. We would appreciate it if you could describe for us the precise boundaries of the "reject area."] ]

Thank you in advance for the information.

Sincerely,

Original signed by  
C. B. Walk, Jr.

C. B. WALK, JR.  
Director



REGION X  
Arcade Plaza Building  
1321 Second Avenue  
Seattle, Washington 98101

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT  
SEATTLE AREA OFFICE  
ARCADE PLAZA BUILDING, 1321 SECOND AVENUE, SEATTLE, WASHINGTON 98101

October 6, 1975

IN REPLY REFER TO:

10.1PS MED:rjw  
442 7566 M/S 407

Mrs. Virginia E. Dana  
2648 South 142nd  
Seattle, Washington 98168

Dear Mrs. Dana:

Reference is made to your letter regarding HUD/FHA policy on existing properties located near airports.

*A* This office is currently operating under Departmental policies regarding properties affected by noise. We are using the latest approved FAA maps that have been supplied us.

[We have not delineated any area in Zone 3 as a reject area except the two areas located at the north and south ends of the runways where the Port of Seattle is currently purchasing properties.] Properties in other locations in Zone 3 are evaluated on a case-by-case basis. If an application for commitment is rejected due to location, the application fee is returned; therefore, there is no expense to the seller.

We will continue to evaluate each application on its own merit. We cannot establish boundaries as you suggest.

We hope that this information will assist you.

Sincerely,

  
E. J. Moger  
Area Director