

each area's specific compatibility problem with the airport.

The work program provided for the delineation of the airport environs (task 8.2-1 Reference No \_\_\_\_\_). As the project progressed, study findings identified impact areas and defined local planning and implementation areas.

As shown on the following map, the overall study area included the entire area of the Highline School District and portions of the Federal Way and South Central School Districts. <sup>9</sup> This area was the overall "planning jurisdictional area" used in Phase I for data collection purposes and can be considered to be the sub-regional area in which the airport is a part. The work program stipulated that "primary airport impact areas" and areas for implementation be identified. The four sub-areas shown on the map combine to form the airport vicinity area used in Phase II for policy and plan formulation.

The 'airport vicinity' is the target area for the policies and programs of this plan since it is defined as the area of primary airport community incompatibility. The planning effort is an ongoing one; King County has the major planning responsibility for the broader, or sub-regional, area of the airport as shown on the following map. Plans will continue to be developed for area more removed from the airport and will deal more specifically with subjects such as park and road planning. The Sea-Tac Communities Plan will be integrated with the broader Highline Community plan through post-plan coordination activities (see chapter 7.3).