

AIRPORT IMPROVEMENT:

All agreed that the airport was important to the community and the region. Some questioned that it was as important as a private industry of comparable size and employment would be. People in the area liked the airport because it did provide jobs for some and was convenient. They felt it could have value as a tourist attraction.

There was general agreement that although the airport is now an architectural marvel, it has lost much of its former pleasant atmosphere. Suggestions for making it more of an asset to the community and the region were to bring back the comfortable lounge chairs, the Christmas tree, the rose garden or other flowers, such as our famous bulbs. The terminal itself could be used for art shows or displays. Someone else suggested a totem pole.

Elements now missing from the airport which could make it more a part of the community are pedestrian walkways to the commercial area on the east, viewing areas on the perimeter of the field for drive-in viewing at locations such as the old tennis club area or under the approach towers. A theatre in the terminal would also be an asset as well as a greater variety of restaurants, a flower shop, free tours regularly scheduled. One group liked the idea of using the end of the runways for subterranean construction with air conditioning for climate control.

The need to clean up acquired land more quickly was mentioned, as well as the need to take the lead in putting into effect noise abatement techniques. It was also felt by those who discussed it that the airport here could take the initiative in promoting quieter airplane engines. One mentioned that the DC-10 was the only "acceptable" plane now flying, from the standpoint of noise reduction.

COMPATIBLE LAND USE -- HIGH IMPACT NOISE ZONE

Certain kinds of land use should be prohibited on land heavily affected by airport noise. Residences, hospitals, libraries, schools, churches, and nursing homes are types of land use which should not be allowed in high impact noise areas. One group was not sure that all present residences should be removed but did feel that new ones should not be added.

Certain kinds of land use could be permitted under special kinds of regulations. There was agreement that such uses should not produce additional problems such as motor vehicle raceways (noise and traffic congestion), or increased air pollution, or large crowds (safety factor), or hazards to aircraft such as target shooting, high buildings, or smoke. It was felt that the land was too valuable to be used as a dump.

All agreed that open space use of the land was desirable including such things as tree farms, truck gardens, nursery plots, cemeteries, bike and pedestrian trails, drainage holding ponds, short term recreational use such as golf, tennis, fish ponds, wildlife preserve.

Each group wanted to include some tax revenue producing type land uses although a few individuals would have preferred to fence it off and leave it. One group wanted primarily recreational uses.

All agreed that any building in the area should be regulated by special building codes requiring sound proofing of places where people might work. Acceptable building uses might be storage facilities, warehousing, wrecking yards, office buildings, light industry, park and ride lots, bus barns,

Compatable Land Use (cont.)

gravel pits. Industries which need subsidies such as sheltered workshops were suggested in the hopes that the port itself could provide a land subsidy for those who might qualify. One group suggested a tank farm as an acceptable use but another group considered it a hazard.

Basic land or soil suitability was suggested as the criteria for deciding between uses. Good rich soils should be agricultural. Marshes and bogs should not be built upon. Existing stands of trees should be preserved.

There was firm agreement that any commercial buildings or uses should be screened by vegetation or green belts. Appropriate recreational activities might make use of such green belts. Benroya Industrial Park was cited as a good example.

Some thought the port should buy and develop the high impact land in order to obtain the desired land use pattern and prevent deterioration. Others questioned how equitable it is to the original property owner and adjacent property owners for the airport to acquire residential land and lease or sell it for industrial or commercial use. Particularly unfair, they felt, if taxes on leaseholds are not available for use in the local community. This question of who should make the decisions may be further clarified in meeting # 5. The question of land uses on the fringes of a high impact noise zone will be examined in meeting # 6.