

# PORT OF SEATTLE

P. O. BOX 1209 / SEATTLE, WASHINGTON 98111

May 11, 1976

RECEIVED  
KING COUNTY COUNCILMAN  
DISTRICT No. 4

Councilwoman Bernice Stern  
King County Courthouse  
Room 402  
516 Third Avenue  
Seattle, WA 98104

MAY 13 1975  
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PM

Dear Mrs. Stern:

Pursuant to the joint Port of Seattle/King County Council Planning and Community Development Committee meeting of April 7, 1976, the Port agreed to come to a decision regarding two specific areas adjacent to Sea-Tac International Airport. These two areas are named in the Plan as: (1) the "west acquisition area" (that land basically at the runway elevation between South 176th and South 166th Streets, the extension of SR-509 and the current airport boundary of 12th Avenue South), and (2) the "southeast conversion area" (the tract of 85 small homes south of the Angle Lake Elementary School between 28th Avenue South and the Airport boundary). The following statements are based on a thorough staff review of these topics and reflect their recommendations to the Port Commission.

## Westside Acquisition Area

Although this 35-acre "hilltop" has been identified as the last "feasible" extension of operating surface at Sea-Tac, there are numerous reasons why, in the final analysis, acquisition must be ruled out. The following are cited as the primary bases for this conclusion: acquisition cost (plus or minus \$5,000,000); excessive development costs (filling, etc.); the possibility of extending environmental impacts; the lack of foreseeable demand (directly airport related) and use for marginal airport related activities at best. Even if acquisition were to have been considered, it is apparent that much higher priorities have been established for noise impact/clear zone acquisition, other noise remedy programs and other needed airport improvements. We recognize the Plan process did evolve to a point where the issue of acquisition warranted very serious consideration based on some obvious merits, nevertheless there is little or no realistic alternative to the non-acquisition recommendation.

The Port of Seattle agrees that development on the existing westside property must be done in accordance with carefully formulated guidelines established by the Port, and the County, and participated in by affected citizens. For example, the restricting of all major access to South 188th Street and the provision of adequate buffering of airport activity from property west of 12th Avenue South are clearly necessary. (Development of more "major" uses, i.e., air carrier cargo and maintenance activities would be confined to airport property south of 176th Street) We believe that by definitely fixing the Airport's west boundary, the climate of uncertainty in the adjacent community can be reduced. We also recognize that changes to FHA/VA loan guarantee

Councilwoman Bernice Stern

May 11, 1976

Page Two

policies are essential to stimulate the housing market and reassure confidence in the neighborhood. While some recent evidence of progress in these federal programs is promising, both the Port and the County must pursue further this problem area. We also agree that joint attention by the Port and the County to certain police surveillance needs in the area is necessary.

It is our further understanding that the County, in response to recent community input, intends to revise the "conversion" area of the Westside to emphasize retention of the existing residential character. We feel such action would be in keeping with the Port's decision not to acquire any Westside property and to revise the Airport portion of the Plan accordingly.

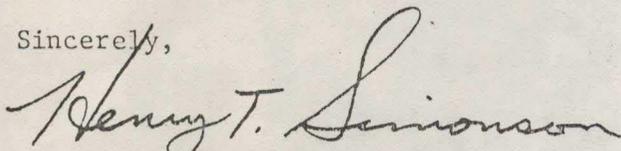
Southeast Conversion Area

The area in question, known as Lowe's Terrace Subdivision, is recognized in the Plan as a potential problem in the application of the Noise Remedy Programs. The 85 homes in the area are quite small (700 to 800 sq. ft.) on very small lots. Many are rental units. Under the proposed Noise Remedy Program the area would fall within an acoustic insulation cost-sharing category. However, it is very possible, based on visual surveys, that such treatment would not be cost effective.

For this reason, and because a land use change is recommended, the area is recognized in the Plan as potentially appropriate for a special version of the purchase guarantee program intended to assist use conversion over a period of time. If exercised, this feature, may, however, be applied with lower priority than some of the more direct noise impact programs. In any case, the Plan does seem to address the unique characteristics of this neighborhood.

We believe these responses are generally consistent with the direction currently being taken by the Council's review process for the Sea-Tac Communities Plan. We welcome the opportunity afforded myself, our General Manager J. Eldon Opheim, and other representatives of the Port Staff to meet with your Committee and discuss these matters and trust that as both agencies proceed further in adoption of the Plan, we will be accomplishing a valuable example of joint governmental cooperation and action.

Sincerely,



Henry T. Simonson, President  
Seattle Port Commission

cc: Commissioners

J. Eldon Opheim, General Manager

Irv Berteig, Acting Manager, Planning Division

King County Dept. of Planning & Community Development