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

Airspace Study
Advisory Committee Meeting
November 5, 1981
7:00 p.m.
FAA Building, Boeing Field

AGENDA

1. Introductions

2. Purpose, organization, and role of the Advisory Committee

3. Study background

4. Scope of Work

    Sponsors
    Purpose and approach
    Study team organization
    Schedule and costs

5. Air traffic control and airspace structure

    Definitions
    Air traffic control facilities
    Sea-Tac and Boeing Field approach and departure procedures
    Conditions of airspace interaction

6. Progress on study to date

    GA Survey
    BFI control tower survey

7. Schedule of upcoming meetings and completion of study tasks

8. Question and answer period

November 9, 1983

Mr. Charles Foster
Director, Northwest Mountain Region
Federal Aviation Administration
FAA Building, Boeing Field
Seattle, Washington 98108

Dear Mr. Foster:

Re: Airport Noise Remedy Update - Henry M. Jackson International Airport

This letter requests clarification of the eligibility requirements for Federal financial assistance under the Airport Improvement Program available to the Port of Seattle for the implementation of a purchase assurance program as part of Henry M. Jackson International Airport's Noise Remedy Program.

The Port of Seattle expects to fulfill the requirements of Federal Aviation Regulation Part 150 for an Airport Exposure Map and Airport Noise Compatibility Program through the completion of the Sea-Tac Noise Exposure Update, the Airport Noise Remedy Update, and any other supplemental work deemed necessary by the Federal Aviation Administration. As part of this process, the Port will include a recommendation for implementation of a purchase assurance program, as presented in paragraph 344 of AC 150/5020-1, "Noise Control and Compatibility Planning." However, the schedule and scope of any such purchase assurance program will depend in large part on the availability of Federal financial assistance.

Purchase assurance was originally recommended as a noise remedy in the 1976 Sea-Tac/Communities Plan. However, higher priority noise remedy activities in the form of outright acquisition of properties have to date consumed almost all available funds for noise remedy implementation. Almost all the areas originally identified for outright purchase in the Plan are currently under Port of Seattle ownership or control. We can now consider implementating a purchase assurance program for less noise impacted areas, provided additional funds are made available.

In clarifying the eligibility requirements for Federal financial assistance, please include but not be limited to consideration of the following issues:

* Level of Federal financial assistance.

* Eligibility of costs of different components of the program (e.g., purchase, sound insulation, realtor commission, avigation easement, etc.)

* Eligibility of types of residential properties within a range from single-family detached housing to high density multi-family dwellings.

* Implementation responsibility and conditions of full disclosure agreements for property resale by airport operator.

* Interior sound-level requirements for sound insulation, if any.

* Eligibility for financial assistance of improvements to structure and property if required for resale by airport operator above and beyond noise insulation (e.g., painting, landscaping, plumbing, electrical wiring, etc.).

* Requirements for compliance with Public Law 91-646, "Uniform Relocation Assistance and Land Acquisition Policies Act of 1970."

Your prompt attention to this request for clarification would be greatly appreciated. Given the established schedule for the development of the Airport Noise Remedy Program as part of the Airport Noise Remedy Update Study, we ask for your response within 45 days.

If you need any additional information, please call the Project Director of the Airport Noise Remedy Update, Mr. Joe Sims, at 382-3331.

Sincerely,

Richard D. Ford
Executive Director

JY/2330p

cc: J. Dwyer, L. Killeen, C. Muller, V. Ljungren, J. Sims--POS

bcc: Clark, Doherty, Yamanaka--Port of Seattle
Maddison--Peat Marwick
Airport Noise Remedy Update File

PSCOG Grand Central on the Park • 216 First Avenue South • Seattle, Wash. 98104 • 206/464-7090
Puget Sound Council of Governments

January 15, 1981

To Interested Citizens and Agencies:

Enclosed with this letter is a draft copy of the Regional Airport System Plan, 1980 to 2000. We are asking that you review this draft plan, and give us your comments on it. Your comments, and those from other interested people, will be presented to the King Subregional Council when it considers the plan for adoption in March 1981.

The draft plan has been prepared by the Puget Sound Council of Governments as a way to develop a consensus of local governments on the needs for aviation facilities in this region. The plan describes existing facilities, project needs, and makes recommendations for the expansion of several airports, as well as for the construction of a new industrial/commuter class airport in the King-Snohomish service area. The plan does not make any recommendation for the specific location of that new airport.

Please review the enclosed document, and send your comments to the address below. The King Subregional Council's Committee on Transportation will discuss this matter at its regular meeting on February 27, 1981. Comments received before that date will be presented to the Committee. The King Subregional Council is expected to take action on March 12, 1981.

If you have any questions regarding the plan or the process to adopt it, please call me at 455-7667.

Yours truly,

Richard Etherington

Richard Etherington
Senior Transportation Planner
King Subregional Council Staff

RE:mo

Enclosure

PORT OF SEATTLE

MEMORANDUM

POS A-14

COMMISSION AGENDA September 7, 1973 ITEM NO. 2

TO Mr. J. Eldon Opheim, General Manager DATE OF MEETING 9/11/73

FROM Donald G. Shay, Director of Aviation

SUBJECT Report and Recommendations re Interim Land Acquisition
Sea-Tac International Airport

Pursuant to directions issued by the Commission June 12, 1973, the staff has made a study of the possibility and extent of an interim land acquisition program. Interim refers to that land acquisition which might be accomplished in accord with current Federal Aviation Administration policies and funding capabilities, Port of Seattle funding capabilities and further, and importantly, that which does not purport to finally or totally answer those questions which are within the purview of the Sea-Tac Master Plan and Environs Study.

In considering the extent of the land acquisition, we considered first that land which would be eligible for FAA participation according to the strictest interpretation of their current regulations. This includes such areas of land which may extend up to 1,250 feet laterally from the runway centerline, extending 5,000 feet beyond each end of the primary surface. This would mean a northerly acquisition from our present northern boundary at South 146th Street, north to South 140th Street, and lying between Des Moines Way on the west and 24th Avenue South on the east. Included in this would be approximately 239 acres, including 151 residences and the Sunset Junior High School. The property on the south would be from our present southern boundary at South 200th Street to approximately 207th Street on the south and lying between 16th Avenue South on the west and 24th Avenue South on the east. Included in this area are 136 acres, including 92 residences and considerable amounts of county-owned land and State highway right-of-way.

On closer study, it appeared that there were more logical natural boundaries which should be considered both to the north and south. These natural boundaries took the form of a wooded stream bed at approximately South 211th Street on the south and the first through-street, South 136th Street, from 24th Avenue South to the west on the north. Also involved was the general lay of the land at the north. This enlarged area contains an additional 63 acres and 117 residences on the south and 53 acres and 250 residences on the north. Please refer to the attached property description and map for a more detailed explanation of the proposed acquisition area.

This expanded clear zone was reviewed with the FAA to attempt to determine whether or not there was any likelihood they would consider the larger area in terms of possible financial assistance. While they can not, and have not given us any final assurance that the larger area would be totally eligible for Federal assistance, or

-More-

367 residences beyond the FAA technical criteria for expanded clear zone

22,000

734000

734

7,074,000

1768,500 less 25% not vacating totally

5305500 — Total plus administrative costs

If the figure of 25% is correct, of people within the proposed acquisition that do not want to move it would mean in the area beyond the FAA technical criteria for expanded clear zone an acquisition figure of approximately 11,812,500 — If relocation costs, etc., remain the same as in a FAA grant. —

$ 3,937,500 - same do not want to sell

4 15,750.000
12
37
36
150
12
30
28
20
20

15,750,000
3937,500
11,812500

BUT — Would the Port have to pay relocation costs - or would it be a strait real estate deal?

FHA offered sale of 25 HOD repass to Port at $10,000 within expanded clear zone $250

that sufficient Federal funds would be available, they have generally concurred that the boundaries are probably reasonable and logical. A final determination from the FAA in this matter can only follow a submittal of a formal Request and a thorough review by the FAA.

If the Commission approves our recommendations, land acquisition can not commence under the most optimum circumstances until after July 1, 1974. A preliminary environmental impact statement must be prepared prior to final consideration of a proposed action by the Port Commission. It now appears that sufficient data from the Sea-Tac Master Plan studies will be available for this environmental impact statement about the middle of October. It is also required by law that a housing relocation plan be prepared and submitted along with our Request to the FAA. Our best estimate at this time is that this effort would take up to 90 days. Following a transmittal of the Request to the FAA on or about December 15, 1973, at the earliest, there will be a processing period of up to six months by the FAA. During this period of time the land appraisers will be completing their work. The tentative allocation by the FAA might then be expected to be about June 1, 1974. It would then probably be July 1, 1974 or shortly thereafter when the FAA would forward the necessary Grant Offer for consideration and acceptance by the Port Commission. It would be at this point that land acquisition would actually commence. Based on our experience in the current land acquisition program at the northwest corner of the Airport, we anticipate the land acquisition program might be accomplished in 30 months. We would expect that some contested property settlements could go on for a longer period than the 30 months.

FINANCIAL PLAN

As indicated in the property descriptions, Attachment "A", the 610 residential parcels and 75 acres of open lands have an estimated value of $15,460,000, exclusive of the one public school of undetermined value. In accordance with current FAA policies, we anticipate Federal assistance in excess of $8,000,000, leaving a Port of Seattle funding requirement of approximately $8,000,000. The Port's share can be provided entirely from airport revenues over a four-year period--1974 through 1977--after provision for projected airport capital requirements and revenue bond reserve requirements.

Based upon our best estimate of the availability of Federal assistance funds and Port of Seattle airport operating funds, it will be necessary to arrange some form of interim financing to accomplish the property acquisition program. We propose a

Environmental
Foundation Removal

243 @ $450,000	$109,350
Septic Tank & fr Utility Removal	
243 @ 100.00/each	24,300
Seeding & Mulching (1/3 of total approx)	22,000
Sub Total	155,650.00
mark up - (25%)	38,912.50
	194,562.50

Property Acquisition	8,542,000
Relocation Costs	1,406,988
Environmental	1,945,562.50
	11,894,550.50

Total estimated cost approx 27,750,000
Shortened Boundary 12,000,000
$ 15,750,000

Less commercial?
Less school?

NORTH ISSUE #15

=a Zoning Page 83

ı designation: Light manufacturing

posed Area Zoning: Retain existing

ɜting zoning: ML

:uest: Single family

el-recommended amendment (1-27-81).

nd the Highline Communities Land Use Plan Map by designating the ɔerty single family, 1 unit per acre.

nd pg. 83 in the Area Zoning by classifying the property SR.

nd pg. 82 by adding the statement: SR pot ML to SR.

PORT OF SEATTLE
SEA-TAC INTERNATIONAL AIRPORT
P.O. BOX 68727 / SEATTLE, WASHINGTON 98188

November 21, 1980

Mr. William Holstine
14820 24th Avenue South
Seattle, Washington 98168

Dear Mr. Holstine:

This will acknowledge receipt of your correspondence regarding the concerns you outlined during last week's meeting.

We will make every effort to respond to your questions and concerns in a timely manner and will be in touch with you as soon as possible.

I would again like to thank you for the opportunity of letting us hear from the members of your community directly, and hope you will be able to provide the PAC Committee with a presentation at its next meeting.

If you have any further questions, please feel free to contact me.

Yours very truly,

Oris W. Dunham Jr.

Oris W. Dunham, Jr.
Airport Manager

OWD/dr

cc: Richard D. Ford
Glenn V. Lansing
Donald G. Shay
Joe Sims
Attendees of public meeting

PORT OF SEATTLE
SEA-TAC INTERNATIONAL AIRPORT
P.O. BOX 68727 / SEATTLE, WASHINGTON 98188

September 20, 1979

Ms. Virginia Dana
2648 S. 142nd St.
Seattle, WA 98166

Dear Ms. Dana:

Currently, I am in the process of both studying and evaluating the Policy Advisory Committee. I began my study by reviewing all past historical information about PAC--its origin and evolutionary changes. After completing this phase of study, I reviewed all past minutes up to the present.

After gaining this background, I interviewed several Port of Seattle staff people who have been involved with PAC for a number of years. I sought from these people their attitudes about the Policy Advisory Committee.

Now, I would like to seek your feelings about PAC, as a current committee member. WHAT IS YOUR ATTITUDE ABOUT THE POLICY ADVISORY COMMITTEE? To help you answer this question, I have put together an "informal" ATTITUDE EVALUATION SHEET. The ATTITUDE EVALUATION SHEET, enclosed with this letter, contains 13 questions and asks for your opinion on many of the question's responses. Please feel free to state your opinion or attitude. I guarantee you that this information will remain confidential and nothing will be attributable to you personally.

This ATTITUDE EVALUATION SURVEY gives you an opportunity to express your feelings about PAC in a confidential and informal manner. I hope that you will take advantage of this chance by responding to this evaluation sheet. If I receive your responses before the scheduled October meeting, I will have prepared for that meeting a formal report of my findings from all PAC members, along with further explanation about this study.

If you have any questions or concerns about the ATTITUDE EVALUATION SHEET, please feel free to contact me at 587-5310, or, stop by my office--room 335--adjacent to the Aviation Department.

Thank you for your time and concern. I look forward to hearing from you within the next few weeks.

Sincerely,

James D. Branch

James D. Branch
Management Intern, Aviation Department

4/08
Enclosure

MEETING MINUTES
POLICY ADVISORY COMMITTEE
SUBCOMMITTEE ON UPDATING THE SEA-TAC/COMMUNITIES PLAN NOISE REMEDY PROGRAMS
Tuesday, March 23, 1982
Sea-Tac International Airport

The meeting was called to order at 7:30 by Chairman Art Yoshioka. In attendance were: Brad Broberg, The Highline Times; Marian McKenzie, Bill Holstine, Carol Berwald, Barbara Summers, Pauline Conradi, and Arun Jhaveri; and George Sutter, Jody Yamanaka, and Ed Parks, Port of Seattle.

1. The Committee discussed the recommendations at the last Committee meeting regarding the methods used to solicit input to the now-started Sea-Tac/ Communities Plan Noise Remedy Program Update. Marian McKenzie suggested a direct mailing would be appropriate for those houses that were initially to be purchased under the Sea-Tac/Communities Plan Noise Remedy Program (between S. 128th and S. 136th Streets). This would allow those people to participate in the process and would encourage them that the Port of Seattle is doing something to address their conditions. George Sutter mentioned that a log of all calls was kept at the Relocation office. People who call could be mailed specific invitations to meetings. Marian also stated that the perception of the Noise Remedy Program being a closed session was possible unless we made some very overt efforts to get out into the community and pass the word around. The use of the newspapers was appropriate, especially the South End edition of The Seattle Times and The Highline Times, but that the mailing list should include other interested groups and citizens as well. Arun Jhaveri suggested that the Port use those lists of interested citizens developed in the Sea-Tac/ Communities Plan and other noise update programs to begin to solicit citizens from the broader community interested in the whole Noise Remedy Program Update.

2. Art Yoshioka opened the discussion of the work scope by handing out a revised work scope. The one sent out in the mail was a very early edition and has since been massaged into a more concise document.

   It was emphasized that the Port continued to have a strong commitment to the Sea-Tac/Communities Plan and while the programs that we initially thought would be implemented in a shorter time than they actually were, the intent is still to finish up the implementation of those programs we can.

   Pauline Conradi stressed that any work that we do in revising the Sea-Tac/ Communities Plan should address the area as a whole. That is, one overall study. Past commitments aside, we could do a better job in addressing a total impacted area by not being prejudiced by things that were done in the past.

   Jody Yamanaka suggested that we could use some definitions to help pick out areas, such as long-term 75 Ldn exposure levels (as identified in the Noise Forecast Update) and assuming the prior commitments made in the Sea-Tac/ Communities Plan. Art Yoshioka also said that by using a "dual-track" schedule that was flexible we could initiate short-term solutions and concurrent with the long-term general investigation of noise impact on the community.

Discussion continued about addressing the whole Noise Remedy Program at large rather than with a two stage process. It was stressed that if the whole program was to be addressed, the recommendation to the Commission could not be achieved during the first quarter of 1983. It would be advantageous for the Port to keep its excellent Relocation staff onboard but any Commission action later than the first quarter, 1983, would.

Bill Holstine said that there might be more noise in some areas identified in the Noise Remedy Forecast Update than in the old Sea-Tac/Communities Plan. He questioned how they might be treated in some sort of an interim program. It was a consensus agreement by the Committee that in cases such as that, the process would probably bend toward those areas which were identified prior to the noise update work, for they have been theoretically receiving the noise for a longer period of time. Pauline Conradi again stated that she thought the whole area would have to be addressed as a whole before any even short-term solution was possible. She was concerned that any single area being "pushed forward" even if already committed in the Sea-Tac/Communities Plan would harm the program as a whole.

Carol Berwald raised the question of construction in those areas which we are possibly considering for acquisition. She stated that King County was not doing their part in holding the line for development underneath the flight pattern and stressed that the County had to become an active partner in any implementation program.

Bill Holstine said even given his area, which he believes is getting more noise, that if he were in the area identified for acquisition in the Sea-Tac/Communities Plan, he would "put the Port's feet to the fire" to get the acquisition program already identified underway. Marian McKenzie suggested that when the new noise acquisition areas were drawn, that both sides of the street be taken so we would not have the problems we have now on the east and west sides of 24th Avenue South.

Arun Jhaveri questioned George Sutter as to how much of the acquisition was completed. George stated that almost all the houses had been appraised at this time and that by June, all of the acquisition would be done. The relocation process and acquisition of vacant property would fill out the year.

Various persons suggested that people were not going to stand for a lull between June and the first part of the year. They stated the Port was slowly losing credibility in its actions regarding the acquisition program. Even with recognizing the funding limitations, the Committee suggested that the longer you wait, the more the acquisition costs. Yawn!

Art Yoshioka stated that the Port had spent between $28 and $29 million already for housing acquisition and relocation. Bond issues are, of course, possible, but given the voting climate and the financial condition of the airlines, was not necessarily a sure option. Marian McKenzie suggested that economic utilization of the acquired land, so it could become an income-producing property, would help aid not only the tax base of King County but would also make the land cost less to the Port eventually. Arun Jhaveri then inquired about the industrial development bonds that the legislature approved for municipalities in the last year.

Marian McKenzie stated that the south end of the Airport that land might lend itself more to resale for commercial use than that land already acquired; it would not impact the remaining residential parcels, that the changes in land use might be one issue with which the Committee itself should be working with the County.

Bill Holstine said that while the plan development was being completed, special "hardship cases" for the elderly, people who must move or the infirmed should be instituted. Marian McKenzie stated that there were "terrible" hardships north of South 136th Street, but that the Hardship Committee which had worked during the present acquisition program handled those cases very well.

Art Yoshioka also mentioned the possibility of being able to carry out an acquisition program that did not offer relocation assistance to families. Although the number of takers he believed might not be as many as if the relocation benefits were active, the Port would also not need to use Federal money to continue the acquisition.

It was requested that along with the scope of work a rough flowchart and sequence of events be developed. It was also suggested by the Committee that the scope of work be reproduced at its standard size rather than the reduced size so people could see it a little better. Jody Yamanaka stated that she would like to have any comments from the Committee on this initial scope of work by Tuesday, April 6.

The next meeting was scheduled for Monday, April 19, 1982 to discuss the work program in more detail.

PORT OF SEATTLE

MEMORANDUM

DATE November 16, 1981

TO Distribution

FROM Jody Yamanaka, Planner II

SUBJECT Airspace Study Advisory Committee Meeting
November 5, 1981, 7:00 p.m.
FAA Building, Boeing Field

Attending: Advisory Committee Members

Sheila Ault - Highline Community Council and PAC
Virgina Dana (alternate for Jean Pihlman) - Zone 3
Arun Jhaveri - Sea-Tac Policy Advisory Committee
M. C. Kronshage - Air Transport Association
Don Secrist - Puget Sound Council Government
Rosemary Zeutschel - Northeast King County Coalition

Study Team

Dawson Alexander - Port of Seattle
Don Maddison - Peat, Marwick, Mitchell and Co.
George Saito - Federal Aviation Administration
Joe Sims - Port of Seattle
Jody Yamanaka - Port of Seattle

We believe the following record to be an accurate summary of the meeting's discussions. We will appreciate notification of exceptions to this record within 10 days of its receipt. Failing such notification, we will consider this a statement of fact in which you concur.

The meeting was opened at 7:15 p.m. by Joe Sims, Chairman of the Study Management Committee.

Following introductions, Joe Sims described the purpose, organization and role of the Advisory Committee and reviewed the background to the study. He stated that the Advisory Committee has been formed as one component of the Airspace Study's public participation program. The organization and composition of the Advisory Committee was based on three objectives:

1. Members represent an established organization with aviation-related interests or a governmental agency.

2. Members be responsible for reporting study progress to their associates or constituency and in turn for transmitting comments from them to the Port of Seattle and King County.

3. Members commit to attending Advisory Committee meetings through the term of the study.

He added that if members of the Advisory Committee have any questions or comments which come up between meetings, they should contact the project manager (Jody Yamanaka). She will act as the liaison between the Advisory Committee and the study staff.

Mr. Sims summarized the reasons leading to the initiation of this study into two areas: the issue of airspace interaction and the issue of Port of Seattle participation in general aviation airport planning and development. The impact of the common use of airspace between Sea-Tac and Boeing Field had been addressed in a regional airport system study (ATSAP) in the late '60s and identified as a potential problem in the Sea-Tac/Communities Plan (1973). However, an up-to-date evaluation of this airspace interaction is not available. This study will serve to fill this gap.

The Airspace Study will also serve as a guideline for the level of Port participation in general aviation planning and development. The Port of Seattle has been looked to as a potential sponsor of a general aviation reliever airport. However, Port policy states that the Port may participate in planninng and provision of general aviation facilities should it be necessary to avoid congestion and delay at Sea-Tac. In order to address this relationship, the Airspace Study was deemed necessary.

Following Mr. Sims' presentation, Jody Yamanaka, the Project Manager, reviewed the scope of work, study schedule and project organization as presented in the Airspace Study work program. (The work program is the basis of the grant agreement with the FAA and the contract between the Port and the Consultant. Copies are available from the Project Manager upon request.) The study will be conducted in two phases with a go/no go decision point between them. If, in the first phase, the impact on airport capacities of the common use of airspace between Sea-Tac and Boeing Field is determined to be significant, then alternatives to mitigate these impacts will be identified and evaluated in the second phase. If the impacts are not significant, the study will be terminated at the end of the first phase.

The study will follow the attached schedule (Exhibit I). Tasks represent study elements identified in the work program. As indicated in the schedule of public participation meetings, the next Advisory Committee and the first of three public information meetings have been tentatively scheduled for January.

Project organization was presented in the form of the attached chart (Exhibit II). The Project Coordinating Committee is composed of a representative from each of the sponsoring agencies (Port of Seattle and King County), each of the funding agencies (FAA and WSDOT) and the consultant (PMM).

Ms. Yamanaka also reported on the study progress to-date. A survey of general aviation users is underway at Sea-Tac and Boeing Field. The purpose of this survey is to identify characteristics of general aviation traffic at the two airports for the inventory and for possible use in Phase II alternative evaluation. Counts of aircraft operations at Boeing Field were made for three hours daily during the week of October 19, 1981. Each operation was identified by aircraft type, runway use, takeoff or landing and training. The purpose of these counts is to determine fleet mix and runway usage.

Don Maddison, the consultant from Peat, Marwick, Mitchell & Co. (PMM), presented an overview of air traffic control and local airspace structure. Mr. Maddison began by defining some terms such as air traffic control, IFR, VRR, ARTCC, TRACON, ATCT, FSS and wake turbulence. (A glossary of terms is available from the Project Manager upon request.) He described the IFR separations maintained in air traffic control and their impact on the common use of airspace between Sea-Tac and Boeing Field. In a south flow, for example, arrivals to Sea-Tac must be spaced at greater intervals in order to maintain adequate separation between an arrival to Sea-Tac and an arrival to Boeing Field. In a north flow, for example, departures from Sea-Tac must be spaced at greater intervals in order to protect against the possibility of a missed approach at Boeing Field.

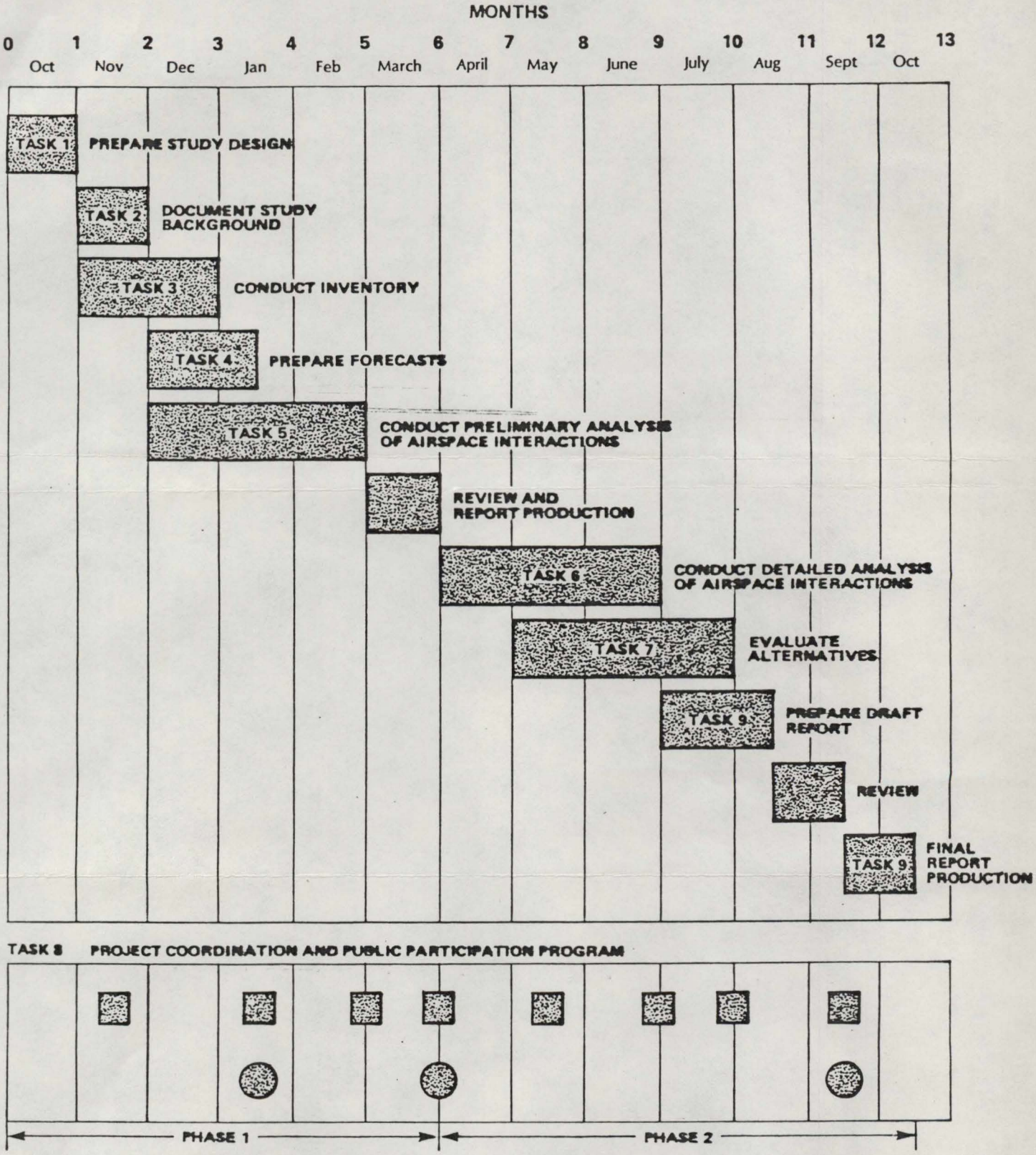
Discussions with members of the Advisory Committee addressed the following issues:

*Management of aircraft operations due to controllers strike.
*Criteria used in the study to define the problem of airspace interaction.
*The impact of collision avoidance system on IFR separation requirements.
*Other airports that might impact the airspace interaction between Sea-Tac and Boeing Field.
*The portion of a flight that will be considered to influence airport capacity and delays.

JY/D/53
Attachments

Distribution:

Alexander, Dunham, Muller, Sims, Yamanaka (Port of Seattle); Don Smith (King County); George Saito (FAA); Bill Hamilton (WSDOT); Don Maddison (PMM); Ault, Dana, Jhnveri, Kos, Kronshage, McKenna, Patterson, Pihlman, Rotter, Secrist, Sweet, Wood, Woosley, Zeutschel, Ahn, Day, Nelson



LEGEND

ADVISORY COMMITTEE MEETING

PUBLIC INFORMATION MEETING

Exhibit 1

Airspace Study
Sea-Tac International Airport
King County International Airport
PROJECT SCHEDULE

Peat, Marwick, Mitchell & Co. October 1981

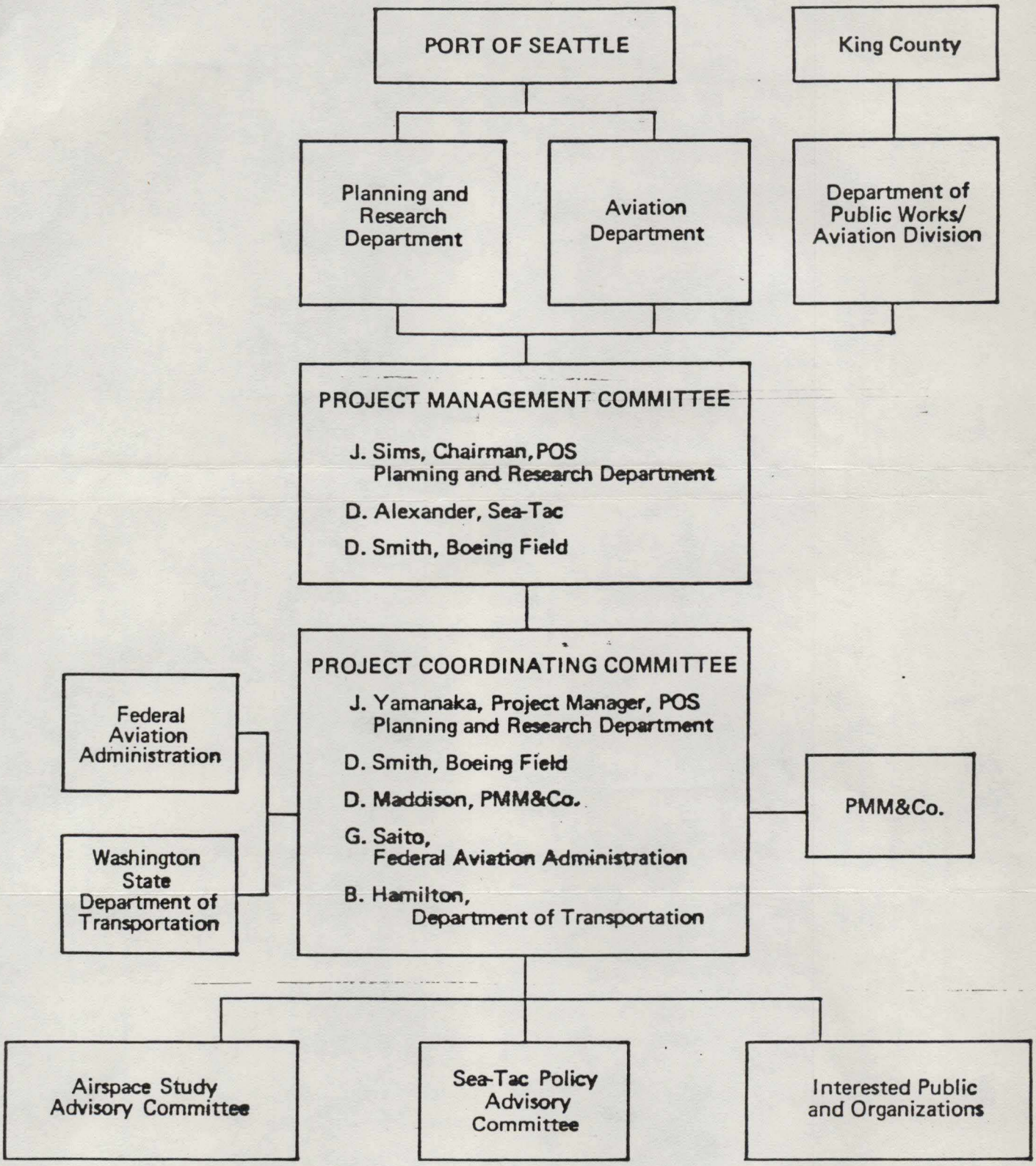


Exhibit 2

Airspace Study
Sea-Tac International Airport
King County International Airport
PROJECT ORGANIZATION

Peat, Marwick, Mitchell & Co. October 1981

Zone III Committee
21251 21 Avenue So.
Seattle, Wa. 98188

Ms. Jody Yamanaka
Project Manager
Planning & Research
Port of Seattle
P.O. Box 1209
Seattle, Wa. 98111

Re: Airspace Study's Advisory Committee

Dear Jody,

This is in reply to letter from Joe Sims, Manager Planning and Research, POS October 16, 1981.

The members of the Zone III Committee accept the opportunity to be a member of the Airspace Study Advisory Committee.

Our representative will be Jean Pihlman or Virginia Dana, as the alternate. Our intent is to attend all meetings of the Advisory Committee and all the Citizen participation meetings. We request both names to the roster, but only one would attend, as schedule permits.

The Zone III Committee offers any assistance and cooperation to the completion of this study.

Sincerely,

Jean

Jean Pihlman
Coordinator, Zone III Committee

JP/bv

Ms. Virginia Dana
2648 South 142
Seattle, Wa. 98168
206- 243-1215

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

October 16, 1981

Zone III Committee
% Ms. Jean Pihlman
21251 - 21st Avenue South
Seattle, Washington 98188

Dear Jean:

The Port of Seattle and King County are about to inititate the Sea-Tac International Airport/King County International Airport (Boeing Field) Airspace Study. This study will address the impacts on airport capacity of the common use of airspace between Sea-Tac and Boeing Field. If these impacts are significant in terms of congestion and delay, the study will then evaluate alternatives to relieve these conditions and protect the airport capacities of Sea-Tac and Boeing Field.

In order to provide a forum for public input, as well as a vehicle for dissemination of study information, an Advisory Committee will be formed as one component of the Airspace Study's public participation program. The organization and composition of the Advisory Committee will be based on three objectives:

1. Members shall represent an established organization with aviation-related interests or a governmental agency.

2. Members will be responsible for reporting study progress to their associates or constituency and in turn for transmitting comments from them to the Port of Seattle and King County.

3. Members will commit to attending Advisory Committee meetings through the term of the study.

This committee will perform an advisory role throughout the study process. Members will be asked to become involved in such tasks as the following:

* Review of study products.

* Monitoring of study progress.

* Provide some technical assistance.

* Ensure the validity of data input and results.

With that introduction, we would like to take this opportunity to invite you (or your designated representative) to participate as one of the members of the Airspace Study's Advisory Committee. We expect that the Advisory Committee will meet no more than 8 times during the next 12 months. Meetings will be held on Thursdays during the evenings. The first Advisory Committee meeting has been scheduled for Thursday, November 5, 1981, at 7:00 p.m. in the Federal Aviation Administration Building/Boeing Field. ← Jean cannot make this.

Please direct your replies to Ms. Jody Yamanaka, Project Manager, Planning and Research, Port of Seattle, P.O. Box 1209, Seattle, Washington 98111 (206) 382-3327, by October 28, 1981. Ms. Yamanaka will be able to answer any questions you may have concerning both the Airspace Study and the Advisory Committee.

Your participation would be greatly appreciated.

Sincerely,

Joe Sims
Manager, Planning and Research

JY/D/28

cc: Yamanaka

J. YAMANAKA

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
NORTHWEST REGION
FAA BUILDING KING COUNTY INT'L AIRPORT
SEATTLE, WASHINGTON 98108

January 15, 1982

Ms. Jody Yamanaka
Department of Planning and Research
Port of Seattle
P. O. Box 1209
Seattle, WA 98111

Dear Ms. Yamanaka:

We have reviewed the second draft of the forecast of aviation demand for BFI which is proposed for use in the SEA/BFI Airspace Study (your memorandum dated December 23, 1981). Our review comments are as follows:

a. Under Approach, it is noted that "as per 11/5/81 conversation with Don Maddison, annual operations by class within category are not needed." We would like to follow the format as presented in Exhibit 3 of the work program which would include annual operations by aircraft class. Needless to say, current and forecast aircraft mix data will be a very critical element of this study. As such, we would like to see all pertinent annual as well as hourly information on this subject presented in the study report.

b. Under Approach, it is stated that "the following preliminary forecast for BFI will .... list the assumptions used to distinguish operations by categories...." Page 4 shows the proportion (percent of annual operations) and rate of change (percent per year) by category through the forecast years. Page 3 indicates only that these are based on the FAA Aviation Forecasts--Seattle-Tacoma (December 1979) and historical trends. We would like to see all major assumptions made regarding the operations by categories for the study period listed in the report (e.g., assumptions including those on the impacts of the general economy, fuel costs, aircraft trends in general aviation, etc.). We want to make certain that the reader of report can easily understand how this information was developed and the basis for them, including the assumptions used.

c. Under BFI Forecasts, it is mentioned that "the 5- , 10- , and 20-year forecast of annual operations for BFI is based on the Washington State Airport System Plan (October 1980)." We agree with this only to the extent that the growth rate in percent per year between 1985 to 1990 and 1990 to 2000 of the State Plan were used for the total operation forecasts (i.e., .98 percent and .94 percent respectively). On page 3 of your memorandum, the annual operations by category for the study period are presented. It should be made clear that these are unconstrained forecasts.

d. We agree that the forecast of total operations shown on page 3 look reasonable. However, we suggest that the study report show a range (high and low forecasts which are also based on previous studies) as well as the forecast shown on page 3 for BFI because of the inherent difficulty of making accurate forecasts, especially those involving general aviation for long-range periods. Also, we feel that the study should reflect, at least in a general way, how the high and low forecasts may affect the airspace interactions as part of Task 5.

Please call us if you have any questions on our comments.

Sincerely,

Mark A. Beisse
Acting Chief, Planning and
Programming Branch, ANW-610

cc:
Don Smith
Bill Hamilton
Joe Sims

Boeing Field
King County International Airport

MEMORANDUM

To: Jody Yamanaka
Port of Seattle

Date: December 28, 1981

From: Donald W. Smith
Airport Manager

Subject: BFI Forecast - Methodology

We have reviewed your memorandum dated December 23, 1981, concerning the proposed approach used in forecasting aviation demands for BFI.

The forecasts and your approach is consistent with our discussions and historical statistics. I feel that, with the limited amount of current information and resources to develop more detailed data, the methods and sources used are acceptable.

Please let us know if we can provide any further information.

DWS/ft

PORT OF SEATTLE
SEA-TAC INTERNATIONAL AIRPORT
P.O. BOX 68727 / SEATTLE, WASHINGTON 98188

November 17, 1981

To: Policy Advisory Committee Members

The next Policy Advisory Committee meeting will be held in Sea-Tac's auditorium on Wednesday, January 13, 1982 at 2:00 p.m.

The Noise Exposure Update is the primary purpose of this meeting, however, if you would like to place an item on the agenda or if you have a question about the meeting, please contact Beverly Boster at 433-5388.

Sincerely,

Oris W. Dunham Jr.

Oris W. Dunham Jr.
Chairman

BB

PORT OF SEATTLE
SEA-TAC INTERNATIONAL AIRPORT
P.O. BOX 68727 / SEATTLE, WASHINGTON 98188

December 29, 1981

To: Policy Advisory Committee Members

The Policy Advisory Committee meeting, scheduled for January 13, 1982 in Sea-Tac's auditorium, has been changed to January 14, 1982 at 2:00 p.m. in the auditorium. Due to a conflict, it was necessary to change the meeting day.

As stated in the previous letter dated November 17, 1981, the primary purpose of the meeting is the Noise Exposure Update, however, several other items have been suggested for inclusion in the agenda. The final agenda will be mailed the first week of 1982.

Please plan to attend this meeting.

Sincerely,

Oris W. Dunham, Jr.
Chairman

BB

PORT OF SEATTLE

MEMORANDUM

DATE February 2, 1982

TO Distribution

FROM Jody Yamanaka, Planner II

SUBJECT Airspace Study Advisory Committee
Meeting Announcement and Tentative Agenda

The second Airspace Study Advisory Committee meeting has been scheduled for Wednesday, February 24, 1982, at 7:00 p.m. in the FAA Building, Main Conference Room. The tentative agenda for the meeting will include the following elements:

I. Review of minutes of November 5, 1981 Advisory Committee meeting.

II. Presentation of the forecast of aviation demand--Sea-Tac and Boeing Field.

Annual Operations
Peak Hour Operations

III. Introduction to airfield and airspace capacities and aircraft delays.

What are airfield and airspace capacities and aircraft delays? How are they calculated and in what terms are they expressed?

IV. Study schedule.

V. Discussion.

The draft working paper on the forecast of aviation demand will be distributed to the Project Management Committee, the Project Coordinating Committee, and the Advisory Committee prior to the Advisory Committee meeting.

D/14

Distribution: Alexander, Dunham, Sims (Port of Seattle); B'Young Ahn, Don Smith (King County); George Saito (FAA); Bill Hamilton (WSDOT); Don Maddison (PMM); Ault, Day, Jhaveri, Kos, Kronshage, McKenna, Patterson, Pihlman, Rotter, Secrist, Sweet, Wood, Woosley, Zeutschel

POS A-14 next meeting mid May (probably on your community meeting)

POLICY ADVISORY COMMITTEE

MEMO

TO: Policy Advisory Committee Members and Interested Citizens

FROM: Oris W. Dunham Jr., PAC Chairman

SUBJECT: POLICY ADVISORY COMMITTEE MEETING
Wednesday, May 28, 1980
2:00 p.m.
Sea-Tac Auditorium-- Mezzanine Level

PROPOSED AGENDA

1. Long-Term use of Sunset Junior High. (Submitted by Oris Dunham)
2. Sea-Tac Plan Update (Submitted by Robert Nelson)
3. Aircraft Noise (Submitted by Arun Jhaveri)
4. AOU Zoning (Submitted by Virginia Dana) 115
5. Beautification Program along Buffer (Submitted by Virginia Dana
6. Lexington Subdivision (Submitted by Robert Brown)
7. Commuters and General Aviation Patterns (Submitted by R. Brown)
8. Commuter and General Aviation (Submitted by Arun Jhaveri)
9. Alternate PAC Members - Voting Privileges (Submitted by Oris Dunham)

Motion - whenever a vote is taken by PAC members - their names & how they voted will be a part of the record & appear in the minutes of that meeting.

Webster dictionary

Extended - stretched out

extend - continue - stated

Linda ARO - County

measurements - flight corridor

Darrow Alexander

PORT OF SEATTLE
SEA-TAC INTERNATIONAL AIRPORT
P.O. BOX 68727 / SEATTLE, WASHINGTON 98188

November 4, 1980

To PAC Members:

On behalf of a group of Riverton Heights Community citizens, Mr. Bill Holstein, has asked that we attend a meeting being held to provide them a chance to air their grievances relating to Sea-Tac International Airport. I have agreed to meet with them. Also, I promised Mr. Holstein that I would extend the invitation to the rest of the PAC members, as he did not feel it was possible to wait until the next regularly scheduled PAC meeting. The meeting will be held on November 13 at 7:30 p.m. in the Riverton Heights Elementary School library, 3011 South 148th Street, Seattle.

I do not intend to convene this as a PAC meeting. However, I and my staff will be there. I hope that you can join us. If you need further information, please contact Bill Holstein, 14820 24th Avenue South, Seattle, 98168, phone - 655-0248.

Yours very truly,

Oris W. Dunham Jr.

Oris W. Dunham, Jr.
Chairman

OWD/dr

cc: Bill Holstein

PORT OF SEATTLE

MEMORANDUM

DATE January 13, 1981

TO Technical Advisory Committee,
Sea-Tac Exposure Noise Exposure Forecast Update

FROM Study Staff

SUBJECT Meeting
Tuesday, January 20, 1981, 7:00 p.m.
Sea-Tac Administration Conference Room

The agenda for the Technical Advisory Committee meeting on January 20 will cover the following elements:

I. Review of December 9, 1980 Meeting

II. Proposed Validation Program for Integrated Noise Model (INM)
Predicted vs. Measured Cumulative Noise Levels
Predicted vs. Measured Single-event Noise Levels

III. First Run of INM for South Flow Test Day
Input (e.g. aircraft type, runway utilization, approach profiles, etc.)
Outputs (e.g. predicted noise levels at permanent noise monitoring system sites, noise contures, etc.)

For those who park in the garage, please present your ticket for parking validation at the meeting.

JY/D/2

cc: Dunham, Muller

MAP -

January 21, 1981

Jamie Troubleshooter
P.O. Box 70
Seattle Wn. 98111

Dear Mr Moody:

The Port of Seattle has been acquiring noise impacted lands north and south of Sea Tac International Airport to provide extended clear zones, approach surfaces, or "safety areas".

The FAA has set density guidelines for areas within the clear zones north of Sea Tac where a regional park plan has been developed. "While these densities are not regulations which require strict adherence, the figures do represent safe, sensible numbers of people to allow in clear zones. If an airline mishap should occur, an even greater tragedy could be averted by following these guidelines." (FAA)

It is my understanding that there are also "Land Use Compatibility Guidelines for Aircraft Noise Environments". Who has such guidelines and are they only that - guidelines NOT regulations?

Does a park really fit into the noise and safety guidelines? What judgement must be followed to make or break this park plan? Or should state legislation put teeth in to the guidelines & make them regulations?

Virginia E. Dana
2648-So 142
Seattle Wn. 98168

Summary — Areas of Agreement — Workshop #1 — Silence is Golden

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 pleasent 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 variey of restaurents, a flower shop, free tours regularly scheduled. One group liked the idea of using the end of the runways for subteranean 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.

COMPATABILE 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, cemetaries, 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 prefered 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,

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Each group wanted to include some tax revenue producing type land uses although a few individuals would have preferred to lease 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, residence halls, office buildings, light industry, park and ride lots, bus barns

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.

~~TO:~~ REP. ~~BARNES~~ & ROHRBACH

FROM: JAY HOLMAN 4-2115

SUBJECT: PROPOSED AIRPORT ADVISORY COMMITTEE (1ST DRAFT)

ADD TO RCW CH. 53.54 - AIRCRAFT NOISE ABATEMENT

A Port District operating an airport serving more than ~~20~~ 100 scheduled jet aircraft flights per day shall appoint an Advisory Committee of ~~five~~ 4 citizens residing no further than five miles in any direction from the boundaries of said airport. Said five citizens shall be chosen by the Port Commissioners from a list of nine names submitted by the county legislative authority of the county in which the port is established.

In so far as possible, the five Advisory Committee members chosen shall be balanced geographically as well as employed in a cross-section of occupations/volunteer work.

The Advisory Committee members will serve a term of ~~five~~ 3 years except initially; terms will be staggered so that a new member will be appointed annually beginning in 1982.

Duties of the members will include:

1) Meet monthly to study decisions and plans of the Port Commission with respect to the airport.

2) Communicate to the Commissioners community concerns and ideas.

3) Promote community interest in activities of the airport.

4) Make recommendations to Port Commissioners regarding airport noise abatement and any other problems associated with airplane traffic.

January 26, 1979

MEMORANDUM

TO: REP. BARNES & ROHRBACH

FROM: JAY HOLMAN, RESEARCH ANALYST

ADD TO CH. 53.04 OR ?

At any general election or at any special election which may be called for that purpose, the county legislative authority of any county of this state may, or on petition of ten percent of the gratified electors of such county based on the total vote cast in the last general county election, shall, by resolution submit to the voters of such county the proposition in that:

a) Functions of a port district may be separated into two or more functional classifications to create two or more separate and district port districts.

b) The number of port commissioners may be changed in a manner prescribed and/or that port commissioner shall be chosen at-large or by commissioner districts or a combination thereof.

January 31, 1979

Jay Holman
4-2115

For: Rep. Rohrbach

RCW 53.12.120, etc.

a) change the date to the 1979 November general election.

b) keep the number at five but choose three, one each from three newly formed port districts. Each port district is to consist of three council districts in those counties having nine council members. The three county's districts chosen shall be continguous and shall be determined by the legislative authority.

c) the two additional port district commissioners shall be chosen at-large.

Revise RCW 53.12.035 and 53.12.130 etc. to conform to the above-

KING COUNTY COUNCIL
Paul Barden, District Seven

Room 402, King County Court House
Seattle, Washington 98104
(206) 344-4044

Residence:
19907 4th Avenue S. W.
Seattle, Washington 98166
(206) 824-1979

Dear Friend:

The Planning and Community Development Committee of the County Council will meet:

May 19, 1976 at 9:30 A.M.

Council Chambers, Room 402

King County Courthouse

The purpose of the meeting will be discussion of the attached letter from the Port of Seattle regarding the SEA-TAC COMMUNITIES PLAN.

The Committee meeting is open to the public and you are invited to attend. However, it is not a public hearing, and testimony from members of the public will not be taken at this meeting.

Best regards,

Paul

Paul Barden, Councilman
Seventh Council District

PORT OF SEATTLE
P. O. BOX 1209 / SEATTLE, WASHINGTON 98111

May 11, 1976

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

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

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

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

compatibility, such as promoting and fostering the development of open air areas, recreational areas, and other uses and activities that do not generate assemblies of people. In this connection, off-airport land use planning is eligible under a PGP master planning project and is an appropriate preliminary action by a sponsor pursuant to his covenant (see paragraph 201b, element 9, Land Use Plan, Order 5900.1A, Planning Grant Program, estimated approval date April, 1973). Federal assistance programs that will preserve open land uses around an airport should be used to the extent possible. These programs include the Department of Housing and Urban Development Open Space Land Program and the recreation and conservation land grants of the Bureau of Outdoor Recreation, Department of the Interior.

(1) Incompatible Land Uses. Incompatible land uses include residential development, smoke producing and/or electronic interference producing industry and places of public assembly, including schools, hospitals, churches, and similar institutions.

(2) Compatible Land Uses. Compatible land uses include agriculture, playgrounds, parks (types which do not generate assemblies), automobile parking, industry (types which do not create smoke or electronic interference), and similar uses.

b. Types of Appropriate Action. The following types of action will be considered "appropriate action" within the meaning of the statute:

(1) Area Planning, Master Planning, Zoning Ordinances, and Enabling Legislation.

(a) The development of an off-airport land use plan as an element of a master plan project.

(b) Enactment of zoning ordinances restricting not only heights of structures, but also restricting land use in affected areas to uses and activities compatible with airport operations.

(c) Proposing and promoting such zoning ordinances.

(d) Affirmatively encouraging legislation to provide zoning authority with respect to the areas requiring zoning where no local government agency has such authority.

(e) Affirmatively working to obtain appropriate zoning by other public agencies which have authority applicable to the areas requiring zoning.

PAC meeting-July 27th, 1978

"HCC given the power to select four representatives." "One of the four citizen representatives should be a member of the Community Council and shall represent the Council as well as their geographic area."

A map proposing geographic boundaries for PAC representation was offered. If changed Jack Lynch "would like to see a copy of the map used by the HCC in their final division of representation."

Suggested Sept. 6-2:00 pm as the date for an organizational meeting IF the new representatives were available.

NO official written notice sent to HCC requesting their help.
HCC meeting-Aug.10th--Discussion -Pauline Conradi "asked that the members be appointed by the end of August so that they would be able to attend the September meeting. A motion was made to have the appointments publicised to invite citizens to serve."

About Aug.23rd a notice did appear in the Highline Times ONLY--
No criteria--none had been established. However the map providing geographic boundaries for PAC representation as presented at the PAC meeting in July was NOT used. Instead new boundaries were quoted--NOT a big thing IF those changes had been discussed and approved by the HCC as a whole. It is my understanding the changes were made by a couple of council members because they thought the area map did not offer enough area for the East side. Perhaps a change would have been accepted--but we were never consulted!

Aug. 24th-Special meeting- ERAC Bldg.

It was determined that with summer and people away it would be wise to write to PAC and ask for a months extension on our efforts to appoint 4 citizen representative to PAC. A motion was made and approved. Mrs. Harper agreed to write such a letter.
(Still no letter from PAC--but that's alright Mrs. Harper never wrote to them either.") ~~as the motion~~ he agreed to do.

A committee was chosen by Mrs. Harper to set criteria to be brought back to the next council meeting Aug 14th. To also later publicise and reccommend the citizen representatives.

Mrs. Harper mentioned that she would get publicity in the Seattle

Who will accept responsibility?
The P.O.S.?
King Co.?
FAA?
or the resident of this community who helped plan the N.S.I.P. Plan????

FAA — "If an airline mistap should occur, an even greater tragedy could be averted by following these guidelines." Hence, "The FAA is responsible for safe aircraft use."

$500.00

~~$~~ 3.50
60.
150
3.35
1.50
2.00
1.50
3.35

take 4 chance
2 chance

As of the above date I wish to file a complaint against the Highline Public School District and/or the lease of these properties as described below.

Boulevard Elementary School
So 128th
Seattle
Change from public school to warehouse

Sealer High School
So 142n

Change from high school to "Work Release Criminal Justice Training Center. —

I am aware of other violations by school districts and/or leases — with regard to the leasing of "closed schools" to outside parties but below complaint have already been filed by other people.

While the use of said buildings may not be objectionable — the violation of code regulations & the lack of concern for impact from the adjacent neighborhoods are unexcusable.

"IMPACTED AREA"

DEFINITION

AN ACT Relating to aircraft noise abatement; and amending section 2, chapter 121, Laws of 1974 ex. sess. and RCW 53.54.020. CR79BFH-602;1PARTA;2

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

Section 1. Section 2, chapter 121, Laws of 1974 ex. sess. and RCW 53.54.020 are each amended to read as follows:

Prior to initiating programs as authorized in this chapter, the port commission shall undertake the investigation and monitoring of aircraft noise impact to determine the nature and extent of the impact. The port commission shall adopt a program of noise impact abatement based upon the investigations and as amended periodically to conform to needs demonstrated by the monitoring programs: PROVIDED, That in no case may the port district undertake any of the programs of this chapter in an area which is more than ((~~three~~)) <u>six</u> miles beyond the paved end of any runway or more than ((~~fifteen~~)) <u>thirty-three</u> hundred feet from the centerline of any runway or from an imaginary runway centerline extending ((~~three~~)) <u>six</u> miles from the paved end of such runway((~~:---PROVIDED-FURTHER,-That-the-area-within-twenty-five-hundred-feet-of-the-center-of-the-end-point-of--any--runway may--be--included~~)). Such areas as determined above, shall be known as "impacted areas".

Parameters

Highline Community Council

October 12, 1978

Members Present:

Kay Garrison
Marian McKenzie
Virginia Dana
Geri Van Notric
Dottie Harper
Pauline Conradi
Bob Landon
Larry Boyd
Steven LePenske
Robert Merryman

Members Absent:

Sheila Ault
Sue Wolfe
Mary Flowers
Mark Snider
Shaari Seitz
Ernie Onorati
Tom Mikel
Irene Jones
Dave Brown
Duane Edmonds
Russ Holly

The meeting was called to order at 7:40 P,M. by President Dottie Harper. Bob Landon from the Evergreen service area was appointed a new member. A letter from John Spellman to Dottie Harper concerning Zenith Park was read. A letter from Louis Des Pres was read. He would like to join the council. A letter from Eric Carson, former Federal Way Community Council Co-ordinator and spokesman for other community agencies was read. He proposes that his position be extended to include the Highline area, that the position be funded by the county, and that he have an office at the Highline Community College. The proposal was turned over to the Executive Committee after the Council approved the concept. Steve LePenske moved that the Executive Commity study and act upon the proposal. Geri Van Notric second the motion. The motion was passed.

Block Grants for Historical Preservation Projects were deemed out of reach for our projects because they must be awarded in low income areas and help disadvantaged people.

King-Snohomish Manpower Consortium wants grant proposals to serve youths.

On a motion from Marian McKenzie, second by Shiela Ault we re-affirmed our support for funding for the Des Moines Fishing Pier.

The King County Health Planning Council wanted a representative. Larry Boyd, Health & Safety Chairman, was selected.

METRO wants a representative for Water Quality & Transportation Boards. The deadline is October 31. METRO also wants to pay youths thru the K.C. Manpower Consortium to restore streams, etc.

Riverton Hospital wants to put on a program dealing with alcoholism. Larry Boyd will look into the matter.

The minutes were approved as corrected, Sue Wolfe was present at the September meeting.

The Treasurer reported a balance of $36.45. A motion to pay bills totaling $29.00 was passed.

AGENDA

MARCH 17 BOARD MEETING

- OPENING & INTRODUCTIONS
- APPROVAL OF MINUTE OF LAST MEETING - DOTTIE
- SUNSET DIVISION REPORT - PEGGY
  - × POLICY MEETING AT PORT
  - × APRIL 3 FUND RAISER - (Square Dance, Ballroom Dancing, Flea Market) U. Dora
  - × APRIL 10 EASTER EGG HUNT (must get permission POS & FAA) U. Dora
  - × MAY 2 OPENER U. Dora
  - × OVAL TRACK RESTORATION (Imperial Drum & Bugle Corp wants to restore inside track - damaged by motor vehicles)
  - × DISCREPANCY BETWEEN INCOME AND EXPENSES
- TREASURES REPORT - ELSA
  - × PAY BILLS
- HOTEL HOP - BINGO
- SITE DEVELOPMENT DIVISION REPORT -
  - × EQUESTRIAN LEASE
  - × MOTOCROSS LEASE
  - × LITTLE LEAGUE LEASE (Below)
  - × EAGLE'S REQUEST Baseball, Softball, Soccer, etc. U. Dora
  - × POLICY ON DEVELOPMENT
- BOOSTER CLUB REPORT - (Only sold 3 or 4 Sofan) U. Dora
  - × APPLICATIONS & PUBLICITY
- SECURITY DIVISION REPORT
  - × STATUS OF HOUSE
  - × GATES & (P.O.S. will put in 3 security gates AFTER streets have been vacated) U. Dora
  - × FORMAL POLICY ON MOTORIZED VEHICLES

* Need a minimum of 500 people in Kelly at a time to make Kelly fly.
* Church using locker room - about 20 members states B. Bowlind - Seattle Baptist Temple

Little League land available after Sept 1st
Between So 146th & So 142nd - East of 16th about size of other "little league fields"
Mr. Greyowns property POS will have to purchase it -
Located within "2 people per acre density guideline." (Beacon light look in line with property)

PORT OF SEATTLE HARDSHIP ACQUISITION COMMITTEE REMOMMENDATIONS

Meeting June 5, 1979

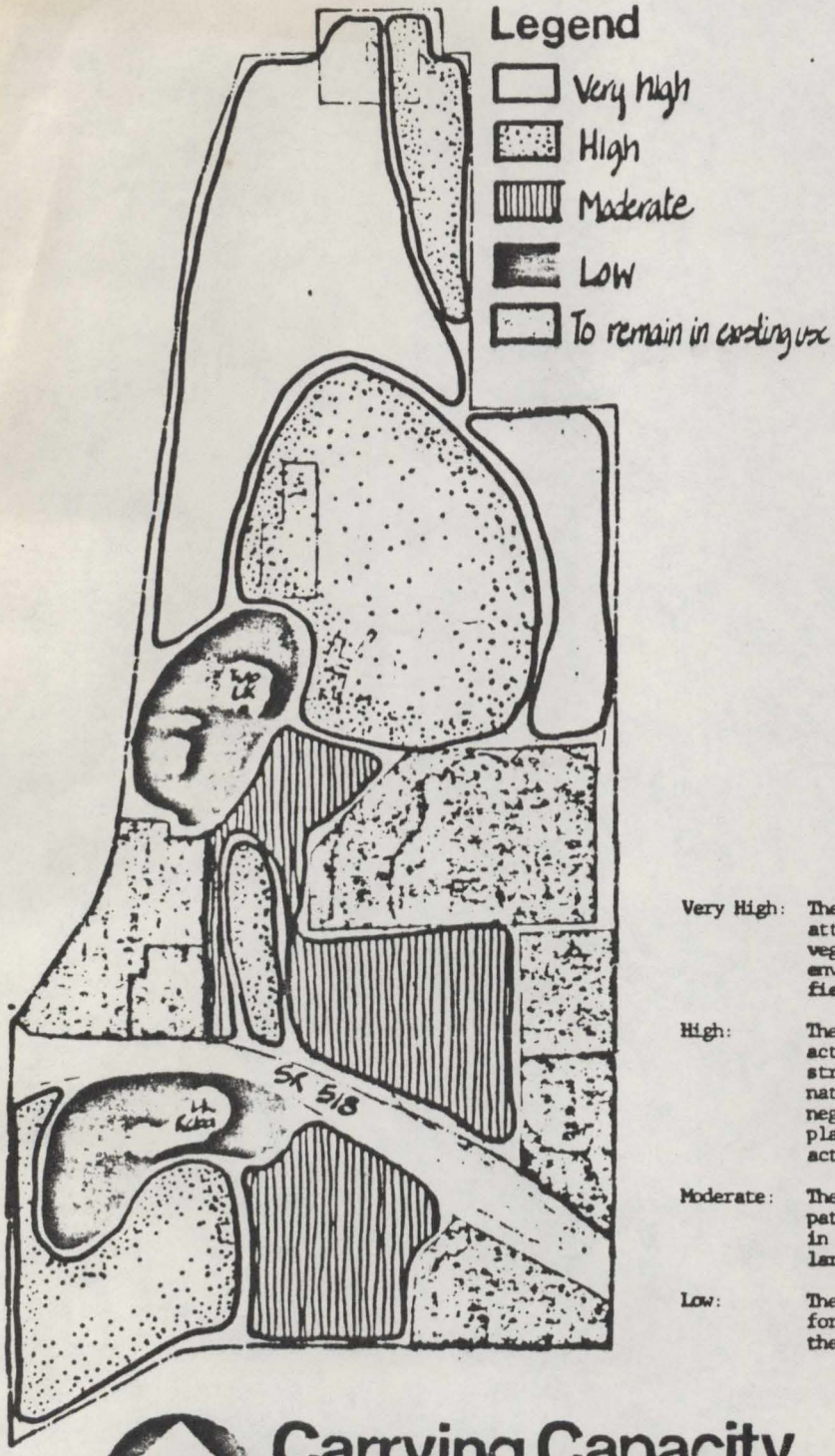
Mrs. Carrie Cochrane, Parcel A-447

The Committee has unanimously agreed, from the information provided, early acquisition of the above subject parcel is warranted under the special hardship acquisition criteria.

The Committee feels the physical and financial condition of the appellant could be further agravated if Mrs. Cochrane continues to live in her present location until scheduled acqusition 2 years from now.

W. Thomas Ruttkay, Chairperson

7/20/79
Date



CARRYING CAPACITY

Very High: The area is suitable for intensive activities that may attract crowds, require manipulation of landform, soils, vegetation, or are potentially highly disruptive to environmental factors. These activities include sports fields, horse trails, and motorcycle trails.

High: The area is suitable for less intensive activities or activities that are limited to a small area such as play structures. These activities are less disruptive of the natural land form, yet may require alteration or may have negative environmental effects. Small game courts, playgrounds, golf, dog training, and picnicing. These activities should not attract large groups of people.

Moderate: The area is suitable for passive activities such as foot paths, picnic areas, frisbee playing, nature study and in some instances, golf. Activities should not attract large groups of people.

Low: The area is unsuitable for any development (or suitable for minor development such as foot paths) because of the high sensitivity of the environment.

Carrying Capacity

North Sea-Tac Park

modified Passive 2 Plan
follows "carrying capacity"
& is closer to STCP.

Sea-Tac Communities Plan
Community Involvement Program

SUMMARY OF NEWSPAPER SUPPLEMENT QUESTIONNAIRE RESPONSES

The following is a tabulation by frequency of general response to the newspaper supplement "Where Are We Going?" Actual verbatum responses were grouped into general categories of response for the purposes of this summary. The returned questionnaires or the verbatum transcribed record can be consulted for actual responses.

Listed below are the noise improvement program possibilities presented in the supplement. Program numbers correspond to the responses type in questions 1 through 3.

IMPROVEMENT PROGRAM POSSIBILITIES

1. Acquisition and removal of all existing buildings and change to open space.

2. Acquisition and removal of existing buildings and change to other uses that are more compatible with noise.

3. Acquisition with some retention, through leases, of existing uses.

4. Purchase guarantee applied to residential property to assure saleability.

5. Mortgage insurance either through changes in existing FHA and VA policy or through new supplemental programs.

6. Permanent easements by the purchase of flyover and noise rights from property owners.

7. Limited term easements through purchase of limited time rights (e.g., 5 years).

8. Sound insulation of existing residential or other properties.

9. Construction controls on the type of buildings allowed by requiring special soundproofing.

10. Change in land development controls, such as zoning.

11. Other ideas?

1. Which "noise improvement program" would best meet your personal needs?

1.	17
2.	24
3.	2
4.	16
5.	8
6.	4
7.	6
8.	12
9.	3
10.	8
11.	20
No Response .	13

2. Would you remain in your home if one or more of the "noise improvement programs" were available?

Yes, which ones	25
1.	3
2.	0
3.	0
4.	13
5.	6
6.	4
7.	3
8.	8
9.	1
10.	2
11.	6
No,	29
Want to move for reasons other than noise.	15
Not bothered by noise	34
No response.	10

3. Which of the "noise improvement programs" would best solve the problems of your immediate neighborhood?

1.	15
2.	15
3.	3
4.	17
5.	6
6.	5
7.	3
8.	8
9.	4
10.	8
11.	22
No Response.	14

4. What public project or program might best improve your neighbohood?

Zoning	6
Parks	15
Continue 509	2
Improve public transportation	2
Improve streets and roads	11
Greenbelts	16
Property Tax relief	5
Dispersing low income housing projects	1
Clean up Des Moines	1
Community centers	5
Resale guarantee	2
Improve police service	1
Total acquisition	8
Eliminate property uncertainty near airport	4
Reduction of aircraft noise	6
Sound insulation	3
Industrial parks	3
No response	12

5. Would you support more governmental controls to protect the environment?

Yes	60
No	20
Sufficient control now	8
Control seldom works	7
Used, not abused	5
Local control only	13
Noise	6
No response	12

6. Where in your community do you think the use of open space can solve problems?

High noise area	7
North of airport	15
South of airport	13
West of airport	11
East of airport	2
Around airport	9
Valley Ridge Park	1
You name it	1
None	2
Acquisition area	2
So 166th & Military Road	1
Openspace eliminates nothing, need jobs	1
Miller Creek Area	3
Des Moines Creek	2
Parks for all residential areas	1
Zone 3	5
There is none left	1
Between So. 156th and So 174th	6
No response	20

7. Where in your neighborhood do you think new commerical and industrial uses should be located?

Somewhere besides Green River Valley	1
Around airport	9
Not in my community	3
Tacoma	2
South of airport	9
Area to small	1
Between SR 509 & Airport	4
Zone 3	3
North of airport	8
West sid of airport	16
Federal Way	1
Along Sc 188th	2
In noise area	8
Where it is most profitable	1
East of airport	6
Well planned industrial parks	1
Don't know	7
None	2
No response	12

8. How do you think the community can best share in the vitality of the airport? Should it?

Solve problems fist	1
No need	8
Through Sea-Tac Communities Plan	3
Receiving good services	1
Public access to terminal	3
It must	4
Complete information about community	1
Incompatible	8
Buildings on Port property should support local taxing districts	7
Small industry near airport	4
Support airport	3
Develop west side	11
Jobs	3
Greenbelt around airport	4
Improve 99 strip	2
Move airport	1
Park & Ride lots near airport	1
Develop recreation/cultural centers	8
Don't Know	1
Purchase homes	3
Limit commerical development	1
zoning	3
Stay out of Burien	2
No response	18

9. How do you feel the extension of freeway 509 should be handled?

Extend to So 188th	12
Around airport	11
Connect to I-5 at Midway	1
Connect to I-5 at Kent/Des Moines Road	1
As planned	8
North of Tacoma	1
It's a political project	1
South to So. 200th	5
We don't need it	6
Connect to I-5	4
Promptly	4
Who cares	2
Stop in Des Moines	5
Connect to South 216th	2
Leave as is	3
No response	35

10. What attempts should be made to improve community identity?

Blend the airport and surrougndings	6
Public input	2
Burien is enough community	3
Encourage private business	4
Burien incoorporate	3
Area bicycle & pedestrain paths	1
None	6
Who needs it	3
Improve scenery	1
Better jobs	3
Sharing of open space	2
More community schools	1
Better recreation programs	6
Expanded service center	2
Rural residential	1
Commerical between Burien & Airport	5
Controlled development	2
Close airport	1
Give us back our "CH" prefixes	1
Give us back our proper addresses	1
Community councils	4
Cluster community services	4
Stabilize neighborhoods	2
Silence aircraft engines	2
Zoning	2
Don't ignore east of 99	2
No response	38

11. What do you think the future of the west side should be?

Airport industry	11
Let property owners decide	2
Commerical between Burien & airport	2
Warehousing/light industry	9
Residential	18
Keep hand off	4
Large scale development	4
Development clusters, compatible with residential	2
Open space	14
Controlled development	2
Blend airport & surroundings	2
No response	31

12. Can you take action on your property to slow or contian water runoff?

Yes	28
No	27
Build simple drain pits	3
Natural springs	1
French drains	2
Ground cover	15
Dig a ditch	2
Creek on my property	2
Don't asphalt driveway	2
Dam the creek	1
Underground tile field	2
No problem	8
No response	20

13. Does the holding pond approach seem acceptable?

Yes	41
No	8
Should be landscaped	9
Water quality treatment required	6
Should include recreational use	9
In some instances	5
It would help	1
Within openspaces	1
If economical	1
If needed	3
They are ugly	3

MINUTES
Urban Development Committee
Sea-Tac Communities Plan

June 21, 1973

Chairman Bruce Mecklenberg called the meeting to order at 7:40 p.m. in the meeting room of the community office, 253 South 152nd Street, Burien.

In attendance were:

Patricia Miller
Charles A. Schuh
Harold Chaney
V. D. Cicco
Rosella Roff
Doug Swank
Donald A. Streck
Walter R. Gray
Beverlee Hendrickson
Mrs. H. M. Stoner
Bill Banks
Judy Sroufe
H. V. Jan Charnell
Fred Herb
Moorfield Storey, Jr.
Molly Huenefeld
Frank Ehle
Jean Pihlman
Howard N. Olsen
Dottie Harper
Eleanor Lee
J. M. Owens

R. E. Bethel
Helen Kludt
Elizabeth Smith
Irene Jones

Irv Berteig, King County Division of Land Use Management
Marty Harper, Stevens, Thompson, Runyan, Inc.
Jim Todd, Coordinator, EDC
George Saito, FAA
Marty Curry, Community Office
John Anthony, Community Office
Jan Klippert, King County Dept. of Public Works
Art Yoshioka, Port of Seattle, Dept. of Planning & Research
Donovan Tracy, Community Office

1. Following introductions, Mr. Irv Berteig of the King County Division of Land Use Management (co-sponsors with the Port of Seattle Department of Planning and Research in the Sea-Tac Communities Plan project) gave a brief explanation of problems in the Highline area that require official action. Mr. Berteig stated that provisions of the National and State Environmental Policy Acts requires thorough study of environmental impacts before governmental action can occur, or prior to changes in controls which permit extensive changes in private development. For this reason it was highly desirable that King County jointly work with the Port of Seattle in identifying impacts from Sea-Tac as well as from other urban development.

   Mr. Berteig also stated that the Highline area has not been comprehensively studied since 1965 and that recent zoning cases, some of which have been brought on as a result of airport impacts, show the need for restudy. He went on to say that it was necessary to apply legal constraints (zoning, impact statements, etc.) in a consistant manner within a logical plan. Also the extent of resources (capital budget, the private development market) to implement such a plan must be recognized in the process.

The County's effort to work more closely with the community was cited through the EDC. Their direct link to the King County Executive and Council is useful means to getting people closer to the public officials.

2. Bill Banks of the White Center Community Council and Highline Community Council gave a presentation of the White Center Action Program and reviewed the results of a community opinion survey which was undertaken in February. With the assistance of the University of Washington's Division of Community Development, the community organized and prepared a survey, and defined the area to be surveyed. Of the 8901 homes in the area defined, 2128 were contacted. 79% completed surveys; 17% refused; 4% were not home and 1% were vacant. Students from Evergreen High School were also surveyed to compare their opinions with the adult population.

   With the aid of an overhead projector, Mr. Banks touched on some of the highlights of the survey's findings (a complete copy of the survey results are attached to the official copy of the minutes). Generally, those people in unincorporated White Center have little desire to annex to Seattle, but feel local government response is poor. 69% of Evergreen students thought there is a drug problem. General response indicated that it is felt street maintenance, animal control, flood damage control and public transportation are not satisfactory. However, only a small percentage were willing to pay for flood control. Beautification and clean-up were considered very worthwhile. The Council has undertaken one clean-up drive and plans another one for September.

   Follow-up to the survey has led to the formation of the White Center Community Council - Marty Taylor was elected as its first president. Mr. Banks concluded by saying that the big question for the Council and White Center is "is there sufficient leadership and desire to bring about some desired changes?" This type of a survey method might be considered by the Urban Development Committee as a way to find out what Highline residents feel are problems in their area.

3. Dr.Marty Harper of Stevens, Thompson and Runyan, Inc. (STR), water consultants to the Sea-Tac Communities Plan presented and discussed the water quality and drainage study. Dr. Harper explained that the purpose of the study is to characterize existing and potential water problems, to propose ways to remedy existing problems and to prevent future problems. The following steps of the study were discussed with the aid of a flip chart: program design (1 mo.), data collection and analysis (11 mo.), alternatives for creek rehabilitation (2 mo.), analysis and evaluation of alternatives (1 mo.) and development and documentation of preferred plan (1 mo.).

   Dr. Harper defined their role as one in which community people determine what needs to be done and STR could determine what technical requirements were necessary to achieve these actions. Mrs. Lingwood (CH3-5873) residing in the vicinity of 176th and 1st Ave.

was recommended by a committee member as a good community contact pertaining to creek history and problems. Dr. Harper was asked whether existing plans would be changed, particularly the holding lagoons. His response was that if something is identified which contributes to the problem, they would recommend to change it.

4. Irv Berteig was introduced again to outline the County's community planning program. Irv stated that the role of government in planning is largely coordination and to assure that things go on in a logical manner. He agreed that the County has not been terribly successful in Highline, but that the development of a 'middle plan' for the area should greatly improve the situation.

   Mr. Berteig explained the County's comprehensive plan saying that it is only general policy developed in 1964 primarily to guide zoning decisions. However, it has been amended since then to deal more with capital improvements. The 'middle plan' idea was then contrasted to the comprehensive plan. In 1970-71 the planning staff prepared a middle plan, or shorter range plan, as an experiment in the Bear Creek area, which is northeast of Redmond. The plan attempts to better predict conditions for a shorter future, perhaps 6-10 years, and develops more specific concepts or policies for a smaller and more homogenous area. This type planning relates much better to the needs and desires of the people of an area than does the general comprehensive plan. The preparation and adoption of such a plan for Highline as official County policy is the intended outcome of the Sea-Tac Communities Plan project.

   When asked by the committee whether the political body can change such a plan, Mr. Berteig stated that it was possible, but less likely if it had been developed with the participation of the community and the EDC. In response to a concern by a committee member that the common cry is that we've done all this before, Irv stated that it had been only through the general plan and zoning studies and not as a total plan focussing just on this area.

5. Proposed redrafting of the original grant goals was presented by Eleanor Lee who is a member of the project's Policy Advisory Committee (PAC) representing the EDC. Eleanor will be the committee's liaison with PAC. She stated that while the grant goals were understandable to lawyers and planners and may have been good enough to get the grant, they need to be translated in order to be readily understandable to the community. She passed out to each member a proposed draft she had prepared (attached to the official copy of the minutes).

   After some discussion, it was decided that members should review the draft individually and mail or phone in any revisions to the community office or attend a meeting on Wednesday evening, 7:30 p.m., June 27th, at the office to discuss them further and to compare them with the original goals.

6. A discussion of videotape productions of the project's environmental and planning studies was conducted by Marty Curry of the community office. Marty stated that funding had been approved for the filming and production of programs for use by the committee in presenting and disucssing the studies with the broader community, possibly through the Community Schools (Adult Education) Program of the Highling School District. Four programs would be produced on the Noise, Air Quality, Water and Land Use Planning studies. The real need for the programs is to better communicate the consultant's work by showing examples of equipment and work in the field. It was felt that careful review of the program's scripts was necessary to assure that they effectively communicated to the layman. Marty solicited the help of a committee task force to assist on the water and land planning programs.

7. Chairman Mecklenberg called for volunteers to work on various working task forces of the committee. Those volunteering were:

1-Videotape programs	Bill Banks, Patricia Miller Helen Kludt, J.M. Owens
2-Community opportunities and concerns	Irene Jones, Rosella Roff, R.E. Bethel, Elizabeth Smith, Chuck Schuh
3-Water and creek aesthetics	Helen Kludt, J.R. Burke (deferred initially as part of videotape program)
4-Visual survey	deferred until next meeting
5-Data collection (community based)	deferred until next meeting
6-Administrative	Bruce Mecklenberg, Don Streck, Hal Chaney, Chuck Schuh, Fred Herb, Eleanor Lee, Judith Sroufe
7-Air transportation committee liaison	Judith Sroufe, Irene Jones

The committee concurred with chairman Mecklenberg's request that Chuck Schuh of the Highline Community Council serve as co-chairman. The committee also concurred that a roster should be prepared and sent to all members.

The meeting was adjourned at 10:40 p.m.

MINUTES
Air Transportation Committee
Sea-Tac Communities Plan

June 28, 1973

Chairman Jan Charnell called the meeting to order at 7:35 p.m. in the meeting room of the community office, 253 South 152nd Street, Burien.

In attendance were:

Elliott Brogren
Jim Davis
John F. Cramer
Monte Powell
John M. Miller
R. M. Boyd
Loraine Smith
Florence M. Evans
John and Ann Tedesco
Judy Sroufe
Bud Eckman
Charles I. McJunkin
Albin A. G. Anderson
Adrienne Durbin
Irene Jones
Cliff Bourland
Frances Hellums
Pat Ashcraft
John Miller
Robert Beardemphl

C. C. Rhoton
John L. Pfeifer
Moorfield Storey, Jr.
Lorene C. Taylor
Jackie E. Taylor
Beverlee Hendrickson
Mrs. H. M. Stoner
Ted Nakkerud
Frank Ehle
Jean Pihlman
Eleanor Lee
Robert Shafer
Virginia Dana
Mr. and Mrs. Tom Dantzler
Adrienne Naud
Howard N. Olsen
Berta Provine
John Dodds
Howard Segal

Jack Freytag, Robin M. Towne & Associates
George Saito, FAA
Jim Todd, Coordinator, EDC
John Anthony, Community Office
Marty Curry, Community Office
Ed Parks, Port of Seattle, Department of Planning & Research
Donovan Tracy, Community Office

1. Following introductions, Ed Parks of the port of Seattle Department of Planning and Research gave a brief explanation of planning problems from the Port's standpoint. Ed is the technical coordinator of the Sea-Tac Communities Plan. He explained that in dealing with the problems at airports there are really three environments: The physical boundaries of the airport, or the Port-owned area; the airport environment, or the area around the airport which received the problems and the benefits it creates; and the economic environment, or the total area (region) it serves.

Ed gave a short history of Sea-Tac stating that it was established in 1942 at Bow Lake and was a very small facility with few residences around it. The Bow Lake site was actually chosen over a Bellevue site due to prevailing fog conditions in Bellevue. Ed explained that conflicts arose as the airport expanded over time and surrounding residential areas began to close in on the airport. The efforts of the Zone 3 Committee, NOISE and Miller Creek interests were cited as being instrumental in making environmental issues and community concerns known. A committee member stated that he was present at the groundbreaking of the Bow Lake Airport in 1942 and stated that no one could imagine at that time the problems which would result.

Ed explained that while the present project started only as a noise study, it was soon realized that Planning for the entire community was necessary to solve the problems. Discussion commenced with King County concerning a joint effort. Through the cooperation of Mr. George Buley and Mr. George Saito of the FAA, the first application involving both an airport and a local planning agency was prepared and submitted on Dec. 15, 1972, to the FAA for funding assistance under their Planning Grant Program.

2. Dr. Robert Beardemphl of the Highline School District then spoke to the committee on the problems aircraft noise has caused local schools. The District over the last 5 years has been studying and trying to solve the problem primarily from a building standpoint. The District considers 14 buildings to have a serious noise problem.

Dr. Beardemphl discussed two reports prepared by or for the District which have tried to identify the scope of the problem and realize costs associated with solving it. The reports were: "Aircraft Noise", October, 1971, and "Noise Abatement Study, Status Report to Educational Facilities Laboratory", March, 1973. Dr. Beardemphl also mentioned a behavioral study which will analyze how students react to noise in the classroom. He stated that much also needs to be known about how they react in the playground and at home.

Dr. Beardemphl also discussed actions the District has taken. He and Dr. Sealey have appeared before the Senate Commerce Committee in Washington, D. C., and have appealed to the Port on an informal and formal basis. On advice of legal counsel, the District has filed a claim against the Port because of possible problems due to the statute of limitations.

When asked about school closures, Dr. Beardemphl said he couldn't speak for the District, but it is his personal opinion that schools would be closed due largely to declining enrollments. He couldn't comment as to which schools and when action would occur. Dr. Beardemphl was also asked why schools were being soundproofed if there was a possibility that they may be bought out. He explained that the soundproofing efforts thus far were only experimental. He was also asked whether the ILS (Instrument Landing System) was going to make it more dangerous for kids going to schools. He replied by stating that the District had no information to indicate that as a problem.

3. Jack Freytag of Robin M. Towne and Associates, noise consultant to the project, discussed the noise measurement system. ANE (Actual Noise Exposure) and NEF (Noise Exposure Forecast) were reviewed as measurement techniques used in the project and will provide a base for comparison with other airports. Using ANE, 4200 flyover measurements at 66 locations, including street traffic measurements, will be taken. For each aircraft measurement, a photograph will be taken. Photo ranging will help in determining the distance to each aircraft as its noise is measured. Five descriptive methods of analyzing noise will be used. EPNL, (Effective Perceived Noise Level), one of these, will match peoples' response to noise.

Mr. Freytag explained that this was the first time such comprehensive measurements, providing the five descriptors, had been taken. He also explained that Zones 1, 2 and 3 for Sea-Tac had not been established by actual noise measurements.

When asked how this study of noise differs from others, Mr. Freytag cited the number of measurements, considerations for weather, logging of aircraft by a technician in the field and the complex descriptors as being factors not considered in previous studies. He noted that vibrations were not being studied directly, explaining that vibrations are very difficult to study and are unique to, or vary with, every different wall, window, etc. However, comparison data would be used to assess vibration problems. He also explained that sensitive waterproof microphones would tend to distort overall results. Jack stated that location of measurement stations would be on a grid system to assure uniformity. Maps would be provided to the Community Office and to the committee of the locations as they are established.

4. Ed Parks was introduced again to discuss noise abatement procedures. He distributed to the committee a reproduction of a HUD publication dealing with noise abatement procedures (copy attached to official copy of the minutes). Ed reviewed the three federal agencies involved with the noise problem. HUD (Housing and Urban Development) deals with land use, zoning and building provisions; EPA (Environmental Protection Agency) has been charged by Congress to prepare noise standards for the U.S. by July 28; and FAA (Federal Aviation Administration) handles the regulation of aircraft including construction and flight. FAA has sponsored aircraft sound reduction under FAR-36 standards. SAM (Sound Absorption Material) are one of the prime ways of reducing sound generated from aircraft.

Ed explained three ways or areas in which sound can be reduced: at the <u>source</u>, the <u>receiver</u>, or the <u>distance</u> between them. He mentioned that FAA is working on the problem in the distance area as well as the source by experimenting with flight procedures, particularly the 2-step approach. It was mentioned by a member of the committee that while a 2-step gilde slope may reduce the problem further out, it intensifies it closer in. Ed concluded by saying the Sea-Tac Communities Plan must use all these procedures, or the best combination of them, in order to

solve the problems. The area of property taxes was mentioned by the committee as another area for consideration.

5. Proposed redrafting of the original grant application goals was presented by Eleanor Lee, a member of the project's Policy Advisory Committee (PAC) representing the EDC. She stated that while the grant goals were understandable to lawyers and planners and may have been good enough to get the grant, they need to be restated to be readily understandable to the community. She distributed to each member a proposed draft she had prepared (attached to the official copy of the minutes).

   Mrs. Lee reviewed changes that were suggested by the Urban Development Committee. After some discussion and suggestions that enforcement be written into the goals, it was determined that while these goals relate to the project, there was a need for goals for the committee and for the various subject areas it is to work on. It was agreed then that the committee could and would develop its own goals as it went along. Eleanor will present both committees' suggestions to the Policy Advisory Committee on July 3.

6. Chairman Charnell identified a number of areas the committee should begin working on and asked for volunteers to work on task forces. Jan said that we've heard a lot about measurements, but emphasized that there need to be ways to relate them to decisions. He stated a need for a community survey to determine what people think is noisy compared to what consultantts say is noisy and then help draw the lines.

   Marty Curry of the community office discussed the problems of relating the environmental and planning studies to the broader community. She stated that funding had been approved for the filming and production of four programs (Air Quality, Noise, Water and Land Use) for use by the two committees in presenting and discussing the studies with the community. The Community Schools (Adult Education) Program of the Highline School District would provide an appropriate means of scheduling and presenting the programs. Marty called for the help of a task force for review of script for the Noise and Air Quality programs and possibly to serve as actors in the programs.

   Those volunteering for task forces were:

1-Goals statements	
2-Community survey	Loraine Smith, C.E. Bourland, Robert Shafer, Florence Evans and Bud Eckman
3-Abatement alternatives	John Cramer, Monte Powell, Bob Boyd, Moorfield Storey, Jr., and Frank Ehle
4-Audio-visual	Jim Davis, Pat Ashcraft and Howard Segal

5-Speaker's bureau	Eleanor Lee
6-Program	Howard Olsen, Virginia Dana, Monte Powell, Jean Pihlman and John Miller
7-Near-term programs	Jim Davis, Virginia Dana, Tom Dantzler and John Miller
8-Fact finding (communication)	
9-Governmental liaison	
10-Urban development comm liaison	
11-Future projections	Howard Segal
12-Land-use sensitivity noise code	John Cramer, Monte Powell and Bob Boyd

The committee concurred that a roster should be prepared and sent to all members.

The meeting was adjourned at 9:55 p.m.

DT:mj

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SEA-TAC COMMUNITIES PLAN **factsheet**

No 11

PUBLIC OPINION SURVEY

As part of its Sea-Tac/Communities Plan, the Port of Seattle and King County commissioned a survey conducted by Battelle Memorial Institute in the summer of 1973 to assess the social impact of the airport on the surrounding community. This random sample survey was based on face-to-face, half-hour interviews with 302 residents of the Highline area in which Sea-Tac is located, and 98 residents in Shoreline, which is outside the Sea-Tac noise zone. In addition, telephone interviews were conducted with 316 residents throughout King County. The Highline sample was further divided into residents of a High Noise Zone (HNZ) with Noise Exposure Forecast levels of 35 or more, a Medium Noise Zone (MNZ) with 25-35 Noise Exposure Forecast levels, and a Low Noise Zone (LNZ) with Noise Exposure Forecast levels of 24 or less. These areas were determined by the 1973 Noise Exposure Forecast (NEF) curves as presented in the 6-month noise report.

Major Findings

1. Community Problems. A portion of the respondents in Highline (22.7 percent) considered airplane noise as the most disliked feature of their community, and a partly overlapping 19.7 percent considered it the community's single most serious problem. (This compares with 1.1 percent in Shoreline and 2.9 percent in the King County sample.) The noise problem within Highline is, however, relatively localized. It was considered the most serious problem by 43.1 percent in the HNZ, by 22.6 percent in the MNZ, and by only 7.8 percent in the LNZ, within the Highline area.

2. Desirability of living near Sea-Tac. A greater percentage of Highline resondents (60.9 percent, as compared with 47.7 percent in Shoreline and 51.4 percent County-wide) would move out of their present neighborhood if they could find equivalent housing elsewhere. This is also highly related to noise level in the Highline area: 74.0 percent in the HNZ stated that they would want to move. 67.0 percent in the MNZ, and 51.2 percent in LNZ stated that they would want to move.

3. Effects of Noise. In Highline, 49.4 percent of the residents in our sample, 68.4 percent of those in Shoreline, and 62.9 percent in the King County sample said that they were not

bothered by noise, nor that they considered it a serious problem. Airplanes are considered the major noise source in the Highline area (79.1 percent), while only one person mentioned airplanes and two mentioned helicopters as the major noise source in Shoreline.

It is of interest to note, however, that those who state that noise affects their health, sleep, or psychological well-being report similar effects regardless of their area's actual noise level. Thus, harmful physical or mental consequences are ascribed to noise by 49.7 percent of Highline respondents, 51.7 percent in Shoreline, and 57.6 percent in the County sample. In other words, a larger proportion of residents in noise impacted areas complain about noise. However, the effects on those who do complain about noise appear, at least at the level of the survey responses, to be unrelated to whether the resident lives in an area highly impacted by noise, or in an area like Shoreline in which the noise level is comparatively low.

Observational data collected in Highline and Shoreline suggest, in fact, that the use of backyards and outdoor activities do not differ markedly in these two areas.

These findings suggest that Highline residents are more aware of a noise problem but that many do not allow it to interfere with their daily lives.

4. Attitudes toward the Enviornment. While Highline residents attribute somewhat less importance to the need for low taxes in dealing with environmental problems than do Shoreline residents, the differences between the three samples on questions concerned with environmental problems were slight.

5. Public Image of the Port of Seattle. The majority of the Highline residents (77.2 percent) felt that the Port fulfilled its functions very well or moderately well; 8.4 percent thought it did not well or poorly. This compares with 76.8 percent of Shoreline and 71.3 percent of the County-wide sample who felt the Port fulfilled its functions very well or moderately well, and 3.0 percent and 3.2 percent respectively who considered the Port as doing a poor or moderately poor job. In the HNZ, 66.0 percent gave the Port high marks (vs. 75.2 percent in the MNZ and 83.1 percent in the LNZ), while 12.0 percent in HNZ, and 7.7 percent in the MNZ, and 6.7 percent in the LNZ believed that the Port fulfills its functions poorly or not well.

6. County Services. In all three samples, respondents seem unaware of many King County services. However, where these were recognized, they were rated highly. A comparison with findings from a 1970 survey in White Center and Burien suggests a marked increase in the concern of the community with airplane noise and traffic, as a moderate but general rise of confidence in County government and other local agencies.

April 26, 1983

To: Port of Seattle Commissioners

"The STCP was developed around a community involvment program whose prime purpose was to provide a PROCESS through which the community had a DIRECT and CONTINUING role in the development of that PLAN. Citizens were directly involved in the formulation of policy and plan alternatives."

"The primary goal of the STCP was to attempt to achieve MAXIMUM Compatibility between the Sea Tac Airport and the surrounding community-to make the airport and the community better neighbors-to blend the airport and the community together."

"An important land use compatibility issue related to safety of aircraft operations, including safety of those on the ground and safety of those operating aircraft. The boundaries of these "approach protection areas"(extended clear zones) were based on existing FAA criteria"thus a land acquisition program was initiated as part of the PLAN.

"The development concept of the PLAN was one of enhancing and protecting the remaining residential neighborhoods in which people wished to live-to improve neighborhood quality through programs aimed at reducing the uncertainty connected with noise impact and programs to renew neighborhood improvements, to solve drainage and pollution problems, to assure compatibility amongst different land uses, to capitalize on the opportunity to promote an extensive open space system and protect the natural environment."

These programs were and still are the communities efforts for- and promise of MAXIMUM COMPATIBILITY.

As part of furthering the planning process-citizen participation led to an acceptable development of a Master Plan for the North Sea Tac Park-to include the Ports north acquisition area and continuing into the proposed acquisition area as defined in the STCP.

Problems have since arisen concerning the density guidelines as defined by the FAA in that PLAN-however, those guidelines are based on the results of a rather lenghty planning process which began in 1972-the STCP.

We are now entering into a noise remedy program update-an element of that update will be a review of the density guidelines where an assessment will be made as to what changes or refinements (if any) are needed. This task will be carried out in accordance with the Community Involvement Program-an integral part of the PROCESS.

I am here to remind the commission of the communities pact with the Port of Seattle for "MAXIMUM COMPATIBILITY" through the use of the Community Involvement Program" and the protection of those residents living "adjacent to a proposed program area".

(Comments taken from the STCP-six mos. summary report)

Virginia E. Dana
2648-So 142
Seattle Wa. 98168

(over)

So 130th & 20 Pulaski

/ Camping & parking signs

6/363

21/5/037

AIRPORT NOISE REMEDY UPDATE

PRELIMINARY PROGRAM BOUNDARIES

The Update staff would like your comments on this Open House and the preliminary program boundaries presented for your review.

Comments:

July 19, 1984

Port of Seattle Commissioners
P.O. Box 1209
Seattle, Wa. 98111

Dear Sirs,

A significant majority of the home owners on both sides of 26th Ave. South just north of 200th Street, during a neighborhood meeting on the night of July 17th, involving Port staff and a State Representative reviewed options available to us in the Noise Remedy program and after open discussion have voted to support the staff recommendation of acquisition.

Our main concerns are:

NOISE:

As per the Noise Exposure Update by the Port of Seattle the level of noise in this area has increased over the last five years and the removal of the natural buffer of brush and trees by the commercial developers will cause it to increase in the years ahead.

TRANSITION:

According to King County Growth Management Development Guide this area is projected as airport-related business. Just in the last year the development of industry around our street has caused an increase in traffic on 200th making it extremenly hazardous to enter or leave our dead-end street.

HOME REPAIRS AND IMPROVEMENTS;

A problem that faces home owners on our street is the decision to make large expenditures on needed maintenance i.e., roofing, insulation, which has been deferred because of the uncertainity in the past regarding Port plans for this area

There are other issues and concerns which affect us; therefore, we feel acquisition is the best solution for these concerns.

Thank you for your consideration of this matter.

P RT OF SEATTLE
SEA-TAC INTERNATIONAL AIRPORT
P.O. BOX 68727 / SEATTLE, WASHINGTON 98188

AVIATION DEPT.
DIRECTOR
ASST. DIR / O & S
ASST. DIR / A & B
MGR. A/A MKTG
DATE
JUL 1 3 1984
ENGINEERING
FIRE
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OPERATIONS
PARKING
POLICE
REAL ESTATE
PUBLIC INF.

July 9, 1984

Captain M. E. Volz
Vice President
Flight Safety and Industry Affairs
United Airlines
P.O. Box 66100
Chicago, Illinois 60666

Dear Captain Volz:

I applaud your efforts to centralize information on airport noise abatement procedures within United for use by your pilots. Continued efforts, such as these, indicate a commitment by airlines toward improving the noise environment around airports.

For your survey, here are the noise abatement procedures used at Sea-Tac International Airport.

*Federal Aviation Administration's SEA TWR 7110.071C (10/7/80) Noise Abatement Procedures (copy attached)

Standard Instrument Departure (SIDs) for south flow departures from Sea-Tac have been recently published which incorporate use of the Seattle VOR 158 radial for noise abatement purposes. New SIDs for north flow departures which will incorporate use of the VOR 338 radial for noise abatement purposes will be published shortly. A brief explanation of the background of these procedures is presented in the attached memo to the Seattle Airport Affairs Committee.

Further instructions on the Visual Bay Approach for south flow arrivals are available as a published chartered visual flight procedure. (See attached Jeppesen Approach chart)

*Port of Seattle's Run-Up Curfew and Designated Locations as per Section 7, Paragraph D of Sea-Tac's Schedule of Rules and Regulations No. 4 (copy attached).

Noise sensitive areas surround the Airport. The most significant noise impacted areas are located within the 65 Ldn noise contour. The Port's noise remedy efforts in these areas include land acquisition and the proposed programs of purchase assurance and sound insulation. A map of noise contours and proposed noise remedy program boundaries is attached. The noise abatement procedures most affecting these areas are the use of the VOR 158 radial and 338 radial.

Areas beyond the 65 Ldn noise contour are also noise sensitive. Noise complaints indicate that the non-compliance with our existing noise abatement procedures is a major problem. For example, community reports refer to aircraft flying lower or turning sooner then under normal circumstances. Maps illustrating the ground tracks associated with the procedures are attached. In this regard, of interest to you may be a Port project now underway to develop computer software to automatically report non-compliance by using FAA ARTS computer data from the Seattle Tower.

Your continued efforts in noise abatement are appreciated. If you need any additional information, please feel free to call Ms. Jody Yamanaka, Airport Facilities Coordinator, at (206) 433-4640.

Sincerely,

Vernon L. Ljungren
Director of Aviation

/clb/1195A
Attachments

bcc: Marr, Sims, Yamanaka--Port of Seattle
Lien--Federal Aviation Administration
Bennett-ATA

UNITED AIRLINES

AVIATION DEPT.
DATE
DIRECTOR
ASST DIR/OPS
ASST DIR/ADM
MGR A/A MKTG

JUN 2 1984

ENGINEERING
FIRE
MAINTENANCE
OPERATIONS
PARKING
POLICE
REAL ESTATE
PUBLIC INF.

June 22, 1984

Mr. Vernon L. Ljungren
Seattle-Tacoma Int'l Airport
Box 68727 Riverton Hts., Br.
Seattle, WA 98158

Dear Mr. Ljungren:

We, at United Airlines, have been continually trying to improve our anti-noise procedures to maximize a strong commitment to our good neighbor policy. In researching the problem in minute detail, we have found specific airports with noise procedures, both formal and informal, that were totally unknown to us. Quite obviously, we can't expect our pilots to abide by procedures that are unfamiliar, and we can't increase that knowledge if specific procedures are unknown to the Corporation. Unfortunately, we also discovered that there is no central source for all this information. That's the reason for this letter.

Would you be kind enough to help us with a survey we are conducting with all the airports United Airlines routinely serves? We need a response to the following questions.

1. Do you have a sensitive noise area at your airport?

2. Do you have a procedure, either formal or informal, that responds to these sensitive areas?

3. Will you please include a copy of that noise procedure for us, or if the procedure is an informal one, would you delineate it for us so we can help you in dealing with your neighbors.

Let me explain how we plan to use this information. We are developing a computer program where each of these procedures will be entered so a pilot may access the information at any United computer terminal, in any operations area, at any of our airports. This will give the pilot the information, at his fingertips, regardless of where he makes the inquiry; and it will give us the ability to update the procedures on a real-time basis as changes are formulated. We then can expect far better development of pilot awareness should it be lacking for a particular airport. In this vein, would you please reply to the above and in the future, relay any changes in your procedures to: Flight Safety Department - EXOFS, United Airlines, P. O. Box 66100, Chicago, IL 60666.

I thank you most kindly for your cooperation, and I am confident that working together we can be far more proficient in following those procedures which generate the maximum benefit to our airport neighbors. We realize your procedure may be well publicized and have been in use for years. A response to this letter will serve as verification that we are up-to-date on all changes.

Sincerely,

Captain M. E. Volz
Vice President
Flight Safety & Industry Affairs

POLICY ADVISORY COMMITTEE

MINUTES

SEPTEMBER 28, 1983

MEMBERSHIP PRESENT

ALEXANDER, DAWSON	PORT OF SEATTLE	PRESENT
BOHRER, L. C.	LOCAL GOVERNMENT	ABSENT
BULEY, GEORGE	FAA	PRESENT
JENNINGS, DR. JAMES	HIGHLINE SCHOOL DIST.	PRESENT
JHAVERI, ARUN	CITIZEN WEST	ABSENT
LEGG, RODGER	CITIZEN NORTH	ABSENT
NEILSON, ED	ATA	ABSENT
PIHLMAN, JEAN	ZONE III ALTERNATE	PRESENT
SIMPSON, JUANITA	LOCAL BUSINESS	PRESENT
TARANTINO, TED	KING COUNTY	ABSENT
VACANT	CITIZEN EAST	ABSENT
YOSHIOKA, ART	PORT OF SEATTLE	PRESENT
ZALUD, JEANNE	CITIZEN SOUTH	ABSENT

CITIZENS IN ATTENDANCE

ASHCRAFT, PAT	CITIZEN
DEVANEY, JACQUELINE	CITIZEN
FAIRWEATHER, JENNIE	CITIZEN
HALL, MR. & MRS H. C.	CITIZENS
KALAMAR, SUSAN	CITIZEN
LUDNIN, OLGA M.	CITIZEN
MacKENZIE, MARIAN	CITIZEN
NICOLI, CONNIE	CITIZEN
ROBINSON, MORRIS T.	CITIZEN
RODGERS, TERRY	ROBINSON NEWSPAPERS
SAITO, GEORGE	FAA
SHANAHAN, JAY	S. PARK COMMUNITY SERVICE CENTER
SHIREY, ESTELLE	CITIZEN
TOSARELLI, LUANNE	CITIZEN
TYSON, MARY ANN	CITIZEN
BOSTER, BEVERLY	PORT OF SEATTLE
PARKS, ED	PORT OF SEATTLE
PIONTKOWSKI, JANET	PORT OF SEATTLE
STEWART, BARBARA	PORT OF SEATTLE
STEWART, BURR	PORT OF SEATTLE
STRINGFELLOW, EWING	PORT OF SEATTLE
SUTTER, GEORGE	PORT OF SEATTLE
YAMANAKA, JODY	PORT OF SEATTLE

The meeting was called to order by Dawson Alexander, Jr., Chairman of the Policy Advisory Committee, at 2:15 p.m. Alexander introduced the new Director of Aviation, Vernon L. Ljungren and provided a brief background history.

Jody Yamanaka, Port of Seattle, discussed the status of the Noise Remedy Update which is about 1/3 into the project schedule. Yamanaka explained that"on airport" and "off airport" noise remedy measures are currently being evaluated. The study is expected to be completed in mid-1984, with environmental documentation to follow.

Yamanaka described some of the interim noise remedies now being considered which include:

* A new departure procedure to the south of Sea-Tac which will eliminate some reported drifting of aircraft, and the extension of aircraft runup hours to those consistent with state and local regulations.

* Addition of noise monitors from the present nine remote monitoring stations. (It was requested that the location of the noise monitors in the south end be identified.)

* King County Building and Land Development Division application for a grant from the Federal Aviation Administration to conduct a study addressing noise insulation and changes in building codes.

* An evaluation of a noise berm or barrier near Riverton Heights. This was eliminated due to the cost and minor reduction of noise it would provide.

The Port completed its second of four series of neighborhood workshops in August. The next workshops will be held in January 1984. These workshops help to carry out one of the objectives of the study which is to continually receive community input. In addition to the neighborhood workshops, the Port's Technical Working Committee meets regularly to review the study's progress on a more frequent basis. Committee meetings are public. Yamanaka invited those interested in attending any community involvement activities to call Diane Summerhays at 382-3320 and have their names added to the mailing list.

Alexander introduced Burr Stewart who discussed the update of the 20-year Master Plan for Sea-Tac Airport. A Grant from the FAA for this project has been received. One of the components of the Master Plan will define property needed for airport development. Other properties then can

conceivably be declared surplus and used for other purposes. These other purposes that are not related to the airport could include commercial development, parks, etc. This study should be completed in 1984.

One citizen asked if the study included an evaluation of the use of lands that are not now designated as parks. Stewart replied that all Port-owned property will be evaluated in the Master Plan, in relationship to the forecast of all projected land needs for aviation purposes, both short and long-term.

Stewart went on to explain the reason for looking at 5, 10, and 15 year needs. He said that some areas may not be needed in the short-term period but may be needed for the long-term period. For example, leasing would be feasible on a short-term basis of up to ten years so that the land will still be available for long term uses. He added that the important objective is to be able meet demands at the time they are needed.

Stewart also provided information on the next agenda item, an update of facilities development at the Airport. Plans are almost completed to relocate the taxis from the parking lot at the north end of the terminal building to a new area east of the the FAA parking lot. This new lot will be operational in October. The old taxi holding area will be used for more short-term metered parking for the general public. It will also help to provide more area for charter buses and some of the types of the high occupancy vehicles that pick up large numbers of passengers.

The remaining facilities development items reported by Stewart are as follows:

* The runway safety areas at the north end of the field are now completed. They have been seeded, and discussion has been held concerning filling in between the two safety areas.

* The expansion of the South Satellite International Terminal is finished as well as the intransit lounge. Modifications to the baggage system have also been completed.

* Transiplex Air Cargo facility in the northeast corner of the Airport is expected to open in November.

Morris Robinson requested information on the new building that is being built at 142nd across from Sunnydale school. Stewart replied that it is a warehouse being built by Business Parts Northwest similar to the warehouses in the southwest area of the airport.

George Sutter gave an update on the land acquisition program. The Extended Clear Zone Acquisition is in the process of being completed to South 136th street on the north and South 211th at the south end of the Airport. The latest land acquisition project for 150 parcels north of 136th has been approved and property appraisels are progressing. Hardship cases will come first. Hardship includes both medical and financial, with medical being the most important. This is expected to be the last phase of the buy out until such time as the Noise Remedy Update is completed. At that time, there will be an indication which of the various remedy programs will be implemented. Recommendations will be made to the Port Commission as to whether there will be further buy out, possible purchase guarantees or noise insulation programs.

Alexander called upon Ed Parks, Chairman of the PAC subcommittee, that reviewed the organization of PAC. Parks discussed the present organization of the PAC Committee and especially the selection process of members. Parks reviewed the subcommittee findings regarding recommendations in the area of selection of the PAC citizen members. These recommendations were in the form of alternatives. The subcommittee did not come to a consensus but did eliminate some of the options.

The committee recommended that an application stating qualifications for the Policy Advisory Committee be implemented for evaluating prospective PAC citizen members. Three selection processes were also discussed and included:

* Policy Advisory Committee would become the selecting party for new members. Most members of the subcommittee did not agree with this method since the Policy Advisory Committee is a group of people that was formed to advise and assist the Port of Seattle on policy and programs that affect the various neighborhoods surrounding the Airport. The subcommittee did not believe that PAC should be the selecting party.

* The Highline Community Council would continue to select citizen representatives as they have in the past.

* Public meetings would be held in individual areas, north, south, east and west of the Airport and individual members would be elected by those citizens in the areas where they live.

The selection of an alternate was also discussed. The alternate could be elected by the community and then move up to a member position at the end of the term of the present member.

Members of the subcommittee appeared to be split evenly, with one group wanting the selection process to remain as part of the Highline Community Council's obligation. The other group requested that the selection come from the area represented. As there was no PAC quorum present, no vote was taken or recommendations made. There was a 2/2 split in the Committee obligating the chairman to vote one way or the other.

Dr. Jim Jennings requested that the Policy Advisory Committee be presented with Option A or B as a choice for the selection procedure for PAC citizen members to be voted on at the next meeting. Parks stated that there would be no decision coming from the subcommittee.

Morris Robinson suggested that evening meetings for PAC be considered. Alexander replied that if the public wants an evening meeting it certainly will be considered.

Estelle Shirey requested that the aircraft use alternate flight paths to avoid the Georgetown/South Park area. These areas are highly impacted by both King County Airport and Sea-Tac Airport. She introduced Jay Shanahan from the South Park Community Service Center. Shanahan concurred with Shirey that the impact of noise on the citizens between King County Airport and Sea-Tac Airport has grown in intensity. He would like a change in the flight corridor. Alexander recommended that their concerns be made known to the Noise Remedy Technical Committee.

Alexander adjourned the meeting.

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