

# PORT OF SEATTLE

P. O. BOX 1209 / SEATTLE, WASHINGTON 98111

September 27, 1977

Ms. Virginia E. Dana  
2048 S. 142nd Street  
Seattle, Washington 98168

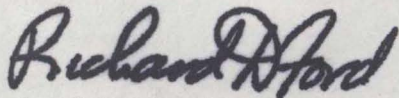
Dear Virginia:

Thank you for your letter of September 22. We are very concerned about the Concorde and not just because of Concorde itself. There are only sixteen of these airplanes to be built, and Seattle from an operational point of view probably won't serve. The disturbing fact is the decision undermines our planning efforts. As you know, one of the cornerstones of the Sea-Tac/Communities Plan is that aircraft will become quieter, not noisier. For the Federal Government to amend its regulations to permit a noisier aircraft to operate in and out of U.S. airports is most disturbing. Does this mean that other noisy aircraft may also be certified? I am terribly disturbed about this aspect of the problem. It has been our hope the Federal Government would work to strengthen its noise regulations and demand even quieter aircraft for operations in and out of U.S. airports.

We are obviously going to have more to say about this subject, and we will look forward to working with the community to deal with the problem. We don't have all the facts in front of us because of the secrecy of Federal agencies. However when we get the proposed regulations, we shall proceed to deal with the problem as effectively as possible.

I have to say I do not believe it is negative to say part of the solution to noise problems must include improved aircraft engines which reduce noise levels. This should be a positive effort pursued aggressively by the Federal Government, the airlines, and the aircraft builders. I think we have a right to expect it of them, and it is with regret that I see this action taken by the Federal Government.

Very truly yours,



Richard D. Ford  
Executive Director

31/19



PORT OF SEATTLE  
COMMERCIAL DISTRICT

FLOWERS BOND

SECTION ON FIBER

U.S.A.

Washington, D.C.  
1947

The following information is being furnished to you for your information and guidance. It is based on the information received from the Bureau of Economic Warfare, Department of War, and the Bureau of Customs, Department of Treasury, in connection with the investigation of the activities of the above named individual in the United States and its territories and possessions. It is requested that you keep this information confidential and not disseminate it to any other person.

*Richard H. [Signature]*



# PORT OF SEATTLE

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

May 26, 1977

Mr. Charles A. Schuh  
Co-Chairman  
Westside Hilltop Survival Committee  
1006 South 174th  
Seattle, WA 98148

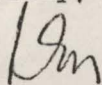
Dear Chuck:

This will refer to your letter of May 20 proposing that Barbara Summers be a full voting member of the Policy Advisory Committee.

As you know, an additional citizen representative from the Westside area was added to the Policy Advisory Committee following adoption of the Sea-Tac Community Plan by the Port of Seattle Commission. On the recommendation of the citizens, Mrs. Kathy Hand was selected as the representative with Howard Christensen acting as alternate. Following Howard's transfer, Mrs. Barbara Summers was selected by the group to fill the alternate position.

It is my personal feeling that the citizen representation on the Policy Advisory Committee is adequate at present and reasonably represents the varied community interests in the Sea-Tac area. Consequently, I would be opposed to increasing membership for the sole purpose of adding an additional Westside member. I will, however, see that this is put on the next Policy Advisory Committee meeting agenda for consideration by the entire membership.

Sincerely,



Donald G. Shay  
Chairman

cc: PAC Members





## MEMORANDUM

DATE JULY 25, 1979

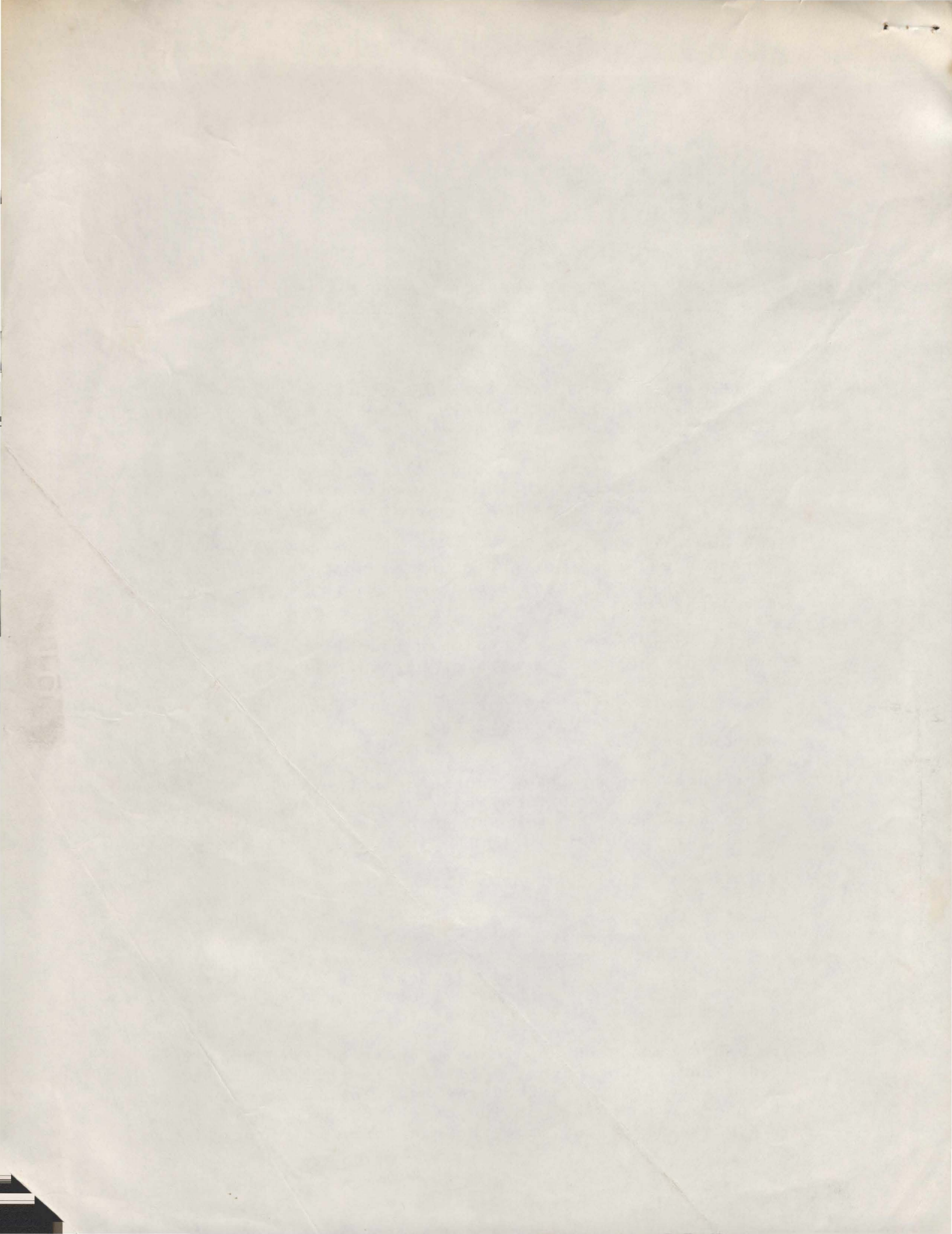
TO ALL DEPARTMENTS AND CONCERNED STAFF

FROM JAMES BRANCH

SUBJECT QUESTIONS GENERATED BY THE PUBLIC AT A ZONE THREE STEERING COMMITTEE MEETING ON TUESDAY, JULY 24, 1979, BETWEEN 7:30 a.m and 9:30 p.m.

- EP
- 7
- BR
- OK
1. Is the area around 14th Avenue South going to be used for the development of light industry or heavy industry? Will this area be re-zoned in the future?
  2. What is the interim land acquisition program? What are the boundaries of this program? (Please use a map) Why has this program avoided certain areas--outside the defined boundaries?
  3. Why doesn't the Port of Seattle acquisition land that is directly under the flight paths of approaching and departing planes? Will this be planned for in the future as the Airport develops?
  4. Will the Airport be expanding through the addition of another runway or increased length of current runways?
  5. What plans does the Airport have for future development of its current runway system, eg. taxiway expansion, cargo, terminals etc.?
  6. There has been a steady increase in the amount of both noise and flights over certain areas surrounding the Airport, especially around 136th and 20th. What is going to be done about this problem? Will the increase in flights continue?
  7. What is FAR 36? What does it mean and what are its benefits?
  8. What is the current noise reduction system? What are the current standards for this system? Does a noise abatement program currently exist?
  9. What is HR 231? What does it mean and how is it going to affect the Airport community? Does the Port of Seattle support HR 231? Why or why not?
  10. Are approaching and departing planes required to maintain a defined flight pattern? If so, is this checked by the control tower, FAA or Port of Seattle? What can be done if these planes fly outside of the defined approach or takeoff pattern, eg. are there enforcement procedures?







EP 11. What are the noise impacted areas? Where are these areas?

BR ~~11.~~ What can an individual do if they have a complaint about a plane that is too noisy or seems to be off of its prescribed flight path? Who can be contacted at the Port of Seattle, FAA or the carrier?

BR 13. Who is responsible within each of the carriers for determining that carriers flight operations? How can they be contacted?

EP 14. What is the Sunset Recreation Plan? <sup>- Dave Brough - ED.</sup> Who is the project's manager? Why should the Port of Seattle invest in this recreation plan? Do the people of this community--Zone 3 and Highline--really want a recreational facility such as this? Has this been voted upon? Why invest in this project and provide funds for its future maintenance when the money could be invested in land acquisition of impacted areas? What are the expected ong-term costs for maintaining this recreational facility. What is the initial cost? Who will be responsible for the park's maintenance? Will local tax dollars be used? Why should this Plan be supported by the local community? Is this area safe for recreational uses--noting the University of Washington study which states that the area is unfit for animal life? Who are the principals involved in this plan?

R 15. Where does the revenue go that the Port of Seattle receives when it sells land that has been acquisitioned?

EP 16. What are the defined clear zone areas--the mandatory and extended areas? Will these areas be enlarged? Are the areas just outside the defined clear zones really safe? How have the clear zone areas been defined?

EP 17. What can be done about the emissions from jet engines--tar, oil, grease, etc. that has been dropping on various neighborhoods?

EP 18. How can the five year capital budget of the Port of Seattle, Sea-Tac Airport help the surrounding communities? What is the purpose of this long-range budget?

EP 19. What can the people of the surrounding Airport communities do to encourage government--representatives, legislators, agencies--to support the Port of Seattle and the communities inhabitants in solving the issues being confronted currently?

For info 20. What is ADAP? What does it mean and how does it affect the surrounding communities? What is the Port of Seattle's commitment?







MEMO, July 25, 1979

PAGE 3

- EP
21. How can more money be gained to increase the number of homes acquisitioned? Who should the citizens contact?
- HM
22. Does the Port of Seattle Police Department police those areas within the Highline and Zone 3 communities. What can be done to step-up the POS Police Department's watch of areas owned by the Port and located within residential areas?
23. What can the citizens of the Highline community and Zone 3 do to facilitate cooperation between themselves and the Port of Seattle, Seattle-Tacoma International Airport?







August 17, 1979

King County Council

Attention:

Councilman Paul Barden  
Councilman R.R. Bob Greive

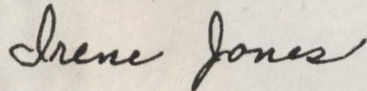
The residents of this aircraft noise impacted community who attended a public Zone 3 area meeting on Thursday, August 16, 1979, to discuss land uses for the north acquisition area for Sea Tac Airport, expressed negative interest in developing plans for the North Sea Tac Park recreation area.

Following are some of the reasons expressed for that decision:

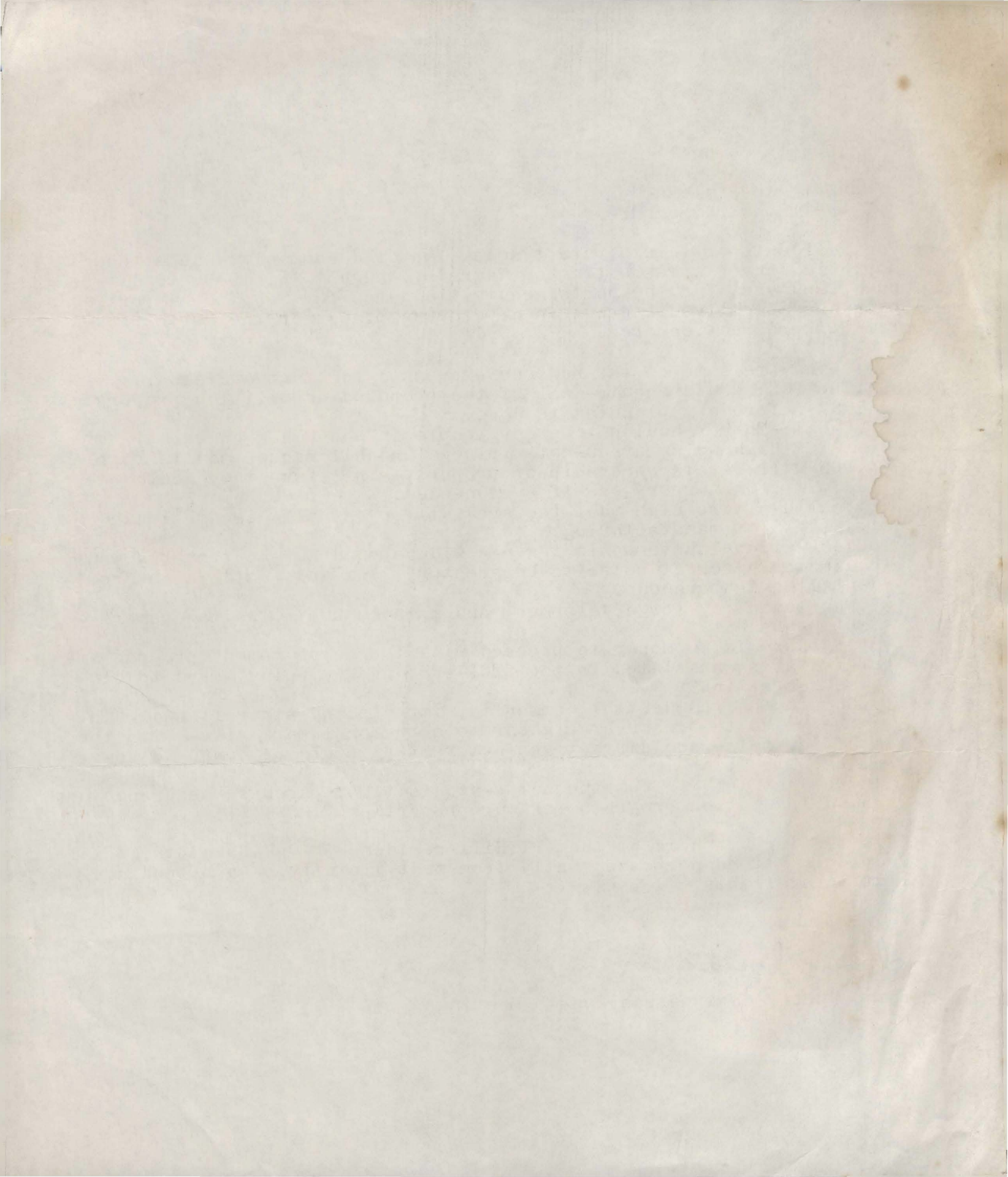
1. The POS should acquire ALL of the proposed acquisition properties FIRST-before any planning is done.
2. SAFETY-There shouldn't be any people in the clear zones.
3. NOISE-High noise areas-not a place for children or adults to play.
4. POS will retain ownership of property--therefore they could reclaim it for airport use if ever needed.
5. Feelings were high that the area will eventually become industrial and/or manufacturing.
6. Recreational uses would leave a wide open draw and probably would cause the aircraft noise to be greater (east and west) in the residential neighborhoods.
7. Who would pay for development and maintenance? The tax payers--that means US!
8. If there is NO money to proceed with the noise remedy program implementation as stated in the STCP--WHY are we being asked to discuss recreation?
9. Should the residential community, impacted by aircraft noise, also be asked to become a neighbor to a regional park site--with the traffic, noise and disruptive factors that would be bound to come along with it?
10. We want relief from the noise-acquisition, purchase assurance and sound insulation programs for our properties FIRST!!!!

This meeting was held at the Art Hill residence, 2047 So 134th, Seattle. People in attendance came mostly from that vicinity. An attendance list is available.

Yours truly,



Irene Jones, chairperson, Zone 3 meetings





CITIZENS ADVISORY COMMITTEE

RECOMMENDATION ON APPEAL HEARING FOR Marian Berdan Parcel Z-296 MARCH 20, 1979 2:00

It is the committee's opinion that the available comparable housing found by the appellant in March of 1977 easily proved that at that time a valuation of \$39,500 for her house would have been fair and equitable for March of 1977. The Port's original total offer of \$36,800 made in February of 1977 still stood. It is the Committee's opinion that the Port should have adjusted their thinking to consider the appellants comparables at that time and have negotiated a settlement.

In todays real estate market, delay in consumating a property sale costs both sides on the average of 1% per month. The committee feels neither side should carry the burden of this situation completely.

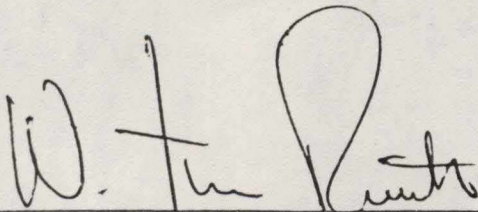
It appears to the committee that there was a Port caused delay due to interpretation of Federal Guidelines, changing program management etc. of 20 months, from March of 1977 to final Port appraisal in November 1978. There appears to also be an appellant caused delay of 5 months prior to March 1977 and after October 1978. The committee feels that the burden of the 20 months @ 1% falls to the Port. Thus the properly time adjusted (to November 1978) total replacement value of the property in question was arrived at as follows:

Equitable March 1977 Value	\$39,500		
1% per Month for Twenty Months Compounded or 25% o/a	+ \$11,750	9875. -	41,000 10,250
Total Value (outside of Port influenced area) Oct. 1978	\$51,250		<u>51,250</u>
Amount paid by Port for Property to Date	\$47,500		
Additional amount owed by Port due to time adjustment	\$3,750		

The committee also feels that the average cost of a power hook-up by Puget Power is also owed \$ 10

TOTAL Additional amount recommended  
by Committee.....\$3,760

The committee feels that the other items presented in the appellants proposal are due to extraordinary or extraneous interpretation of the existing Federal State and FAA rules, regulations and guidelines and are therefore dismissed as such.



Tom Ruttkay, Chairperson, Citizens Advisory Committee

MARCH 3, 1979

DATE







Messrs. Stockdale and Sutter  
March 15, 1979  
Page two

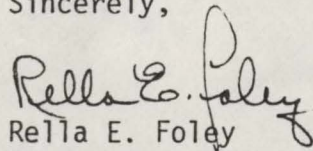
Re: Ombudsman File #903-008K

- 4) Mr. Fest has documented his income to be approximately \$6,000 per annum. He cannot afford the payments for the sewer. He therefore has applied to King County for a short plat so that he may sell or lease a portion of his property to raise enough money to pay for the sewers. King County must reach a decision on that application by March 21st.

It is apparent that the actions Mr. Fest feels compelled to take with regard to the sewer and short plat will be costly for the taxpayers when the Port does purchase the Fest property. Therefore, it seems reasonable that the DesMoines Sewer District reconsider allowing Mr. Fest to utilize a temporary connection to the sewer line with the clear understanding that such action will not establish any precedent for the District, and that the Port will move with all possible haste to acquire the Fest property.

I would appreciate being advised of your decision in this matter and if I can be of assistance in providing further detail, please call me.

Sincerely,

  
Rella E. Foley  
Deputy Ombudsman

REF:asr

cc: Mr. Edward Taylor, Legal Counsel  
DesMoines Sewer District  
3100 Rainier Bank Tower  
Seattle, Washington 98101

Mr. R. Ford, Legal Counsel  
Port of Seattle  
P.O. Box 1209  
Seattle, Washington 98111





**MEMORANDUM**

DATE April 6, 1979

TO Citizens Advisory Committee for Hardship

FROM George Sutter, Airport Acquisition Manager

SUBJECT Meeting at Relocation Office, April 10, 1979, 2:00  
Regarding Parcel Z-685 Tom Fest Family

There will be a meeting on the agreed upon date, April 10, regarding the hardship application from Mr. Tom Fest.

Enclosed, you will find copies of the documentation he has provided to support his case.

Enclosed, you will also find a copy of the Board's recommendation for Z-296, from your March 20th meeting.

*George H. Sutter*

ls

Enclosures





**MEMORANDUM**

DATE April 10, 1979

TO Citizens Advisory Committee for Hardship

FROM George Sutter, Manager, Airport Acquisition

SUBJECT April 10, 1979 Meeting Parcel Z-685 Tom Fest Application for Hardship Acquisition

The Tom Fest property in all probability will be purchased by the Port within the next two or three years provided that funding is available.

In regard to the extra cost to be incurred by the Fest family due to the failure of the septic sewer system, the Port attempted to have the mandatory hook-up to the sewer system made a temporary arrangement until buy out by the Port, but the Des Moines Sewer District insisted that the full assessment of \$5,400 be made against the property with no temporary arrangement. In addition, Mr. Fest has an additional cost of approximately \$500 for the actual hook-up by a private contractor.

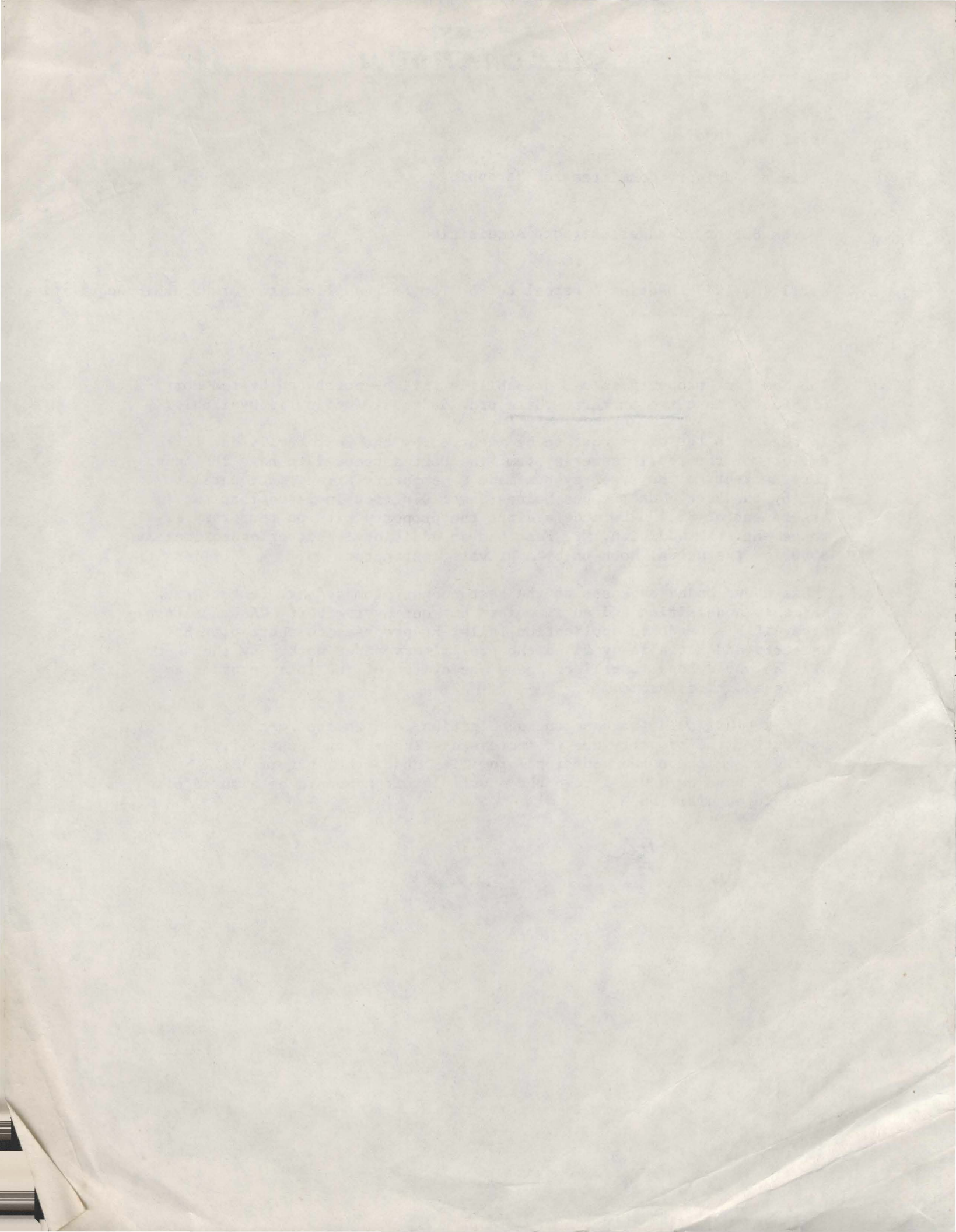
These above added expenses to the Fest budget prompted Mr. Fest to seek hardship acquisition and an immediate buy out by the Port. As an alternative, if his hardship application fails, he proposes to short plat his property and has already filed the preliminary paper work. By the short plat he would hope to sell or lease one or two of the lots in order to obtain addition income.

A short plat would increase the acquisition cost to the Port on the final buy out of the property due to increased value and the possibility of having to relocate two additional families under the Uniform Act. Mr. Fest has indicated he would forego the short plat if he could be assured of a hardship acquisition.

*George Sutter*  
G.S.

ls









DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT  
WASHINGTON, D.C. 20410

AUG 26 1975

OFFICE OF THE ASSISTANT SECRETARY  
FOR LEGISLATIVE AFFAIRS

IN REPLY REFER TO:

Honorable Henry M. Jackson  
United States Senator  
United States Court House  
Seattle, Washington 98104

Dear Senator Jackson:

This is in further reply to your inquiry of July 30, 1975, relative to the letter of Mrs. Virginia E. Dana, concerning the eligibility of existing properties for FHA mortgage insurance in areas where noise boundaries have been established by the local community.

The basic policy of the Department is to administer our programs to improve living conditions; starting with the view that we should not endorse or support the creation of undesirable living environments either directly or by implication. Noise Assessment Guidelines were developed by Bolt, Beranek and Newman, Inc., under a contract administered by the Assistant Secretary for Policy Development and Research. The Assistant Secretary for Community Planning and Development directed the preparation of Circular 1390.2 for transmittal to our field offices to implement the "Noise Abatement and Control" policy. Paragraph 2, POLICY, of the attached copy of the Circular should provide most of the information Mrs. Dana is seeking.

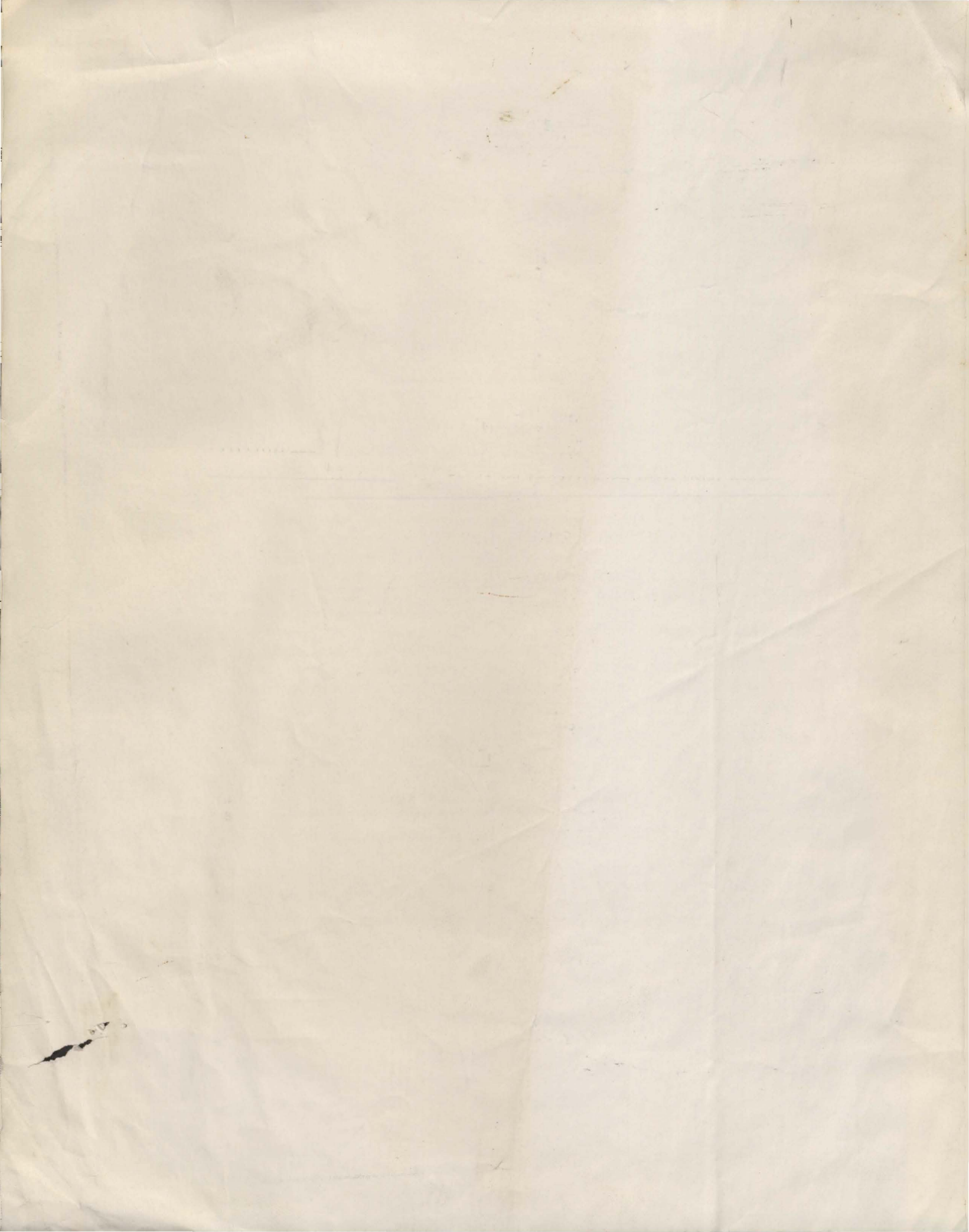
Departmental policy for existing construction is stated in Paragraph 2 a (3), Existing Construction (including Rehabilitation) of the attached copy of HUD Handbook 1390.2. In applying this policy, FHA does not arbitrarily exclude any area of existing housing due to noise although individual applications may be rejected if noise levels are particularly high and the property is insufficiently sound-proofed.

The opportunity to furnish information on the Department's efforts to provide assistance to State and local governments for the alleviation of community noise pollution is appreciated.

Sincerely,

James A. Morrill  
Assistant for Legislative Affairs

Attachments





Near Term, Wednesday, July 18, 1973 -- 7:30 P. M.

Discussed pros and cons of zoning changes, tax relief, noise abatement and the community survey. Decided to submit suggested recommendations to the task forces dealing directly with the subjects.

We, as a "near term" task force decided our main goal would be to support the Port of Seattle's 90-day Interim Study for the acquisition of the property in the extended clear zone, to be financed in part by the FAA--plus whatever noise-impacted area beyond that point that funding can be obtained.

We are submitting letters to our U. S. Senators Magnuson and Jackson, asking for their help in locating funds to help with the interim acquisition--or later acquisition of property that the results of noise study will prove to be a "serious noise-impacted area."

Our next meeting is Thursday, July 26, 1973 at 7:30 P. M. We will examine letters and recommendations drafted by our committee. Hopefully, we will have funding methods for Port acquisition to discuss.

Virginia Dana  
Jim Davis  
Tom Dantzler







CITIZENS ADVISORY COMMITTEE RECOMMENDATION ON APPLICATION FOR  
HARDSHIP - APRIL 10, 1979 2:00 MEETING - Z-685 TOM FEST

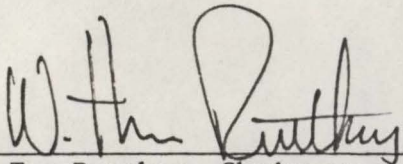
The Committee feels, from the information provided by both the appellant and the Port, that early acquisition by the Port of this property is warranted.

Acquisition as soon as possible by the Port would be mutually beneficial providing an amiable solution for both parties' problems.

The Port should act quickly in establishing value and reaching an agreed price so the appellant is not forced into maintaining a hardship posture for an extended period of time. The appellant should also retain the posture of selling the parcel as one piece and not as a 3 lot short plat. The appellant also should not incur the added burden of sewer hook-up costs prior to sale to the Port unless the Port agrees.

Under these conditions the Committee recommends Hardship early acquisition status for this parcel (Z-685).

SIGNED: \_\_\_\_\_

  
Tom Ruttkay, Chairperson

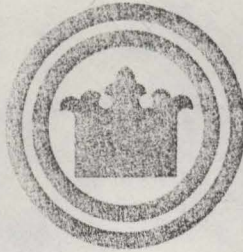
DATE: \_\_\_\_\_

4/10/79





King County State of Washington  
John D. Spellman, County Executive



Department of Planning  
and Community Development  
John P. Lynch, Director

PLANNING DIVISION  
KAREN RAHM, MANAGER  
W217 King County Courthouse  
516 - 3rd Avenue  
Seattle, Washington 98104  
206 - 344-4218

March 4, 1980

TO: Recipients of Highline Community Plan Proposed Area  
Zoning

FROM: Karen Rahm <sup>KR</sup> Manager

SUBJECT: PROPOSED HIGHLINE COMMUNITIES PLAN AREA ZONING

Enclosed is your copy of the Proposed Highline Area Zoning. The Area Zoning is designed to implement the land use portion of the Highline Communities Plan, which was adopted in 1977.

A supplemental draft Environmental Impact Statement is now being prepared on the Area Zoning. After the EIS is published this Spring, the Highline Area Zoning will be transmitted to the County Council for adoption. You will be notified when the Council begins their review process.

If you have any questions, please contact Ted Tarantino or Vaughan Norris at 344-7600.

KR:TT:eg  
Attachment

77 56 -

SR - patented ML - to AOU

(when to buffer around ML (Morgan))



FEBRUARY 20, 1980

HIGHLINE ZONING PLAN

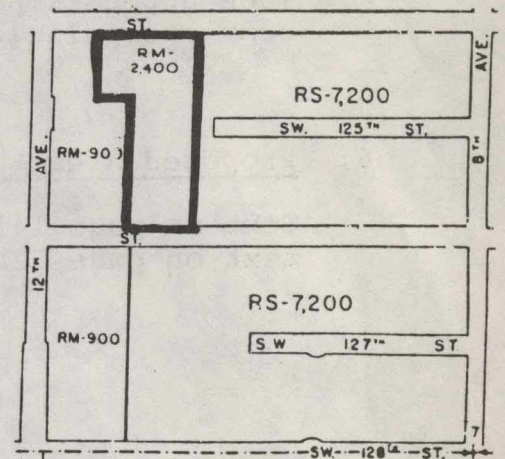
E R R A T A

Corrections are noted, as appropriate, to the proposed Area Zoning document (pp-1-192) and the proposed Area Zoning maps (1"-200' official maps portrayed by the maps in the proposed Area Zoning document).

1. Proposed Area Zoning Map

(W 7-23-4, Page 31)

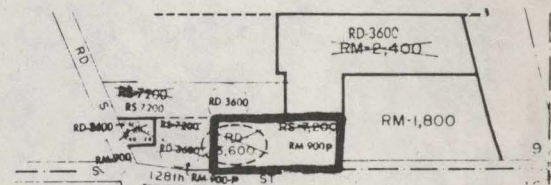
Correct to show existing RM-2400 zoning located and SW 126th St., lying east of 12th Ave. SW.



2. Proposed Area Zoning Map

(E9-23-4, Page 41)

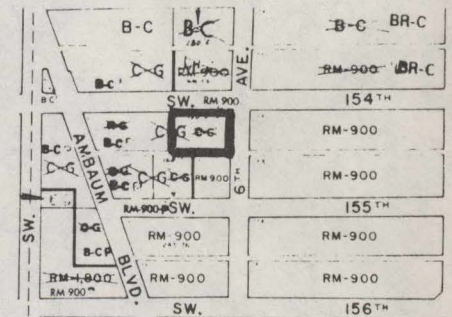
Correct proposed zoning north of S. 128th St., Military Road south, to read RM-900-P.



3. Proposed Area Zoning Map

(E 19-23-4, Page 77)

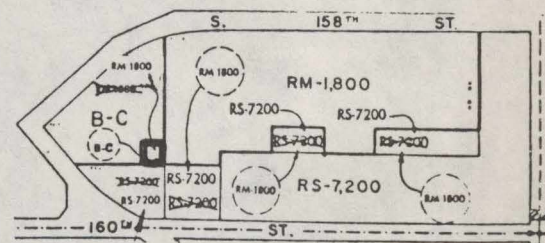
Correct proposed zoning south of SW 154th St. and west of 6th Ave. SW, to read RM-900.



4. Proposed Area Zoning Map

(W22-23-4, Page 87)

Correct proposed zoning north of So. 160th St. to read RM-1800, potential B-C.





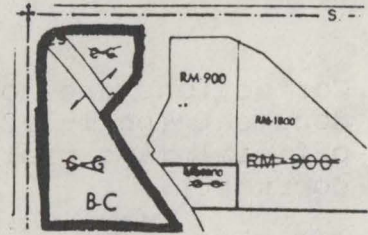
5. Proposed Area Zoning Document

Correct page 102 by adding:

C-G to B-C

Allows office/retail use at this location rather than expansion of heavier commercial use. Applicable policies are:

Highline Communities Plan -- H14  
Comprehensive Plan - B-24 and B-30  
(See appendix pages 183 to 187 for complete policies)



6. Proposed Area Zoning Document

Text on page 141 & 142 should follow text on page 72.



KING COUNTY  
State of Washington  
John D. Spellman, *County Executive*



DEPARTMENT OF PLANNING  
and COMMUNITY DEVELOPMENT  
John P. Lynch, *Director*

**BUILDING & LAND DEVELOPMENT**

Edward B. Sand, Manager  
450 Administration Building  
Seattle, Washington 98104  
206-344-7900

NOTICE OF PUBLIC HEARING

An application for amendment to official controls as described below has been filed with the Division of Building and Land Development. As a property owner who may be affected, you are being notified of the public hearing by the King County Zoning and Subdivision Examiner for the King County Council regarding this application.

ITEM: 224-78-R  
APPLICANT: PORT OF SEATTLE

DATE: February 8, 1979  
TIME: 9:00 a.m., or as soon thereafter as possible  
PLACE: Room 402 King County Courthouse-Council Chambers

LOCATION: Located on the east side of 12th Avenue South between South 167th Street and South 172nd Street, (if extended);

REQUESTED ZONE: RM-900-P  
EXISTING ZONE: RS-7200  
STR: E 29-23-4  
SIZE: 29.42 acres

PURPOSE OF ZONE CLASSIFICATION: The purpose of the RM-900-P classification is to establish areas permitting the maximum population density and also permit certain other uses such as professional offices, personal services and government offices.

PERMITTED USES: Apartments, medical and dental offices, mobile home parks, business offices, banks, and personal services.

PROPOSED USE: Corporate Headquarters for the Boeing Co.

Department reports will be available one week before the hearing. For information, please contact the Building and Land Development Division, 344-7900, and refer to the above item number.

DATE OF NOTICE: JANUARY 22, 1979





# HIGHLINE NEIGHBORHOOD PARKS/TRAILS JAN 74

✓ NO.	NAME.	PROPOSED LOCATION	ACRES	PRIORITY	ACQUISITION \$	DEVELOPMENT \$ / COMMENT
1	NORTH SHOREWOOD	S.W. 100 <sup>TH</sup> ST. & 24 <sup>TH</sup> AVE. S.W.	6.6	1	<u>17,615</u>	<u>\$47,000</u> NO CONCR DATE.
2	WHITE CENTER	S.W. 102 <sup>TH</sup> ST & 8 <sup>TH</sup> AVE S.W.	5.7	A		IN ARCHITECTURE
3	ADASTRA	S 104 <sup>TH</sup> & 14 <sup>TH</sup> AVE S.	5.	LOW		
4	SHOREWOOD	S.W. 118 <sup>TH</sup> ST & 28 <sup>TH</sup> AVE S.W.	3.1	6 X	\$65,849	<u>\$6,000</u>
5	SALMON CREEK	S.W. 118 <sup>TH</sup> S & 8 <sup>TH</sup> AVE S.W.	4.5	3 X	<u>\$65,009</u>	<u>\$35,000</u> 100% own
6	ARBOR LAKE	S 124 <sup>TH</sup> & 2ND AVE. S	7		<u>\$82,736</u>	<u>\$35,000</u> SHOULD CONSIDER COMM
7	SOUTHERN HEIGHTS	NO LOCATION,	—	7	<u>49,500</u>	IN 2013
8	HILLTOP	S. 128 <sup>TH</sup> ST. WEST OF MILITARY ROAD	8	2 X	<u>49,500</u>	<u>\$25,200</u> 100% own
9	HAZEL VALLEY	NO LOCATION		4 X		
10	BURIEN	S.W. 146 <sup>TH</sup> ST. & 4 <sup>TH</sup> AVE S.W.	4	B		IN ARCHITECTURE
✓ 11	CEDARHURST	NO LOCATION	—	MED.	<u>1,377</u>	S OF 136 <sup>TH</sup> & EAST HIGHWAY
14	LAKE VIEW	NO LOCATION	1		<u>\$70,000</u>	REPLACES # 15 RIVERTON HEIGHT
17	GREGORY HEIGHTS	S.W. 164 <sup>TH</sup> ST. & 21 <sup>ST</sup> AVE S.W.	7	5 X	<u>\$70,000</u>	
19	CRESTVIEW	S. 166 <sup>TH</sup> ST	2.6	VERY LOW	0	0
20	WATER TOWER	S 166 <sup>TH</sup> AND 40 <sup>TH</sup> AVE S		C		IN ARCHITECTURE
✓ 21	VALLEY VIEW	NORTHEAST AREA, RAVINE CLOSE TO 405			<u>80,233</u>	TRANSFER FROM BOW LAKE
✓ 22	NORTH HILL	S 186 <sup>TH</sup> AND 4 <sup>TH</sup> S		HIGH		
23	OLYMPIC JR. HIGH.	NO LOCATION			<u>\$70,000</u>	REPLACES IN 2013 # 24 MAYWOOD
26	1	S 212 ON NORTH, 15 ON EAST, S 224 ON SOUTH PACIFIC HY ON WEST.			<u>\$70,000</u>	REPLACES # 25 MADRONA.
✓ 27	PARKSIDE	CHECK SCHOOL SURPLUS PROPERTY 244 <sup>TH</sup> /25 <sup>TH</sup> & 16 <sup>TH</sup> /240 <sup>TH</sup>			<u>\$70,000</u>	
28	DES MOINES	IMPROVE EXISTING 5.2 ACRE PLAYGROUND S 220 <sup>TH</sup> & 11 <sup>TH</sup> AVE S.	5.2			<u>10,000</u>
29	CHELSEA	S.W. 136 <sup>TH</sup> ST OFF AMBAUM BLVD. IMPROVE EXISTING 3 ACRES.	3			
		TRAIL		MILES		
		HIGHLINE BIKE ROUTE		MED		<u>13,200</u>
		DES MOINES TRAIL (WESTERN SIDE ONLY)		10 TO LOW		IN 2013

*Get a copy for Paul*









U.S. Department  
of Transportation

**Federal Aviation  
Administration**

Northwest Mountain Region  
Colorado, Idaho, Montana,  
Oregon, Utah, Washington,  
Wyoming

17900 Pacific Highway South  
C-68966  
Seattle, Washington 98168

February 28, 1984

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

Dear Ms. Yamanaka:

We have reviewed the draft recommendations pertaining to the proposed Noise Remedy Program criteria and boundaries, program implementation, and purchase assurance "work plan" (including maps 1 through 6) which were attached to your memorandum dated February 2, 1984. Our review comments follow.

We note that an additional 44 single family residences are recommended for inclusion in the acquisition program. This is based on new recommended criteria of "buffer for airport-related development" and "neighborhood continuity" rather than on the previously recommended Port's noise criteria for defining noise remedy boundaries. As such, these additional homes are apparently to be considered as "exceptions" to the Port's noise criteria.

- Since we were not involved in the detailed discussions involving the community representatives which led up to these recommendations, we do not know all of the reasons why these specific 44 homes were selected for the acquisition program. For example, we do not understand why the additional homes along 24th Avenue South (as shown on map 1) are being recommended for acquisition. They do not appear to meet the criterion of "buffer for airport-related development," which was given as the reason for recommending acquisition in this case, since the land immediately to the west is neither designated for potential airport-related facility development or commercial development on Port-acquired land. This land to the west includes private lands, Port buffer land, and reservoir site land.

Our primary concern is that any criterion employed should be reasonable and fair to all concerned and be related to significant airport noise impacts as determined by a documented assessment. The basis for these criteria as well as their application should be presented in a clear manner.

We also note that an additional 275 single family residences are recommended for inclusion in the purchase assurance program. Our views regarding the purchase assurance program are presented in our February 6, 1984, letter to Mr. Richard Ford. At this time, we do not have any further comments on this subject except to emphasize again that special care must be taken in developing the purchase assurance program because of certain basic questions which still need to be resolved, including those related to policies, procedures, and eligibility criteria under our Airport Improvement Program. Needless to say, we

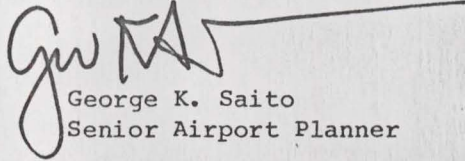




do not want to see a purchase assurance plan finalized prematurely, especially one that could mislead the involved citizens because certain federal actions are implied on which there are still some basic uncertainties.

Please call if you would like to discuss our review comments in more detail.

Sincerely,

A handwritten signature in black ink, appearing to read "GK Saito", with a long horizontal line extending to the right from the end of the signature.

George K. Saito  
Senior Airport Planner

cc:  
John Coppinger, SEA-TAC TWR





RECEIVED  
JUN 27 1933

DOT Regulation Appendix - Subpart B

25.101(a) General

The Department intends that the provisions of this Subpart will apply to real property acquisition for the following types of Federal or federally assisted programs or projects:

- (1) Those carried out under the threat of eminent domain, including amicable agreements under the threat of such power.
- (2) Where there is an intended, planned, or designated project area, and all or substantially all of the property within that area is eventually intended to be acquired. Such acquisitions are subject to the requirements of this Subpart whether or not the acquiring agency has or intends to use the power of eminent domain.

Provided it does not conflict with the foregoing, an agency may determine that the requirements of this Subpart do not apply to an acquisition if all of the following conditions are present:

- (1) No specific site or property need be acquired, although the agency may limit its search for alternative sites to a general geographic area.
- (2) The property to be acquired must not be a part of an intended, planned, or designated project area where all or substantially all of the property within the area is eventually to be acquired.
- (3) The agency will not acquire the property in the event negotiations fail to result in an amicable agreement, and the owner is so informed.

Acquisitions meeting the foregoing criteria are classified as voluntary transactions.

In those situations where an agency wishes to purchase more than one site within a geographic area on a "voluntary transaction" basis, the Department intends that all owners be treated similarly with respect to eligibility for benefits under the Uniform Act and these regulations.







In response to your comments on the Sea-Tac/Communities Plan Draft Environmental Impact Statement:

1. The Noise Remedy Program areas outlined in the Sea-Tac/Communities Plan Summary have been revised from the "big red book" presentation. (Currently being updated.) The majority of the persons in this petition have had their noise programs upgraded because of various factors of summer flight patterns, topographic inspections and nearness to the approach path. The Adjusted Noise Exposure (ANE) was not changed for these properties. Of the petition signers, one resides in the proposed "Acquisition area," 30 are now in the upgraded "Purchase Guarantee area", and five are recommended for the Cost Sharing Insulation Program. The programs are described in the Sea-Tac/Communities Plan, Section 6.2.4.
2. None of the proposed Noise Remedy Programs are specifically scheduled. Uncertainty about federal funding, source availability, amount, timing and requirements hamper our efforts at implementing a project of this magnitude. The Port of Seattle, operator of the Sea-Tac International Airport, has initiated the Extended Clear Zone Acquisition, which is currently underway. Application for Phase II of this project is now being prepared but no specific details on the amount of property to be acquired, or when acquisition will begin, is known.
3. Development of the acquisition areas of the plan will rest with the Port of Seattle, King County, local jurisdictions, and the concerned citizens of the vicinity. No specific use or plan has been developed for these areas, other than the general descriptions necessary for an Environmental Impact Statement, and "middle plan." More intensive plan development with full citizen participation will occur after acquisition.

Thank you for responding to our Sea-Tac/Communities Plan Draft Environmental Impact Statement.

*Vicinity* — ① Proximity, nearness.  
② Neighborhood







2. The use of septic tanks should be restricted, connection to sewage systems encouraged.
3. Planting of trees in unshaded areas along the creeks.
4. County should control and maintain a holding pond system.
5. Public information program be initiated (drainage, septic tank, and fertilizer).

From these recommendations there are several expected improvements. The stream quality should meet Washington State Class A Standards. The stream discharges would be controlled so flooding occurs infrequently; a 50-year control design for Miller, and a 10-year storm design for Des Moines Creek; and finally improvement in the streams quality such that resident fisheries may be supported.

Neil Hayes asked if the recommendation for all businesses and residences to hookup to sewer systems was going to be enforced, and if so, how is it going to be enforced. The hookups would occur outside of the interim acquisition area. Ed Sand mentioned that septic tanks are not a valid sewerage alternative in an urban area and that it would be wisest if the sewerage recommendations were followed. The county hydraulics staff have also been working on a program for holding ponds along Miller Creek. General obligation bonds would probably have to be floated to for these projects. Recommendations from our study are to be used in the development of any program along the creek.

Jean Pihlman introduced Peter Breyse from the University of Washington. Professor Breyse talked about his sleep interference testing that is to be conducted around Sea-Tac, and discussed the relationship between noise (in this case aircraft noise) and the depth of sleep. He stated that the 10:00 p.m to 8:00 a.m. noise impact maybe greater than one imagines in the waking hours. The sleep interference testing will start as soon as possible with volunteers from the area and the sampling period should last approximately one month.

The Bi-Centennial Project that has been suggested for the Burien area was presented by Dottie Harper. She stressed that this is the first unincorporated area in the country to be named a project area by the National Bi-Centennial Committee. The proposed parkway linking the waterfront park to the governmental center to Mosher Field to the airport, would benefit not only the Burien community, but also the south end of King County as a whole. Des Moines Way Task Force has also recommended the restoration of some of that arterial. Although the Public Works Department has said there is "no money" for this project, it too could be incorporated in the Bi-Centennial activities. Mrs. Harper stressed that the Sea-Tac/Communities Plan objectives of endorsement of community projects should be premier in the minds of the Policy Advisory Committee, and she wished a complete and total endorsement of her project.

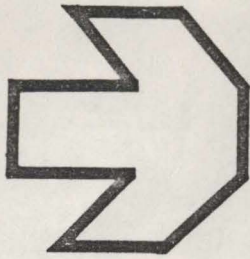
Tom Ryan stated that the Capital and Improvements Program for King County had already been set but some of the funds have been redesignated and re-allocated for Bi-Centennial projects. Eleanor Lee said that the Sea-Tac/Communities Plan must take into account these ongoing activities and although we may not have a complete review authority, it would be wise for us to



1870/1871

...





# sea-tac/communities plan **memo**

a joint effort of the port of seattle and king county

to: Policy Advisory Committee Members  
from: Ed Parks  
SUBJECT: Policy Advisory Committee Meeting  
Wednesday, September 6, 1978  
2:00 p.m. Airport Conference Room  
Sea-Tac International Airport

## TENTATIVE AGENDA

1. Up-date on Policy Advisory Committee Reorganization
2. Sea-Tac Westside Developments
3. King County CIP - 1979
4. Noise Remedy Programs





**KING COUNTY**  
State of Washington  
Ron Dunlap, *County Executive*

**DEPARTMENT OF PLANNING  
AND COMMUNITY DEVELOPMENT**  
John P. Lynch, *Director*



**BUILDING & LAND DEVELOPMENT**  
Edward B. Sand, *Manager*  
450 Administration Building  
Seattle, Washington 98104  
(206) 344-7900

June 9, 1981

Mrs. Virginia Dana  
2648 South 142nd Street  
Seattle, WA 98168

Dear Mrs. Dana:

Your letter of complaint has been received by this Division and has been assigned case number 81-456.

Processing a complaint is not as simple as it might at first seem. In some cases, a complaint may be quickly resolved either by a telephone call or by a letter to the property owner. Other cases might require a more lengthy process to resolve the code violation.

First we must research for ownership of the property. The property owner is then contacted by telephone or by letter identifying the code violation. Follow-up action depends upon the response received to our notice. A field inspection may be required for those cases where a serious hazard may exist.

This Division will make every effort to bring this property into compliance with the King County Codes.

If you have any questions, please telephone 344-7967.

Yours very truly,

Edward B. Sand  
Manager

By: Steve Wright  
Inspector

EBS: js



Gary Jusberg





**King County**

State of Washington

**Department of Community & Environmental Development  
Parks Division**

W226 King County Courthouse  
Seattle, Washington 98104

Project Name \_\_\_\_\_

Dear King County Resident:

King County Parks Division is planning a Neighborhood Park and desires to know your preference in regard to site selection and development. A local citizen's committee will review this questionnaire and comments from other sources (such as nearby schools) and propose a total program.

The County is limited in money available for acquisition and development in each neighborhood park to an average of \$70,000 per site as approved by the voters in the Forward Thrust bond issue of 1968. Recognizing this limitation, a neighborhood park is defined as a small park, usually 3 to 5 acres in size, located close to an elementary school, and retained in its natural state. Activities are normally limited to such things as pathways and children's play area.

When the site has been acquired, and preliminary plans developed, the public shall be informed and have an opportunity to comment prior to final design and development.

Please indicate your preferences --

Site Selection (In some cases selection has been finalized)

- Choice:
1. \_\_\_\_\_
  2. \_\_\_\_\_
  3. \_\_\_\_\_

Other suggestions: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

(See other side)



Activities Selection (Rate from 5 to 0)

Preferred

Not  
Wanted

	5	4	3	2	1	0
Pathways: <input type="checkbox"/> paved <input checked="" type="checkbox"/> unpaved - - - - -	X					
Sandboxes - - - - -					X	
Nature areas & trails - - - - -	X					
Small picnic area - - - - -	X					
Tree houses - - - - -			X			
Sitting-relaxing areas - - - - -	X					
Horseshoe court - - - - -						X
Swings & slides - - - - -		X				
Play climbing experiences - - - - -		X				
Stream development (if available) - - - - -	X					
Open play areas - - - - -		X				
Trike pathways - - - - -				X		
Others: _____						

Other Recreational Activities Desired  
in Community - (If money is available  
in the future & as sufficient need is identified)

Baseball (Little League) - - - - -	X					
Tennis - - - - -	X					
Soccer/football - - - - -					X	
Crafts center - - - - -			X			
Trails (Specify <u>pedestrian</u> or bicycle) - - - - -	X					
Others: _____						

I would be interested in actively working on a citizen's advisory committee for this park. Yes

NAME \_\_\_\_\_ PHONE NUMBER \_\_\_\_\_

ADDRESS \_\_\_\_\_

COMMENTS: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

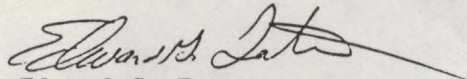


guidelines involving the purchase assurance and noise insulation programs which could very well become a model for use nationwide. In other words, we will be "plowing new ground" together in this effort.

Needless to say, care must be taken in the development of these eligibility criteria because the very nature of a noise remedy program can be very controversial. Also, we must insure that any new process for implementation of a noise remedy program complies with all applicable laws and regulations.

We look forward to working closely with the Port of Seattle in this endeavor. We will be more than happy to meet with you and/or your staff at any time to discuss this matter further and in more detail.

Sincerely,



Edward G. Tatum  
Manager, Airports Division

Enclosure





With regard to the specific questions in the November 9, 1983, letter, we have these interim answers pending the development of formal guidelines:

- a. The level of federal financial assistance would be determined by the Airport Safety and Noise Abatement Act, Section 104(c)(1) which at this time stands at 80 percent of the cost.
- b. & c. The eligibility of the costs of different components of the program, whether it be purchase assurance or sound insulation would be based on the results of the local study prepared. The eligibility of different types of residential properties should be the same. If it is considered appropriate and determined feasible as a result of the study, it would be eligible.
- d. The implementation responsibility question appears to be one that does not involve any money and certainly should be handled by the port with full disclosure to all people involved.
- e. The interior sound level requirements should be established based upon the EPA levels as recommended for the given area and type of housing which exists. However, local housing conditions may warrant a sound level different from EPA standards. This should be investigated and determined as part of the study.
- f. The cost of additional work related to other home improvements (i.e., to bring up to code) does not appear to be a grant eligible item. As discussed earlier, this particular aspect should be investigated in the study before the project is undertaken to establish that a need exists for the type of project proposed. If substantial cost in upgrading is needed, sound insulation might not be appropriate for the project.
- g. At the present time, there would have to be full compliance with the Uniform Act. However, under the procedures being developed by the DOT task force to implement changes in the DOT regulations (copy attached), it is possible that the FAA could accept a program which would not necessarily have to follow the requirements of the Uniform Act. That is, since there will be no threat of eminent domain, and since the process would be an amicable and negotiated agreement between the property owner and the port, and provided that the property owners and all the people in the area recognize that relocation assistance will not be a part of the program, the study could propose that relocation assistance payments not be made.

There might be leeway provided in this area based upon the response from the community that certain costs of relocation should be reimbursed by the sponsor such as, payment of moving costs, or payment of increased interest costs. If we agree and determine that







there is a substantial impact in the community and we feel that the port recommendation in the study is a reasonable solution then we would approve the concept and the costs would be eligible.

Based upon the results of the detailed study, a determination can be made whether to have an acquisition program, sound insulation or a variation of purchase assurance for implementation purposes under the AIP. Under any method, specific guidelines must be developed to determine and recommend:

- a. Content of agreements with owners;
- b. Appraisal requirements, including those for avigation easements;
- c. Market exposure requirements (i.e., length of listing and time of sale);
- d. Noise insulation requirements (either before or after sale);
- e. Minimum noise insulation construction criteria;
- f. Relocation proposal.





SEA-TAC COMMUNITIES PROJECT

Resources available to teachers. Call CH3-7033 one week in advance, please.

1. In Service Training -- "Your 2¢ Worth", six two hour sessions held at eight locations in the district beginning Oct. 22, 1973. Winter quarter offerings may be available also.
2. TV Video Tape -- 30 minutes each, produced in Highline.
  - \*Silence is Golden--How Much Are You Willing to Pay?
  - \*Urban Streams--A Hard Look
  - \*Community Planning
3. Field Trips
  - Miller Creek
  - Des Moines Creek
  - Airport
  - Court House Planning Office
4. Class Projects
  - Memory Sketch --- with maps provided
  - Noise Samplings
  - Drainage Demonstration Project
  - Community Survey
  - Community Planning Exercise
5. Study Materials
  - Technical Reports
    - Community Trends and Characteristics
    - Community Trends, Population, Age, Growth
    - Community Trends, Public Facilities, Services
  - Sea-Tac Communities Plan Fact Sheets--series
  - Port of Seattle Facilities Kit
  - Environmental Development Commission Reports
    - Storm Waters and Watercourses
    - Open Space---Current Use Taxation
    - Open Space---Wetlands
    - Open Space---Steep Slopes
    - Open Space---Agricultural Lands
    - Open Space---Wildlife Habitat
    - Urban Trails
    - Streambank Access
    - Public Facilities Development, Procedures and Guidelines
    - Multiple Use of Public Facilities
    - Saltwater Boat Launching Facilities
    - Utility Rights of Way
    - Transportation Goals and Policies
  - \*Discussion Leader's Guides and Supplements for each TV program
  - League of Women Voters
    - Sea-Tac and Its Neighbors
    - They Represent You
    - Land Use---Whose Decision?





agricultural areas, conserve energy, and limit costs of new freeways and utilities.

It is not fully known to what extent this kind of urban redevelopment or life style exists or what trends are prevailing. However, recent action, such as the court ordered delay of the third Lake Washington Floating Bridge, make those once certain high-return suburban developments much more speculative. The trend in state and federal legislation makes unrestricted growth less assured and is more supportive of in-city living. The factors supportive of redevelopment appear to be more and more prevalent. The Sea-Tac Communities Plan should recognize this direction and assure orderly conversion within redevelopment areas.

#### STABILITY THROUGH REINFORCEMENT:

In the majority of cases actually changing land use or ownership does not solve a community's problem. The community may be well established, but suffering from undesirable forces. The more desirable and economical solution in these cases is to achieve compatibility by reinforcing what is already there. Reinforcement programs can remove a problem, or correct a situation created by a problem. The programs can also be preventative. In the long run the most effective programs may be those which are designed to stimulate renewed community interest and confidence in itself.

Although much of the result of planning for communities in general is to "reinforce", that concept in the Sea-Tac Communities Plan is given special attention. Areas are actually delineated which show the application,

