

rationale and expected benefits of various programs, such as those outlined in Chapter 6.2, Noise Remedy Programs, and Chapter 6.3, Water Quality and Drainage. In most cases reinforcement means the Port of Seattle, King County and other responsible agencies taking the initiative in carrying out a combined set of programs.

#### THE ECONOMICS OF ACHIEVING COMPATIBILITY:

Achieving compatibility between the Airport and the communities results in changes to the community's social and economic structure, as well as changes to the priority and commitment of public funds. Programs to achieve compatibility cannot be evaluated unless community losses and public expenses are addressed. A comprehensive program of acquisition, conversion and reinforcement is a manner of addressing compatibility and its consequences.

#### Community Losses:

Acquisition of land for airport compatibility results in a number of losses to the community. Since residential neighborhoods comprise most of the area defined for acquisition, population will be relocated; some moving to areas beyond the Airport's vicinity and the immediate community. The Community Attitudes Survey (ref. no. 12) revealed that 60% of those residing in the high noise zone (35 NEF and above) desired either not to move at all or to remain within the general Sea-Tac or Highline area.

The sudden mobility of a portion of the community's population obviously has consequences. The recent trend of declining school enrollments will be





- 3 - Could implement immediately; resources available (i.e., one jurisdiction); high technical payoff.

B. Acceptance Factor:

Assigned by program area task forces after reviewing analysts' qualifications. An indication of societal acceptance and/or desirability. The acceptance factor should represent what the task force feels the broader community's attitude to be on each idea (still taken singularly), not just the attitude of the task force itself or the preference or evaluation of one individual. How do you feel the community would respond to each idea? Each idea should have an accompanying comment as to why it was weighted as such.

\* \* \*

- 0 - Unacceptable; has no effect on creating a more desirable environment and community, destroys existing good characteristics; expect no community support for.
- 1 - Probable lack of community feeling or expression, apathy for this idea; appears to do little to improve the environment and community, appears just to control the existing situation.
- 2 - Makes a contribution to the community, improves the situation; would expect community interest, however may still be difficult to get total community support for (especially if local funding was required).
- 3 - Highly acceptable; one in which the entire community would support and work hard toward accomplishment, (even if local funding was required); would be instrumental in achieving a desirable overall concept which would be appealing here; improves quality of life.

C. Index of Implementation Probability:

The product of A and B - recognizes that implementation depends on societal acceptance as well as technical feasibility. The index, or product, can range of 0 to 9. Should an idea have an index of 0 it is basically eliminated and does not become a program choice, a bona fide alternative. The index, along with qualifying documentation, can be particularly useful in the Mix-N-Match process where program choices are combined to produce program sets (refer to Phase II Process).

The County was aware of non-compliance-both Glendale and potential use at Glacier-July 18th letter

Was the Commission and/or the school district notified? When?

When applying for Conditional Use Permit for Glacier the Commission knew what their responsibilities were. They knew that they should not move in until the decision by the examiner was made.

Local paper stated county was allowing the present tenants to remain in the closed schools pending the outcome of the permit hearings.

Commission could have gotten an extension from the district to allow them to stay until the process had been complete. The district should have seen to it. Lease not signed until Aug. something- If there is no other use for Glendale at this time there would have been no problem.

Dave Baugh(392-5223) gave the county a list of businesses not in compliance within the Highline vicinity . He did not file a complaint, I think, but gave the list to Norm Peterson-King County zoning complaints, either from himself or on behalf of some clients. It still should be public information. I would not be surprised that the schools leased by the Highline School District were among the names on that list. It was done before my complaint.

non-complying  
While it is not my intent to "close down" this ~~use~~ use- I find myself trying to make a point for the process that we are legally suppose to follow--but am being asked to let go, it was all a mistake-Sorry.

How do you make a point-something that is of concern to the local community-by hiding it under a pillow? We hear rumblings of distrust of county officials, the school district, politics, whatever- are we suppose to continue to "cover up" these little mistakes?

*Virginia Davis*

Concern: Two year lease of Glacier perhaps to follow by a long-term lease- Will the use set a presedent?????



January 30, 1974

David M. Des Voigne  
of Seattle

Land Acquisition Project  
Petition south of proposed S. 211th boundary.

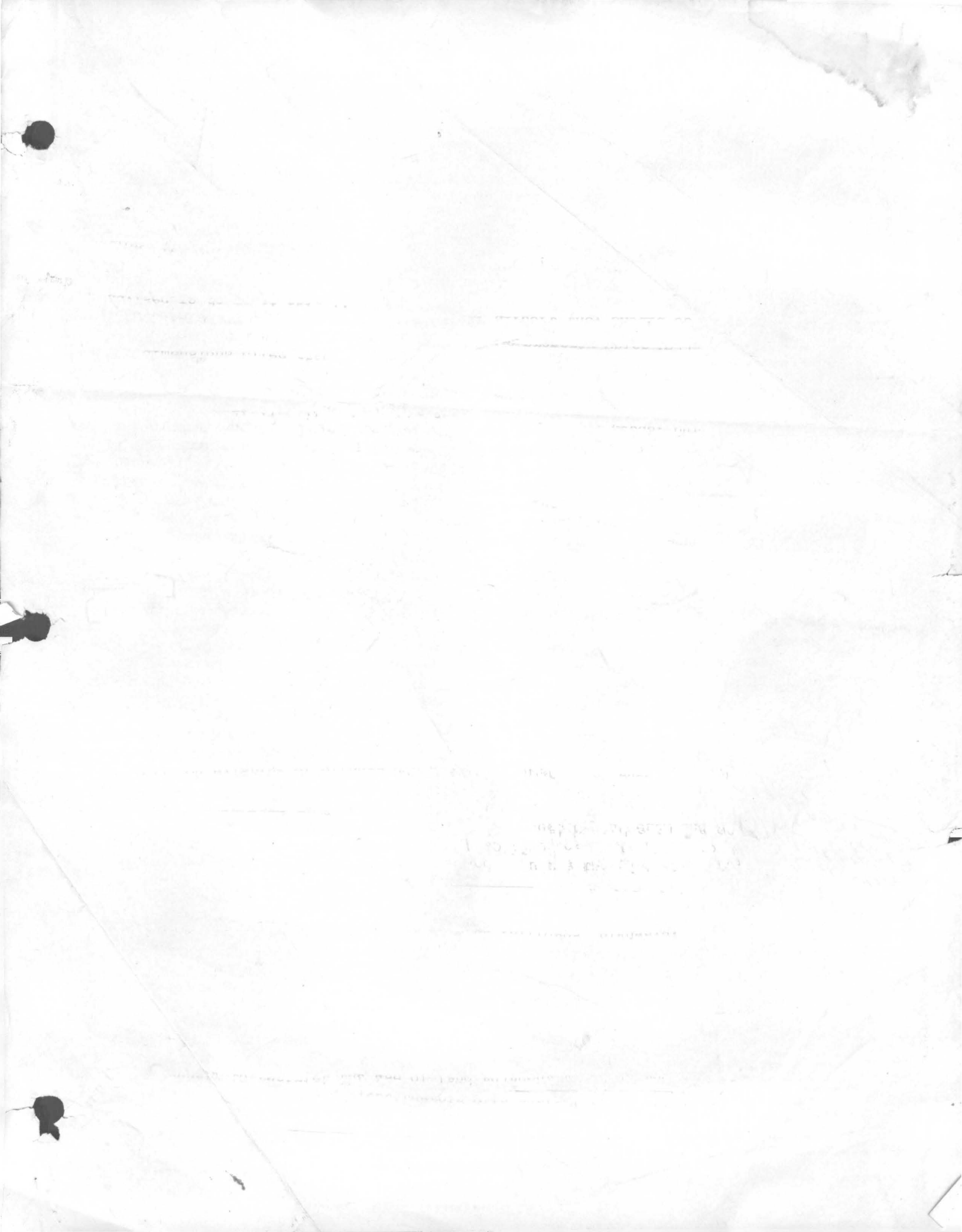
Dr. Des Voigne,

would like to enter this statement, petition and comment into the record of this public hearing, on the Environmental Impact Statement and proposed project to the Federal Aviation Administration.

We are submitting a petition with more than eighty (80) signatures of property owners who are petitioning the Port of Seattle Commissioners to establish South 216 street as the southern terminus of the interior acquisition, with 24th Ave. S. being the East boundary and the proposed S. 2509 being the West boundary.

*7th Imp. of* The purpose of the interior acquisition is to remove the most severely noise impacted residences from the area known as the expanded clear zone. The Port of Seattle has stated that they can justify the extension because of natural geographical features; the location of schools, parks and logical street boundaries. (Des Moines News, Sept. 12, 1973) The purpose for the F.A.A. from the Eligibility of Land Acquisition Under The Airport and Airway Development Act of 1970.

5. POLICY. The preservation and enhancement of airport longevity is essential to a viable national airport system adequate to anticipate and meet the needs of civil aeronautics. To this end, the acquisition of land for future as well as current airport development shall receive utmost consideration for inclusion in projects assisted under the Airport Development Aid Program (ADAP). It is expected that many of today's airports and all new airports will continue to provide aviation services at least through the mid 21st century. *★* The land acquired should recognize this goal. Such land areas should encompass the needs for expanded passenger and cargo facilities; fire, rescue and maintenance buildings; fuel farms, etc; and include all areas that can reasonably be expected to be used for any airport purpose.
6. ACTION. Whenever possible, FAA personnel shall encourage sponsors of proposed development projects to include enough land, or interests in land or airspace, to meet not only the minimum requirements as set forth in the standards for the proposed development, but also to accommodate future development of the airport required to realize its ultimate role.
7. LAND AREAS. Sponsors should be encouraged to establish a program of land acquisition which includes provisions for land areas described below, all of which areas shall be considered eligible for participation in the ADAP.





each area's specific compatibility problem with the airport.

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

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

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

