



factsheet

NO. 7

THE POLICY ADVISORY COMMITTEE

A POLICY ADVISORY COMMITTEE HAS BEEN ORGANIZED AS PART OF THE SEA-TAC INTERNATIONAL AIRPORT AND VICINITY MASTER PLAN PROJECT (ALSO REFERRED TO AS THE SEA-TAC/COMMUNITIES PLAN), MEMBERS OF THE COMMITTEE INCLUDE MANAGEMENT REPRESENTATIVES OF THE PORT OF SEATTLE AND KING COUNTY, COMMUNITY CITIZEN INTERESTS AND NON-VOTING REPRESENTATIVES OF THE FEDERAL AVIATION ADMINISTRATION AND CONSULTANT TEAM ENGAGED TO ASSIST IN THE PROJECT WORK PROGRAM. THIS POLICY ADVISORY COMMITTEE (PAC) HAS BEEN ESTABLISHED TO:

1. MONITOR OVERALL PROJECT ACCOMPLISHMENTS AND PROGRESS IN KEEPING WITH THE GRANT AGREEMENT EXECUTED BY AND BETWEEN THE PORT OF SEATTLE AND KING COUNTY AND THE FEDERAL AVIATION ADMINISTRATION ON JANUARY 29, 1973.
2. PROVIDE FOR APPROPRIATE AND REGULAR LIAISON BETWEEN THE STUDY TEAM, THE PROJECT CO-SPONSORS (PORT OF SEATTLE AND KING COUNTY), THE FEDERAL AVIATION ADMINISTRATION, OTHER GOVERNMENTAL UNITS AND ORGANIZATIONS AND COMMUNITY INTERESTS.
3. FUNCTION AS A REVIEW FORUM OR "SOUNDING BOARD" FOR VARIOUS FINDINGS, PROPOSALS, ALTERNATIVES, AND/OR PLAN RECOMMENDATIONS THAT ARE PRODUCED BY THE STUDY TEAM DURING THE COURSE OF THE PROJECT.
4. TO ENSURE CONTINUOUS COMMUNICATION THROUGH THIS STUDY WITH POLICY MAKERS TO MINIMIZE POSSIBLE CONFLICTS AND MAXIMIZE IMPLEMENTABLE SOLUTIONS.

DON SHAY, DIRECTOR OF AVIATION FOR THE PORT OF SEATTLE, SERVES AS THE CHAIRMAN OF THE POLICY ADVISORY COMMITTEE. OTHER MEMBERS INCLUDE:

THOMAS M. RYAN, KING COUNTY DIRECTOR, DEPARTMENT OF COMMUNITY AND ENVIRONMENTAL DEVELOPMENT

EDWARD B. SAND, KING COUNTY DIRECTOR, DIVISION OF LAND USE MANAGEMENT

RICHARD D. FORD, PORT OF SEATTLE DEPUTY GENERAL MANAGER

ELEANOR LEE, CITIZEN REPRESENTATIVE, ENVIRONMENTAL DEVELOPMENT COMM.

JEAN PIHLMAN, CITIZEN REPRESENTATIVE

ROBERT K. WILLIAMS, CITY MANAGER, CITY OF DES MOINES

ARTHUR H. YOSHIOKA*, PORT OF SEATTLE, DIRECTOR PLANNING & RESEARCH DEPT.

ROBERT K. JOERGER*, PEAT, MARWICK, MITCHELL & CO.

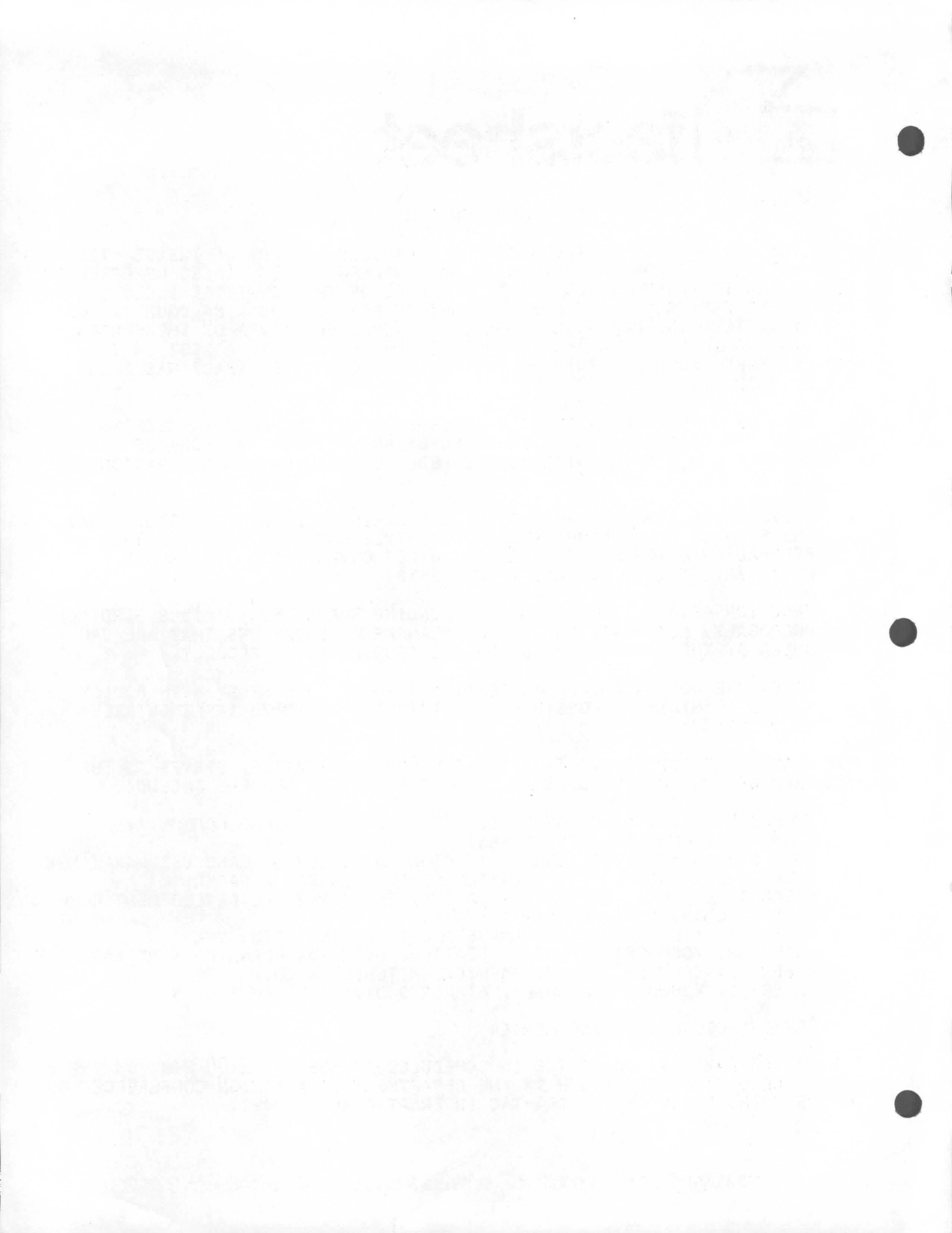
ROBERT O. BROWN*, FAA CHIEF, AIRPORTS DIVISION, NW REGION

*EX-OFFICIO NON-VOTING MEMBER

THE POLICY ADVISORY CO-MITTEE IS SCHEDULED TO MEET AT 2:00 P.M. ON THE FIRST TUESDAY OF EACH MONTH IN THE DEPARTMENT OF AVIATION CONFERENCE ROOM ON THE THIRD FLOOR OF THE SEA-TAC INTERNATIONAL AIRPORT.

6/7/73

edc community office • 253 south 152nd. street • burien, wash. 98148 • ch 3-7033





JULY - AUGUST, 1973

MEETINGS:

-The Policy Advisory Committee (PAC) will hold its regular monthly meeting on August 7th, 2:00 p. m. , in the airport conference room.

-The Technical Advisory Committee (TAC) will also conduct its August meeting on the 7th, 10:30 a. m. , in the Community Office meeting room. Agendas for both committees will be posted on the bulletin board of the Community Office a week prior to the meeting. Fact sheets on each committee have also been prepared.

-Committees of the Community Involvement Program have scheduled general meetings. The Urban Development Committee will meet on Thursday, July 26th, at 8:00 p. m. The Air Transportation Committee will meet on Thursday, August 2nd, at 7:30 p. m. Both will use the meeting room of the Community Office. Everyone is welcome.

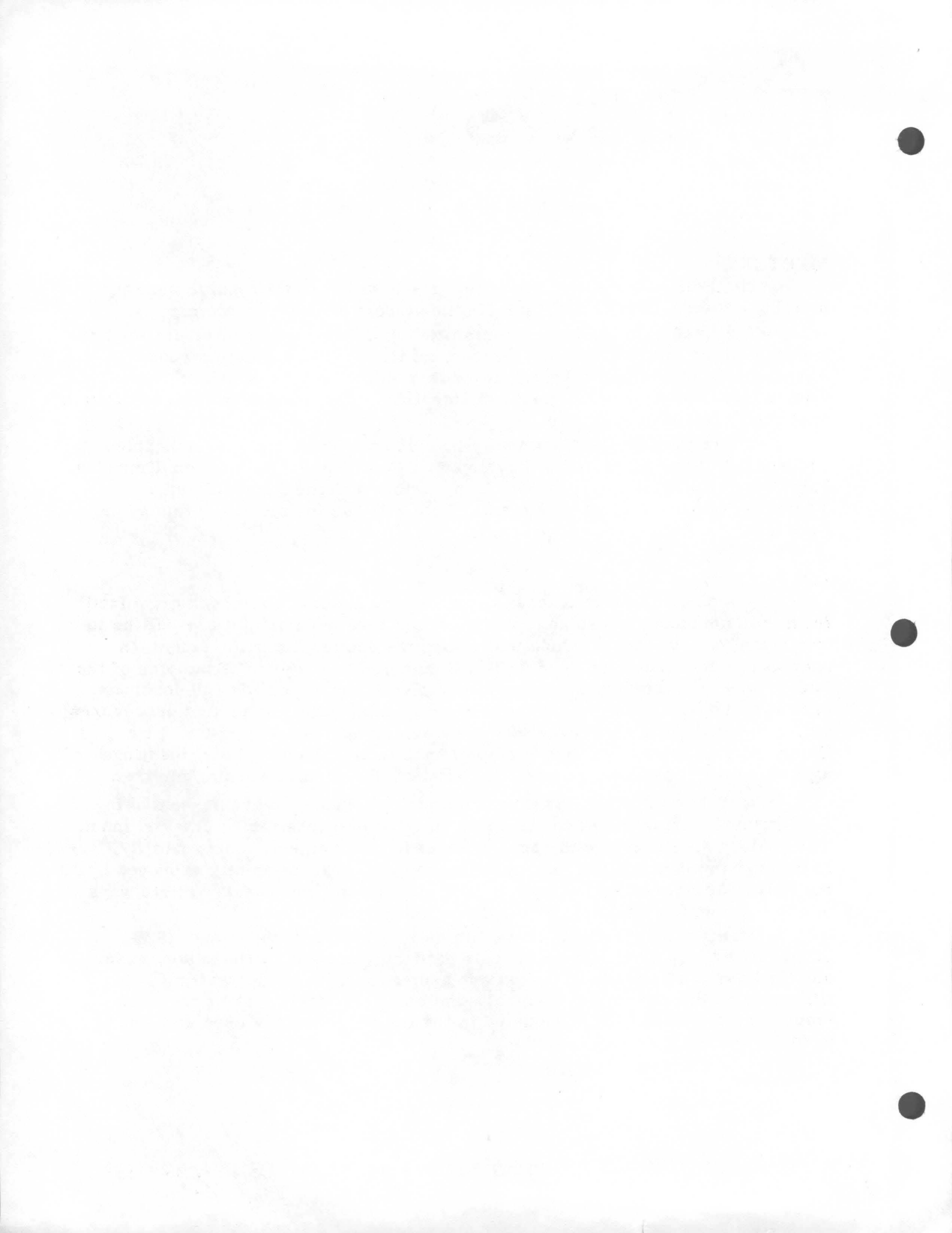
ACTIVITIES:

-A number of the task forces, or working groups, have been organized from volunteers of the two community committees. Their purpose will be to undertake various tasks, which will maximize community involvement in special areas, as part of the Sea-Tac Communities Project. Examples of the task forces are: community survey, community opportunities and concerns, drainage and water quality, near-term programs, noise abatement procedures, etc. The groups meet between the regular committee meetings. The Community Office should be contacted for time and place of their meetings, as well as for a person to contact if you are interested in working for them.

-Draft goals for the Sea-Tac Communities Project were presented by PAC member Eleanor Lee to the community committees for review and input. The goals, which dealt with responsiveness, involvement, compatibility, certainty, implementation, and coordination, were subsequently approved by the Policy Advisory Committee. A fact sheet on the goals and possible ways to achieve them is available at the Community Office.

-During the remainder of the summer, a series of videotape (TV) programs will be produced on the data gathering aspects of the noise, water and land use studies. Task forces are assisting in the script writing and will arrange the showing of the programs early this fall. The programs emphasize the work being conducted in the field, techniques used and the need for the studies.

-Have a GOOD SUMMER!





factsheet

No. 8

GOALS

SEA-TAC COMMUNITIES PROJECT

THESE GOALS WERE APPROVED BY THE PROJECT'S POLICY ADVISORY COMMITTEE ON JULY 3, 1973, AFTER REVIEW AND INPUT BY CITIZEN COMMITTEES OF THE COMMUNITY INVOLVEMENT PROGRAM. THE PROJECT IS JOINTLY FINANCED BY THE PORT OF SEATTLE, KING COUNTY, AND THE FEDERAL AVIATION ADMINISTRATION.

PURPOSE: TO DEVELOP THE MOST FEASIBLE AND MOST ACCEPTABLE MASTER PLAN FOR FUTURE DEVELOPMENT OF THE SOME 44 SQUARE MILES OF THE SEA-TAC COMMUNITIES INCLUDING THE INTERNATIONAL AIRPORT.

GOALS: STUDY RESPONSIVENESS - BE CERTAIN THAT THE STUDY AND RECOMMENDATIONS CONSIDER COMMUNITY AND REGIONAL NEEDS.

INVOLVEMENT - PROVIDE A MEANS FOR THE CITIZENS OF THE AREA TO TAKE PART IN ALL PHASES OF THE PROJECT.

PLAN COMPATIBILITY - ESTABLISH ONE LONG TERM MASTER PLAN FOR THE COMMUNITY INCLUDING THE AIRPORT.

CERTAINTY - MAKE THE MASTER PLAN AVAILABLE TO THE COMMUNITY SO THAT RESIDENTS AND BUSINESSMEN CAN USE IT.

PROGRAM IMPLEMENTATION - OBTAIN FIRM COMMITMENTS FROM ALL PARTIES TO WORK TOWARDS COMMON GOALS.

COORDINATION - WORK FOR COOPERATION BETWEEN ALL ORGANIZATIONS INVOLVED IN THE SEA-TAC COMMUNITY TO CARRY OUT STUDY RECOMMENDATIONS.

(SEE THE REVERSE SIDE FOR POSSIBLE WAYS TO ACHIEVE THE GOALS)
(OVER)

5/6/73

OBJECTIVES OF THE STUDY PHASE:

- DETERMINE RESPONSIBILITY FOR PROBLEMS AND FOR THEIR SOLUTION
- DETERMINE SUITABILITY OF LAND FOR DEVELOPMENT
- IDENTIFY ENVIRONMENTAL AND ECONOMIC IMPACTS
- IDENTIFY CONFLICTS AND SUGGEST COLUTIONS
- ASK FOR EFFECTIVE COMMUNITY INVOLVEMENT AS PART OF THE STUDY
- DEFINE AIRPORT AND COMMUNITY DEVELOPMENT TRENDS
- DESIGN PROCEDURES TO ASSURE THAT THE STUDY ITSELF DOES NOT DELAY EXISTING AND COMPATIBLE PROGRAMS
- IDENTIFY THE RELATIONSHIP OF SEA-TAC TO THE STATE AND FEDERAL AVIATION SYSTEMS
- PROVIDE DATA AND RATIONALE FOR OBTAINING FUNDS NEEDED TO CARRY OUT STUDY RECOMMENDATIONS
- IDENTIFY LOCAL CONCERNS WHICH SHOULD BE A PART OF REGIONAL, STATE, AND NATIONAL DECISIONS

OBJECTIVES OF THE PLAN PHASE:

- DEVELOP CONCORDANT MASTER PLANS FOR KING COUNTY AND THE PORT OF SEATTLE IN THE SEA-TAC COMMUNITY AREA
- FULLY INVESTIGATE THE ADVANTAGES AND DISADVANTAGES OF ALL REASONABLE ALTERNATIVES
- INCLUDE SOCIAL AND ENVIRONMENTAL FACTORS IN ALL PLANNING
- RESOLVE AIRPORT RELATED PROPERTY VALUE MATTERS
- AVOID DUPLICATION OF OTHER STUDIES AND PLANS

OBJECTIVES OF THE PROGRAM PHASE:

- ASSIST THE COMMUNITY IN FORMULATING AND ACHIEVING LOCAL GOALS
- CARRY OUT THE STUDY AND ITS RECOMMENDATIONS IN A TIMELY MANNER
- DISCOVER DIRECTIONS FOR THE FUTURE WHICH HAVE THE BEST POSSIBLE LIKELIHOOD OF BEING FOLLOWED

SOME TYPES OF PROGRAMS THAT MIGHT RESULT: LAND ACQUISITION, CHANGES IN LAND USE, CHANGES IN BUILDING CODES, CHANGES IN AIRPORT OPERATION, SOUNDPROOFING, CAPITAL IMPROVEMENT PROGRAMS, REVISED TAX POLICIES, REVISED USER FEES, LOCAL GOVERNMENT CENTERS, RECOGNIZED ADVISORY BOARDS, PROPOSALS FOR LEGISLATION, BUDGET PROPOSALS, PUBLIC HEARINGS, EDUCATION PROGRAMS, ENVIRONMENTAL IMPACT STATEMENTS DEVELOPED, CHANGES IN MORTGAGE INSURANCE POLICIES, COMPENSATION AND EASEMENT PROGRAMS, FAIR MARKET VALUE ASSURANCE, ZONING CHANGES OR MORATORIUMS, PUBLIC WORKS PLANS DEFINED AND CORRELATED, CHANGES IN STATE AND FEDERAL REGULATIONS, GRANTS, INTERGOVERNMENTAL ASSOCIATIONS, JOINT ACTIVITIES, AND SO ON...



factsheet

No. 9

HIGHLIGHTS: EPA REPORT TO CONGRESS ON AIRCRAFT/AIRPORT NOISE*

PURPOSE OF THE REPORT: CONGRESS, IN THE NOISE CONTROL ACT OF 1972, DIRECTED THE ENVIRONMENTAL PROTECTION AGENCY, TO CONDUCT A STUDY OF (1) ADEQUACY OF FEDERAL AVIATION ADMINISTRATION FLIGHT AND OPERATIONAL NOISE CONTROLS; (2) ADEQUACY OF NOISE EMISSION STANDARDS ON NEW AND EXISTING AIRCRAFT, TOGETHER WITH RECOMMENDATIONS ON THE RETROFITTING AND PHASEOUT OF EXISTING AIRCRAFT; (3) IMPLICATIONS OF IDENTIFYING AND ACHIEVING LEVELS OF CUMULATIVE NOISE EXPOSURE AROUND AIRPORTS; AND (4) ADDITIONAL MEASURES AVAILABLE TO AIRPORT OPERATORS AND LOCAL GOVERNMENTS TO CONTROL AIRCRAFT NOISE.

THE PROBLEM: COMMERCIAL AIR TRANSPORTATION HAS ENJOYED A SPECTACULAR GROWTH SINCE WORLD WAR II. ALONG WITH THIS EXPANSION HAS COME AN UNWANTED BYPRODUCT: NOISE. SIXTEEN MILLION AMERICANS ARE SUBJECTED TO THIS ANNOYANCE, AND, IN SOME CASES RISK OF HEARING LOSS. NEW, QUIETER AIRPLANES ARE NOW BEING INTRODUCED. BUT SO MANY OLDER AIRPLANES REMAIN THAT MILLIONS OF PEOPLE WILL CONTINUE TO BE AFFLICTED WITH AIRCRAFT NOISE UNTIL THE MID-1980'S UNLESS AGGRESSIVE ACTION IS TAKEN TO REDUCE IT.

PRINCIPAL FINDINGS:

- AIRCRAFT NOISE AROUND AIRPORTS IS PRESENTLY A PRINCIPAL CONSTRAINT ON THE FUTURE GROWTH OF THE AIR TRANSPORTATION SYSTEM.

- THERE IS NOW NO COMPREHENSIVE PLAN FOR REDUCING AIRCRAFT NOISE. A NUMBER OF NOISE ABATEMENT FLIGHT PROCEDURES--SUCH AS CERTAIN KINDS OF CLIMBOUTS, TAKEOFFS, APPROACHES AND HIGHER MINIMUM ALTITUDES--ARE CURRENTLY IN USE IN VARIOUS PARTS OF THE AIR TRANSPORTATION SYSTEM. IF IMPLEMENTED SYSTEM-WIDE, IT APPEARS THAT USE OF THESE PROCEDURES AT AIRPORTS, WHERE APPROPRIATE, WILL PROVIDE MEANINGFUL NOISE RELIEF.

- WHILE NEW AIRCRAFT TYPES ARE PRESENTLY REQUIRED TO MEET FAR (FEDERAL AVIATION REGULATION) PART 36 APPENDIX C NOISE LEVELS, ONLY ABOUT 10 PERCENT OF APPROXIMATELY 2000 EXISTING U.S. AIRCRAFT MEET THESE STANDARDS. EXCEPT FOR THE CONCORDE AND TU 144 SUPERSONIC TRANSPORTS, CURRENT AVAILABLE TECHNOLOGY PERMITS EXISTING AIRCRAFT TO AT LEAST MEET THIS STANDARD, AND IN SOME CASES GO BELOW THE STANDARD.

- WITH RESPECT TO RETROFITTING THE EXISTING AIR CARRIER FLEET, THE PRIME TECHNOLOGICAL CONTENDERS ARE NACELLE ACOUSTICAL TREATMENT RETROFIT AND THE REFAN RETROFIT. NACELLE TREATMENT MEANS APPLYING SOUND ABSORPTION MATERIALS TO THE ENGINE NACELLE. REFAN RETROFIT MEANS MODIFYING AIRPLANE ENGINES. OF THE TWO, NACELLE TREATMENT IS A DEMONSTRATED TECHNOLOGY THAT CAN REDUCE AIRCRAFT NOISE TO MEET FAA REGULATIONS IN THE SHORTEST TIME POSSIBLE AND AT THE LEAST COST.

(OVER)

REFAN HAS POTENTIAL FOR GREATER NOISE REDUCTION BUT IT HAS NOT BEEN FLIGHT TESTED, THUS, THE TIME REQUIRED IS LONGER, THE RISK GREATER, AND THE COST HIGHER.

- THE ONLY WAY OF ADEQUATELY ASSESSING THE IMPACT OF NOISE AROUND AN AIRPORT IS TO MEASURE THE CUMULATIVE NOISE LEVEL, THIS MEASURE IS CALLED "DAY-NIGHT AVERAGE SOUND LEVEL" AND IS ABBREVIATED LDN. MAXIMUM CUMULATIVE NOISE LEVELS AROUND AIRPORTS COULD BE SPECIFIED IN MODIFICATIONS TO THE EXISTING FAA AIRPORT CERTIFICATION REGULATION (FAR PART 139). SEPARATE LEGAL IMPLICATIONS ARE ASSOCIATED WITH ACHIEVING NOISE LEVELS PROTECTING THE PUBLIC.

- ACHIEVING PROGRESSIVELY LOWER LEVELS OF CUMULATIVE NOISE NEAR AIRPORTS HAVE PROGRESSIVELY GREATER ECONOMIC IMPLICATIONS. IMPLEMENTATION OF FLIGHT PROCEDURES, NACELLE RETROFIT OF A PORTION OF THE COMMERCIAL JET FLEET AND SOUND SUPPRESSION KIT RETROFIT OF BUSINESS JETS, WHERE NECESSARY, ARE THE LEAST EXPENSIVE AND THE MOST EXPEDITIOUS APPROACHES TO NEARLY ELIMINATING PUBLIC HEALTH AND WELFARE IMPACTS AROUND AIRPORT ENVIRONS. COMPLETE IMPLEMENTATION CAN POSSIBLY OCCUR IN FIVE YEARS AT AN ESTIMATED TOTAL INVESTMENT AND OPERATIONAL COST OF LESS THAN ONE BILLION DOLLARS. INTRODUCTION OF NEW, QUIETER AIRCRAFT, LAND PURCHASE, INDUSTRIAL ZONING AROUND AIRPORTS, RESIDENTIAL SOUNDPROOFING, AND REVISED FLIGHT SCHEDULING WOULD BE REQUIRED TO ELIMINATE NOISE IMPACT AT LOWER LEVELS BY 1980, WITH COSTS RANGING FROM FIVE TO TWENTY-TWO BILLION DOLLARS.

- LOCAL GOVERNMENTS CAN AND MUST DEVELOP COMPATIBLE LAND USE CONTROLS AROUND AIRPORTS USING APPROPRIATE CUMULATIVE NOISE CRITERIA.

- THE MOST EFFECTIVE USE OF TECHNOLOGY TO ACHIEVE MAXIMUM NOISE CONTROL WITH MINIMUM PERFORMANCE LOSS IS IN THE DESIGN AND DEVELOPMENT OF NEW AIRCRAFT SYSTEMS. CONSEQUENTLY, NOISE ABATEMENT RESEARCH AND DEVELOPMENT (BOTH FOR SOURCE AND FLIGHT PROCEDURES) MUST CONTINUE TO BE ADEQUATELY FUNDED TO INSURE THAT THESE NEW AIRCRAFT SYSTEMS EVOLVE WITH THE CAPABILITY FOR SUBSTANTIALLY LESS NOISE IMPACT THAT EXIST FOR CURRENT AIRCRAFT.

- THE ENVIRONMENTAL PROTECTION AGENCY WILL LATER PROPOSE TO THE FEDERAL AVIATION ADMINISTRATION: (1) REGULATIONS CONCERNING FLIGHT AND OPERATIONAL NOISE CONTROLS; (2) AMENDMENTS TO THE STANDARDS FAR PART 36 TO SPECIFY LOWER NOISE LEVELS FOR FUTURE AIRCRAFT; (3) REGULATIONS TO CONTROL AND REDUCE NOISE EMISSIONS FROM EXISTING AIRCRAFT; (4) AND AIRPORT NOISE CERTIFICATION REGULATION THAT WILL ASSURE CONTROL OVER CUMULATIVE NOISE NEAR AIRPORTS.

*SUBMITTED TO CONGRESS IN JULY, 1973. FACTSHEET PREPARED BY THE ENVIRONMENTAL PROTECTION AGENCY (EPA). COMPLETE TEXT OF THE REPORT IS AVAILABLE AT THE COMMUNITY OFFICE.

11/7/73



factsheet

No. 10

SEA-TAC COMMUNITIES PLAN & PEOPLE POWER

"WOULD YOU LIKE TO SLEEP WITH A 747", a People Power Production shown on KING-TV February 24th at 4:00 p.m., highlighted the activities of the Sea-Tac Communities Plan. People Power is a public affairs program shown on KING-TV monthly which demonstrates the variety of ways citizens become involved in solving community problems.

The KING-TV staff spent many hours obtaining background information and conducting personal interviews in the Sea-Tac Communities plan area. Along with the television production, a questionnaire was distributed throughout the KING-TV viewing area. A teacher's guide accompanied many questionnaires and outlined ways of involving students in discussing the issues presented in the program. Over 800 citizens returned questionnaires including a class of third and fourth graders, elected officials and citizens with a variety of interest and occupations. Group tallies on one questionnaire were counted as one response.

PEOPLE POWER QUESTIONNAIRE RESPONSE

1. Do you know about the Sea-Tac Communities Project?

	<u>Yes</u>	<u>No</u>	<u>Abstain</u>
In Sea-Tac Area	68%	30%	2%
Out of Sea-Tac Area	45%	51%	4%

2. Have you ever used the Sea-Tac International Airport?

In Sea-Tac Area	92%	8%	0%
Out of Sea-Tac Area	96%	3%	1%

Members of one elementary school class had visited the airport on a field trip, so felt that they too were users of the airport.

3. Should new airports be developed in the region?

In Sea-Tac Area	18%	72%	10%
Out of Sea-Tac Area	15%	69%	16%

The majority of citizens who answered yes, suggested Sand Point, 2nd choice was Paine Field, and 3rd choice was the Olympic Peninsula.

4. Do you favor strict land use controls in high noise areas near airports?

	<u>Yes</u>	<u>No</u>	<u>Abstain</u>
In Sea-Tac Area	82%	11%	7%
Out of Sea-Tac Area	76%	14%	10%

4a. Near freeways?

In Sea-Tac Area	71%	19%	10%
Out of Sea-Tac Area	72%	17%	11%

5. Do high levels of noise affect the quality of education in noise impacted schools?

In Sea-Tac Area	88%	7%	5%
Out of Sea-Tac Area	83%	9%	8%

6. Would you support financial incentives requiring building of quieter airplane engines?

In Sea-Tac Area	57%	32%	11%
Out of Sea-Tac Area	60%	25%	15%

7. Who should pay for solutions to local community problems caused by the airport?

	<u>Federal</u>	<u>State</u>	<u>Local</u>
In Sea-Tac Area	38%	10%	11%

The remaining 42% felt that it should be the responsibility of all of the above (18%) or added that the airlines should pay (8%).

Out of Sea-Tac Area	35%	13%	13%
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The remaining felt it should be the responsibility of all of the above (23%) or added that the airlines should pay (4%).

8. Who should have the responsibility for protecting lakes, urban streams, beaches?

	<u>Gov't.</u>	<u>Community</u>	<u>Prop. Owners</u>
In Sea-Tac Area	36%	34%	7%

The remaining 23% felt that it should be the responsibility of all of the above (12%), some combination of the above (11%).

Out of Sea-Tac Area	31%	29%	6%
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The remaining 44% felt that it should be the responsibility of all of the above (22%), some combination of above (22%).

9. If property is removed from local tax rolls due to purchase by a governmental agency, should the local community bear the increased tax burden?

In Sea-Tac Area	7%	84%	8%
Out of Sea-Tac Area	16%	71%	12%

10. Should schools in noise impacted areas get financial assistance from other governmental agencies for soundproofing?

	<u>Yes</u>	<u>No</u>	<u>Abstain</u>
In Sea-Tac Area	80%	14%	6%
Out of Sea-Tac Area	62%	24%	14%

11. Will the Sea-Tac Communities project result in long-range solutions for the land use, noise and drainage of the area?

In Sea-Tac Area	42%	14%	44%
Out of Sea-Tac Area	28%	18%	54%

12. Are you in favor of citizen involvement in community planning and problem solving?

In Sea-Tac Area	96%	3%	1%
Out of Sea-Tac Area	96%	2%	2%

3/11/74

THE UNIVERSITY OF CHICAGO

PHILOSOPHY DEPARTMENT

PHILOSOPHY 101

LECTURE NOTES

PLATO'S THEORY OF IDEAS

PLATO'S THEORY OF IDEAS

PLATO'S THEORY OF IDEAS

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PLATO'S THEORY OF IDEAS



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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 respondents (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

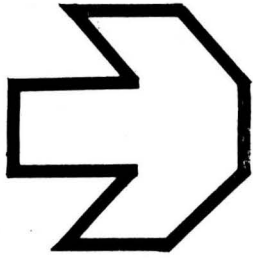
bothered by noise, nor that they considered it a serious problem. Airplanes are considered the major noise source in the Highline area (79.1 percent), while only one person mentioned airplanes and two mentioned helicopters as the major noise source in Shoreline.

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 Environment. 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.



seatac/communities plan memo

a joint effort of the port of seattle and king county

September 27, 1974

TO: All Workshop Participants

FROM: Donovan Tracy, Community Coordinator

SUBJECT: Workshop and Meeting Schedule

The following is the schedule of presently confirmed activities for October. Should additional activities be scheduled, notification will be made by mail or telephone:

- | | |
|---|--|
| Thursday,
October 3rd
8:00 P.M. | 2nd East Sub-Area Workshop with Mc Micken Heights Improvement Club, NOTE location: 3730 So 166th (next to Mc Micken Library). Everyone welcome. |
| Tuesday
October 15,
7:30 P.M. | 2nd North and South Sub-Area Workshop dealing with noise impact program application, location: Community Office, 253 So. 152nd, Burien. |
| Tuesday
October 22,
7:30 P.M. | Vicinity Plans Review, presentation and discussion of plan proposals for all four vicinity sub-areas, NOTE location: Highline Highschool Cafetorium. |
| Tuesday A.M.
October 29,
7:30 A.M.
(Breakfast)
8:00 A.M.
(meeting) | Presentation and discussion of vicinity plan proposals with Burien Chamber of Commerce, NOTE location and time: Sambo's Restaurant, 14325 1st Av So. |

Due to an expected large attendance, the October 22nd review will be held at the Highline Highschool Cafetorium, which is immediately behind the Highline Highschool and the Community Office. The map on the reverse side indicated directions from the parking lot behind the Community Office.

Initial presentation of plan proposals to the Port Commission and County Council is tentatively being scheduled for late November, preceded by a community-wide presentation. Additional work sessions will be necessary to prepare for any community wide activity, as well as to finalize plan proposals.

Hope to see you at one or more of the above meetings.

