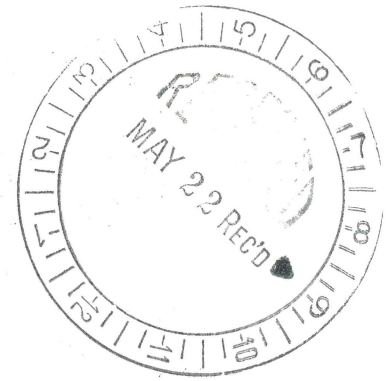


PORT OF SEATTLE

P. O. BOX 1209 / SEATTLE, WASHINGTON 98111

May 20, 1975



The Honorable Paul Barden
King County Council
402 King County Courthouse
Seattle, Washington 98104

Dear Mr. Barden:

The Sea-Tac/Communities Plan, a two-year, \$640,000 effort of King County, Port of Seattle and Federal Aviation Administration, is culminating. Recommendations from the analysis of airport and community relationships will be presented to the King County Executive, King County Council and Port of Seattle Commission at 1:30 p.m. on Tuesday, May 27, 1975. This one hour briefing will be held prior to the regular Port of Seattle Commission Meeting at the Port of Seattle Bell Street Terminal Auditorium, Pier 66. Parking will be reserved by the main entrance.

A summary of preliminary recommendations of the Sea-Tac/Communities Plan is enclosed. The programs identified will subsequently require specific actions by numerous government agencies and coordination with many more. Citizens will also be required to add their efforts to implementation of this Plan. Post-plan coordination and implementation directions recommended should receive prompt attention and action.

In conformance with open government statutes, the Sea-Tac/Communities Plan briefing will be open to the press and the public. Great interest has been generated by our study to date, and we are counting on your attendance and participation.

Sincerely,

Donald G. Shay, Chairman
Policy Advisory Committee
Sea-Tac/Communities Plan

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Enc.

cc: King County Executive
King County Council
Port of Seattle Commission

SEA-TAC/COMMUNITIES PLAN:
SUMMARY OF KEY RECOMMENDATIONS

1. The Port of Seattle and King County should formally recognize the Plan as the official guide for future development and improvement by the Sea-Tac/Communities Area. This recognition should be accomplished by resolution, ordinance or other such appropriate action.
2. The Port Commission should adopt the suggested Sea-Tac International Airport Master Plan and Improvement Program with the concurrence of the Federal Aviation Administration.
3. The County Council should adopt the Sea-Tac/Communities Plan as the official Middle Plan for this portion of King County.
4. The Port of Seattle should assume primary responsibility for the implementation of a comprehensive noise remedy program as outlined by the Sea-Tac/Communities Plan. Such a program would involve property acquisition, purchase assurance, noise insulation, aviation easements, and property advisory services. Maximum FAA financial assistance via the Airport Development Aid Program (ADAP) should be obtained by the POS.
5. King County should assume primary responsibility for the implementation of drainage, water quality, park and recreation program improvements identified as part of the Sea-Tac Communities Plan. Both the Port and County should work closely with the State Highway Department and other transportation agencies in the planning, programming and execution of needed service, road and/or access improvements.
6. King County should assume primary responsibility for the implementation of overall land use change within Conversion and Reinforcement Areas as identified and outlined by the Plan.
7. Future land use conversions in appropriate areas around the Sea-Tac Airport should be oriented to, and result in, a more economic use of property, an increased tax base, improved job opportunities, and a greater use of available community facilities wherever possible.
8. Every effort should be made to have HUD/FHA reflect the Plan in its mortgage insurance policies and practices.
9. The Port and County should seek necessary changes in the Federal ADAP legislation (now under consideration by the Congress) which would (a) increase the Federal share of such grants, and (b) permit ADAP funding of the various noise remedy programs set forth in the Sea-Tac/Communities Plan.
10. The Port of Seattle should seek necessary changes in the Washington Aircraft Noise Impact Abatement Act of 1974 so as to permit noise remedy and other improvement programs reflected by the Plan to be fully implemented. Change is particularly needed with respect to the area subject to the provisions of this Act.

11. The Port and County should adopt a Post-Plan Coordination Program to include, as a minimum:
 - property advisory services
 - citizen information activities
 - monitoring of noise exposure, air quality and water quality conditions, as well as progress in the implementation of the Sea-Tac/Communities Plan
 - investigation of funding and program implementation responsibility for recommended actions of the Plan.

12. Both the Port of Seattle and King County should agree to fulfill staffing and budgetary needs required to carry out the Plan as appropriate, and in keeping with available resources.