

March 26, 2007

Georgetown Community Council
Coliman Restaurant

Meeting began at 7:00 pm.

Philips Update: Cathy H.

Philips needs to reschedule. They'll present at a future meeting.

Secured Correctional Transitional Facility: Lindsey

Tabitha Yaki, manager of SCTF on Spokane Street, present to give quarterly update to GCC.

24/7 facility currently houses two, but licensed to house six.

These are level 3 sexual offenders that have been released from McNeil Island, conditional release.

Residents are always with staff. If outside facility, it's 1:1 ratio. If within residence, it's 2:1 ratio.

SCTY has 14 staff, with a capacity to staff 18.

Port of Seattle, BNSF, King County Land Swap deal:

Harold Taniguchi: KCDOT

Connections to our Future" BNSF has 47 miles of abandon track. King County sees this as an opportunity to put trails into public domain. Port would procure train, turn it to King County and the County would in return give Port KCIA. Timeline of paperwork is for mid-2007 with the deal completed in 2008.

Jeff Fitch: Port of Seattle

Due diligence over what's involved for KCIA is underway. Will take a look at total package will help regional plan. Port has worked with KCIA's Roundtable, especially about the noise issue. Plan is to make no changes to KCIA's operations. KCIA needs to be self-sustaining and that revenues need to pay for capital programs. Port plans to be an open book that will explains any changes, if any are made.

Rod Brandon: Executive's office

County has been negotiating with BNSF (handout). This transaction is huge and it started as a trail corridor transfer. The trail is unique as far as its future transportation possibilities and that is goes through six cities. Finishing due diligence is the next phase of the deal. Looked for common interest with BNSF with economic development being a factor. Looked at KCIA as an asset, transfer would keep it in public ownership. BNSF would invest in intermodal site somewhere in region. Freight mobility is crucial to the region: a new rail yard could be in King or Pierce County. Looked at a few things: 1-move freight better (Stampede Pass currently uses single car, want double stack through Ellensburg. State willing to invest \$25M. 2- Intermodal Yard. 3- 47 miles could be trails today but a transportation corridor in the future, if that's what the region wants. An extensive public conversation would have to be had. Have been speaking with the major stakeholders for the last 18 months.

Dow Constantine: King County Council

Dow is concerned about this deal. If ownership of KCIA changes, will entity listen? Change could have adverse affects. They say no intention of changing operations until 2022. 15 years is not that far away. Port doesn't have all the say: FAA plays a part in this. Dow wants an iron clad, legal binding, and guarantee.

Larry Phillips: King County Council

He applauds the efforts but is not a friend of this proposal. Has major concerns and encourages active opposition. The 47 mile is currently a major transportation corridor with trails. This Executive is the one who was dealing with SW Airlines: he is now saying 'don't worry, nothing will change'. This is the Executive who said we need to buy Flour Mill for a waste station, now he's saying sell it. Phillips thinks we should start over; don't kill the deal over effort but let's look at how to get \$103M to buy rails, without having to sacrifice KCIA. King County has owned KCIA since 1926, we protect general aviation. Let's preserve KCIA and outreach to regional partnerships for funding. Again, applauds effort to improve freight, but let's protect our assets.

Alec Fiske: Port Commissioner

The port is an obscure, governmental agency. There are five Commissioners (elected). This year, the Port will collect \$68M from King County property taxes: they are well-funded. Both Harold and Rod described a great deal but there is really lots of disarray. There are so many parts of this deal and they don't belong together. There are lots of questions such as do we want to pay money to tear up rails? Do we want to possibly pay again to put rails back? As far as the future of KCIA, we have a right to know the future. The Port and County should not hide behind the FAA with their agenda.

Q&A

Alec: The value of KCIA is not 4103M. That is the negotiated price then another \$66M for development of trails. The true value appraisal is still underway.

Rod: Don't know how much acreage is needed for a County intermodal waste station. The County has not talked with SPU. (Dow says it's time for city and County to work together). County doesn't know about the clean-up situation needed at KCIA.

Nightlife Ordinance: Jerry Everard & John LeMaster (opposition)

18 months ago, a task force was created to examine the Nightlife situation. At the end, both parties were unhappy with what they mayor proposed. The legislation being submitted is arbitrary: regulations are already in place, not enforced. The Seattle NMA would like to work with City Council to craft legislation that is more balanced. Ordinance revolves around alcohol, density and occupancy issues. The ordinance creates an additional license: if club/bar has three violations in 24 months, you could lose your license. This proposal is misguided and the SNMA opposes it as it is written.

Sabey: Informational group

An informational and oversight committee has been formed to work with Sabey on the redevelopment of the Rainier property. The group has representatives from the Community Council, the Merchants Association and Friends of Georgetown History. The first order of business was to tour the property to gain a better understanding of the situation. RCC looks better on the outside. There are major structural needs, and Sabey is studying how much the buildings are moving. The buildings are un-reinforced masonry. We have looked at some preliminary design elements though no decisions have been decided. We'll continue with updates, utilizing meetings, the Gazette and the listserve.

Announcement:

Cari- Earth day is April 21. There will be activities at Gateway Park.