

## Libraries

Board mulls site selection

A-6

## Sewers

Utility limits rate increase

A-5

## Sports

Eagles rally past Raiders

A-7



## Index

Comment	A-2
Sports	A-7
Real Estate/Classifieds	A-8

Sunday

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Excellence in Community Journalism

# Federal Way News

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25 Cents

TWIN LAKES

MARINE HILLS

REDONDO

MIDWAY

KENT WEST HILL

WOODMONT

NORTH LAKE

WEST CAMPUS

## Gettin' tough

### Police may lay down law on cruisers

By LYNN KEEBAUGH  
Cruisers take heed. Maj. Ollie Moore means business.

Federal Way Precinct 5's new commander has asked the King County Sheriff's Department to prepare an anti-cruising ordinance that would ban the popular weekend pastime.

And in the meantime, Precinct 5 police and SeaTac Mall security are banding together to step up patrols and further deter cruising in Federal Way.

Hundreds of cars driven by teen-agers and young adults clog the parking lots and surrounding streets of SeaTac Mall and SeaTac Village near Burger King on many Friday and Saturday nights. Merchants and customers have complained about the noise, drinking, vandalism and general rowdiness that accompanies cruising.

**POLICE HAVE** used special cruising patrols, ticketing drivers for traffic and liquor violations, and cut off favored cruising routes. But the cruisers keep coming back.

Moore vowed when he came to Federal Way earlier this month that one of his first missions would be to help cure the cruising problem in the shopping district. The ordinance seems the most certain way to do that, he said.

"The ordinances have worked everywhere they've been used," he said, "and I expect one would work here."

Moore said the proposed ordinance probably would be a hybrid of ordinances in Puyallup, Renton and Seattle, where similar laws have effectively quashed cruising. It would ban cruising in all of unincorporated King County, not just Federal Way.

King County Councilman Paul Barden does not see the countywide application as a stumbl-

Continued on A-3



photo by Paul T. Erickson

CITYHOOD WAS the subject of debate at a forum on incorporation sponsored by the Federal Way Community Council Thursday. Pro-cityhood activist Maryann Mitchell (foreground) debated anti-cityhood activist Jack Ringler

about such issues as taxes, local control and roads. About 100 people attended the forum at Federal Way High School.

## Debaters focus on city's finances

By KURT HERZOG

Taxes and local control of Federal Way were the primary issues debated by pro- and anti-cityhood activists at a public forum Thursday.

Cityhood supporter Maryann Mitchell said a Federal Way city could support itself without raising taxes or levying any new taxes and would have the power to control its own destiny if it incorporates.

Anti-cityhood activist Jack Ringler told the crowd of about 100 at Thursday's debate that Federal Way would have to raise taxes to support itself and King County has more expertise in providing local services than a new city would.

The two debaters responded to questions from Federal Way citizens who submitted the questions to the Federal Way Community Council. The council sponsored the debate.

Representatives of the local media posed the questions to debaters.

Although many questions centered on how Federal Way would come up with the money to run a city, questions also covered topics such as parks, police, traffic, the incorporation boundaries and even a new name for Federal Way.

The two debaters often disagreed over the revenue figures included in the Federal Way incorporation study, independently prepared by The Georgette Group.

**RINGLER SAID** the figures in the study showing that Federal Way could run a city with an annual budget of \$17 million isn't accurate.

Auburn, with less people, has a budget of about \$17 million, he said, so there's no way Federal Way could operate on the

Continued on A-3



photo by Paul T. Erickson

ANTI-CITYHOOD activist Jack Ringler, representing Citizens Against Incorporation, prepares to respond to a question on cityhood.

## Early start eyed for school

By MELODIE STEIGER

Although he says no school district decision pleases all parents, Richard Harris is sure public sentiment is with him on his latest recommendation.

Harris, superintendent of the Federal Way School District, will recommend to the Federal Way School Board tomorrow night that future students of a new school set to open in 1990 be collected from their West Campus homes next year and bused to Mark Twain Elementary School near Star Lake for classes.

Students and staff would then transfer to the new school for the 1990-91 school year, when construction of that school is complete.

Harris will recommend the plan to the school board at its regular Monday meeting, to begin at 7 p.m.

The meeting will not be held at school district headquarters, as usual, but will take place at Brigadoon Elementary School, 3601 S.W. 366th St., near Twin Lakes.

The five-member school board will be asked to approve that proposal or some other at tomorrow night's meeting so district administrators can start work immediately on next year's student housing plans.

THE SCHOOL board and administration have looked at several options for housing students in the overcrowded south end of Federal Way. With the new school still under construction next year, students could be double-shifted at one school or several schools nearby, for instance. Year-round schools might also lessen the overload at schools like Panther Lake and Lakeland, it has been suggested. Added portables at existing schools could also be used.

But the idea of setting boundaries for the as-yet unnamed new school and sending those students to Mark Twain Elementary School for a year met with general approval at a public meeting and at a session with Key Communicators.

Continued on A-3

## Inventive lovers create terms of endearment

By MELANIE HARRISON

In one of Shakespeare's love stories, Juliet reasons to Romeo, "What's in a name? That which we call a rose by any other name would smell as sweet."

However, any old name may not sound as sweet to your love's ears this Valentine's Day. Unique pet names kindle a romantic fire for some couples, but many people don't stop to think about when, why or how they call their special someone "Sweet Lips," "Punkin'" or "Tiger."

In private, Juliet may have

### 'Wherefore art thou, Spider Man?'

had some special names for her handsome man, but watch out if anyone else used one of them to address Romeo.

Only lovers are allowed to use their special pet names with each other, according to George A. Parks, a University of Washington psychologist who has studied relationships for 15 years.

"If someone else uses the pet

name, the person takes it as an insult," Parks said.

AS VALENTINE'S Day nears, pet names are increasingly audible and visible. People in special relationships exchange pet names in playful conversation, big heart-shaped cards and even classified newspaper ads on Feb. 14.

There is no written rule of romance stating that you must

create special names — such as "Pookie," "Snookie Muffins" or "Fuzzy Pirate Snuggle Bunny" — for your significant other. But many people use unique terms of endearment for the ones they adore.

"It's code, and the more intimate and unique it is, the more it says, 'I love you,'" Parks said.

When people are intimate they

regress to more child-like behavior, he added. It is a familiar, fun way of relating.

"I think people use pet names to touch the other person's heart," Parks said. "Using the names gives an implication of a deeper knowledge of the other

person." An example of the intimacy can be seen in many newspapers' classified advertisement sections on Valentine's Day. In the love notices, people

Continued on A-4

## Man yanks soggy dog from frozen lake

One pretty chilly German Shepherd is awaiting its owner at the King County animal shelter.

Mary Clanin, a nurse at the Federal Way Convalescent Center at 1045 S. 308th Street, said the tan and rust dog apparently had been chasing ducks early Thursday morning out onto the ice of Easter Lake, near 308th Street, when it reached the middle of the lake and fell into the water.

A lakeside neighbor alerted the convalescent center to the dog's plight. Clanin said Fire

District 35 (Federal Way) would not respond to her plea to pull the dog out, so the King County Animal Control was called.

Calls concerning animals are routinely routed to the animal control department, say fire officials.

Meanwhile, nursing assistant Teresa Zimmer and maintenance worker Jim Mathews pulled the dog from the hole. Mathews crawled on the ice to reach the animal.

Fire department officials warn that nobody, dog or human, should walk on ice here, no matter how thick it looks.

Temperatures here do not make for ice strong enough to hold much weight.

Clannin was nevertheless impressed. Mathews' action saved the dog, she said.

"It was pretty brave, really. Jim was crawling on all fours to get to the hole," she said.

The dog was eventually pulled out, dried off and taken to the animal shelter.

Clanin said the dog was wearing a choke chain and looked well cared-for. The animal control report describes the dog as a female with tan and rust mark-

ings. The dog is about 2 years old. It is not wearing identification tags.

The dog will be held at the shelter until 6 p.m. Monday, in hopes its owners will call to claim it. The dog is also available for adoption to suitable owners if it is not claimed by its owners.

If no call is made by 6 p.m. tomorrow, the dog is scheduled to be destroyed. The dog's owners or potential adopters can call King County Animal Control at 296-3935 tomorrow between 10 a.m. and 6 p.m. for more information.



WALK INTO SYLVAN AND YOU MAY WALK ON TO "HEAD OF THE CLASS"

Win a trip to Hollywood for a visit with Brian Robbins on "Head Of The Class." If you're a student in grades 1-12, Sylvan Learning Center SM can make you a winner. That's why Brian's giving the word about Sylvan's S.M.A.R.T. Steps SM to better learning and better grades. We're offering reading, math, writing, study skills, algebra, SAT. Enter at your nearest Sylvan Learning Center to win a visit with Brian Robbins on the "Head Of The Class" set.

No purchase necessary. Open to U.S. and Canadian students in grades 1-12. Void where prohibited. Sweepstakes ends 2/17/89. Only students in grades 7-12 are eligible to win a walk-on part on the show.

838-0507

Sylvan Learning Center 32717 1st Ave. So. Federal Way

# Comment

## Clad in long johns, Chandler baits bull

Rep. Rod Chandler has been praised by some commentators for his decision to hold the line in voting for a pay hike for himself, when others bowed to public pressure.

Sorry, but that's not courage. That's more like wearing a red long johns while hiking through the field where the bull is fenced. Now Chandler says his raise was wrecked because a bunch of nitwits (editorial writers?) shouted it down.

Frankly, we've admired Chandler for other stands. His open manner is appealing. His traditional values are part of his charm. In this vote, he missed the point.

The public is not only angry about the size of the proposed raise — a whopping 51 percent. Voters also can't fathom how anyone with a conscience could accept that money when so many citizens are limited in what they may earn.

Congress votes on issues that limit earning power at home — on taxes, on trade. It has a potent role to play in shaping the economy, setting farm subsidies, bailing out savings banks, settling labor disputes. Even to consider giving itself such a hefty hike makes Congress seem insensitive.

As a public relations professional, Chandler showed a startling lack of appreciation for the need to sell this raise to his constituents. Did he deserve it for his loyal support of Ronald Reagan? For attending committee meetings? For proposing brilliant legislation or saving thousands of local jobs?

Clearly, voters don't buy the idea that members of Congress suffer at \$90,000 a year. They believe the fringe benefits — travel allowance, postage, powerful friends — offset the frustrations. If that isn't so, why haven't we had a clear accounting from Chandler showing how his expenses exceed his income?

As a member of a body that cannot balance a budget, Chandler and his pals must justify the raise in principle, too. Most of us take the simple view that Congress can't have the credit card until we pay the bills we already owe. More than one voter muttered this week, "Let's see 'em show a profit, first!"

If that seems unfair, given the public demand for federal aid of all sorts, it shows once again that Congress has failed fundamentally: If they are really worth \$135,000 a year, plus perks, how do we get our money's worth, and integrity, too?

Finally, this goes for all the grumpy federal employees, judges and bureaucrats, who believe they are worth more than \$90,000. Public service pays the incompetent as well as the competent. Those are not poverty wages. You knew that going in, and it is offensive to hear you say your pals make more in the private sector. They also take more risk, have less security, and often, no pension. Quit belly-aching. Even if you're good, there are others who could do your job.

## Alternative school is not for failures

I was recently given an assignment based on an article in Time magazine. The article was titled "Getting Tough" written by Ezra Bowen (Feb. 1, 1988). Starting on page 52, the article was very informative and I found it to be helpful in my work. However, there was one area that caught my attention.



**Guest Opinion**  
By Deborah Bassen

As a student in an alternative high school, I was offended by an implication that was made. On page 55 in column three, the third paragraph stated "Patterson, like too many other school districts, has no alternative program for the losers..."

It stated nowhere that alternative students are losing something specific, implying that they are losing at life. I attend an alternative school, Continuation High in Federal Way, and in my two months of attending, I have not seen any "losers".

In order to graduate, Continuation students are required to earn the same amount of credit and pass the same competency tests as other high school students in the district. Students who choose to attend alternative schools have left the traditional school environment for one that is more flexible, allowing for individual needs.

Alternative schools were not established for students who are prone to failure, but for students who find themselves outside of the existing school system for a variety of reasons. Some students have been out of school for a considerable amount of time.

For example, pregnancies can keep girls from returning to school for several months or even longer. Drug and/or alcohol addicted students sometimes choose to confront their problem with in-patient treatment. This requires them to put

school on hold until they overcome their problem.

Still other students have been through shocking situations involving physical or sexual abuse. They are lucky to be alive, let alone function normally in a school system.

Some students have left or are forced out of their homes, and, in order to support themselves, have to go to work. After these students become stable or find someone to help them, they return to school. These scenarios do not sound to me like those of losers.

In conclusion, I believe that Bowen's statement that alternative students are losers is wrong. In my opinion any student who fights adverse situations in order to complete their education is a winner regardless of the school they attended. We haven't worked this hard on our education and attended school daily in order to be classified as losers.

If Time reporters are planning to make comments on alternative schools, I would suggest they look more carefully at alternative students before they make judgmental statements.

*Deborah Bassen is a student at Continuation High School. The above is a copy of a letter to the editor she sent to Time magazine.*

## Street Talk: Would you miss it if Valentine's Day was not a holiday?



**Shayla Brown**  
(Student)

"Not right now! I have no one to buy anything for."



**Rebecca Sellers**  
(Student / Secretary)

"Yes. It gives you a chance to think of the little things you could do if you had someone to do them for. It gives you a chance to be creative."



**Gina Miller**  
(Homemaker)

"Yes. It's our anniversary. We would definitely miss it."



**Jeff Miller**  
(Longshoreman / Gina's Husband)

"Yes. Mainly because it's our anniversary."



**Mickey Odsen**  
(Retired)

"Sure. There's room for romance in the world. Why not have a few things that are just for fun?"



**Ambrose Thorp**  
(Butler Aviation Employee)

"I think I would. Right now I'm just getting started on a relationship. That's the only way we have of expressing ourselves to each other."



**Donavon Watkins**  
(Student)

"I'd miss it because that's the time you can really express love and not feel (self conscious) about it."



**Joel Stirling**  
(Student)

"I would miss it. It's not weird to go out — everyone's happy."

## Next time I bring my own chicken bones

It is with quivering, white-tipped fingers that I type this account of a week of what can only be described as being at the unfortunate whimsy of a mindless, yet all-too-devilish authority.

Through a series of catastrophes — and last week's snowstorm — I was forced to take part in a monstrous system of fatalistic confusion that is best described as "Hell," if Hell is indeed "the impossibility of reason," as a philosopher once said.

No doubt that philosopher was a Metro bus commuter.

The facts of mass transportation have been written about before. The experience of it has not.

Our cars insulate us from humanity. Riding the bus exposes us to it. It breaks down barriers between all those rolling cages of metal that swarm the freeways.

Riding the bus pushes people into each other's space, and sometimes into each other's face. I'm not sure which is more likely to bring people closer. But I know you miss something when you ride alone.

Number 174. Commuters who have ever had to ride from Federal Way to parts north, probably know this Metro route well.

It jerks spastically up and down Pacific Highway South most of the way into Seattle. The time varies from 90 minutes to three hours.



**Kurt Herzog**

Timetables mean nothing. Friday, 6 p.m. It's cold, too cold. A beige woman waits in the shelter, surrounded by four or five ancient plastic grocery bags. She eats chicken bones and is glad to have company.

"I just missed the bus," she says, through a bundle of beige scarves. "I could see it across the street and I waved, but it wouldn't stop." We wait.

A bus comes into view down the highway, just as I feel the last red blood cell evacuate from my toes. "We're shutting down now," my toes tell me.

The bus stops. The driver says, "I'm just going to the base. If you're wanting to go farther, wait for the next bus." (When's that? Right behind him, he says. Sure.)

My legs say, "We're shutting down, too."

The beige woman eats chicken bones. Where does she get them? There's no meat on the bones, they're just bones. Could all these grocery bags be filled with nothing but chicken bones?

Finally, the next bus arrives. Ah, warmth. The heater on this bus isn't working. The bus driver is not happy. To make up for what must be lost time, he skips 60 percent of his stops and makes a quick jaunt up I-5 at breakneck speeds (up to 35 mph).

I did this for a week. But I'm an amateur. I have a friend who travels by Metro exclusively. In fact, he swears by the bus so emphatically he has never learned to drive.

"Driving makes people stupid," he says. I've noticed.

This guy knows the bus schedules of almost every route in the metropolitan area, better than most Metro information operators.

"Take Number 11 via Pike Street leaving at 7:51 p.m.," he advises. From blocks away he can identify buses before their numbers are visible.

"That's Number 48," he says. "It can't be the 43, because the 43 is exclusively run on electricity."

Like a veteran returned from combat, this guy has incredible stories about human

behavior on buses. There are the requisite stories, of obnoxious winos interacting with prim suburbanites, stories about gangs of teens taking over the bus, leaving behind only the metal skeletons of bus seats.

But my favorite is one about a kind of daily Punch and Judy show that took place between two street people at a downtown bus stop. It's a lengthy account. I can sum it up by likening it to a cross between the violent ward at Western State and a Three Stooges video.

I didn't get to accumulate many stories of my own. But I did learn some things. Lesson Number One: The length of time waiting for the next bus increases in inverse proportion to the temperature.

Two: The system leads naive commuters to believe they will be able to effortlessly transfer from one bus to another, making connections without a mind-numbing wait in the bone-crushing cold. (It doesn't happen...ever.)

In short, the wheels on the bus go round and round...very...slowly. I like the freedom of having my own car ready at a moment's notice, unless it's in the shop, or I'm stuck in an I-5 traffic jam, or at almost any intersection in Federal Way.

# City rivals differ over county's performance

Continued from A-1  
 same amount.  
 Also, Federal Way has less assessed property value than Auburn and other areas so it would have to raise property and retail sales taxes to operate a city, he said.  
 Mitchell listed figures from the independent study showing Federal Way could provide enough revenue from existing taxes to operate.  
 Also, comparisons between other cities' budgets are not valid, she said, because cities have different needs than others.  
 "There will be enough revenue to do the job," she said. "And what we do with that (revenue) will be decided by the people who live here."  
 Ringler took issue with one particular statistic in the study that shows the county took \$11.9 million in taxes from Federal Way in 1988, but returned only

\$9.2 million in services. That figure doesn't include \$8.1 million the county spent on roads and another \$8 million it will spend on the Goodwill Games pool being built in West Campus.  
 But the pool is a regional facility and a one-time expenditure that won't be affected by incorporation, Mitchell said. The \$8.1 million spent on roads is 85-percent funded by state and federal grants that would be available to a Federal Way city, according to the study. Also, that \$8.1 million is way over the \$3.2 million average in state, federal and county money spent on Federal Way roads in each of the last seven years, the study states.  
 Ringler said the only way to solve Federal Way's serious traffic problems is with the kind of money that only the county could provide.  
 "A new city wouldn't be able to issue enough bonds," Ringler

said.  
**HAVING LOCAL** city officials who would concentrate only on Federal Way's traffic problems, and not countywide problems, is a better way to solve those problems, Mitchell said.  
 Mitchell also said local control is a better way to slow Federal Way's rampant overdevelopment. Federal Way is expected to achieve buildout — complete development of all available open space — by 2010, she said. That has to be stopped, or managed better, she said.  
 "We don't have to be mean to developers," she said. "But we can be sensible and logical and clear in deciding what development we want."  
 The damage of overdevelopment has already been done, Ringler said, and local control won't solve those problems. Also, the one time Ringler said he dealt with the county's Building and Land Development

Division (BALD), he was satisfied.  
 "I don't see where Federal Way could do a better job than the county," Ringler said to scattered derisive laughter.  
 "Right now all we can do is go back to Factoria (BALD headquarters) over and over and over again until they get it right," responded Mitchell.  
 Some questions asked by residents, such as whether the new city would create its own police force or would contract with King County to continue providing police service, can only be answered by the city council that would be elected after the March 14 incorporation election.  
 Mitchell said she's heard some feelings of distrust of a new city council from some residents. Those feelings are unfounded, she said.  
 "I keep hearing we have to be afraid of this city council," she

said. "I trust my neighbors."  
 Mitchell has said in private interviews she will not run for city council.  
**IF THIS** incorporation attempt — Federal Way's fourth — fails, Mitchell predicted that some members of the pro-cityhood group Federal Way First! may drop out of the fight for cityhood, but they will be replaced by others.  
 "There will be another core group of people," she said, "because things are unworkable."  
 If Federal Way incorporates, Ringler said he will feel sorry for residents.  
 "We won't have enough services," he said.  
 After the debate, several people said they heard nothing that would change their minds about incorporation. However, one resident said she has changed her mind since the last in-

corporation attempt in 1985.  
 "Last time I voted against it," said Frances Cooley. "This time I've gotten more involved. I've decided we should do it."  
 Another resident said she still has questions about Federal Way producing enough tax revenue to provide services, but she would vote for incorporation anyway.  
 Tamara Wilson said she moved back to Federal Way recently after a two-year absence and was shocked to see how overdeveloped the area was and how bad traffic had gotten. Incorporation is more likely to solve those problems than the county, she said.  
 Federal Way voters will decide incorporation in a vote-by-mail election. Ballots for that election will be sent out Feb. 27 and are due back to the county by March 14.

## Monday

**COUNTY COUNCIL** — The King County Council will hold a regular meeting at 9:30 a.m. in Room 402 of the King County Courthouse, Third Avenue and James Street in downtown Seattle. For more information call 296-1000.  
**DES MOINES SEWER** — The board of commissioners will hold a workshop at 2 p.m. at the district office, 22620 Seventh Ave. S. For more information call 824-4960.  
**SCHOOL BOARD** — The superintendent will make his recommendation on how to deal with an estimated 400 more elementary school students next year during a regular meeting of the Federal Way School Board at 7 p.m. This week only, the board will meet in the library at Brigadoon Elementary School, 3601 S.W. 336th St. For more information call 941-0100.

## Wednesday

**MULTI-SERVICE CENTER** — The board of directors of the South King County Multi-Service will meet at 7 p.m. at the center, 1505 S. 356th St. For more information call 838-6810.  
**WATER DISTRICT 75** — The board of commissioners will hold a regular meeting at 7:30 p.m. in the district office, 19638 28th Ave. S. For more information call 824-0375.

## Thursday

**TRANSPORTATION/LEGISLATIVE** — The Federal Way Chamber of Commerce Transportation and Legislative committees will meet at 7:30 a.m. at Coco's Restaurant, 32605 Pacific Highway S. For more information call 838-2605 or 927-2556.  
**FIRE DISTRICT 39** — The board of



## Public Meetings

commissioners will hold a regular meeting at 4 p.m. at district headquarters, 31617 First Ave. S. For more information call 839-6234.  
**COMMUNITY COUNCIL** — The Federal Way Community Council will hold its regular monthly meeting at 7:30 p.m. at the Educational Service Center (school district headquarters), 31405 18th Ave. S. This meeting originally was scheduled for Feb. 2, but was postponed by snow. Maj. Ollie Moore, commander of the Federal Way police precinct, will speak. For more information call John Hale, council president, at 859-2665.  
**METRO HEARING** — The House Local Government Committee will hold a public hearing on bills affecting Metro reorganization at 7 p.m. at the Renton Senior Center, 211 Butler Ave. N. For more information call Rep. Jean Marie Brough's office, 1-786-7830.  
**STAR LAKE** — The Star Lake Improvement Club will install new officers during a regular meeting. Doors will open at 6:30 p.m. with a pot-luck dinner to begin at 6:45 p.m. The meeting will be held at the Star Lake Improvement Club at South 272nd Street and Military Road South. For more information call Barbara Callow at 854-4854.

# Officials lose patience with cruisers

Continued from A-1  
 ing block. A majority of council members represent areas (Renton, Lake City, West Seattle) that have had cruising problems of their own in the past, and they should prove sympathetic to Federal Way's problem, he said.  
**BARDEN SAID** he expects to ride along with local police in the next few weeks to see firsthand what local businesses are facing. Regardless, he already anticipates support for an anti-cruising ordinance.  
 "If the police request the additional legislative authority to uphold the law, we'll give it to them," he said.

Sally Mantz hopes so. The SeaTac Mall manager has had a number of phone calls and letters from mall patrons complaining about cruising. Some have promised not to return to the mall because of it. Businesses inside the mall haven't been enamored with the phenomenon, either, she has said.  
 Cruising affects the entire community, she said, and an ordinance would remove a public nuisance.  
 "I guess the kids haven't been getting the word. Now we're serious," Mantz said.  
**MOORE SAID** the drafting and review process for the ordinance will take six to eight weeks. In the meantime, the mall has hired eight off-duty

King County police officers to work with mall security on weekends to curtail cruising.  
 Those officers will free up regular patrol officers, who have been assigned, along with reserve officers, to work with reserve patrols, Moore said. Regular patrol officers still will be around for back-up, but they will be able to devote more of their time to their assigned districts.  
 The Federal Way commander also is requesting additional proactive (undercover) officers from Precincts 2, 3 and 4 to work the mall and surrounding area for alcohol and driving violations. He also is reassigning traffic officers and reserve officers to the area and plans to have the department's criminal information section videotape cruising to document the problem.  
 The Washington State Patrol also is temporarily assigning patrol cars to the area on weekends, Moore said.  
**ALL TOLD**, he estimates an additional 15-20 officers will be patrolling the business district weekend evenings "for as long as necessary," Moore said. And that's on top of regular patrol, mall security and the mall's off-duty officers, he added.

Anyone cited on mall property for violations ranging from creating a public disturbance and liquor violations to assaultive behavior may face being banned from the mall. Mantz said the mall may go as

far as to ask those who obviously are not shopping to leave, and if they don't go, to have them cited for trespassing.  
 Moore said he regrets taking what he calls an "aggressive posture."  
 "It's real tragic. Many of these kids are going to end up with records, and that might not seem like a big deal when you're 15 or 16, but later on when you're 20, 21, 22, and in that very competitive job market, this could come back to haunt you," Moore said.  
 Police will issue no warnings, Moore said. "We want them out of the mall."  
 Moore also realizes that young

people need a place to go on weekends, and that their age limits their possibilities.  
 That's why he is drafting a letter to Metro, asking it to consider opening one of its three Federal Way park-and-ride lots to cruisers. They have little use during prime cruising hours — 9 p.m. to midnight — and police could be stationed there if necessary.  
 Dan Williams, a Metro spokesman, said the agency could not comment on the proposal until it sees it on paper. He also said such a decision would hinge not only on agency staff approval, but most likely a vote of the Metro Council.

# Mark Twain could give school its start

Continued from A-1  
 parents actively involved with local schools.  
 According to the plan, a new principal would be chosen for the school this month. That principal would spend the rest of this school year overseeing plans for the new school and arranging for the joining of staff and students at Mark Twain.  
 Mark Twain, at 2450 S. Star Lake Road, would play host to those students and staff through next year. In fall 1990, students and staff would move to the newly constructed school at Southwest 325th Place and about 13th Avenue Southwest, near the Alderbrook housing development.  
 The plan would alter the

course of modernization at local elementary schools. Mark Twain, along with North Lake Elementary, has been used to house students and staff of schools undergoing modernization construction.  
**TAKING** Mark Twain away from the modernization program would probably mean putting off some construction for a year, said Judy Wall, district spokeswoman. The details of that change have not yet been worked out, she said.  
 Elementary schools waiting for modernization plans to be approved are Lake Dolloff, Wildwood and Brigadoon.  
 District administrators plan to draw up the new boundaries for the new school and existing schools this spring.

## Directory tells of senior discounts

In order to meet the needs of a growing senior population, hundreds of local businesses are offering senior citizens' discounts for services and products.  
 The Seattle Mayor's Office for Senior Citizens has recently brought 400 of these businesses together into a single directory. "Special Savings for Senior Citizens" is a free, easy-to-use reference guide for seniors.  
 Listings are divided into categories that range from appliance repairs to veterinarians.  
 Educational and recreational resources, transportation and legal services are just a few of the categories included.  
 To obtain a free copy of "Special Savings for Senior Citizens" call the Mayor's Senior Citizens at 386-1274.

**SOUTH END**  
 Janitorial Service Inc.  
 free Estimate  
**941-4394**  
 ★ Domestic house cleaning  
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Employee management is the topic of a one-day seminar, "Supervising People Effectively," to be held at Highline Community College on Feb. 16.  
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 For more information or registration, call the college at 878-3710, ext. 342.

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# When buildings go bad, local engineers go to work

By WENDY CULVERWELL

When Husky Stadium collapsed during construction in the spring of 1987, the UW Daily reprinted a university official's earlier comment that only an "act of God" could put the project off schedule.

The public soon learned it was the inopportune removal of a cable supporting steel beams during construction that caused the spectacular crash of steel. God had little to do with it.

The moral of the story was that God doesn't generally get involved in construction projects and humans must divine answers to their own dilemmas.

Nothing quite the magnitude of the Husky Stadium collapse has ever happened in Federal Way, but one local firm is ready to investigate if it does. Construction Technology Laboratories (CTL) of Skokie, Ill., has one of its four nationwide branch offices here.

Like private eyes chasing leads to a murder, CTL engineers investigate the reasons why construction projects go bad.

**THE FEDERAL** Way office, directed by managing engineer Harold Jobse, didn't handle the Husky Stadium investigation.

That job went to a Seattle firm that specializes in problems involving steel. Like doctors, forensic engineers have their own specialties, and the Federal Way CTL office has more expertise in concrete than in steel.

Forensic engineers don't wait around for spectacular structural failures, however. Their services can be used by everyone from a homeowner with a cracked wall to contractors worried about the way ce-

ment floors are setting.

Typical cement problems, Jobse said, involve bad consolidation (mixing), bad finishes, excessive cracking, and poor strength. All those problems can be repaired if caught soon enough, he said.

CTL's philosophy is that just because something's gone wrong doesn't mean it can't be fixed. The local CTL office is connected to its national headquarters, where an extensive lab analyzes samples taken from problem sites. The samples are tested and solutions, if possible, are developed, often without removing the original materials.

CTL, JOBSE said, is a leader in "nondestructive testing."

"Instead of having to break something apart, we can test it nondestructively," he said.

For example, CTL can use ultrasonic equipment to see the steel rods within dry concrete. That saves them, and the owner, the expense of tearing the concrete apart to see if everything is assembled properly.

Jobse wouldn't discuss specific cases he's worked on in his 40 or so years in the field because in many cases litigation is involved. In those cases, Jobse and his colleagues are called in as "expert witnesses." They provide the construction industry's equivalent to psychiatric testimony at criminal trials.

Little of the firm's business has been in Federal Way, though it has been here for about 3½ years.

"Maybe there isn't much going wrong here," Jobse speculated.

**THE FEDERAL** Way CTL office is the parent company's

field office for the Pacific Northwest. The trio in the local office handle whatever arises here, but if something comes up anywhere else in the country that requires the expertise of Jobse or one of his colleagues, off they go.

Conversely, if some large problem were to arise here, a team would be assembled by the Skokie office and sent to work here.

CTL emphasizes its mission to repair damage rather than to assess fault. Litigation, Jobse said, adds unnecessary costs to repair work.

Some larger projects CTL has undertaken include repair of a tornado-damaged nuclear plant in Pennsylvania and corrosion rehabilitation at a petrochemical facility in the Middle East.

**IN THE** case of the nuclear reactor, a tornado tore a hole in the side of the water cooling tower at a nuclear station operated by Pennsylvania Power and Light.

Forensic engineers can learn a great deal about structural integrity when natural disasters such as tornadoes and earthquakes strike.

Just as fire investigators know how to read a burned building, engineers know what to look for in a crumbled one.

Jobse cut his teeth in the forensics field as an earthquake investigator, chasing such disasters all over the world.

His comment on the recent Soviet Armenian earthquake, in which thousands died when buildings crumbled, was typically understated.

"There were a lot of concrete problems," he said.

## Pet names kindle romance

Continued from A-1

use pet names, so their significant others will privately know the special message is meant for them.

Names in the ads range from "Honey" and "Sweetheart" to "Thumper," "Loverducks," "Scooter," "Harp Seal" and "Monkey."

"The pet names create a private 'love world' for the couple," Parks said.

Dr. Robert Lester, a clinical psychologist in Seattle, agrees why people use endearing terms.

"I think the people in a relationship have to have some way to say this is a special, unique relationship," he said.

**THE SPECIAL** names start out as terms of endearment in many relationships, Lester said. However, after a number of years together, the terms may be used in a derogative way, he warned.

"The total context of how the term is used is important," Lester said. Sometimes pet names can be used negatively, during an argument or when the relationship is deteriorating.

Parks has a theory that many types of couples exist, ranging from less adventuresome to creative. The more conservative

couples are less likely to create pet names and be satisfied calling each other "Sweetheart" or "Dearest." The more creative couples are apt to coin unique names.

Generic terms of endearment, such as "Honey," can be used in the same romantic way as specialized pet names, if said in the right tone to the right person, Parks added.

Creating a pet name should not be taken lightly, like quickly buying just any Valentine card. Parks said the difference between using any name and one

that has a special meaning is like choosing between "a Hallmark card and one you wrote yourself."

In the Valentine's Day spirit, even Juliet may have reconsidered her assumption that names don't mean much. After realizing that Romeo had a knack for climbing up her balcony to visit, perhaps she privately dubbed him "Spider Man."

*Melanie Harrison is a student in the University of Washington School of Communications' News Laboratory.*

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photo by Ralph Radford

**HAROLD JOBSE** is managing engineer for the local office of Construction Technology Laboratories, a firm specializing in finding out why buildings go bad. In his hand is a cement core taken from one such site. "When you're in this business, you get some good paperweights," he joked.

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Published Wednesday, February 22nd

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## District approves budget with smaller rate hikes than planned

By KURT HERZOG

Federal Way Water and Sewer District commissioners approved a 1989 budget Tuesday that will mean a significantly smaller sewer rate increase than earlier anticipated.

The district board has not voted on the rate increases yet, but according to a rate study done using figures in the approved 1989 budget, sewer rates will rise about 35 percent over the next two years.

That would mean an increase for the average residential sewer customer from \$9.50 a month to \$13 this year and to \$14.06 in 1990.

The board is expected to vote on rate increases at its first meeting in March. Rate increases could then go into effect April 1.

There are no projected water service rate increases. The district had earlier projected sewer rate increases of 53 percent over the next two years.

To avoid the higher rate increases, commissioners reduced the amount of capital improvements in the 1989 budget from \$24.1 million to \$23.8 million. The final 1989 budget approved by commissioners totals \$34.5 million, down from the \$35.5 million budget originally presented to them by district staff.

The district also increased its estimate of the amount of sales revenue it will take in in 1989. The district had earlier projected its number of sewer customers would grow 5 percent and the number of water customers would grow 4 percent.

It revised those numbers up to 6 percent for sewer service and 5 percent for water service.

However, those growth figures are in question because of a moratorium on apartment building construction in Federal Way proposed by King County

Councilman Paul Barden.

Nevertheless, commissioners approved the budget unanimously.

"It looks like some of our number crunching paid off," said Commissioner Bev Twedde.

The budget and proposed sewer rate increases would still make the district the sixth lowest in sewer rates of 50 utilities in the Puget Sound area,

according to district figures.

The rate increases are needed for the most part to help pay for the district's new \$34.1 million Lakota secondary sewage treatment now under construction.

The plant is expected to be finished in January 1990. However, the district staff has projected additional rate increases will be needed for several years beyond that to help pay for the plant.

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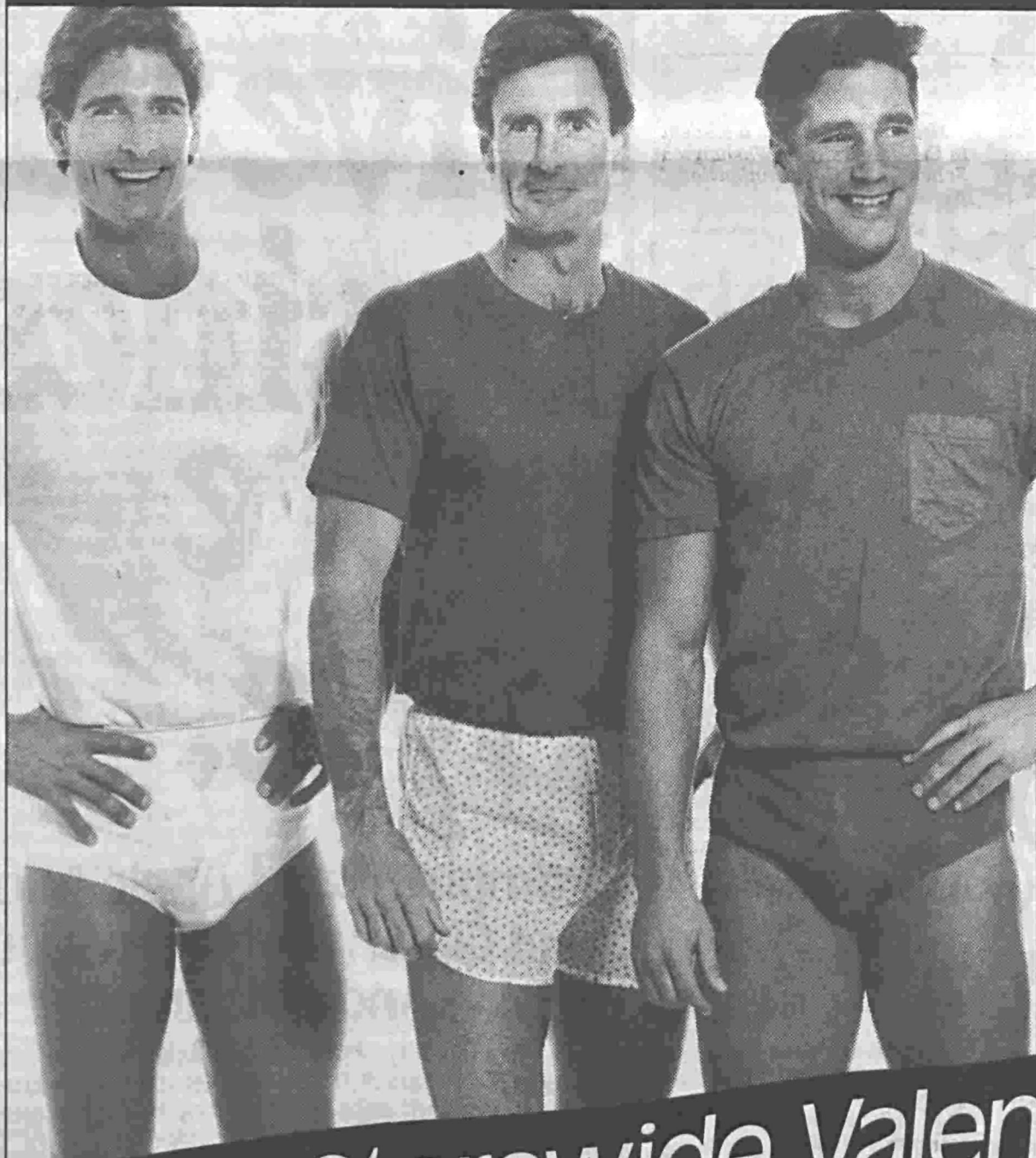
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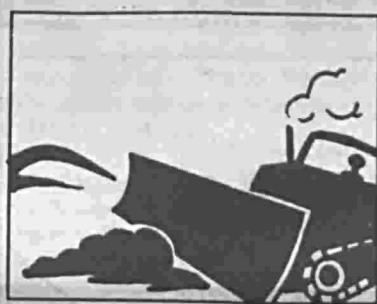
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### Land Use Notices

#### County approves Calvert home plat

A King County hearing examiner has approved the proposed plat of the Calvert Addition, a 19 single-family home development in Federal Way.

The homes will sit on about 4 acres between 19th Avenue South and 20th Avenue South and between South 293rd Street and South 295th Street if streets were extended.

The typical lot size of the project will be 7,500 square feet.

Before clearing or construction starts, the developer, Gordon Calvert, must have erosion-control plans approved by the county. Also, all roads adjacent to the project must be improved with curb, gutter and sidewalk.

The comment period on the examiner's decision has expired.

#### County approves zoning change

A King County hearing examiner has approved a zoning change from single-family residential to an office building zone near South 272nd Street and Military Road South.

The owners of the property, Harley and Vivian Krone, would like to develop the .3-acre site into a medical office building about 3,000 square feet in size.

The property is located on the northwest corner of South 272nd Street and Military Road South, just north of the Circle K convenience store there.

The applicants are required to provide street trees, sidewalks and gutters.

Use of the property is limited to medical, dental or professional offices.

The appeal period has expired on the examiner's decision.

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## Ex threatens wife's current boyfriend

A Federal Way man told police that the jealous ex-husband of his fiancée threatened to kill him.

On Monday, the man said he received a call from his fiancée's ex, who told him he recently had the opportunity to shoot him, but chose not to. The ex-husband told the man he'd had him in his gunsights earlier that night while the man was in a convenience store. He said the only reason he didn't shoot was the presence of a King County police patrol car in the store's parking lot.

The ex-husband then continued to call the man 18 more times that night, threatening his life and claiming he would have other chances to kill him, the man said.

The threatened man also told



Police

police he believed his fiancée's ex-husband was capable of carrying out his threats. The ex is an avid hunter with several guns and high-powered rifles, he said.

Police did not arrest the ex-husband, but cited him in Federal Way District Court for using the telephone to harass.

## Woman surprises would-be burglar

A burglar who thought he was breaking into an unoccupied house was frightened away Tuesday by a resident who was slow answering her doorbell.

A Jovita woman at 7:15 p.m. she heard her doorbell ring about 15 times. As she finally went to see who was at the door, she heard a loud noise in her

basement.

The woman said she looked down her basement stairs and called out to ask who was there, and was answered unintelligibly by a male voice. The intruder quickly left the house through a basement door he apparently had kicked in, police report. Nothing was taken from the house, and the intruder was not seen.

## Vomiting, bruises raise suspicions

A day-care worker called Child Protective Services Wednesday when she noticed a 3-year-old girl in her care was vomiting blood and covered with bruises and abrasions.

King County police were notified by CPS and were told the child stated she had been spanked on the buttocks by her mother for not eating properly. The girl also told the day-care employee that she was told she would not be allowed to eat dinner that night, either, because

she was being punished.

The girl had another bruise on her forehead and a cut lip, which she attributed to falling down. Her 5-year-old brother also said he recently had been spanked severely by his mother.

The children live with their mother and father, but claimed Wednesday to have been hit only by their mother. Both children were taken into custody by CPS pending an investigation of assault charges.

## New libraries await site selection

By LYNN KEEBAUGH

King County Library System officials haven't decided where a new regional library will be built in Federal Way, but they say they've narrowed their choices to a couple of sites.

The \$3 million regional library is being paid for by part of a \$67 million bond approved last fall by King County voters. Library system plans call not only for a new regional library somewhere in south Federal Way — probably West Campus — they also call for another smaller library at the current site or perhaps a different site somewhere in north Federal Way.

For the second library, officials haven't decided yet whether to remodel the current Federal Way Library at 848 S. 320th St., build a new library on that site or elsewhere, or do some combination of those suggestions. It's conceivable, said Bill Gates, King County Library Board member, that Federal Way could end up with three libraries — two new ones and a remodeled one.

FEDERAL WAY is one of the fastest-growing areas of unincorporated King County and although the current 12-year library plan calls for just two libraries here, that plan is updated annually and could change, said Dan Walters, director of new construction for the library system.

The first new library tentatively is slated to open two years from now and the second in 1996. By that time, the board may have changed its plan, said Walters.

While a third library is not something to be counted on, it's not something to be disregarded, either, he said.

Meanwhile, the library system is seeking an appropriate 4-5 acre lot somewhere in south Federal Way for the first new library. Walters is mum on prospects, citing a fear of escalated prices once an owner knows the library is seriously considering a piece of property. But another option has been the donation of land in West Campus by the Quadrant Corp., a Weyerhaeuser company, which owns and manages property in West Campus.

ONCE A site is selected, the library system can move ahead with hiring an architect to plan the new library, Walters said. But finding the site has been a slow process. Growth and development in Federal Way have eaten up much of the land here and finding a 4-5 acre site has been difficult.

The library system is looking for a site that has access to public transportation, high visibility and is close to residential neighborhoods, where most of its users come from. It also is looking for a site that won't have the accessibility problems the current library has that have been created by traffic congestion on South 320th Street.

Although an architect has not been selected, the library system already knows basically what it is looking for in a regional library building, Walters said.

The new library, the first to be built with bond money, will be a

one-story, 25,000-square-foot building. That makes it nearly 2½ times larger than the current library, which serves as a regional library with just 10,800 feet.

Because of its relative isolation, the current Federal Way Library has been pressed into service as a regional library, cramming into its crowded space small-scale versions of nearly all the services usually offered at larger regional libraries, Walters said.

"THE NEW library will have 'more of everything,' he said, from expanded book and reference collections to larger

meeting and study room space and more parking.

Local citizens, via the Federal Way Library Board, will have some say in what the new library will look like, said Joann Piquette, local board president.

"(The King County Library System) said we would have a chance to sit in on the committee to select an architect," she said.

Walters can't say when that process will start, but did say the only hurdle left is site acquisition.

"We're underway. Everything is go, especially since we don't have to wait for the money," he said.

Federal Way American Charter

### Little League Will be holding their SIGN-UPS

For the 1989 Little League Baseball Season on the following dates, inside SeaTac Mall, at the Lamonts entrance

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## HCC sponsors job-search support

The Job Club, a support group and job-search class for women, will be held Tuesdays and Thursdays from Feb. 21 to March 16.

Job-search sessions will focus on practical advice for women on the job market. Where to look for jobs, how to research potential employers, application tips and interviewing will all be covered.

The class will meet from 1 to 3 p.m. A \$10 fee is required. For more information or registration, call the college's Women's Programs Department at 878-3710, ext. 340.

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# Port officials try to block Sea-Tac expansion bills

**By RANDY BLACK**  
Residents of the area around Sea-Tac Airport said they don't trust the Port of Seattle enough to want it in control of airport expansion.  
But port officials said they have more direct accountability to King County's residents than the state Legislature, which is considering bills that would put the state and local governments in the middle of any airport expansion.  
The House Local Government Committee heard Thursday that people around the airport have become "cynical" about the port's motives and methods when it talks about expanding Sea-Tac.

Three bills, sponsored by several area legislators, would give the county government, the state Transportation Commission and any local government that springs up around the airport, more say in airport expansion and regional air traffic planning decisions.  
But port officials said they're already working with local governments and don't need the state to put the relationship into law.  
"If they're already doing it, then why are they so opposed to the bills?" asked Rep. Lorraine Hine (D-33rd), sponsor of one of the bills.  
The three bills are sponsored by Hine, Reps. Greg Fisher (D-33rd) and Marlin Applewick (D-46th). Co-sponsors include Rep. Mike Heavey (D-34th), Georgette Valle (D-34th)

and Jean Marie Brough (R-30th).  
Hine's bill would bring airport expansion decisions under the control of local government zoning laws. The local government would have to be consulted even if the airport expansion includes building runways only inside current airport boundaries.  
Applewick's bill would put expansion under county control if an airport is located in an unincorporated area. It would also require county approval for a new parking garage, like the one already planned for Sea-Tac.

Fisher's bill would require the port to bring airport expansion plans to the state Transportation Commission.  
**SEVERAL SPEAKERS TOLD** the House Local Government Committee that the port had a history of making decisions without enough community input.  
Fisher said the surrounding communities "don't believe we have ever been taken seriously enough by the port."  
King County Councilman Paul Barden said the port participated in the two-year Sea-Tac Update process, which will set the zoning for the area around the airport.

He said the port never told the update group there were plans to turn a taxiway into a runway for commuter traffic, which could make some areas zoned for housing unsuitable because of airplane noise.  
"The port apparently didn't feel it was necessary to let us in

on that eventually," Barden said. "We can't allow neighborhoods to be built and then destroyed," he said.  
"The bottom line," said Burien resident Loretta Bowers, "should not be economics. It's quality of life, and that's fast diminishing and disappearing."

**BUT PORT OFFICIALS** said they are already accountable to the public and don't need other governments looking over their shoulder.

Port Commission President Pat Davis said the port hasn't been a good neighbor in the past. But she said her election and the election of several other port commissioners has turned that attitude around.  
Andrea Beatty Riniker, the port's Aviation Director, said the port is working with the county on expansion issues.  
But she said that the three bills would "blur accountability."  
"Do you really want the parking garage to be a county decision?" she asked.  
Audience members said, "Yes."  
"You're really shifting the decision-making power to the county," she continued.  
"What's wrong with that?" several audience members said.

The committee will probably not make a decision about the bills until next week. The bills must also go to the House Rules Committee before moving on to the full House for action.



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# Chambers fight over name

**By BECKY KRAMER**  
The new Southwest King County Chamber of Commerce has decided to stick by its guns and keep its name, even though its choice is proving controversial with neighboring chambers.  
Picking the new name was the first consensus-building action taken by board members, said Jack Flesher, president of the Southwest King County Chamber of Commerce. It was important to find a name that described the geographic area covered by the Highline and the Tukwila/Sea-Tac chambers. Yet the name had to be broad enough so that no area would

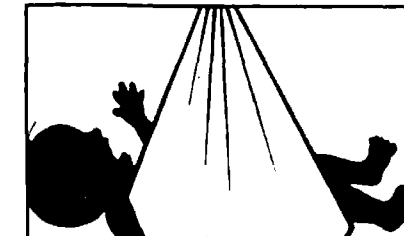
feel slighted, Flesher said.

Neighboring chambers are complaining that the name is too broad. Southwest King County includes a whole lot more than Burien, Sea-Tac and Tukwila, they point out.  
"Federal Way considers itself Southwest King County," said Bob Green, executive director of the Federal Way Chamber of Commerce.  
Ruby Lea DeBlasio, the president of the Des Moines chamber, said, "It sounds as though they represent us. Every time they make a decision, people will think we are involved."  
If the Southwest King County Chamber wants to form an

association of neighboring chambers and call it the "Southwest King County Chamber Association," that's fine, she said. But as it is, the name confuses people, she said.

The Federal Way and Des Moines chambers each wrote a letter to the Southwest King County Chamber board, asking board members to reconsider. Des Moines has a second letter on the way, DeBlasio said.  
"We're just not dealing with it all," Flesher said.  
At this point, it's more important to have harmony and agreement in the newly consolidated chamber than to worry about the neighbors, he said.

**RASH**  
Marie and Andy Rash, Federal Way, welcomed their first child Dec. 19 at St. Francis Community Hospital. Sarah Umiko weighed 5 pounds and 12 ounces at birth. Her grandparents are Aiko and Gregorio Blas, Tacoma, Anna Rash, Seattle, Jim Rash, Kent. Her great-grandmother is Martha Sondergeld, Seattle.



**Births**

**BASKETT**  
Matthew James, third child of Debbie and Rene Baskett, Auburn, was born Dec. 29 at St. Francis Community Hospital. Matthew weighed 8 pounds and 7 ounces at birth. He joins Michael, 7, Shannon, 4. His grandparents are Sondra and Paul Teuber, Seattle, Anita and Jack Baskett, Seattle. His great-grandparents are Glen and Alice Dobson, Seattle.

**SCHARER**  
A son was born to Karen and William Scharer, Federal Way, Dec. 27 at St. Francis Community Hospital. Brendan William weighed 6 pounds and 15 ounces at birth. He has a sister Karleen, 2.

**BURNS**  
Shelly and Ron Burns, Federal Way, welcomed their second child Dec. 31 at St. Francis Community Hospital. Julie Lynn weighed 6 pounds and 10 ounces at birth. She has a brother Jason, 16 months.

**ROBERTS**  
Julia R. and Emmett Roberts, Federal Way, welcomed their first child on Dec. 25 at St. Francis Community Hospital. Cierra Kristine weighed 7 pounds and 9 ounces at birth.

**DUFFY**  
John Charles, second child of Kelly and Chuck Duffy, Federal Way, was born Dec. 28 at Valley Medical Center. John weighed 7 pounds and 6

ounces at birth. He has a sister Christine, 3. His grandparents are Shirley Slocum, East Sound, Orcas Island, Lucille and Charles Duffy, Woodland Hills, Calif.

**BOWMAN**  
Kristine and James Bowman Jr., Federal Way, welcomed their first child Jan. 1 at Community Memorial Hospital. Kyle David weighed 8 pounds and 14 ounces at birth. His grandparents are Gerri and Jerry Pierce, Auburn, Judy Stevenson, Federal Way. His great-grandparents are Marion and Carl Shows, Tacoma, Leona Pierce, Enumclaw. His great-great-grandmother is Teresa Scalara, Tacoma.

**STEVENSON**  
Shelley and David Stevenson, Federal Way, welcomed their first child Jan. 1 at Community Memorial Hospital. Kyle David weighed 8 pounds and 14 ounces at birth. His grandparents are Gerri and Jerry Pierce, Auburn, Judy Stevenson, Federal Way. His great-grandparents are Marion and Carl Shows, Tacoma, Leona Pierce, Enumclaw. His great-great-grandmother is Teresa Scalara, Tacoma.

# Weatherization offered

The King County Housing Authority is sponsoring a free weatherstripping assistance program for low-income residents.  
The program identifies areas of a household requiring energy conservation measures and then provides those measures. They include:

- House-tightening steps such as weatherstripping and caulking.
- Attic, floor and wall insulation.
- Heating system repairs.
- Mechanical ventilation such as exhaust fans.
- Insulated windows (generally the lowest priority measures).

The program is available for owner-occupied and tenant-occupied homes. Tenant-occupied units are weatherized only with the permission of the landlord. In the case of duplexes, tri-plexes or four-plexes, 50 percent of the tenants must fall below maximum monthly income guidelines, which range from \$601 for a one-person household to \$2,030 for an eight-person household.  
In addition, the weatherization program can be applied to large apartment complexes where at least 66 percent of the tenants fall below the income guidelines.  
For more information call 244-7750.

# Singing Valentines available

The Sea-Tac Harmony Kings are selling singing Valentines.  
For \$25, a quartet of barber-shop music will serenade your Valentine and present him or her with a long-stemmed rose.  
Proceeds will benefit the Institute of Logopedics in Wichita, Kan., which provides help to speech- and hearing-impaired children. The institute is the designated charity for barber-shop choruses across the country.  
To order a singing Valentine, call 839-8863.

# Mini mart fined for under-age liquor sales

The Washington State Liquor Control Board announced that Prestige Stations Inc., doing business as AM-FM Mini Mart, has paid a fine of \$500 to avoid losing its liquor license.  
The store was fined for supplying liquor to a person under the legal drinking age of 21.

# Licensing offices to close

State driver licensing offices will be closed Saturday, Feb. 18, in observance of President's Day.  
The offices will resume working hours on Tuesday, Feb. 21. All offices are open from 8:30 a.m. until 4:30 p.m. Tuesday through Saturday, except holidays.

**ANSWER A NEED.**

We need phone volunteers to answer King County's Community Information Line. Take just a few hours each week to find resources for people who need food, shelter, health and education. Professional training and supervision provided. For information, call the Crisis Clinic at 447-3210.

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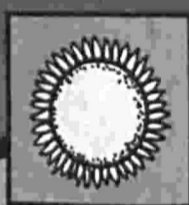
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