

Silence Is Golden

1. What are the noisiest things in your neighborhood? Which are beyond your individual control?

VALLEY VIEW RESPONSE:

Motorcycles, traffic, home appliances, and airport.

MARVISTA:

Airplanes, helicopters, autos, lawnmowers, motorbikes.  
Home: fans, dishwasher, and T.V. ( can control home only.)

RIVERTON HEIGHTS:

Not recorded

DES MOINES:

Noisiest thing was agreed to be Sea-Tac aircraft with each person being ready to list another.

NORTH HILL:

Airplanes, T.V., home appliances, telephones.

SHOREWOOD:

Freeways and trucks in addition to airplanes were the biggest noise makers for our group. ( Some inroads are being made in producing quieter tires.) Cats, dogs, KJR, and vacuum also bothered.

Airplane noise standard should be at level of DC-10. It's the only "acceptable" plane. Green belt buffer zones do help. Instrument landings bring planes in on one set approach and planes are also lower so noise is greater and more constant for those underneath during periods of fog or whatever. Effects of noise on animals should also be considered.

NORMANDY PARK UNITED CHURCH OF CHRIST:

Noisiest things, airplanes, motorcyles.

AIR TRANSPORTATION & URBAN DEVELOPMENT MEETING:

Not recorded

HIGHLINE COMMUNITY COLLEGE:

Airplanes, motorcycles, ditch diggers. Noise in the home, aircraft, children's hi-fi, vacuum cleaners, Stereo in some homes. Trees have helped to cut down on some of the noise.

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2. Of what importance is the airport to our community? (the study area as well as the region--consider economic, aesthetic cultural.) In what ways could the airport itself become more of an asset?

VALLEY VIEW RESPONSE:

Economic, convenience, point of intrest. More access to viewing. Vegetation (dense) does seem to reduce noise levels. An asset open space. Miss walking, comfortable sitting capacity annual Christmas tree.

MARVISTA:

Economically vital, a convenience.  
Aesthetically, needs landscaping.  
Cultural. Totem Pole is good quality.  
Assets, visiting freinds enjoy restaurants, we enjoy theatre and would be an asset.  
Enjoy convention and banquet facilities (would be greater asset.)

RIVERTON HEIGHTS:

We agreed that airports are a necessity to this area. We generally agreed that one adequate facility would be more desirable than 2 or 3 airports.

To be more of an asset the airport could:

1. Keep the community more involved and up to date on plans for development.
2. Provide a fair market value assurance plan which would assure a fair price for homeowners in zone 3 who are forced to move due to job transfers, death or similar emergencies, knowing that a fair price is achievable in cases of emergency may lessen the anxiety of owners in zone 3 and give them incentive to maintain their properties.
3. Landscape edges of airport and do a better job of saving trees where homes are being cleared, also the method presently used for clearing homes leaves a "bombed out" appearance that degrades the remaining properties.
4. Provide a viewing area of the airport where people can park, eat lunch, not look through a fence and watch take-offs and landings.
5. Press for research on quieter and more effecient engines.
6. Work for noise abatment at edges of runway (baffles dirt mounds or such) to lessen taxiing and warming up noise.
7. Provide a "trouble number" for people to call if they have problems relating to port operations. Whether or not zone 3 should be entirely emptied of residences was not agreed on, however, it was agreed that FHA should not repair and resell "repo's" in competition

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Question 2. cont. Riverton Heights Response

with privately owned homes in zone 3.

Possible land uses in the noise impacted area of the airport ( zone 3):

1. Airport related services (food, preparation etc.,) but in proportion to the community.
2. Parking
3. Farming (does noise affect growth ask Vacca's)
4. Wrecking yards
5. Office buildings
6. Parks including natural visual barriers
7. Golf course
8. Extended park around the future reservoir area

There was general agreement that quiet, clean industry or activities were preferred for the area.

DES MOINES:

Of importance to the community, the economic value and convenience were in agreement. Needs for improvement at the airport--1. loss of personal touch 2. View areas. 3. Pedestrian walk areas to and from.

Assets were defined--art exhibit, the spaciousness, tourist and sport assistance.

NORTH HILL:

Airport Importance

- a. Jobs, economic, convention business, close in (less commuting) tourism, important to the Boeing Co.
- b. Become an asset: Become tourist site, park to watch planes and activity, better access to airport by sky-bridge or people mover, better restaurant (lower prices and better food) cultural center for art shows, free tours, lower parking rates, clean up acquired land more quickly.

SHOREWOOD:

Commercially, extremely important. Artwork inside and architecture of the new complex is fantastic. New shuttle train is interesting. One of the most beautiful airports in country.

NORMANDY PARK UNITED CHURCH OF CHRIST:

Importance of airport--to region very important, to community not certain that a private industry of same size and employment would be more valuable. Is convenient for those who live here. Doesn't contribute much to overall good of the community. More of asset if:

Need better health facilities ( first aid), take care of their own drainage, liked the rose garden they used to have, needs a flower shop, northwest craft shop, large roof-top restaurant, a place to drive up to watch planes like we used to, used to enjoy going there just to eat, parking fees too high, daffodils might even be better than roses and easier to care for and advertise the northwest growers, like the landscaping so far, need airport tours with guides available all the time-- docents, need blast fences to buffer testing noise

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# 2 ( cont)

AIR TRANSPORTATION AND URBAN DEVELOPEMENT COMMITTEE:

Why airport important-- Income--because its there--traffic trucking economics--positive and negative---impact of airport on real estate. airport is enormous industry but we get no taxes from it. Employment and economice of business are related to the airport. Airport freight to increase highways--airfreight potential of SEA-TAC we need accurate and more figures of potential .

HIGHLINE COMMUNITY COLLEGE:

Tourist trade, general economic asset, jobs, very lucky to have airport. Shouldn't always see the airport as the villian.

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3. What kinds of land use do you feel should be prohibited or restricted on land heavily affected by airport noise?

VALLEY VIEW RESPONSE:

Certain kinds of noise levels are not conducive to residences, schools, churches also retirement homes, hospitals, and nursing homes.

MARVISTA:

Schools, Churches, homes, no recreation areas that attract large crowds/ safety factor as well as noise.

RIVERTON HEIGHTS:

Not recorded

DES MOINES:

Land use--prohibit all residential use--schools and churches, hospitals libraries.

Uses provided all is properly green belted with tree farms, nursery, agricultural parks etc., have park and ride lots, maintenance for buses warehousing, storage, gravel pits, auto-wrecking, cemeteries, fish hatcheries, subsidized business, tank farms. The word in agreement was to be aware of land suitability for each area.

NORTH HILL:

Prohibited use, dump (land too valuable) rest home, homes, schools hospitals.

SHOREWOOD:

Prohibit hospital construction.

Buildings should be insulated against noise

Restrict area for industry and commercial businesses. (Greater restriction needed, not compatible with residences, unless there is a guarantee against degradation and encroachment.)

No more housing should be permitted around the airport. Should not be used for noise-testing or any other noise-making devices, such as motorcycles etc.--Relating to using the area for motorcycles air-pollution is already too concentrated and we don't need more in the same area.

NORMANDY PARK UNITED CHURCH OF CHRIST:

Lands used prohibited in high noise area, residential, schools hospitals, rest homes and churches.

AIR TRANSPORTATION AND URBAN DEVELOPEMENT COMMITTEE:

Land-use around Sea-Tac what should we do with it? As air traffic increases more land will be uninhabited for residents. Removal of single residences, enlarge lakes--recreational use-

HIGHLINE COMMUNITY COLLEGE:

Light industrial, warehouseing, bike trails, tree farms, cemeteries, truck gardens. Prefer land-uses that are tax paying but aesthetically pleasing. Sea-Tac has unique time to have nice area for tourists. The hotel-motel area around Sea-Tac should be further developed to include good entertainment, such as good theatre, good convention centers, headline entertainment. Land-use should not contribute noise

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4. Do you feel there any good uses for land heavily affected by airport noise? If so, what are they and why? Would any of your agreed upon uses be a hazard to airplanes? Which ones? Which you would you prefer to see in our community?

VALLEY VIEW RESPONSES:

Sport and recreation (bike trails, sport fields) warehousing, agricultural (truck gardens, tree farms), park and ride, light manufacturing. Open space fence it off and leave it--versus revenue producing. We concluded a balanced system was best, because of tax base. Special building codes for any building in area must be included.

MARVISTA:

Warehousing and light manufacturing in conjunction with recreation features for workers and community. Hazard to planes smoke from industry, skeet shooting, and height and dangerous.

RIVERTON HEIGHTS:

Not recorded.

DES MOINES:

Not recorded.

NORTH HILL:

Good uses, transfer area for truckers ( warehouses), parks, nature trails, fishing ponds, motorcycle trails, industrial park, (underground buildings perhaps). Hazardous..remote control model planes, oil storage tanks, tall smoke stacks. Prefer...multi-use, profitable, Port of Seattle to retain control so area does not deteriorate. Small business, no more tree cutting, Apts. on fringe, parks.

SHOREWOOD:

USE data of Sea-Tac Community Study to develop a well planned area. End of runways should be used for subterranean construction. Air conditioning, heating, etc., could be controlled.

Recreational use of noise impacted area should be considered. Might mean insulation of buildings. Could be used for golf, covered tennis courts and other like recreational purposes where the people would use the facilities for a short time then leave. This way constant noise would't be a problem. (Recreational uses seemed to our group to be the best use of the land--(Recorder's view of discussion.) Reforestation also a good use of the land. "Consider buying back land from the airport for private development in order to get the land back on the tax rolls, giving air-rights or fly-over rights to the Port,

NORMANDY PARK UNITED CHURCH OF CHRIST:

Nursery truck gardens, tree farms, warehouses, industrial or office buildings ( soundproofed), golf course, auto plants

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#4 (cont)

NORMANDY PARK UNITED CHURCH OF CHRIST (cont)

cemetaries, count parks, motorcycle trails, ball fields, park and ride lots, wrecking yard,  
Perfered uses: **all** the mentioned uses would be o.k. if proper buffer zones and controls, goal should be for ~~the~~ area to produce at least a much **tax revenue** as now, mo matter what some of the ~~else~~ some of the area should be natural, Benaroyal was given as a good **example** of a good looking industrial area, on the South should have majority natural because of topography. Should take advantage of topography in selecting natural areas, any motorcycle trails should be recreational and park-like--not raceways.

AIR TRANSPORTATION AND URBAN DEVELOPEMENT COMMITTEE:

Industrial park, agricultural areas, open-space-dry land Marina, storage, and **aesthetically** pleasing. Transportation, storage, motorcycle trails, warehouses. Any use should, if you don't change the tax-base diminishes if land is taken off tax rolls, this should be considered a cost of having an airport. Want land acquired by county--of land in transition and sold back to private enterprise. Whats good for the area.. A large park.

HIGHLINE COMMUNITY COLLEGE:

Not recorded.

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- #5. If no new planning is done and land use conditions are unchanged who is paying for airport problems? Who might pay ~~if~~ your preferred changes are made?

VALLEY VIEW RESPONSE:

Not recorded

MARVISTA:

People pay, revenues from business should pay

RIVERTON HEIGHTS:

Not recorded.

DES MOINES:

Not recorded

NORTH HILL:

Who pays, we would, land-use management group, holding company, income producing to be self sustaining.

SHOREWOOD:

Comment that the airport was already at its maximum use.

NORMANDY PARK UNITED CHURCH OF CHRIST:

Not recorded.

AIR TRANSPORTATION AND URBAN DEVELOPMENT COMMITTEE:

What is cost to do sound-proofing of buildings etc., Perhaps we want more rural type area. Maybe we should un-develop .

HIGHLINE COMMUNITY COLLEGE:

Not recorded.



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#6. What should be the basis for deciding how big the airport should be? Why?

VALLEY VIEW:

Not recorded.

MARVISTA:

Really depends of whether we eventually go more to cargo.  
Would like to see our airport limited to its present size.

RIVERTON HEIGHTS:

Not recorded;

DES MOINES:

Not recorded.

NORHT HILL:

How big? a vote of the people, environmental impact, better planning, fly planes a full capacity.

SHOREWOOD:

Taxiway should remain a taxiway. Put a limit on expansion.

NORMANDY PARK UNITED CHURCH OF CHRIST:

Not recorded.

AIR TRANSPORTATION AND URBAN DEVELOPEMENT:

Go to F.A.A., ask what air traffic growth potential is for fututæ.

HIGHLINE COMMUNITY COLLEGE:

Feel larger airplanes will force larger airport. Citizens should have a say on airport planning. Airport will always be there.