

PORT OF SEATTLE

P.O. BOX 1209

SEATTLE, WASHINGTON 98111

February 22, 1984

Dear Concerned Citizen:

Re: Airport Noise Remedy Update--Jackson International Airport

Thank you for your comments on the schedule and scope of the proposed noise remedy programs of land acquisition, purchase assurance and sound insulation. All of the comments received have been compiled and reviewed by Port of Seattle staff.

The Port Commission will next be briefed on the study's progress at the Staff Review Session which follows the regularly scheduled February 28, 1984 Commission meeting. The meeting will start at 2:00 p.m. and will be held in the third floor Commission Chambers of the Bell Street Terminal, 2201 Alaskan Way. The start of the Staff Review Session will be dependent on the length of the regularly scheduled Commission meeting. No recommendations or actions by the Commission are anticipated at such briefing sessions.

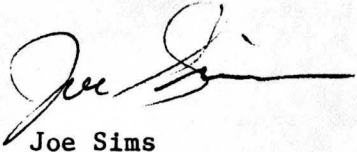
A sub committee of the Project's Technical Working Committee has suggested that the Consultant's recommended boundaries for purchase assurance and land acquisition be enlarged to include 275 additional residences in purchase assurance and 44 additional residences in land acquisition. This recommendations will be reviewed by the Port, the FAA and consultants.

Another item of interest to be discussed is the concept of a demonstration on "pilot" project convening the options available in the proposed "purchase assurance" program area.

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If you should have any questions please feel free to call Ms. Janet Bowlin, Community Involvement Coordinator (382-3320) or myself (382-3331).

Sincerely,

A handwritten signature in cursive script, appearing to read "Joe Sims", with a long horizontal flourish extending to the right.

Joe Sims
Project Director
Airport Noise Remedy Update

3032p
Attachment

cc: Ljungren, Taylor

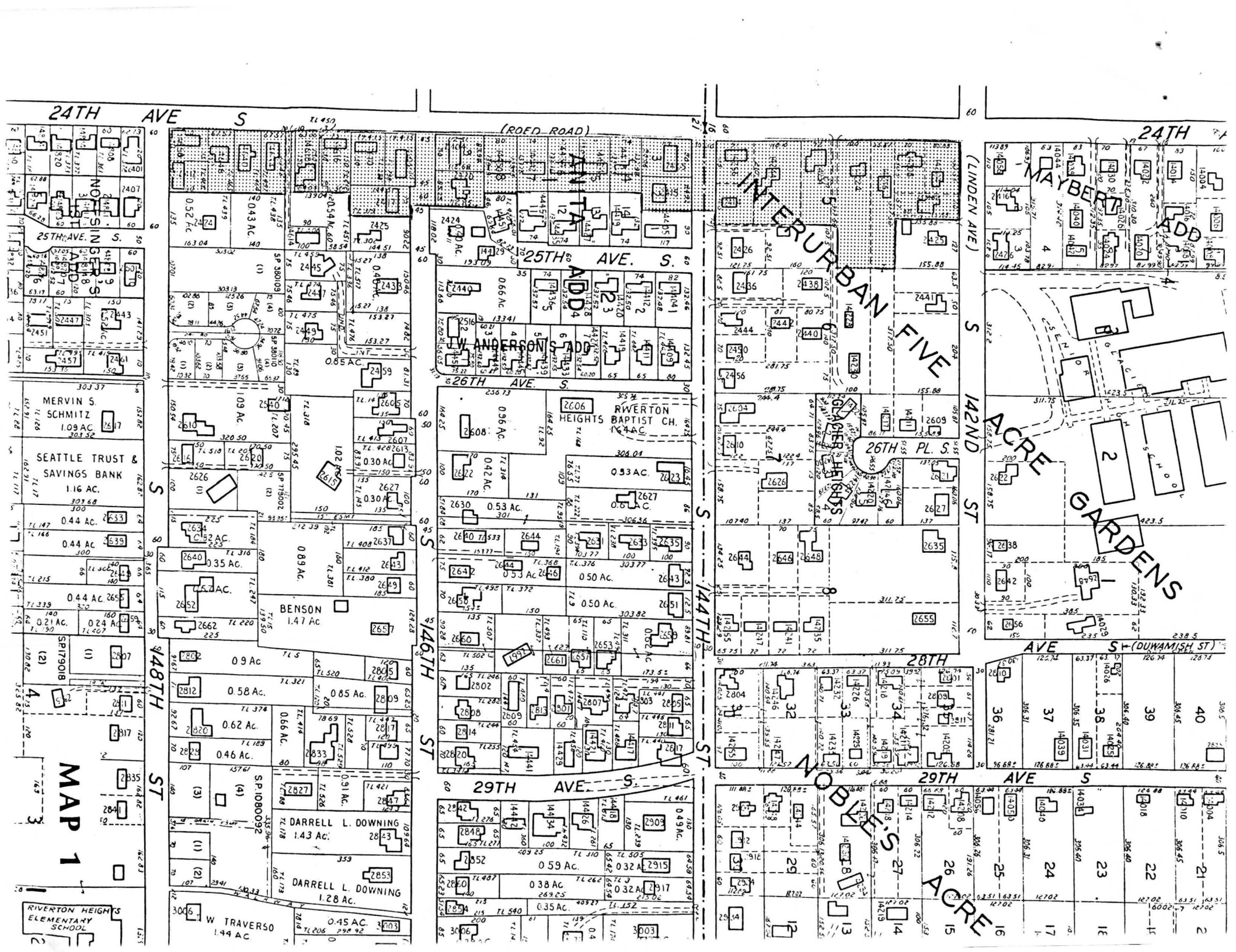
RECOMMENDATIONS FOR PROPOSED NOISE REMEDY PROGRAM CRITERIA AND BOUNDARIES
AIRPORT NOISE REMEDY UPDATE - JACKSON INTERNATIONAL AIRPORT

Criteria for eligibility in a land acquisition program from the working draft of the "Final Evaluation of Noise Abatement and Noise Remedy Measures" and the accompanying revised Exhibits dated 1/16/84 should be expanded to include two additional criterion:

1. Buffer for Airport-Related Development. Land acquisition should be provided in residential areas immediately adjacent to or facing areas designated for potential Airport-related facility development or commercial development on Port-acquired land if adequate buffer is not already provided. A specific area to which this criterion should be applied is a group of properties east of 24th Avenue S., south of S. 142nd, and north of the proposed acquisition at S. 148th. The east boundary should be approximately 200' and no more than a two-house depth east of 24th Avenue S. between S. 142nd and S. 148th (Map 1).
2. Neighborhood Continuity. Land acquisition should be provided where small "islands" of residential properties have been or may become isolated from neighboring residential areas through proposed or past Port acquisition programs. Three specific areas to which this criterion should be applied are (1) the four properties along 15th Avenue S. immediately south of S. 208th (Map 2); (2) the block between S. 128th and S. 129th/Des Moines Way S. and 18th Avenue S. (Map 3); and (3) the two properties along 18th Avenue S. immediately south of S. 212th (Map 4.)

Criteria for eligibility in a purchase assurance program should be expanded to include one additional criterion:

1. Improvement to Neighborhood Stability. Noise related impacts, on-airport development, commercial development on Port-acquired lands and airport-related development have adversely affected many neighborhoods surrounding the Airport, but particularly those closest to the Airport. Purchase assurance was developed to encourage the improvement and stability of residential environments. Therefore, it is proposed that all residential areas closest to the Airport should be included in purchase assurance. Two specific areas to which this criterion should be applied are (1) the group of properties south of S. 160th and north of S. 176th, east of Des Moines Way S. between S. 160th and the intersection of Des Moines Way S. and SR 509 and east of SR 509 between the aforementioned intersection and S. 176th to the Airport boundary (Map 5) and (2) the group of properties between 24th Avenue S. and 25th Avenue S./S. 136th and S. 142nd (Map 6).



24TH AVE S

(ROAD ROAD)

24TH

NOBLES ADD

ANITA

MAYBERG ADD

25TH AVE S

25TH AVE S

MERVIN S. SCHMITZ
1.09 AC
303.52

SEATTLE TRUST & SAVINGS BANK
1.16 AC
303.68

0.44 AC
300

0.44 AC
300

0.44 AC
300

0.21 AC
110

0.24 AC
110

RIVERTON HEIGHTS ELEMENTARY SCHOOL

0.52 AC
163.04

0.43 AC
140

0.09 AC
30

0.35 AC
110

0.52 AC
175

0.62 AC
210

0.58 AC
200

0.62 AC
210

0.46 AC
160

0.45 AC
150

0.66 AC
220

0.66 AC
220

0.53 AC
180

0.42 AC
140

0.53 AC
180

0.53 AC
180

0.53 AC
180

0.53 AC
180

0.59 AC
200

0.38 AC
130

INTERURBAN FIVE

2426

2436

2444

2456

2464

2472

2480

2488

2496

14004

14006

14008

14010

14012

14014

14016

14018

14020

14022

1487TH ST

1467TH ST

144TH ST

142ND ST

26TH PL S

26TH AVE S

28TH

29TH AVE S

30TH

31ST

32ND

33RD

34TH

35TH

36TH

37TH

38TH

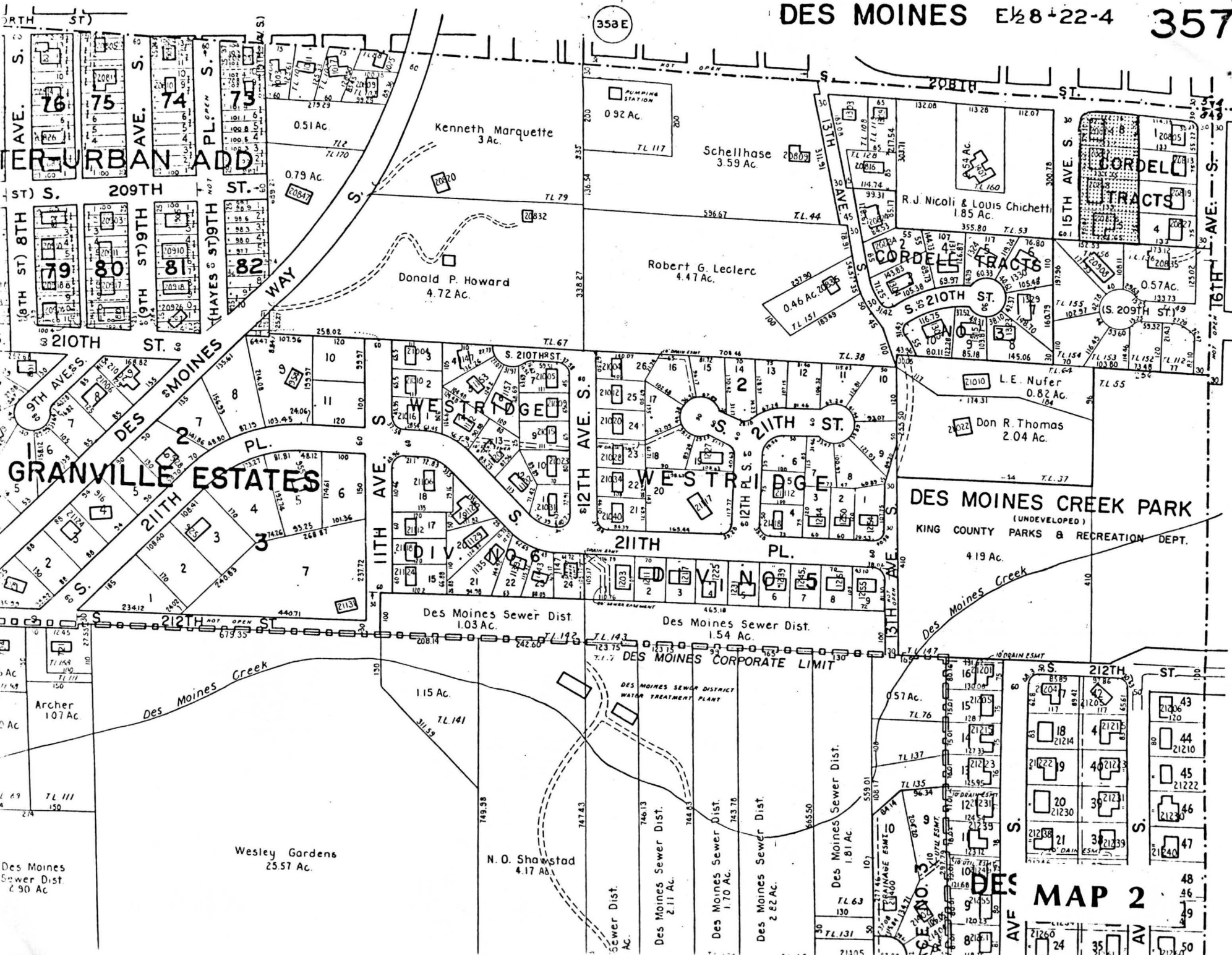
39TH

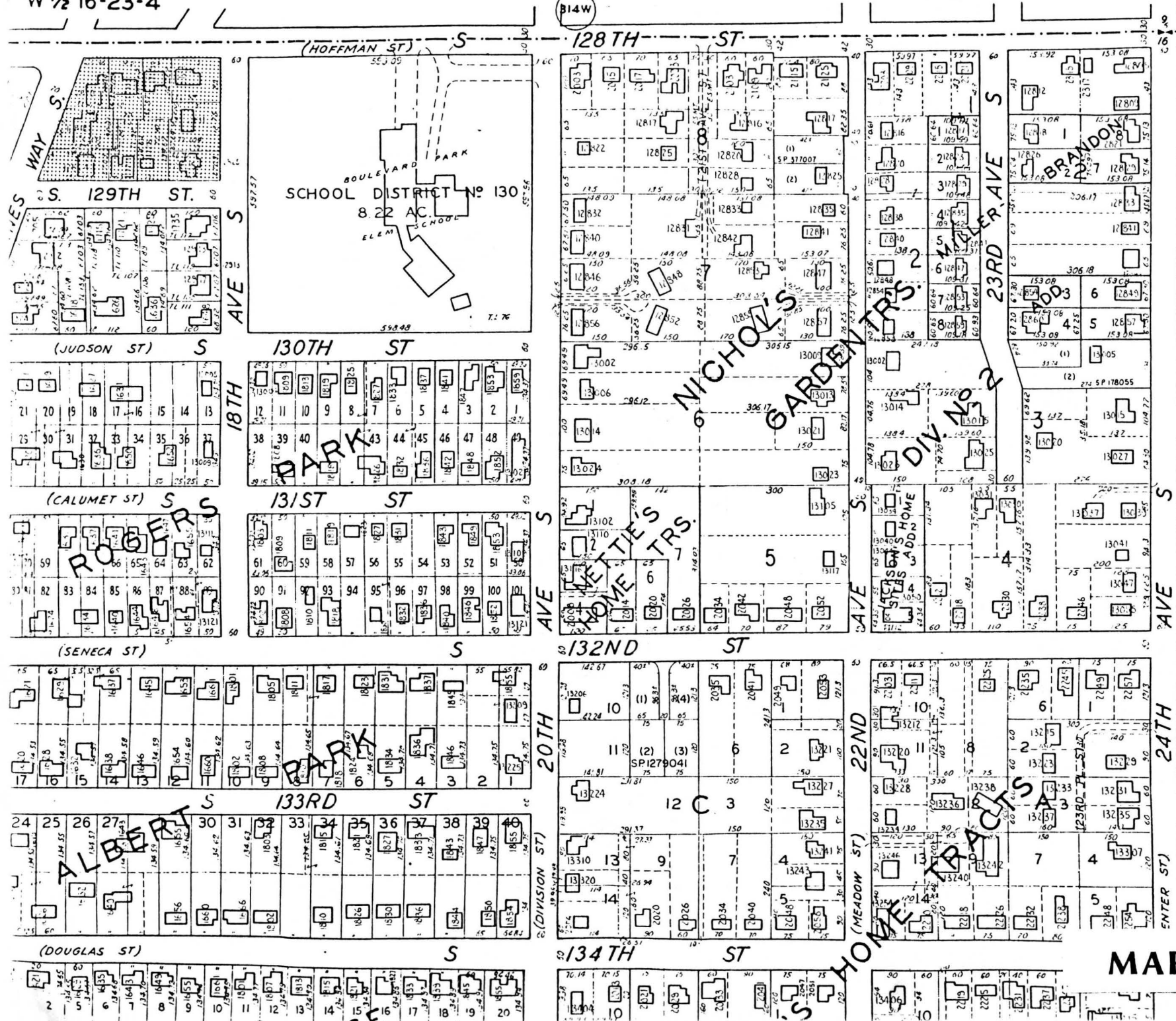
40TH

41ST

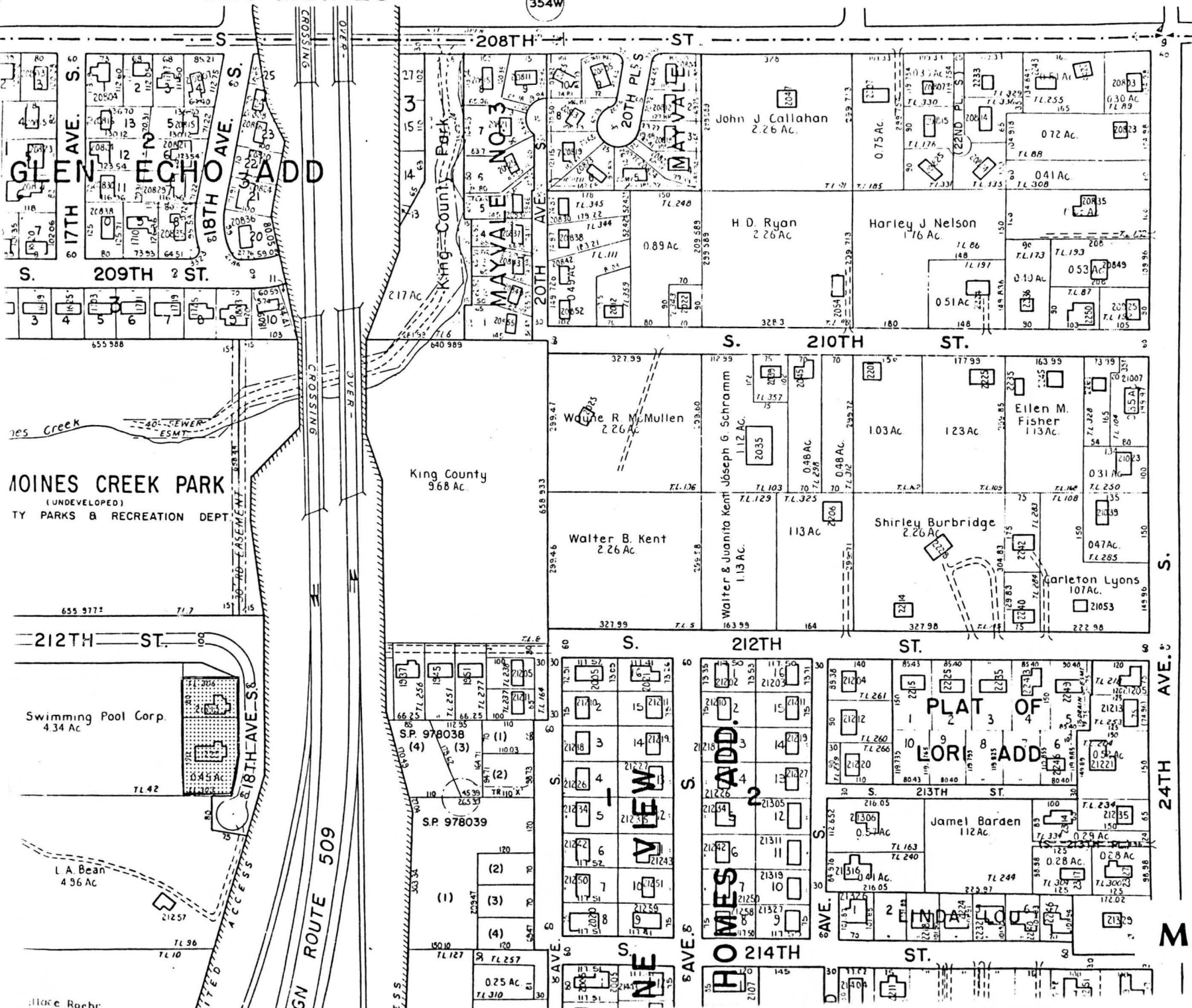
42ND

MAP 1





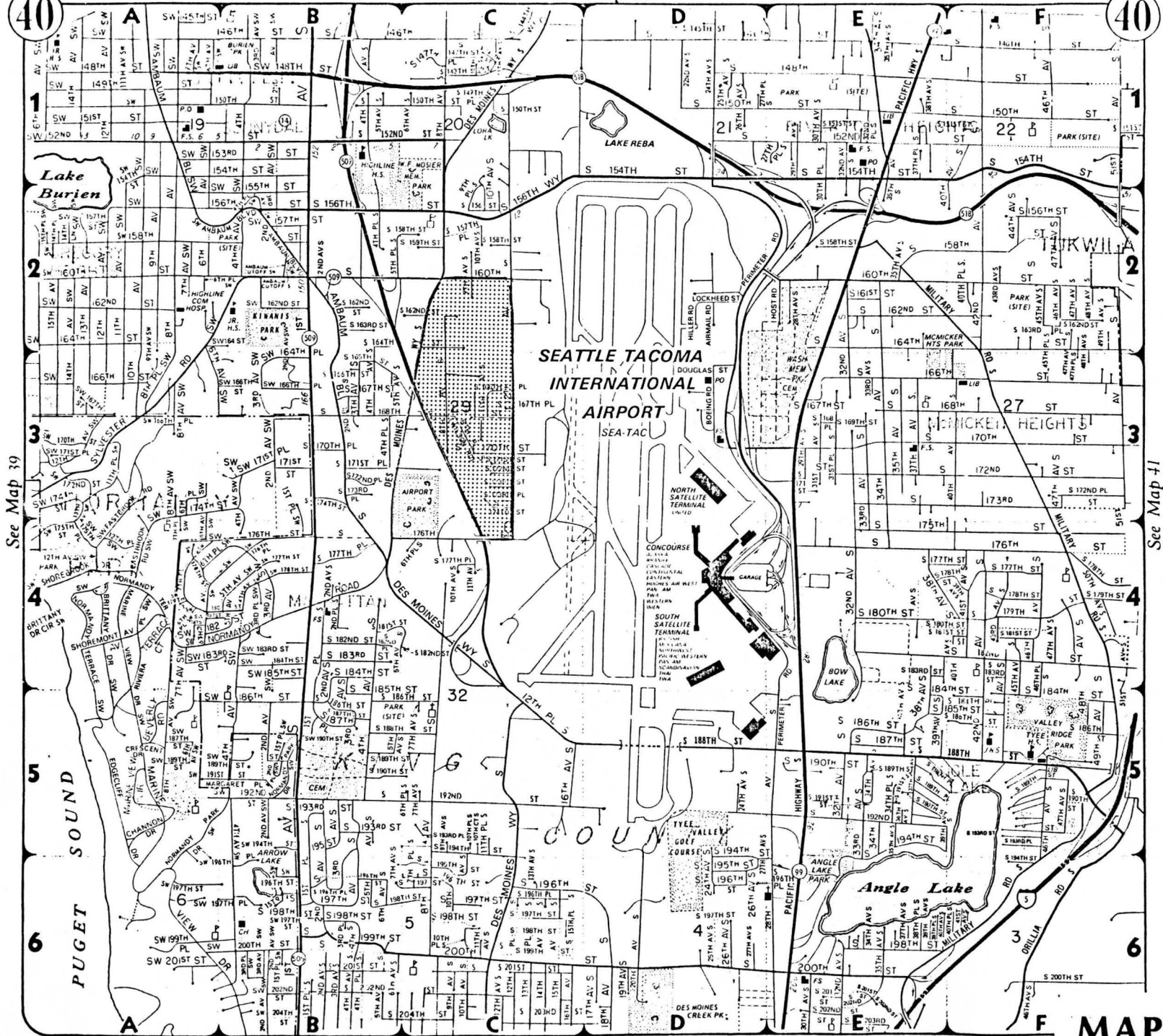
354W



40

See Map 33

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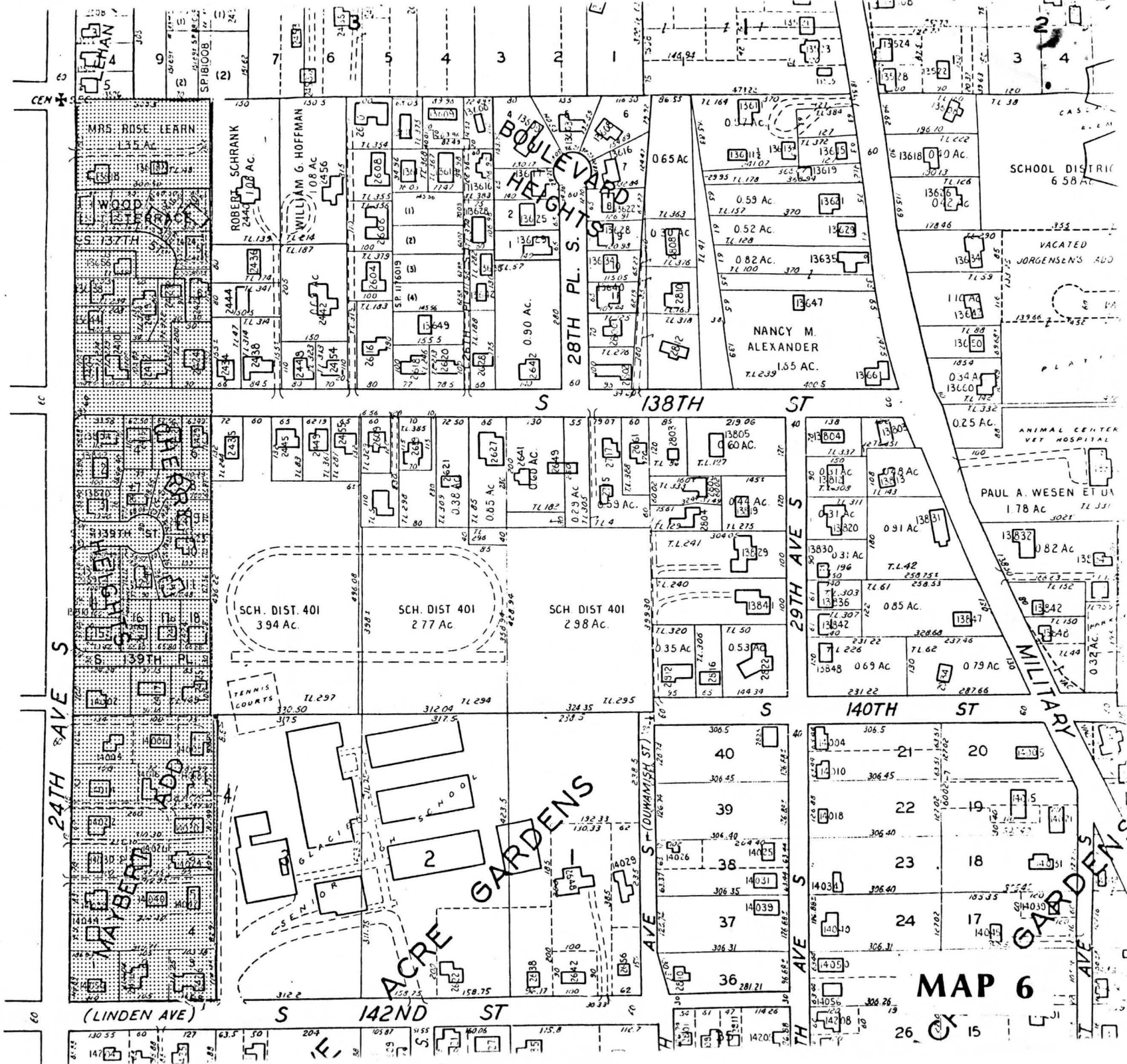


See Map 39

See Map 41

See Map 47

MAP 5



MAP 6

26 15