

COMMISSION AGENDA

September 7, 1973

ITEM NO. 2

TO Mr. J. Eldon Opheim, General Manager

DATE OF MEETING 9/11/73

FROM Donald G. Shay, Director of Aviation

SUBJECT Report and Recommendations re Interim Land Acquisition
Sea-Tac International Airport

Pursuant to directions issued by the Commission June 12, 1973, the staff has made a study of the possibility and extent of an interim land acquisition program. Interim refers to that land acquisition which might be accomplished in accord with current Federal Aviation Administration policies and funding capabilities, Port of Seattle funding capabilities and further, and importantly, that which does not purport to finally or totally answer those questions which are within the purview of the Sea-Tac Master Plan and Environs Study.

In considering the extent of the land acquisition, we considered first that land which would be eligible for FAA participation according to the strictest interpretation of their current regulations. This includes such areas of land which may extend up to 1,250 feet laterally from the runway centerline, extending 5,000 feet beyond each end of the primary surface. This would mean a northerly acquisition from our present northern boundary at South 146th Street, north to South 140th Street, and lying between Des Moines Way on the west and 24th Avenue South on the east. Included in this would be approximately 239 acres, including 151 residences and the Sunset Junior High School. The property on the south would be from our present southern boundary at South 200th Street to approximately 207th Street on the south and lying between 16th Avenue South on the west and 24th Avenue South on the east. Included in this area are 136 acres, including 92 residences and considerable amounts of county-owned land and State highway right-of-way.

On closer study, it appeared that there were more logical natural boundaries which should be considered both to the north and south. These natural boundaries took the form of a wooded stream bed at approximately South 211th Street on the south and the first through-street, South 136th Street, from 24th Avenue South to the west on the north. Also involved was the general lay of the land at the north. This enlarged area contains an additional 63 acres and 117 residences on the south and 53 acres and 250 residences on the north. Please refer to the attached property description and map for a more detailed explanation of the proposed acquisition area.

This expanded clear zone was reviewed with the FAA to attempt to determine whether or not there was any likelihood they would consider the larger area in terms of possible financial assistance. While they can not, and have not given us any final assurance that the larger area would be totally eligible for Federal assistance, or

367 residences beyond the FAA technical criteria for expanded
 charge zone

22,000

734,000

734

7,074,000

1,768,500 less 25% not wanting to sell

5,305,500 - Total plus administration costs

If the figure of 25% is correct, if people within the proposed acquisition that do not want to move it would mean in the area beyond the FAA technical criteria for expanded charge zone an acquisition figure of approximately 11,812,300 - If relocation costs, etc, remain the same as in a FAA zone. -

3,937,500 - ^{same} don't want to sell
 4/15,750,000
 12
 37
 36
 150
 12
 30
 28
 20
 280

15,750,000
 3,937,500
 11,812,500

BUT - Would the Port have to pay relocation costs - or would it be a straight real estate deal?

FHA offered sale of 25 HUD repass to Port at \$10,000 within expanded charge zone \$50,000

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that sufficient Federal funds would be available, they have generally concurred that the boundaries are probably reasonable and logical. A final determination from the FAA in this matter can only follow a submittal of a formal Request and a thorough review by the FAA.

If the Commission approves our recommendations, land acquisition can not commence under the most optimum circumstances until after July 1, 1974. A preliminary environmental impact statement must be prepared prior to final consideration of a proposed action by the Port Commission. It now appears that sufficient data from the Sea-Tac Master Plan studies will be available for this environmental impact statement about the middle of October. It is also required by law that a housing relocation plan be prepared and submitted along with our Request to the FAA. Our best estimate at this time is that this effort would take up to 90 days. Following a transmittal of the Request to the FAA on or about December 15, 1973, at the earliest, there will be a processing period of up to six months by the FAA. During this period of time the land appraisers will be completing their work. The tentative allocation by the FAA might then be expected to be about June 1, 1974. It would then probably be July 1, 1974 or shortly thereafter when the FAA would forward the necessary Grant Offer for consideration and acceptance by the Port Commission. It would be at this point that land acquisition would actually commence. Based on our experience in the current land acquisition program at the northwest corner of the Airport, we anticipate the land acquisition program might be accomplished in 30 months. We would expect that some contested property settlements could go on for a longer period than the 30 months.

FINANCIAL PLAN

As indicated in the property descriptions, Attachment "A", the 610 residential parcels and 75 acres of open lands have an estimated value of \$15,460,000, exclusive of the one public school of undetermined value. In accordance with current FAA policies, we anticipate Federal assistance in excess of \$8,000,000, leaving a Port of Seattle funding requirement of approximately \$8,000,000. The Port's share can be provided entirely from airport revenues over a four-year period--1974 through 1977--after provision for projected airport capital requirements and revenue bond reserve requirements.

Based upon our best estimate of the availability of Federal assistance funds and Port of Seattle airport operating funds, it will be necessary to arrange some form of interim financing to accomplish the property acquisition program. We propose a

Environmental
Foundation Removal.

243 @ \$450,000

\$ 1,093,500

Septic Tank & for Utility Removal

243 @ 100.00/each

24,300

Seeding & Mulching (1/3 of total approp)

22,000

Sub Total

1,554,500.00

mark up - (25%)

38,912.50

1,945,622.50

Property Acquisition

8,542,000 ✓

Relocation Costs

1,406,988

Environmental

1,945,562.50

11,894,550.50

Total estimated cost	27,750,000
approp	12,000,000
Shortness Boundary	15,750,000
\$	<u>15,750,000</u>

Is commercial?
Is school?