



U.S. Department
of Transportation

**Federal Aviation
Administration**

Northwest Mountain Region
Colorado, Idaho, Montana,
Oregon, Utah, Washington,
Wyoming

17900 Pacific Highway South
C-68966
Seattle, Washington 98168

February 28, 1984

Ms. Jody Yamanaka
Department of Planning and Research
Port of Seattle
P. O. Box 1209
Seattle, Washington 98111

Dear Ms. Yamanaka:

We have reviewed the draft recommendations pertaining to the proposed Noise Remedy Program criteria and boundaries, program implementation, and purchase assurance "work plan" (including maps 1 through 6) which were attached to your memorandum dated February 2, 1984. Our review comments follow.

We note that an additional 44 single family residences are recommended for inclusion in the acquisition program. This is based on new recommended criteria of "buffer for airport-related development" and "neighborhood continuity" rather than on the previously recommended Port's noise criteria for defining noise remedy boundaries. As such, these additional homes are apparently to be considered as "exceptions" to the Port's noise criteria.

- Since we were not involved in the detailed discussions involving the community representatives which led up to these recommendations, we do not know all of the reasons why these specific 44 homes were selected for the acquisition program. For example, we do not understand why the additional homes along 24th Avenue South (as shown on map 1) are being recommended for acquisition. They do not appear to meet the criterion of "buffer for airport-related development," which was given as the reason for recommending acquisition in this case, since the land immediately to the west is neither designated for potential airport-related facility development or commercial development on Port-acquired land. This land to the west includes private lands, Port buffer land, and reservoir site land.

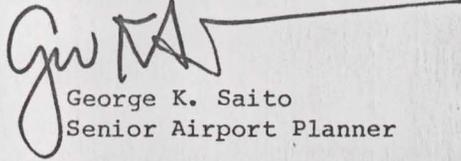
Our primary concern is that any criterion employed should be reasonable and fair to all concerned and be related to significant airport noise impacts as determined by a documented assessment. The basis for these criteria as well as their application should be presented in a clear manner.

We also note that an additional 275 single family residences are recommended for inclusion in the purchase assurance program. Our views regarding the purchase assurance program are presented in our February 6, 1984, letter to Mr. Richard Ford. At this time, we do not have any further comments on this subject except to emphasize again that special care must be taken in developing the purchase assurance program because of certain basic questions which still need to be resolved, including those related to policies, procedures, and eligibility criteria under our Airport Improvement Program. Needless to say, we

do not want to see a purchase assurance plan finalized prematurely, especially one that could mislead the involved citizens because certain federal actions are implied on which there are still some basic uncertainties.

Please call if you would like to discuss our review comments in more detail.

Sincerely,

A handwritten signature in black ink, appearing to read "GK Saito", with a long horizontal line extending to the right from the end of the signature.

George K. Saito
Senior Airport Planner

cc:
John Coppinger, SEA-TAC TWR