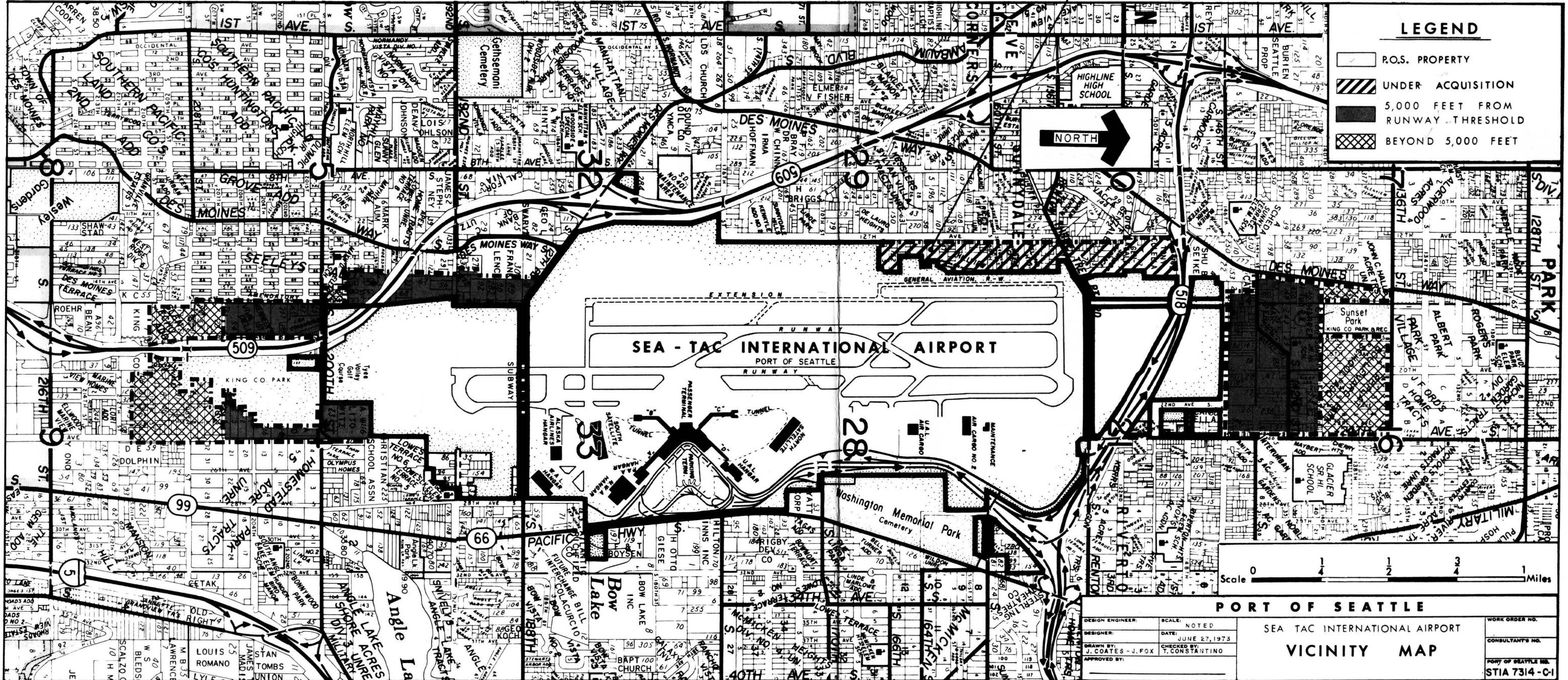


THIS MAP WAS PREPARED FOR GENERAL USE BY THE PORT OF SEATTLE TO ILLUSTRATE PROPERTIES OWNED BY THE PORT AND THE AREAS SURROUNDING THE SEA-TAC AIRPORT. IN NO WAY SHOULD IT BE CONSTRUED AS PROPERTY BEING CONSIDERED FOR FUTURE ACQUISITION. THE MAP IS FOR GUIDANCE AND INFORMATIONAL PURPOSES ONLY.

ON JUNE 12, 1973, THE FEDERAL GOVERNMENT AWARDED A \$ 2.6 MILLION GRANT TO THE PORT TO HELP BUY 166 PROPERTIES IN THE NORTHWEST CORNER OF THE AIRPORT. CONSIDERATION OF THIS PURCHASE BEGAN OVER A YEAR AGO AND THE FORMAL REQUEST-FOR-AID WAS SUBMITTED FEBRUARY 26, 1973, TO ACQUIRE THE LAND AS A FUTURE AIRPORT PROTECTION AREA.



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

Mr. J. Eldon Opheim, General Manager
Donald G. Shay, Director of Aviation
Report and Recommendations re Interim Land Acquisition
September 7, 1973

Page Two

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

Mr. J. Eldon Opheim, General Manager
Donald G. Shay, Director of Aviation
Report and Recommendations re Interim Land Acquisition

Page Three

schedule of acquiring the 610 residential parcels over a thirty-month period (20 per month average) from July 1, 1974 to December 31, 1976, with the balance of open land and school property acquisitions in 1977. This schedule would require interim financing of at least four million dollars during 1974 and 1975 which amount would be completely retired by December 31, 1977.

In the event that Federal assistance funds, interim financing funds, or airport capital requirements are materially different than the estimates and projections used in developing this financial plan, it may be necessary to revise the property acquisition schedule or seek alternate means of financing the program.

RECOMMENDATIONS

It is our recommendation that the Port of Seattle Commission authorize the staff to take the following actions:

1. Publish a notice of a public hearing for the October 9 Port Commission meeting to amend Unit 18 of the Comprehensive Scheme of the Port and prepare a Resolution and authorize acquisition of the property by negotiation or condemnation.
2. Prepare the required Environmental Impact Statement.
3. Prepare and submit to the FAA a Request for Aid for land acquisition to comprise an extended clear zone as described in Attachment "A" hereto.
4. Negotiate a contract with the State Highway Department to prepare the Housing Relocation Plan in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.
5. Retain appraisers to conduct appraisal of all property within the proposed acquisition area.
6. Negotiate as necessary with King County and other districts relative to street vacation, utilities, etc.
7. Participate in a public meeting prior to the Port's public hearing to explain the project to the interested public.
8. Commence exploratory discussions with banks or others concerning interim financing requirements.

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Attach.

