

POTENTIAL AIRCRAFT NOISE IMPACT PROGRAMS
FOR THE VICINITY OF SEA-TAC INTERNATIONAL AIRPORTS

Sixteen different programs have been identified that could improve the aircraft noise environment in the vicinity of Sea-Tac International Airport. These programs range from outright public acquisition and removal of all structures in certain areas to modification of zoning and other development control regulations as enforced by either King County or municipalities located near the Airport.

All of the various improvement programs are generally described in the following section, together with a "pro and con" discussion in each instance. This review and analysis is intended to serve as a basic resource to individuals and groups who participate or are interested in the determination of how best to improve the aircraft noise environment associated with the Sea-Tac facility.

850PARKS/850/13/01

LIST OF POTENTIAL
NOISE IMPACT PROGRAMS:
SEA-TAC/COMMUNITIES PLAN

- | | | |
|-----|----------------------------|--------------------|
| 1. | Acquisition - | Open Space |
| 2. | Acquisition - | Conversion |
| 3. | Acquisition - | Leaseback |
| 4. | Purchase Assurance - | Guarantee |
| 5. | Purchase Assurance - | Assistance |
| 6. | Purchase Assurance - | Improvement Loan |
| 7. | Purchase Assurance - | Mortgage Insurance |
| 8. | Purchase Assurance - | HUD/FHA |
| 9. | Easements - | Permanent |
| 10. | Easements - | Long Term |
| 11. | Easements - | Short Term |
| 12. | Insulation - | Extensive |
| 13. | Insulation - | Basic |
| 14. | Development Controls - | Construction |
| 15. | Development Controls - | Land Use |
| 16. | Property Advisory Services | |

SEA-TAC/COMMUNITIES PLAN

NOISE IMPACT PROGRAM ONE

(ACQUISITION-OPEN SPACE), Page 1 of 3

Program One: Characteristics

- (a) Designated unit of government acquires through purchase all properties in those areas subject to prescribed levels of noise generated as a result of aircraft operations at Sea-Tac International Airport.
- (b) Acquisition accomplished by negotiation if at all possible, or condemnation if necessary.
- (c) Removal of all existing buildings and structures from the properties so acquired.
- (d) Utilization of the cleared lands for new uses that require few (if any) buildings and involve a minimum concentration of human activity, such as golf courses, farming, and outdoor storage.
- (e) Resultant land use pattern is low intensity and open in character.
- (f)

SEA-TAC/COMMUNITIES PLAN

NOISE IMPACT PROGRAM ONE

(ACQUISITION-OPEN SPACE), Page 2 of 3

Program One: Advantages

- (a) Owners and/or occupants of acquired properties no longer exposed to aircraft noise problem.
- (b) Airport operator relieved (insofar as acquisition properties are concerned) of problems associated with noise complaints and noise-oriented litigation.
- (c) Nominal income may be realized through the leasing of acquired properties for suitable open type uses.
- (d) In some instances, needed open space may be obtained to provide visual, recreation, and similar relief for nearby areas that are too intensely developed.
- (e) Funds obtained by prior owners may provide a stimulus to the local economy.
- (f)

SEA-TAC/COMMUNITIES PLAN

NOISE IMPACT PROGRAM ONE

(ACQUISITION-OPEN SPACE), Page 3 of 3

Program One: Disadvantages

- (a) Very costly process as full fair market value of the properties in question plus certain relocation expenses would have to be paid by the acquiring unit(s) of government.
- (b) Some owners and/or occupants of affected properties may not want to sell out or relocate.
- (c) All acquired property is removed from tax rolls, posing potential financial problems for affected general and special units of government.
- (d) In some cases, existing economic activity of value to the community will be eliminated.
- (e) Acquisition and conversion to new land uses may divide neighborhoods, uproot families and/or adversely affect the provision of needed facilities and services to nearby properties that are not purchased.
- (f)

SEA-TAC/COMMUNITIES PLAN

NOISE IMPACT PROGRAM TWO

(ACQUISITION-CONVERSION), Page 1 of 3

Program Two: Characteristics

- (a) Designated unit of government acquires through purchase all properties in those areas subject to prescribed levels of noise generated as a result of aircraft operations at Sea-Tac International Airport.
- (b) Acquisition accomplished by negotiation if at all possible, or condemnation if necessary.
- (c) Removal of all existing building and structures from the properties so acquired.
- (d) Utilization of the cleared properties for new uses (industrial, commercial and other, as appropriate) considered to be compatible with aircraft noise.
- (e) Resultant land use pattern is more intense and less open in character than Program One.
- (f)

SEA-TAC/COMMUNITIES PLAN

NOISE IMPACT PROGRAM TWO

(ACQUISITION-CONVERSION, Page 2 of 3

Program Two: Advantages

- (a) Owners and/or occupants of acquired properties no longer exposed to aircraft noise problem.
- (b) Airport operator relieved (insofar as acquisition properties are concerned) of problems associated with noise complaints and noise-oriented litigation.
- (c) Considerable income may be realized through the leasing of acquired properties for suitable uses.
- (d) Productive new economic activity of value to the nearby area and to the greater community may be encouraged and developed as a result of this program.
- (e) Funds obtained by prior owners may provide an additional economic stimulus to the local community.
- (f) Certain public agencies could acquire buildings and lands for public benefit.
- (g)

SEA-TAC/COMMUNITIES PLAN

NOISE IMPACT PROGRAM TWO

(ACQUISITION-CONVERSION, Page 3 of 3

Program Two: Disadvantages

- (a) Very costly process as full fair market value of properties in question plus certain relocation expenses would have to be paid by the acquiring unit(s) of government.
- (b) Some owners and/or occupants of affected properties may not want to sell out or relocate.
- (c) All acquired property is removed from tax rolls, posing potential financial problems for affected general and special units of government.
- (d) In some cases, existing economic activity of value to the community will be eliminated.
- (e) Acquisition and conversion to new land uses may divide neighborhoods, uproot families and/or adversely affect the provision of needed facilities and services to nearby properties that are not purchased.

(f) Prior owners of property obtained through condemnation may criticize and otherwise harass the acquiring unit(s) of government if the new land use pattern produces a substantial appreciation in property values.

(g)

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SEA-TAC/COMMUNITIES PLAN

NOISE IMPACT PROGRAM THREE

(ACQUISITION-LEASEBACK), Page 1 of 3

Program Three: Characteristics

- (a) Designated unit of government acquires through purchase all properties in those areas subject to prescribed levels of noise generated as a result of aircraft operations at Sea-Tac International Airport.
- (b) Acquisition accomplished by negotiation if at all possible, or condemnation if necessary.
- (c) Some or all of the acquired property, as appropriate, is maintained in its existing use and leased back to the prior owners or occupants for a specific period of time.
- (d) Existing land use pattern may not change much, particularly in the short run (up to 10 years).
- (e)

SEA-TAC/COMMUNITIES PLAN

NOISE IMPACT PROGRAM THREE

(ACQUISITION-LEASEBACK), Page 2 of 3

Program Three: Advantages

- (a) Airport operator relieved (insofar as acquired property is concerned) of problems associated with noise complaints and noise-oriented litigation.
- (b) Some income may be realized through the leasing of acquired properties for existing or new uses.
- (c) Productive existing economic activity may be retained for as long as conditions warrant.
- (d) Prior owners relieved of concern or worry about the effect of aircraft generated noise on prevailing property values.
- (e) Disruption of existing neighborhoods, families or lifestyles may be delayed as necessary to effect an orderly change in the land use pattern, if such change is deemed necessary.
- (f) Funds obtained by prior owners may provide a stimulus to the local economy.

(g)

SEA-TAC/COMMUNITIES PLAN

NOISE IMPACT PROGRAM THREE

(ACQUISITION-LEASEBACK), Page 3 of 3

Program Three: Disadvantages

- (a) Costly process as full fair market value of the properties in question would have to be paid by the acquiring unit(s) of government.
- (b) Some owners of affected property may not want to sell out.
- (c) All acquired property is removed from tax rolls, posing potential financial problems for affected general and special units of government.
- (d) Considerable property maintenance and management costs may be generated for the acquiring unit of government.
- (e) Some criticism may result from public assumption of landlord role customarily fulfilled by private enterprise.
- (f)

SEA-TAC/COMMUNITIES PLAN

NOISE IMPACT PROGRAM FOUR

(PURCHASE ASSURANCE-GUARANTEE), Page 1 of 3

Program Four: Characteristics

- (a) Designated unit of government provides an unqualified guarantee to the owner of residential property subject to prescribed levels of noise generated as a result of aircraft operation at Sea-Tac International Airport that his or her holdings will be purchased for fair market value in the event said owner decides to sell.
- (b) Fair market value of the property in question determined on the basis of both airport and non-airport factors of influence.
- (c) Acquiring unit of government may utilize Impact Programs One, Two or Three following acquisition.
- (d) Could apply to new construction only after a specified amount of time.
- (e)

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SEA-TAC/COMMUNITIES PLAN

NOISE IMPACT PROGRAM FOUR

(PURCHASE ASSURANCE-GUARANTEE), Page 2 of 3

Program Four: Advantages

- (a) Airport operator partially relieved of problems associated with noise complaints and noise-oriented litigation.
- (b) Individual property owner's mind is eased relative to his or her ability to sell and relocate, if so desired.
- (c) Property values and the tax base relative to neighborhoods where this program is in effect should stabilize.
- (d) Prevailing neighborhood patterns are not disrupted or altered unless numerous guarantees are required to be honored, thus forcing the government guarantor to take possession of the involved properties.
- (e)

PARKS/850/13/13

Program Four: Disadvantages

- (a) Considerable costs may be generated if the government guarantor is required to purchase many properties in areas where this program is in effect.
- (b) Total amount of money needed to support this program is very difficult to estimate in advance.
- (c) Administration of program will likewise be costly and subject to many uncertainties.
- (d) Determination of fair market value under this program could be complex, controversial and time consuming in many instances.
- (e) No actual relief is provided for the occupants of retained dwelling units who must contend with the periodic annoyance of aircraft operations.
- (f) Could apply to new construction only after a specified amount of time.
- (g)

SEA-TAC/COMMUNITIES PLAN

NOISE IMPACT PROGRAM FIVE

(PURCHASE ASSURANCE-ASSISTANCE), Page 1 of 3

Program Five: Characteristics

- (a) Designated unit of government provides monetary assistance in connection with the sale of residential properties subject to prescribed levels of noise generated as a result of aircraft operation at Sea-Tac International Airport.
- (b) Such assistance is not available unless a bonafide differential exists between a given seller's price and a prospective buyer's offer.
- (c) Payments by the designated unit of government to the property seller are limited to a prescribed maximum percentage of fair market value.
- (d) In order to receive monetary assistance, owner must dedicate permanent avigation/noise easement to the unit of government prior to sale of the property in question to a willing buyer.
- (e)

SEA-TAC/COMMUNITIES PLAN

NOISE IMPACT PROGRAM FIVE

(PURCHASE ASSURANCE-ASSISTANCE), Page 2 of 3

Program Five: Advantages

- (a) Airport operator partially relieved of problems associated with noise complaints and noise-oriented litigation.
- (b) Individual property owner's mind is eased relative to his or her ability to sell and relocate, if so desired.
- (c) Property values and the tax base relative to neighborhoods where this program is in effect should stabilize.
- (d) Prevailing neighborhood patterns are not disrupted or altered to any great extent.
- (e) Increases the marketability of the chosen properties as far as the real estate market is concerned.
- (f)

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Program Five: Disadvantages

- (a) Considerable costs may be generated if the designated unit of government is required to supplement and assist numerous owners in the sale of their property.
- (b) Total amount of money needed to support this program is very difficult to estimate in advance.
- (c) Administration of program will likewise be costly and subject to many uncertainties.
- (d) Determination of fair market value under this program could be complex, controversial and time consuming in many instances.
- (e) Maximum percentage of fair value that is agreed upon and established as the level of assistance available to a property owner may be difficult to determine in a fair and equitable manner.
- (f) Subsequent occupants of dwelling units in which an ownership change takes place with the assistance of this program are not relieved of the periodic annoyance of aircraft operations.
- (g) Could prompt collusion between a buyer and seller.

Program Five: Disadvantages (Con'd.)

(h) . Uses other than residential might not be covered.

(i)

NOISE IMPACT PROGRAM SEVEN

(PURCHASE ASSURANCE - MORTGAGE INSURANCE), Page 1 of 3

Program Seven: Characteristics

- (a) Designated unit of government provides local mortgage insurance for acceptable residential properties subject to prescribed levels of noise generated as a result of aircraft operations at Sea-Tac International Airport.

- (b) Such mortgage insurance is available in designated areas near the Airport which do not qualify for similar insurance provided by the Federal Housing Administration (FHA) of the U. S. Department of Housing and Urban Development.

- (c) Special notices are periodically issued by the local government guarantor which indicate the location and extent of mortgage insurance coverage in the vicinity of the Sea-Tac Airport.

- (d) Owner of residential property who qualifies for and receives mortgage insurance provides avigation/noise easement to the government guarantor for a term equal to the mortgage time period.

- (e)

NOISE IMPACT PROGRAM SEVEN

(PURCHASE ASSURANCE - MORTGAGE INSURANCE), Page 2 of 3

Program Seven: Advantages

- (a) Airport operator partially relieved of problems associated with noise complaints and noise-oriented litigation.
- (b) Individual property owner's mind is eased relative to his or her ability to sell and relocate, if so desired.
- (c) Property values and the tax base relative to neighborhoods where this program is in effect should stabilize.
- (d) Prevailing neighborhood patterns are not disrupted or altered, and owners/occupants of the properties in question are not required to relocate.
- (e) Clear and appropriate notification of localized mortgage insurance policies (in addition to those of FHA) should reduce misunderstandings relative to this type of assistance in the vicinity of Sea-Tac International Airport.
- (f)

SEA-TAC/COMMUNITIES PLAN

NOISE IMPACT PROGRAM SEVEN

(PURCHASE ASSURANCE - MORTGAGE INSURANCE), Page 3 of 3

Program Seven: Disadvantages

- (a) Considerable costs in the form of guarantee reserves may be generated if the government guarantor is required to insure many properties due to their inability to qualify through normal mortgage assistance channels.
- (b) Total amount of money needed to support this program is very difficult to estimate in advance.
- (c) Administration of program will likewise be costly and subject to many uncertainties.
- (d) No actual relief is provided for the occupants of dwelling units who must contend with the periodic annoyance of aircraft operations.
- (e)

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SEA-TAC/COMMUNITIES PLAN

NOISE IMPACT PROGRAM EIGHT

(PURCHASE ASSURANCE - HUD/FHA), Page 1 of 3

Program Eight: Characteristics

- (a) Federal Housing Administration (FHA) of the U. S. Department of Housing and Urban Development (HUD) provides federal mortgage insurance for acceptable residential properties subject to prescribed levels of noise generated as a result of aircraft operations at Sea-Tac International Airport.
- (b) Such mortgage insurance is contingent upon compliance with HUD noise standards (set forth in HUD Circular 1390.2 originally dated August 4, 1971) that have been adjusted to reflect the noise values developed as part of the Sea-Tac Communities Plan Project.
- (c) Special notices are periodically issued by the HUD Regional Administrator which indicate the location and extent of FHA mortgage insurance coverage in the vicinity of Sea-Tac International Airport.
- (d)

SEA-TAC/COMMUNITIES PLAN

NOISE IMPACT PROGRAM EIGHT

(PURCHASE ASSURANCE - HUD/FHA), Page 2 of 3

Program Eight: Advantages

- (a) Certain properties not now eligible for FHA mortgage insurance may be expected to qualify under the adjusted noise standards.
- (b) Airport operator partially relieved of problems associated with noise complaints and noise-oriented litigation.
- (c) Residential real estate market in the vicinity of Sea-Tac International Airport may be somewhat stimulated.
- (d) Clear and appropriate notification of FHA policies should reduce misunderstandings that tend to arise relative to mortgage financing near the Airport.
- (e) Little or no additional public costs are required to implement this improvement program.
- (f)

PARKS/850/13/22

SEA-TAC/COMMUNITIES PLAN

NOISE IMPACT PROGRAM EIGHT

(PURCHASE ASSURANCE - HUD/FHA), Page 3 of 3

Program Eight: Disadvantages

- (a) Many properties will still remain ineligible for FHA mortgage financing under the adjusted noise standards.
- (b) No actual relief is provided for the occupants of dwelling units who must contend with the periodic annoyance of aircraft operations.
- (c) Of little real value or application in areas experiencing the greatest impact from aircraft operations at Sea-Tac International Airport.
- (d)

PARKS/850/13/23

Program Nine: Characteristics

- (a) Designated unit of government acquires through purchase permanent easements from owners of property subject to prescribed levels of noise generated as a result of aircraft operations at Sea-Tac International Airport.
- (b) Acquisition accomplished by negotiation if at all possible, or condemnation if necessary.
- (c) Easements so acquired "run with the land" and permit aircraft operations to take place over the property in question. Such easements include the right to generate aircraft noise.
- (d) Although existing uses may be continued on lands where aircraft operation easements have been obtained, potential uses that (1) represent a hazard to aircraft flight, or (2) are incompatible with aircraft noise will be prohibited.
- (e) The acquisition of such easements does not greatly modify the existing land use pattern, but may be expected to affect future use and development conditions to some extent.
- (f)

SEA-TAC/COMMUNITIES PLAN

NOISE IMPACT PROGRAM NINE

(EASEMENTS - PERMANENT), Page 2 of 3

Program Nine: Advantages

- (a) Airport operator partially relieved of problems associated with noise complaints and noise-oriented litigation.
- (b) Property owner receives financial compensation in return for contending with the periodic annoyance of aircraft operations.
- (c) Less costly than programs involving outright acquisition of noise-affected properties.
- (d) Properties where aircraft operations easements are obtained remain on the local tax rolls.
- (e) Little or no administrative time or costs are required after the desired easements are obtained.
- (f) Prevailing neighborhood patterns are not disrupted or altered, and owners/occupant of the properties in question are not required to relocate.
- (g)

SEA-TAC/COMMUNITIES PLAN

NOISE IMPACT PROGRAM NINE

(EASEMENTS - PERMANENT), Page 3 of 3

Program Nine: Disadvantages

- (a) Substantial costs may be involved if (1) the area of easement acquisition is large, and/or (2) extensive litigation is a result of condemnation actions.
- (b) Occupants of affected properties must continue to contend with the periodic annoyance of aircraft operations.
- (c) Recognition that an aircraft operations easement is a marketable property right may trigger demand by owners outside of acquisition area for similar consideration.
- (d) Difficult to determine reasonable value in dollars of the easements to be acquired under this program.
- (e) Questions of condemnation may be raised"public use and necessity."
- (f)

SEA-TAC/COMMUNITIES PLAN

NOISE IMPACT PROGRAM TEN

(EASEMENTS - LONG TERM), Page 1 of 3

Program Ten: Characteristics

- (a) Designated unit of government acquires through purchase long-term (10 to 20 years) easements from owners of property subject to prescribed levels of noise generated as a result of aircraft operations at Sea-Tac International Airport.
- (b) Acquisition accomplished through negotiation.
- (c) Easements so acquired permit aircraft operations to take place over the property in question. Such easements include the right to generate aircraft noise throughout the term of the agreement.
- (d) Although existing uses may be continued on lands where long-term aircraft operation easements have been obtained, potential uses that (1) represent a hazard to aircraft flight, or (2) are incompatible with aircraft noise will be prohibited.
- (e) Existing land use pattern little changed, but future use and development conditions may be affected to some extent.
- (f)

Program Ten: Advantages

- (a) Airport operator partially relieved of problems associated with noise complaints and noise-oriented litigation.
- (b) Property owner receives financial compensation for contending with the periodic annoyance of aircraft operations.
- (c) Less costly than other programs involving either the acquisition of property in fee simple or permanent aviation/noise easements.
- (d) Properties where long-term aircraft operations easements are obtained remain on the local tax rolls.
- (d) Little or no administrative time or cost involved after the desired easements are obtained.
- (f) Prevailing neighborhood patterns are not disrupted or altered, and owners/occupants of the properties in question are not required to relocate.
- (g) Long-term nature of easement permits application of this program to areas expected to experience a significant decrease in aircraft noise exposure in the distant (up to 20 years) future.
- (h)

SEA-TAC/COMMUNITIES PLAN

NOISE IMPACT PROGRAM TEN

(EASEMENTS - LONG TERM), Page 3 of 3

Program Ten: Disadvantages

- (a) Considerable costs may be involved in the acquisition of long-term easements.
- (b) Occupants of affected properties must continue to contend with the periodic annoyance of aircraft operations.
- (c) Recognition that an aircraft operations easement is a marketable property right may trigger demand by owners outside of acquisition area for similar consideration.
- (d) Difficult to determine reasonable value in dollars of the easements to be acquired under this program.
- (e) Less permanent solution to noise problem than most of the other proposed improvement programs.
- (f)

SEA-TAC/COMMUNITIES PLAN

NOISE IMPACT PROGRAM ELEVEN

(EASEMENTS - SHORT TERM), Page 1 of 3

Program Eleven: Characteristics

- (a) Designated unit of government acquires through purchase short-term (1 to 10 years) easements from owners of property subject to prescribed levels of noise generated as a result of aircraft operations at Sea-Tac International Airport.
- (b) Acquisition accomplished through negotiation.
- (c) Easements so acquired permit aircraft operations to take place over the property in question. Such easements include the right to generate aircraft noise throughout the term of the agreement.
- (d) Although existing uses may be continued on lands where short-term aircraft operation easements have been obtained, potential uses that (1) represent a hazard to aircraft flight, or (2) are incompatible with aircraft noise will be prohibited.
- (e) Existing land use pattern little changed, but near-future use and development conditions may be affected to some extent.
- (f)

SEA-TAC/COMMUNITIES PLAN

NOISE IMPACT PROGRAM ELEVEN

(EASEMENTS - SHORT TERM), Page 2 of 3

Program Eleven: Advantages

- (a) Airport operator partially relieved of problems associated with noise complaints and noise-oriented litigation.
- (b) Property owner receives financial compensation in return for contending with the periodic annoyance of aircraft operations.
- (c) Less costly than other programs involving either the acquisition of property in fee simple or permanent aviation/noise easements.
- (d) Properties where short-term aircraft operation easements are obtained remain on the local tax rolls.
- (e) Little or no administrative time or costs involved after the desired easements are obtained.
- (f) Prevailing neighborhood patterns are not disrupted or altered, and owners/occupants of the properties in question are not required to relocate.

(g) Short term nature of program permits more flexible response to changes that may occur with respect to: (1) the extent and nature of aircraft noise that is generated; (2) ways and means to measure and/or describe noise impact conditions; and (3) additional regulatory criteria that may be imposed by various regional, state, or federal agencies.

(h)

PARKS/850/13A/08

SEA-TAC/COMMUNITIES PLAN

NOISE IMPACT PROGRAM ELEVEN

(EASEMENTS - SHORT TERM), Page 3 of 3

Program Eleven: Disadvantages

- (a) Certain costs will be involved in the acquisition of short term easements.
- (b) Occupants of affected properties must continue to contend with the periodic annoyance of aircraft operations.
- (c) Recognition that an aircraft operations easement is a marketable property right may trigger demand by owners outside of acquisition area for similar consideration.
- (d) Difficult to determine reasonable value in dollars of the easements to be required under this program.
- (e) Less permanent solution to noise problem than most of the other proposed improvement programs.
- (f)

SEA-TAC/COMMUNITIES PLAN

NOISE IMPACT PROGRAM TWELVE

(INSULATION - EXTENSIVE), Page 1 of 3

Program Twelve: Characteristics

- (a) Designated unit of government provides financial assistance to owners of existing dwelling units subject to prescribed levels of noise generated as a result of aircraft operations at Sea-Tac International Airport for the purpose of installing extensive sound insulation.

- (b) Extensive sound insulation for an existing dwelling unit is considered to consist of (1) the provision of a forced air ventilation system; (2) the replacement of all exterior doors with acoustical doors and seals; (3) the provision of double glazed windows and seals when and as appropriate; (5) the repair of all cracks and openings; (6) the installation of fireplace dampers (if needed); and (7) modification of kitchen and bathroom ducts by including a bend and acoustical lining.

- (c) Financial assistance is granted to a bona fide dwelling unit owner only upon successful processing of an application submitted by the owner which suitably describes the work to be accomplished.

- (d) Some portion of an individual grant (from 10% to 25%, for example) is not released until a finding has been made that all work has been completed in a satisfactory fashion.

- (e) An avigation/noise easement of a term equal to the estimated life of the insulation improvements is provided by the owner to the designated unit of government.

- (f) No change in the existing land use pattern may be expected as a result of this program.

PARKS/850/13A/10

Program Twelve: Advantages

- (a) Airport operator partially relieved of problems associated with noise complaints and noise-oriented litigation.
- (b) Occupants of sound-insulated dwelling units are less subject to the periodic annoyance of aircraft operations.
- (c) Less costly than other programs involving the acquisition of property in fee simple.
- (d) Improved properties remain on the tax rolls and even increase in value.
- (e) Little or no administrative time or costs required after the extensive noise insulation package is installed.
- (f) Prevailing neighborhood patterns are not disrupted or altered, and owners/occupants of the properties involved are not required to relocate.
- (g) Increased value of the structure and decrease in heating/operating costs.
- (h)

SEA-TAC/COMMUNITIES PLAN

NOISE IMPACT PROGRAM TWELVE

(INSULATION - EXTENSIVE, Page 3 of 3

Program Twelve: Disadvantages

- (a) Certain costs will be required to pay for the noise insulation grants that are made, as well as for the administration of this program.
- (b) Occupants of improved dwelling units may continue to experience occasional annoyance with aircraft operations when inside their homes.
- (c) The out-of-doors environment for affected dwelling units will not be changed or improved.
- (d) Tenants of property owners who decide to forego the improvements available under this program must continue to contend with the periodic annoyance of aircraft operations.
- (e) Retroactive payment for an already modified structure must be addressed...a case-by-case prorated basis.
- (f) Maintenance of air conditioning would increase costs.

Program Twelve: Disadvantages (Con't.)

(g) Increased taxes because of new assessed value.

(h)

PARKS/850/13B/12

Program Thirteen: Characteristics

- (a) Designated unit of government provides financial assistance to owners of existing dwelling units subject to prescribed levels of noise generated as a result of aircraft operations at Sea-Tac International Airport for the purpose of installing basic sound insulation.
- (b) Basic sound insulation for an existing dwelling unit is considered to consist of (1) the provision of a forced air ventilation system; (2) the replacement of all hollow core doors with seals; (3) the repair of cracks and openings; and (4) improvements of window seals where and as appropriate. Such basic insulation is designed to permit occupants to live in comfort with all doors and windows closed, if necessary.
- (c) Financial assistance is granted to a bona fide dwelling unit owner only upon successful processing of an application submitted by the owner which suitably describes the work to be accomplished.
- (d) Some portion of an individual grant (from 10% to 25%, for example) is not released until a finding has been made that all work has been completed in a satisfactory fashion.

(e) An avigation/noise easement of a term equal to the estimated life of the insulation improvements is provided by the owner to the designated unit of government.

(f) No change in the existing land use pattern may be expected as a result of this program.

(g)

PARKS/850/13A/13

Program Thirteen: Advantages

- (a) Airport operator partially relieved of problems associated with noise complaints and noise-oriented litigation.
- (b) Occupants of sound-insulated dwelling units are less subject to the periodic annoyance of aircraft operations.
- (c) Less costly than other programs involving the acquisition of property in fee simple.
- (d) Improved properties remain on the tax rolls and even increase in value.
- (e) Little or no administrative time or costs required after the basic noise insulation package is installed.
- (f) Prevailing neighborhood patterns are not disrupted or altered, and owners/occupants of the properties involved are not required to relocate.
- (g) Increased value of the structure and decrease in heating/operating costs.
- (h)

Program Thirteen: Disadvantages

- (a) Certain costs will be required to pay for the noise insulation grants that are made, as well as for the administration of this program.
- (b) Occupants of improved dwelling units may continue to experience occasional annoyance with aircraft operations when inside their homes.
- (c) The out-of-doors noise environment for affected dwelling units will not be changed or improved.
- (d) Tenants of property owners who decide to forego the improvements available under this program must continue to contend with the periodic annoyance of aircraft operations.
- (e) Retroactive payment for an already modified structure must be addressed.
- (f) Increased taxes because of new assessed value.
- (g)

Program Fourteen: Characteristics

- (a) Responsible units of local general government adopt new or modified construction code requirements for areas subject to prescribed levels of noise generated as a result of aircraft operations at Sea-Tac International Airport.
- (b) Such code provisions apply to renovation of existing structures as well as to all new construction after the date of adoption.
- (c) Code provisions primarily focus on insulation and other sound attenuation requirements, such as those covered by Programs 12 and 13.
- (d) If considered desirable, the prevailing land use pattern can be stabilized and reinforced by this program.
- (e) The basic cost of construction for residential and other uses affected by the additional requirements will obviously be greater than without such provisions.
- (f)

Program Fourteen: Advantages

- (a) Airport operator partially relieved of problems associated with noise complaints and noise-oriented litigation.
- (b) Occupants of improved structures (existing or new) are less subject to the periodic annoyance of aircraft operations.
- (c) Less costly than other programs involving the acquisition of property in fee simple.
- (d) Prevailing neighborhood patterns are not disrupted or altered, and the occupants of existing structures are not required to relocate.
- (e) Administrative costs and machinery associated with this program are negligible.
- (f) Is more acceptable to most interest groups than any other program under consideration; relatively easy to establish and implement.
- (g) Provides a measure of protection to prospective new residents of the aircraft-oriented noise environment.
- (h)

SEA-TAC/COMMUNITIES PLAN

NOISE IMPACT PROGRAM FOURTEEN

Program Fourteen: Disadvantages

- (a) Costs borne by property owner in all instances; increase in home values could depress or otherwise change the localized real estate market.
- (b) Does not result in any improvement in the out-of-doors noise environment.
- (c) Could discourage building in some areas due to higher costs that are involved.
- (d) Several units of general government required to adopt and enforce common code provisions; often difficult to accomplish in a uniform manner.
- (e)

PARKS/850/13A/18

Program Fifteen: Characteristics

- (a) Responsible units of local general government adopt new zoning and subdivision regulations designed to foster a land use pattern that is more compatible with prescribed levels of noise generated as a result of aircraft operations at Sea-Tac International Airport.

- (b) Prevailing land use pattern and associated tax base expected to change over time--more commercial and industrial uses in some locations; more open-type uses; less residential use adjacent or near to the Airport.

- (c) New regulations must be based upon an acceptable comprehensive land use plan that is formally adopted by the respective units of government involved in such a program.

- (d) Speed of land use transformation dependent to a large extent on the availability of viable real estate markets for the locations anticipated by the plan and related regulations. Essentially a long term rather than short term program.

- (e)

SEA-TAC/COMMUNITIES PLAN

NOISE IMPACT PROGRAM FIFTEEN

(DEVELOPMENT CONTROLS - LAND USE), Page 2 of 3

Program Fifteen: Advantages

- (a) Airport operator partially relieved (in time) of problems associated with noise complaints and noise-oriented litigation.
- (b) Public costs are minimal in contrast to most of the improvement programs under consideration.
- (c) Properly prepared and administered land use regulations can lead future development (and redevelopment) in such a way as to produce maximum compatibility between the Airport and the surrounding community.
- (d) Maximum benefits from public expenditures for capital improvements can be gained through strict adherence to improved land use regulations.
- (e) Future Airport development can be effectively dovetailed with community change via this type of program.
- (f) Although short-term effects are negligible, the number and location of residents who must contend with aircraft-oriented noise should be substantially reduced over time.

(g) Little or no additional administrative costs are generated as a result of this program.

(h) Good land use plans and regulations should assist neighborhood change to take place in an orderly fashion, where such change is called for.

(i)

PARKS/850/13A/20

Program Fifteen: Disadvantages

- (a) By and of itself, this program provides little relief for occupants of existing structures who must contend with the periodic annoyance of aircraft operations.

- (b) Meaningful implementation of land use regulations is difficult at best and ineffective at worst. If correct zoning decisions are not made in virtually every instance, such regulations--may be expected to produce less improvement than desired or anticipated.

- (c) To a degree, market conditions govern the success of a given land use plan and attendant regulations. For example, transformation from residential to industrial land use is dependent upon the availability of a market for such a change. If a forecast market condition does not materialize, then very little of consequence can or will take place.

- (d) The long term nature of this improvement program requires citizens adversely affected by aircraft operations to exhibit a degree of patience and forbearance that is difficult, if not impossible, to achieve.

- (e)

Program Sixteen: Characteristics

- (a) Designated unit of government provides general advisory services to the owners of residential property located within the Sea-Tac/Communities Plan Study Area.
- (b) Such advisory services include detailed analysis of individual noise impact conditions; information about the various improvement programs; consultation as to housing-related decisions and options that a given owner or occupant of residential property may encounter; and referrals as to other housing available in the Seattle area.
- (c) The availability of these services is well publicized and coordinated with all related government and private housing activities.
- (d) This particular program may be provided by private firms that specialize in housing services of the type required by affected property owners. Such firms would operate under a contract with the designated unit of government.
- (e)

SEA-TAC/COMMUNITIES PLAN

NOISE IMPACT PROGRAM SIXTEEN

(PROPERTY ADVISORY SERVICES), Page 2 of 3

Program Sixteen: Advantages

- (a) Services available through this program to all property owners within the Study Area regardless of location or status relative to aircraft noise exposure.

- (b) Should eliminate or certainly reduce uncertainties as to the various housing-related decisions or options that a given owner may have to cope with; also offers a means to correct false rumors or misinformation that may be circulating in the Study Area.

- (c) Although administrative expenses will be involved, better owner-occupant decisions anticipated as a result of this program may effect economies and savings in other noise impact programs.

- (d)

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SEA-TAC/COMMUNITIES PLAN

NOISE IMPACT PROGRAM SIXTEEN

(PROPERTY ADVISORY SERVICES), Page 3 of 3

Program Sixteen: Disadvantages

- (a) Some property owners may be unhappy with the housing-related options available to them once they are fully informed as to such options.

- (b) Some administrative costs will necessarily be generated by the program; if qualified private firms are not available or interested in providing these services under contract, then full-time personnel and office space will have to be provided by the designated unit(s) of government.

- (c)

PARKS/850/13B/17