

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)

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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)

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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)

PARKS/850/13/09

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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)

PARKS/850/13B/03

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)

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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)

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)



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)



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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)

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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

SEA-TAC/COMMUNITIES PLAN

NOISE IMPACT PROGRAM THIRTEEN

(INSULATION - BASIC), Page 1 of 3

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 aviation/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 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)

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NOISE IMPACT PROGRAM FIFTEEN

(DEVELOPMENT CONTROLS - LAND USE), Page 1 of 3

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)



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)

ROUGH DRAFT

## APPLICATION OF NOISE REMEDY PROGRAMS

In applying the noise remedy programs to the airport vicinity the basic intent has been to achieve improvement to the general welfare of the community. The recommendations of the noise consultant were that a noise level of 45 ANE and above was not acceptable for residential use. There are areas now exposed to present levels this high. Most of this exposure, though, is projected to decrease sufficiently in the future to be largely encompassed by the existing airport boundaries.

Additional criteria have been identified as especially significant in designating areas not appropriate for residential use. In addition to the criterion of being within an existing ANE 45 or above level, it seems appropriate to provide a significant margin of safety to allow for any possible inaccuracy in the noise data used. Also, it is commonly recognized that ANE 40 and above still comprises an area of severe exposure. Thus, another approach to identifying areas of unsatisfactorily high exposure for residential land use is in terms of areas permanently exposed to ANE 40 levels and above. "Permanent" is defined as remaining at ANE 40 or higher throughout the 20 year planning period of the Sea-Tac Communities Plan. Using ANE 40 in this manner provides a considerable margin to insure that the ANE 45 and above exposure areas are addressed. It clearly would deal with all areas that have been and are presently still experiencing such 45 ANE levels. In addition it would insure that the Plan could eventually achieve a total elimination of residential exposure above ANE 40 if such areas were required for airport approach control.

Such an objective would be in keeping with national standards tentatively identified by the Environmental Protection Agency. That agency has determined that for levels above ANE 45 (equivalent to Ldn 80db) no structural treatment technology is feasible and thus the only feasible land use alternative is the conversion of existing land uses to those that are noise compatible. Use of a permanent ANE criteria(Ldn 75dB)

accomplishes this with a significant margin. Thus, the recommendation is that such areas (ANE 40 and above permanently) be included in land acquisition programs.

For areas of less exposure than a permanent ANE 40 or greater, there remains a significant community welfare problem. Programs are needed that expressly deal with residential communities with noise exposure not high enough to warrant conversion of use but clearly having exposure levels of real concern to a significant proportion of a resident population. The noise consultants recommend that combinations of the noise programs identified should be applied in areas of exposure between ANE 35 and 45. EPA recommendations indicate that for levels below ANE 45 there exist structure treatment technologies which can insure that noise intrusions will not affect the daily activities of the public inside the treated structures.

Community survey data and other community input into the Sea-Tac Communities Plan indicates that concerns over the ability to sell property is one of the greatest annoyance factors affecting the general welfare of noise impact areas. It is recommended that those areas lying just beyond acquisition and use change should be dealt with by programs which insure that individuals who wish to sell can do so and secondly that structural modifications to deal with noise be applied. Essentially, such an approach would assume that, under these conditions, a significant segment of the population would be willing to reside in the neighborhood. Thus, a reasonably viable residential area could be sustained and provide housing for many people. Conditions would be less than optional from a noise exposure standpoint but improving.

In applying noise exposure criteria to define this category, the emphasis on ANE 40 has been employed on the basis of a "sustained" exposure value. By incorporating exposure values for 1973, 1978, 1983 and 1993 (the sum of the four values divided by four) a "sustained" value can be expressed. This value is not an average, but rather places somewhat more emphasis on the present than on future levels. Using this approach for sustained exposure levels at ANE 40 and above, the area has been

identified wherein full purchase guarantee should be applied in conjunction with a residential soundproofing program. In addition, it is assumed that avigation easements would be obtained as an integral part of the program application.

For areas with noise exposure below ANE 40 (permanent or sustained) but above ANE 35, it is possible to define program areas on a similar basis. A permanent ANE 35 and above area exists as does a sustained ANE 35 and above area. The area permanently above ANE 35 is significant in that it represents the largest area within which some definite community noise impact will exist on a long-term basis. Such impact is not the severe category typified by levels above ANE 40. A larger segment of the population in locations permanently ANE 35 to ANE 40 feel that noise exposure conditions are within tolerable limits as evidenced by community survey data. Nevertheless, a very significant level of annoyance remains which, if not addressed through appropriate program measures, could result in a less desirable community condition and general welfare. Given the fact that large residential communities are already well established in this exposure area, it clearly is in the general public interest to sustain and improve the livability of such neighborhoods.

Again, as with higher exposure areas, concern with salability of homes is a major concern. Also, structures here are clearly amenable to sound attenuation measures through physical improvements. A total purchase guarantee program could not be justified public policy in terms of severity of exposure, yet some more limited form of assistance directed toward easing market conditions could prove helpful. Clearly mortgage insurance through existing FHA and VA programs must be available in this area.

In addition a program of market assistance can be made available. In essence such a program would offer to acquire avigation easements at established percentages of assessed value at the time of a property transaction in order to assist the marketing effort. To augment this effort a cost sharing soundproofing program would also be available. It would offer assistance to homeowners in sound attenuation measures

applied to either homes being sold or existing occupied dwellings. Such assistance would not provide the total cost of such improvements, but would substantially increase homeowners' opportunities to improve the quality and livability of their homes and neighborhoods. Combined with these programs would also be a home improvement loan program designed to offer low interest loans for home improvements (not limited to soundproofing). The combined effect of these major noise impact programs can result in visibly improved neighborhood quality in an area where noise exposure will decrease but remain moderately severe in the view of some individuals. In turn, such programs should result in long term progress toward improved compatibility between established neighborhoods and the airport.

The last category of major concern in noise program application is the area not permanently above ANE 35 but still above ANE 35 as measured on a sustained basis. Such areas will clearly improve in noise exposure during the planning period to a point somewhat below the level associated with major exposure problems. In general, the same kinds of programs in combination appear workable for this area as are described above for the permanently above ANE 35 areas. The chief difference is in the amount of program applications appropriate to the exposure problem. An application of the same programs on a lesser percentage financial share basis would be commensurate with the reduced duration and intensity of the exposure. Again, it is clear that mortgage insurance programs of FHA and VA must be fully available.

#### ADDITIONAL PROGRAM APPLICATION FEATURES

Among the various programs identified for possible use in noise exposure areas are some that can apply equally throughout the various exposure level categories. These include developmental controls and property advisory services. They will be applied throughout not only the four major impact area categories described above, but beyond.

As indicated in the noise consultant report it is possible to trace the noise influence of an airport out to ANE 25 in terms of identifying generalized areas somewhat affected by aircraft noise. Exposure at these levels warrants consideration as a factor in community planning and will be addressed further in program recommendations in community planning portions of this report.

The Advisory services program would be designed to allow residents to have full and adequate information available to them in making decisions on housing, home improvements and on the opportunities available to individuals and neighborhoods to sustain and improve quality and livability.

#### PROGRAM APPLICATION PROCESS

In order to identify the various noise exposure areas in terms of their permanent and sustained levels, a grid system of measurement provided by the noise consultant was utilized. This system provides Actual Noise Exposure data for each of a complete pattern of 40 acre units. In turn, noise exposure values have been identified for the present and forecast years (1973, 1978, 1983 and 1993) for each 40 acre unit. Computation of the sustained value was then provided for each unit.

This grid method offers compatibility with the basic street and property boundary patterns throughout the airport vicinity. It also offers a reasonable margin of accuracy in most instances. The only exception occurs in the north airport approach. In this instance the boundary line between grids lines up directly with the airport's east runway (16L 34R). This has necessitated some adjustment of the recommended boundary for the amended acquisition area eastward to better relate to exposure patterns. Other more minor adjustments will be necessary to properly relate to property lines, streets and natural features.

It is also anticipated that some administrative review procedure may be instituted

to provide for minor adjustments of programs as they may apply to individual cases. Such a review appeal process will be established along with other administrative mechanisms to be established for program implementation. Clear administrative criteria and procedures will be established.



### 6.6.1 AUGMENTING THE NOISE REMEDIES

The ability of the airport and the communities to exist together in a balanced relationship is most decidedly affected by noise impact. Although development of the Sea-Tac Communities has been accompanied by a variety of problems (stream flooding and pollution, airport expansion, land use encroachment, etc.), the overwhelming effects of aircraft noise have been primary in repelling the airport and its vicinity.

Noise remedies (Chapter 6.2) will begin to blend the airport and the communities together by attacking the problems associated with noise impact. The use of airport acquisition areas presents an additional challenge: community development programs must improve the quality of living for the nearby neighborhoods.

Jointly, noise remedies and community development programs must make meaningful strides toward a goal that has been basic to the development of all programs affecting the community...

*Enhance and protect residential neighborhoods.*

## 6.6.2 DEVELOPMENT OF NOISE ACQUISITION AREAS

An early assumption by many was that acquisition lands would be best put to industrial and/or commercial use; the type of development that could be compatible with the aircraft noise situation. Equally important however, these uses, through the lease-hold tax, would return some monies to the coffers which would otherwise be lost through removal of private property from the tax rolls.

However, it soon became apparent that such an ingeniously simple solution was plagued by the thorny complexities of suitability and compatibility. What about existing development areas? In light of the deterrents of noise exposure and the lack of rail access, what would be the logic for locating in the acquisition areas rather than in the Duwamish or Green River Valley industrial districts; what would be the advantage of commercial uses locating away from the market centers of Burien, Des Moines, South-center, White Center, or Pacific Highway South? What is the most desirable from a land use standpoint; what contributes to compatible relationships between residential and non-residential uses?

The use of acquisition areas can benefit both the user and its neighbors only if a "square peg" is designed for a "square hole".

### SUITABILITY FOR COMMERCIAL DEVELOPMENT:

Considerations of commercial development in noise acquisition areas must include an assessment of commercial development within south-

The ability of each development area to grow as part of a diversified commercial community rests with concentrating particular activities and specialized attention in each community focal point. Growth in activities and competition for attention and markets must be complementary, as indeed they can be. The existing commercial areas have personalities and growth potentials that are largely unique to each. Because of that fact, growth and expansion of the role of Des Moines as a marine center, for example, would not hinder the capability of Burien to capitalize on airport-related land use.

Preferred Commercial Locations:

In addition to the planning considerations outlined above, private enterprise utilizes locational criteria for selecting areas for investment and development. Important factors in the selection of locations is the relationship to markets served and the ability of businesses to render maximum service. Both depend largely upon the public's convenience in utilizing those services. The north and south ends of the airport do not sport area wide accessibility equal to existing business centers. Further, the presence of residential uses adjacent to these potential commercial areas would restrict the capacity of businesses to grow or operate unimpeded. Finally, a noise acquisition location would include a major deterrent: aircraft noise is an obvious drawback. Business that seeks a compatible, functional relationship to local markets, performs specialized functions requiring only a regional market setting, or desires a prestige location would not likely find an isolated, noisy, residential neighborhood attractive.

Other Industrial Areas:

The Duwamish and Green River Valleys contain industrial development that is significant, not only to South King County, but to the entire region. These industrial areas have evolved and grown, due principally to some distinct advantages they possess; rail access, navigable waterways, and large level sites are basic to the evolution of industrial centers. Further, both are nearby and convenient to a major airport: Sea - Tac. The influence of the Duwamish and Green River Valley industrial belts on the Sea-Tac Communities is unmistakable: very little non-airport industry exists. Over 200 acres of land within the area are zoned for manufacturing or industry; approximately 15 acres are presently developed with industrial uses.

The majority of undeveloped industrial zoning lies near the southwest corner of the airport. Although some development has occurred, and the Highline School District has its bus maintenance facilities located there, the attractiveness of the area as an industrial district has yet to materialize. However, two dramatic developments will mobilize industrial demand here. Freeway 509, now terminated at Des Moines Way S., near S. 170th St., will be continued south to intersect with S. 188th St. Eventually, S.R. 509 will continue south to S.R. 516, leaving a diamond interchange at S. 188th: in the middle of the area presently zoned for industry. Additionally, the air cargo and maintenance, general aviation, and corporate aircraft facilities are planned for Sea-Tac's west side. These industrial components will also be functionally linked to the S.R. 509/ S. 188th interchange. When the freeway and airport developments occur, the elements will then exist to energize a burgeoning industrial district (see map 6.6.2: 6next page). Consequently

a substantial area is ready and waiting only for elements of timing before encouraging and welcoming industrial uses. With respect to features that will provide development impetus, the noise acquisition areas pall in comparison.

If non-airport industrial uses are to go to the Duwamish and Green River Valleys, or the industrial district southwest of the airport, what about the use of noise acquisition areas for airport industrial facilities themselves? The nature of air freight is one involving little layover and storage. To warehouse goods for long periods would defeat the purpose of rapid air shipping. The limited storage and warehousing needs, of air cargo and commercial air carriers are presently being adequately met. Such needs along with the more extensive maintenance requirements are being met by facilities located on the airport itself. However, in the future, there will be a need for more air cargo and maintenance facilities at the airport; total aircraft operations are expected to increase by over 50% in the next twenty years (8.0.1 ref. 4). A requirement for such development is that it must be near or at the elevation of runways. Of possible development areas, this criteria can be met only by the land at the northeast and southwest corners of the airport. Neither the north nor the south noise acquisition areas are near runway grade. Finally, the majority of each noise acquisition area is physically separated from the terminal and runways by S.R. 518 and S. 188th St., respectively; neither area has locational advantage with respect to the airport.

#### Preferred Industrial Locations:

As is the case with commercial development, there are some general requirements for industrial location. A reasonable location with respect to

As has been emphasized, the major thrust of the noise remedies is to stabilize, enhance, and promote optimism in the neighborhoods that will not be subject to mass acquisition. The use of areas which do succumb to mass acquisition must heighten the ability of the noise remedies to accomplish their goal.

Characteristics of commercial and industrial uses (traffic congestion, noise, glare, etc) would contribute to an undesirable environment; a result which would contradict the motives embodied in the noise remedies. Dealing with noise impact is one aspect of neighborhood improvement; further enhancing the attractiveness and desirability of the affected communities is the other.

People have recognized that substantial opportunity will present itself through noise acquisition. Open space and recreation uses, though not problem-free, will considerably uplift the quality of neighborhood. Open space is not only more compatible with residential use, but is compatible with aircraft noise exposure. This aspect of compatibility is recognized in the King County Comprehensive Plan and the Interim Regional Development Plan of the Puget Sound Governmental Conference; both espouse the policy of limiting airport approach areas to open space-type uses. Open space and recreational use of noise acquisition areas represents one other facet of compatibility. The amount of land involved will allow a diversity of open space and recreation uses; an assortment compatible with the need for open space uses of differing character and a variety of recreation programs.

#### OPEN SPACE DEVELOPMENT:

Consideration of suitable uses, compatible with noise and the adjoining residential neighborhoods, has prescribed a direction for utilization of noise impact acquisition areas. In order to buttress the intent of the noise

### 6.6.3 OPEN SPACE AND RECREATIONAL USE OF NOISE ACQUISITION AREAS

The overall strategy for development of noise impact acquisition areas is one which strives to meet the need for a variety of open space and recreation uses. Differing development characteristics found to the north and south of the airport demand a flexibility geared to complement the surrounding neighborhoods and to . . .

*Promote a diversified and extensive open space system.*

#### COMMUNITY CHARACTERISTICS:

The development pattern of the Sea-Tac Communities reflects the classic process of suburbanization. Growth and development first occurred nearest the central city, Seattle, and generally continued in a wave outward. The nature of Sea-Tac neighborhoods reflect that process of growth.

#### Residential Character:

The Boulevard Park area, to the north of the airport, differs noticeably from Maywood and Madrona, neighborhoods directly south of Sea-Tac. Boulevard Park contains more homes that were built prior to 1940, less homes that were constructed between 1960-1970, housing values that are generally lower, and a population of longer residency.



LOCATION NO. 12: South 227 St. & 24 Ave. S.

NORTHEBOUND LANDING APPROACH

PEAK NOISE LEVEL RANGE: 84-90dBA

(MEDIAN: 86dBA)

DATE: June 6, 1972

WEATHER: Sunny-Clear

TEMP: 72 F

AIRCRAFT NO.

TIME

PEAK NOISE LEVEL (dBA)

1	1:12 pm	86
2	1:15	86
3	1:19	86
4	1:29	86
5	1:34	88
6	1:46	90
7	1:53	84
8	1:56	89
9	2:04	84