

• DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

NORTHWEST REGION
FAA BUILDING KING COUNTY INT'L AIRPORT
SEATTLE, WASHINGTON 98108



AUG 6 1979

Ms. Janis Snoey
Jongejan Gerrard Associates, Inc.
23 103rd Avenue N.E.
Bellevue, WA 98004

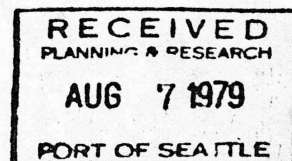
Dear Ms. Snoey:

This is in response to your letter of July 27, 1979, to George Saito of our office concerning the North Sea-Tac Recreation Planning project. We have reviewed the five recreation plans which were enclosed with your letter. Based on this review, we prefer the use of the "Modified Passive 2" plan as the basis for further analysis and study in the development of a final recreation plan for the area which would include open spaces as well as active use facilities.

We have made an overall review of this matter including the discussions which took place during the recent meetings on July 25, 1979, and August 2, 1979, and the peak time numbers of people anticipated with the "Modified Passive 2" plan in order that we may provide you with some guidelines on what we feel are reasonable and acceptable levels of public assemblies of people in the recreation study area. As you know, we have not had any specific quantitative guidelines on the matter of public assembly in terms of airport-land use compatibility consideration for recreation planning purposes. However, we fully agree that such guidance from our agency is needed as one of the basic elements in your efforts to develop a viable North Sea-Tac Recreation Plan along with the citizen participation program and interested agency inputs.

The guidelines below are provided as our recommendations on what we feel are acceptable levels of assemblies of people for recreation planning purposes in the study area. Please be advised that these guidelines are subjective in nature and based on our best judgment in terms of safety, airport-land use compatibility considerations, and review of the available information to date on the North Sea-Tac Recreation Planning project. The recommended guidelines are presented in terms of the following four areas:

a. The clear zone area (i.e., the area 200 feet off each end of the runway which is 2500 feet long with an inner width of 1000 feet and outer width of 1750 feet). The area should not be developed for



intensive recreation use. It should be used as very passive open space with anticipated peak time number of people which may not be more than 1.5 per acre.

b. The area involving the runway centerline extended up to 2500 feet beyond the clear zone area. The width of this area would be roughly 500 feet on either side of the extended centerline. Please note that the parallel runways are 800 feet apart centerline to centerline, and this would involve an area with a total width of 1800 feet by 2500 feet beyond the clear zone area. The area should not be developed for any recreation uses involving anticipated peak time number of people which may exceed 2 per acre. However, we feel that this level can be exceeded if there are some special existing conditions in this area. For example, we believe it is acceptable that up to anticipated peak time number of people of 60 may use the Sunset School gym. We would discourage any classroom type recreation activities at this school facility.

c. The area west and east of the clear zone area. Recreation development in this area should be such that the anticipated peak time number of people may not be more than 20 per acre.

d. The area north, west, and east of the area defined under b above. Recreation development in this area should be such that the anticipated peak time number of people may not be more than 40 per acre. We believe that each playfield, such as for soccer, should not have permanent benches which may accommodate more than 40 people per field.

We recommend that any future recreation plan drawings show the clear zone area and the extended runway centerlines for reference purposes. Needless to say, we also strongly discourage any recreation development which would create or increase the potential for any possible problems with airport operations including those involving bird hazards, incompatible lighting, and smoke-producing and/or electronic interference-producing activities.

We are pleased with your efforts so far on this project. We plan to continue working closely with you, the port, the county, and the public on this important land use planning effort. The guidelines presented above represent only a part of the basis from which the ultimate recreation plan will evolve. The important decisions which come later will be based on the real merits of the plan itself, and

3

we hope that we will be able to assist you in finalizing a recreation plan which can be implemented. Please call us if you have any questions on the information presented above.

Sincerely,

Original signed by
David A. Field

DAVID A. FIELD
Acting Chief, Airports Planning Branch, ANW-610

cc:

✓ Art Yoshioka
Dave Baugh