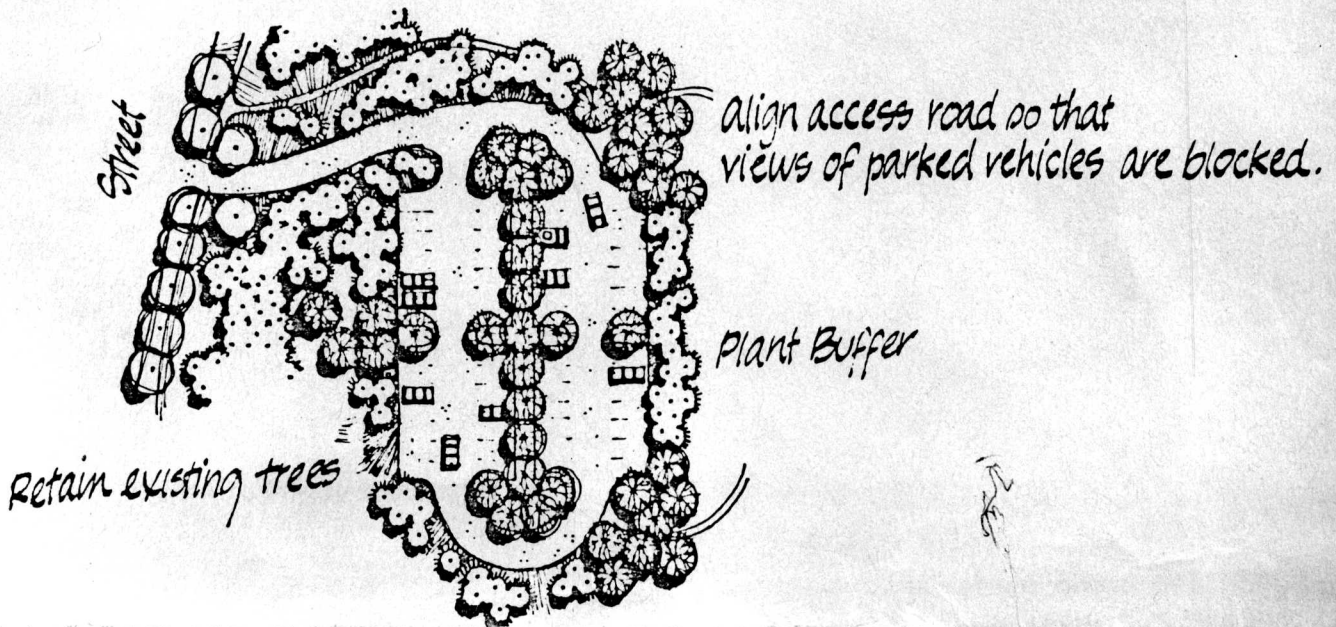


Parking

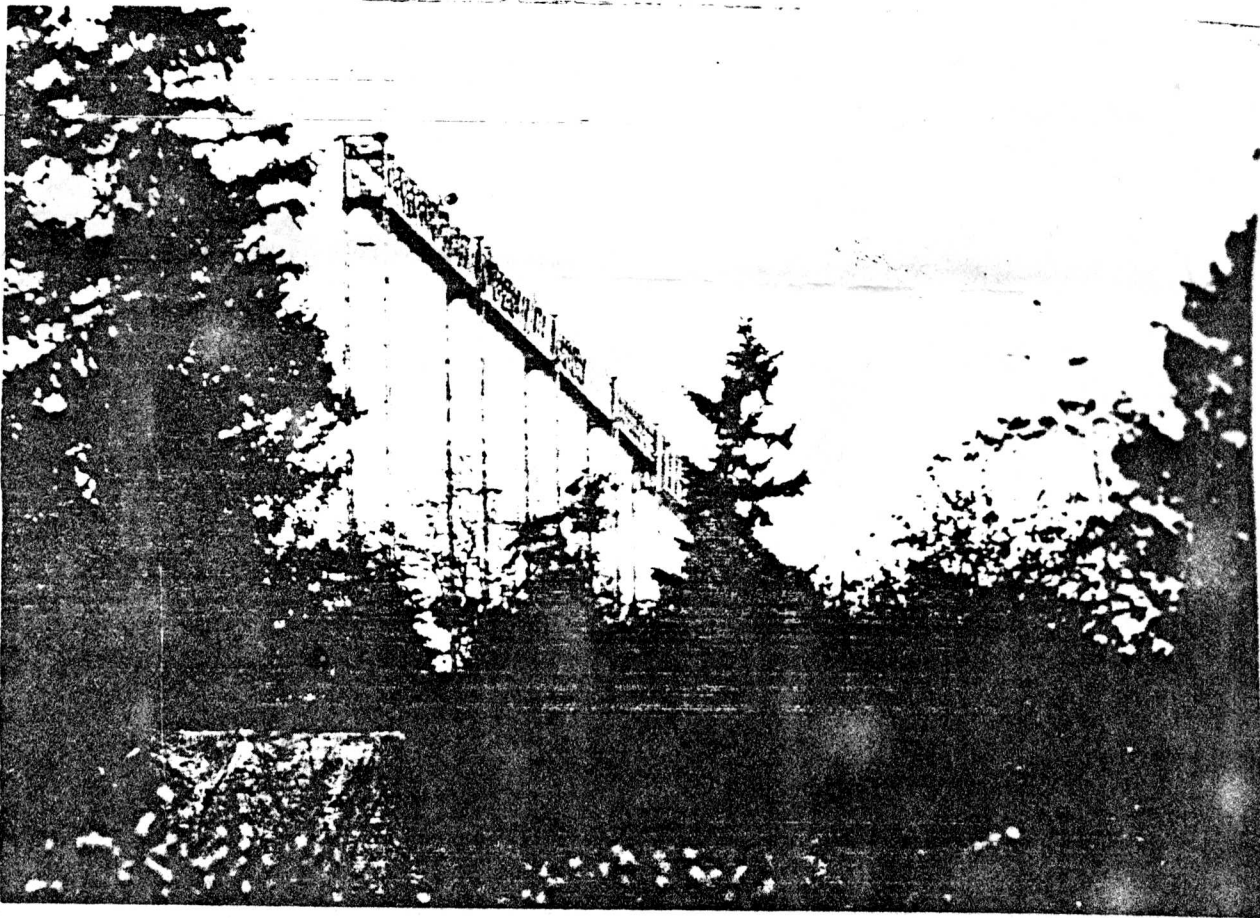
North Sea-Tac Park is both a regional and community park and as such will generate automobile traffic from outside the community as well as inside the community. The analysis of parking demand is based on peak total facility capacity. However, readjustments were made for park users who would arrive at the park by a mode other than private automobile. Further, the analysis was modified to reflect that at no time will all the park facilities be in simultaneous peak operation.



ANALYSIS OF PARKING DEMAND					
Activity/Facility	Facility Capacity (people)	No. Cars Required Ea. Facility Group	Daily Turnover	Daily No. Trips	Daily Total No. People
golf course (18 holes)	100	100	3	300	300
soccer/football (13)	715	325	3	975	2145 ?
baseball/softball (6)	240	90	3	270	720
tennis courts (12)	48	36	6	216	288
basketball court (2)	20	10	6	60	120
fitness trail	50	25	4	100	200
bicycle moto-cross	20	5	6	30	120
trail system	100	20	4	80	400
nature trail	15	5	8	40	120
group picnic shelters (2)	100	40	1.5	60	150
play areas (3)	75	25	4	100	300
passive meadows/woodlands	200	80	3	240	600
P-patch	30	10	8	80	240
motorcycle training area	20	10	4	40	80
sunset complex	75	25	6	150	450
SUBTOTAL	1808	806	-	2741	6233
LESS 20% (MODE SPLIT)*		-161		-548	
SUBTOTAL		645		2193	
LESS 20% (ANTICIPATED AVERAGE USE)**		-129		-439	
TOTAL PARKING		516	one way trips	1754	
			total trips	3508	

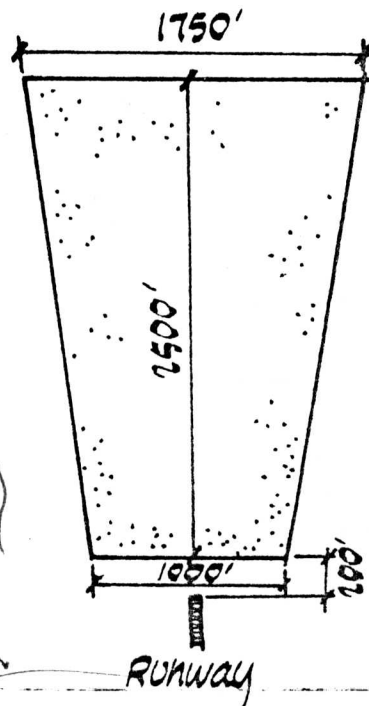
* Mode Split - Assume 20% of park users get to park by means other than automobile such as transit, bicycle, on foot, etc.

** Anticipated Average Use = Facility Capacity - 20%. Assume - 20% as function of seasonal nature use patterns, weekday vs. weekend activity loads etc. We are not sizing parking lot for peak load (Facility Capacity).



Air Support Facilities:

The air support facilities map indicates not only the structures required by the airport, but also the boundaries of the clear zone and extended clear zone. A clear zone is an approach protection area and is used to assure compatible land use in areas adjacent to airports. The minimum dimensions of the clear zone are as shown below. The minimum dimensions of the extended clear zone are 2,500 feet from the end of the clear zone with 1,250 feet on either side of an extended runway center line. However, the extended clear zone can include the area from the minimum to the next natural or manmade boundary. At the North Sea-Tac Park site, total extended clear zone is from the end of the clear zone north to South 136th Street and from Des Moines Way South to 24th Avenue South. Within the clear zones, there can be no features that disrupt airplanes approaching or leaving Sea-Tac Airport. Tall buildings and facilities that produce smoke or glare and areas that attract large flocks of birds are all potentially hazardous. Large gatherings of people should also be avoided because of the increased risk of injuries in the event of an accident.



CLEAR ZONE DIMENSIONS